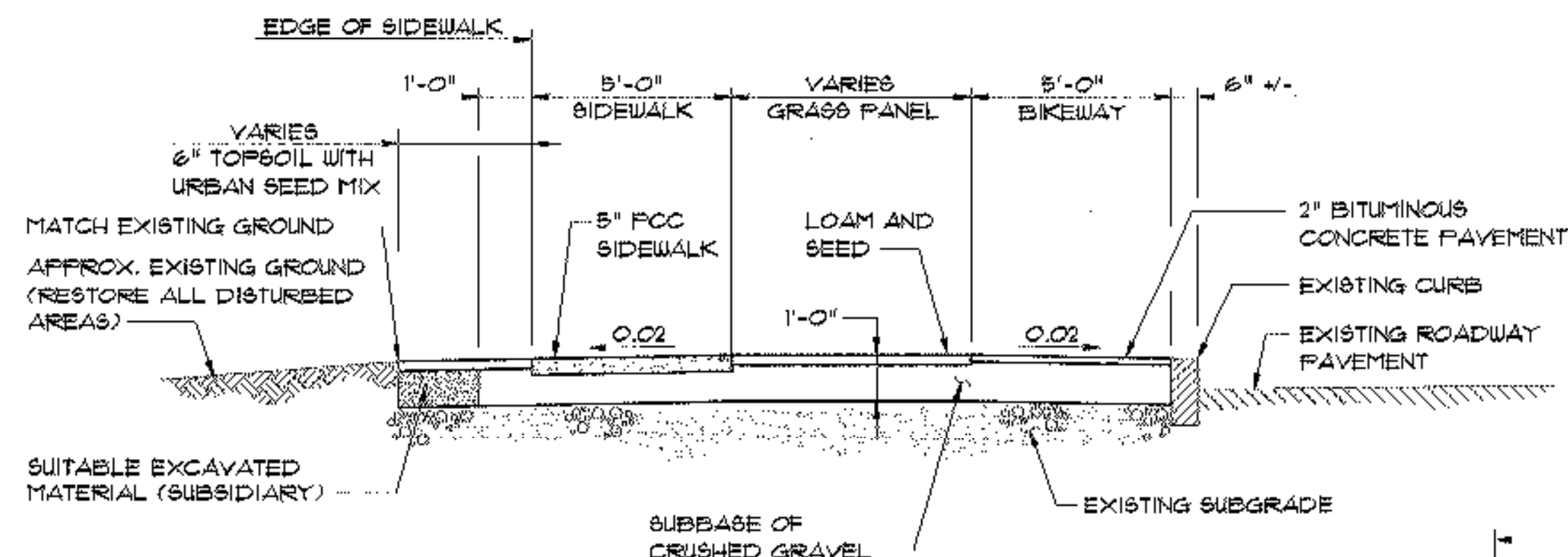
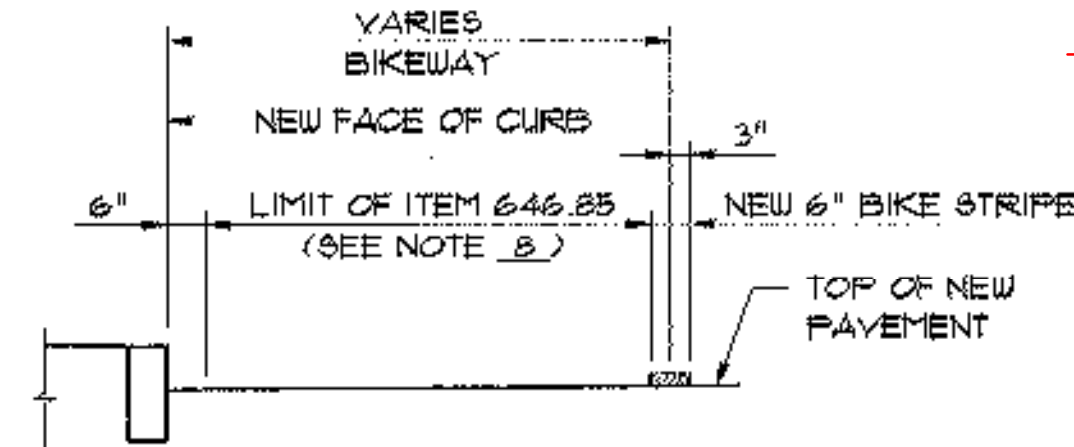
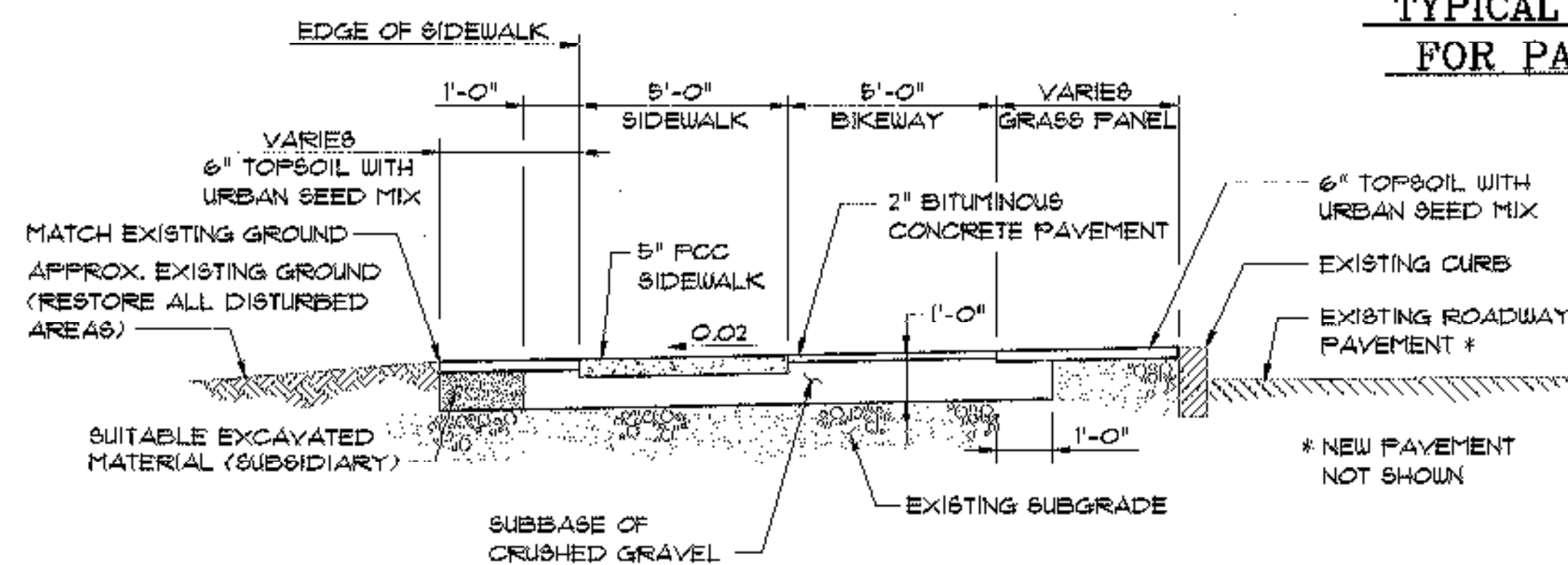




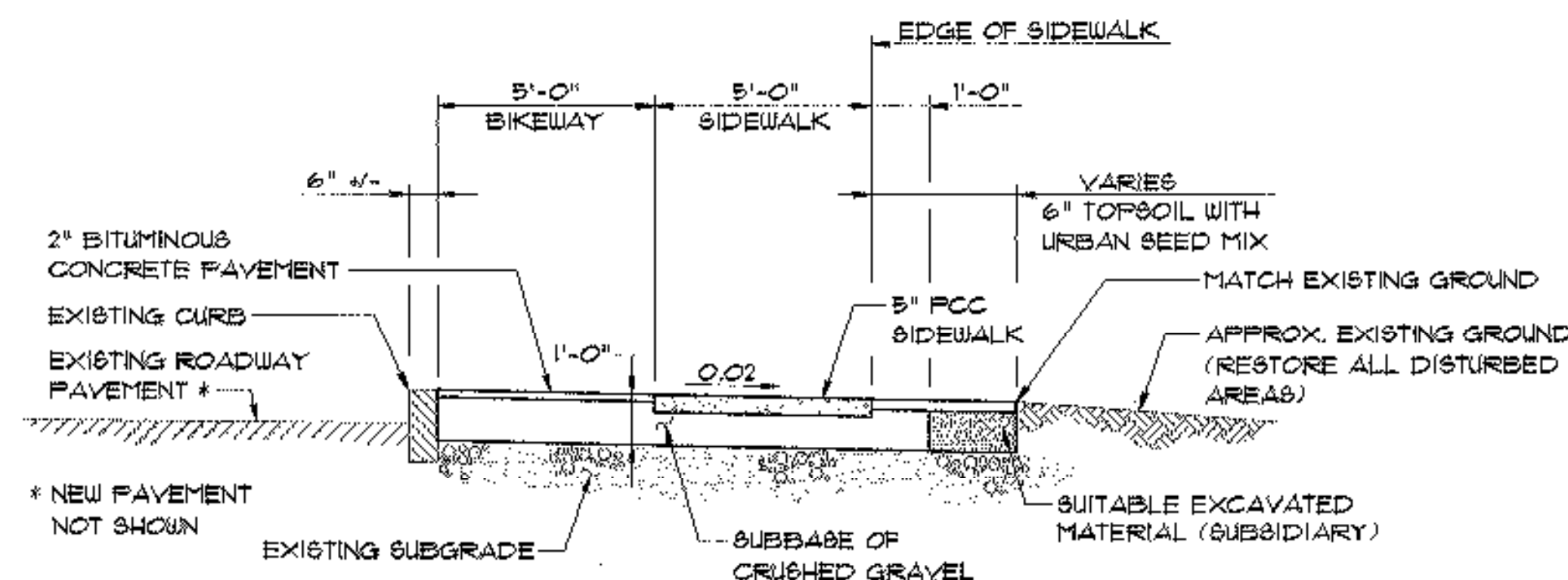
NEW TYPICAL SECTION BEYOND RAMP H
N.T.S.



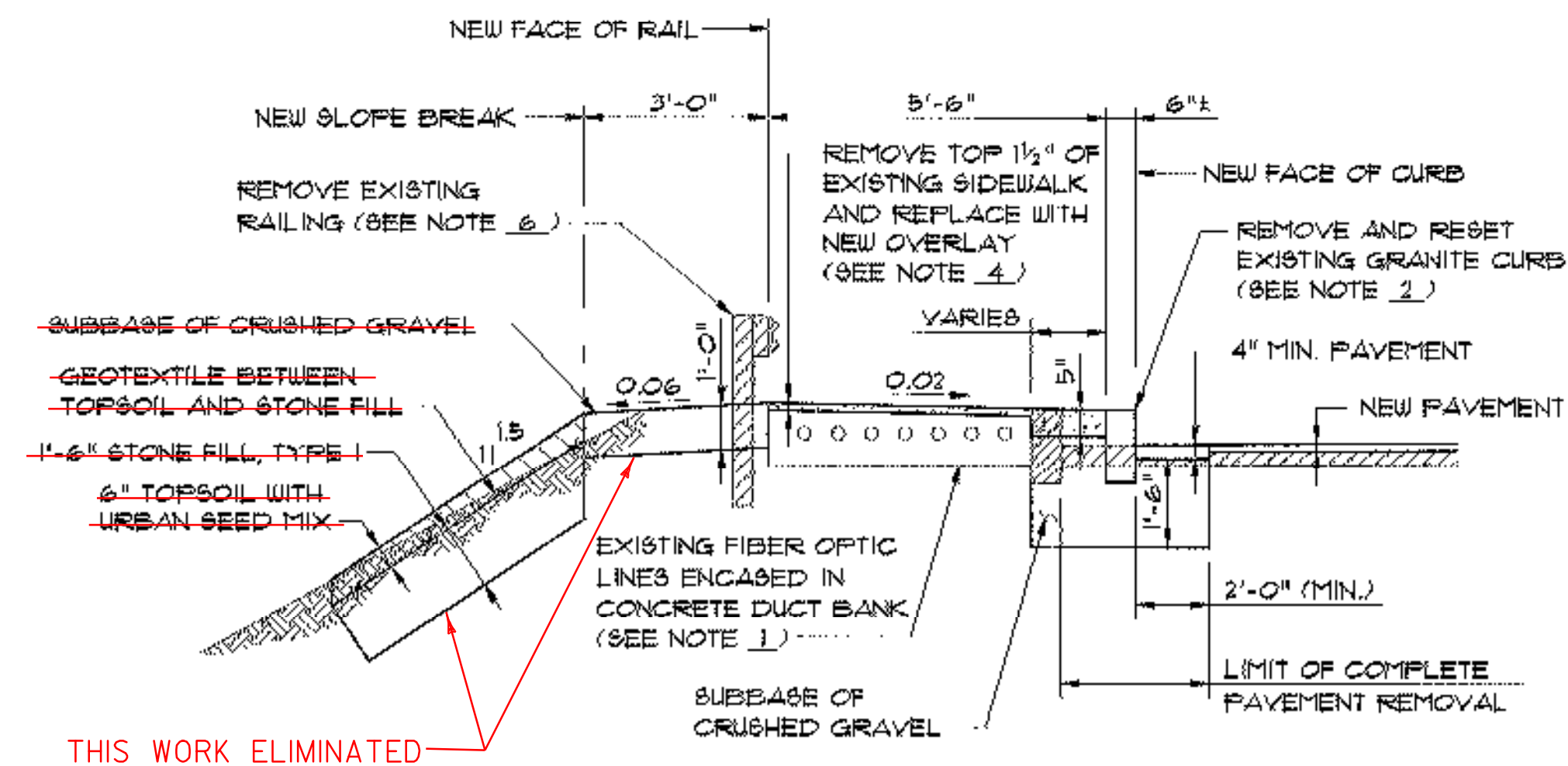
TYPICAL PAVEMENT MARKING DETAIL FOR PAINTED ISLAND (MOD-BLUE)
N.T.S.



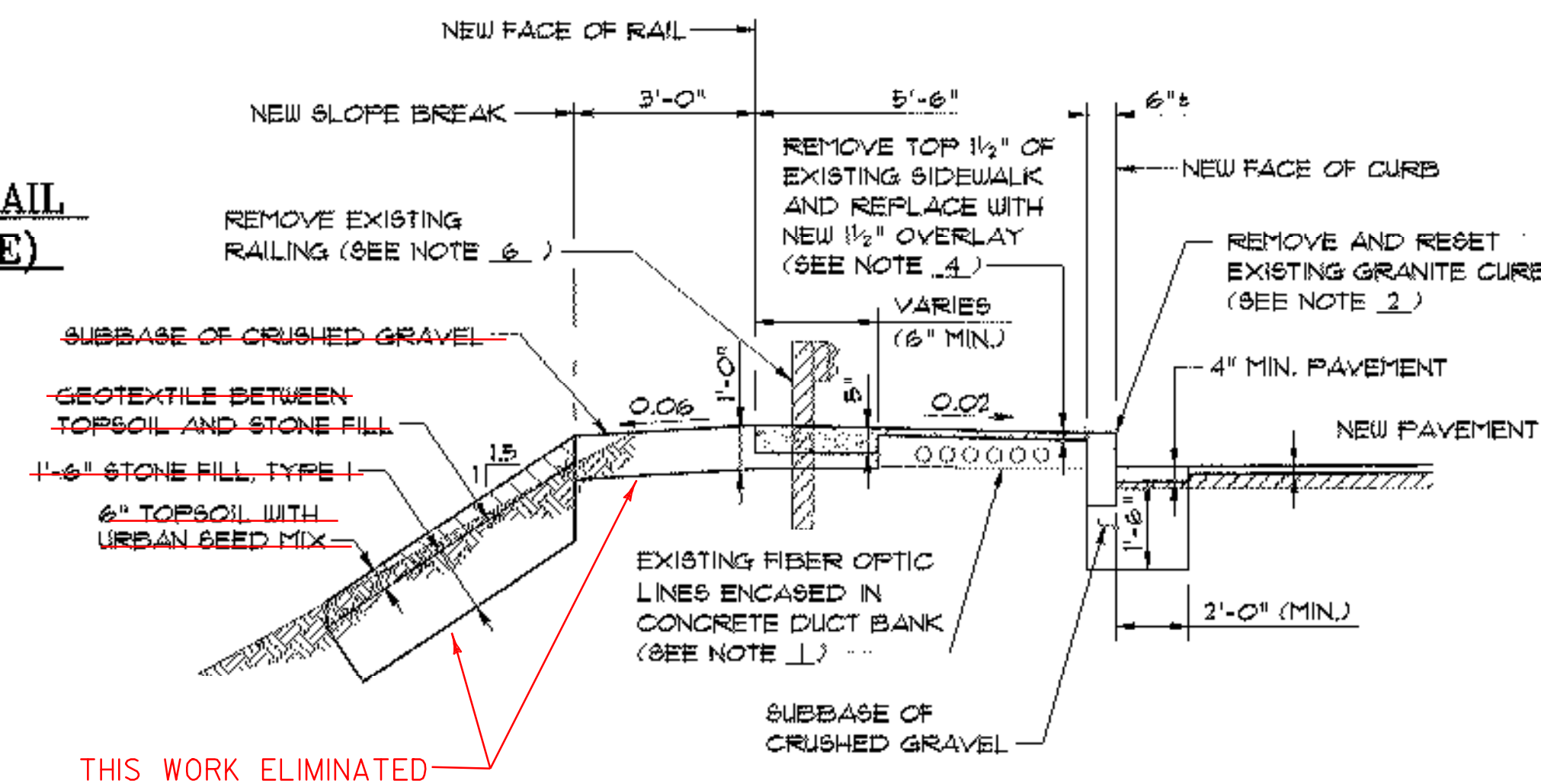
NEW TYPICAL SECTION BETWEEN RAMPS C & D
N.T.S.



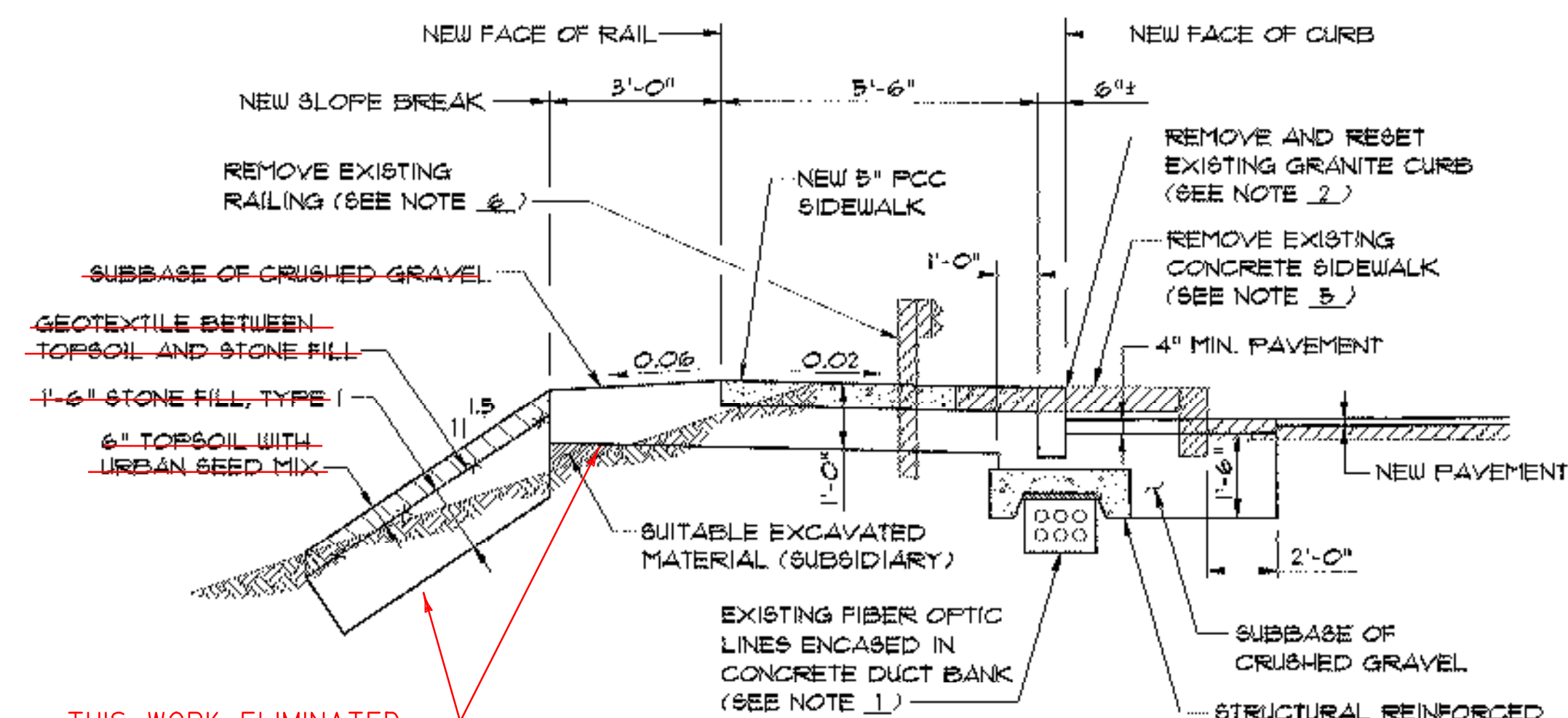
NEW TYPICAL SECTION BETWEEN RAMPS A & B, E & F AND G & H
N.T.S.



SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



SECTION C-C
N.T.S.

NOTES:

1. THERE ARE FIBER OPTIC LINES IN THIS PROJECT WHICH MUST NOT BE COMPROMISED DURING CONSTRUCTION. THE LOCATION AND DEPTH OF THESE LINES ARE UNKNOWN OUTSIDE THE LIMITS OF THE BRIDGE. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH DIGSAFE AND THE UTILITY OWNER TO ENSURE THE FIBER OPTIC LINES ARE NOT DAMAGED. THE CONTRACTOR SHALL WORK OUT THE EXACT TREATMENTS IN THE VICINITY OF THE FIBER OPTIC LINES WITH THE UTILITY OWNER AND ENGINEER.
2. SECTIONS A-A, B-B, AND C-C ARE INTENDED TO SHOW THE TYPICAL ANTICIPATED TREATMENTS AT RAMPS "B", "D", "E", AND "G" IN ORDER TO ACCOMMODATE THE NEW CURBLINE LOCATION. SECTIONS A-A AND B-B SHALL BE USED WHERE THE EXISTING UTILITY BANK IS WITHIN THE CONSTRUCTION LIMITS OF THE NEW SIDEWALK AND CURB. SECTION C-C SHALL BE USED WHERE THE EXISTING UTILITY BANK IS OUTSIDE THE CONSTRUCTION LIMITS OF THE NEW SIDEWALK AND CURB.
3. A STRUCTURAL REINFORCED CONCRETE SLAB SHALL BE PLACED OVER ANY PORTIONS OF THE EXISTING CONCRETE UTILITY BANK WHICH PROJECT BEYOND THE NEW FACE OF CURB AND DO NOT HAVE AT LEAST 3 FEET OF COVER MEASURED FROM THE ROADWAY SURFACE AT THE FACE OF CURB. WHERE A SLAB IS NECESSARY, THE CONTRACTOR SHALL SUBMIT CALCULATIONS AND DETAILS PREPARED AND STAMPED BY A LICENSED PROFESSIONAL ENGINEER TO THE ENGINEER. 1" OF AN APPROVED COMPRESSIBLE FILLER MATERIAL SHALL BE PLACED BETWEEN THE SLAB AND THE DUCT BANK. CONCRETE AND REINFORCING STEEL SHALL BE PAID AS ITEMS 501.25, "CONCRETE, CLASS B", AND ITEM 501.15, "REINFORCING STEEL" RESPECTIVELY. ALL COSTS ASSOCIATED WITH DESIGN AND DETAILING OF ANY STRUCTURAL CONCRETE SLAB REQUIRED SHALL BE SUBSIDIARY TO ITEM 501.25.
4. IN AREAS WHERE THE EXISTING SIDEWALK CONTAINS UTILITY CONDUITS, THE PARTIAL REMOVAL OF THE EXISTING CONCRETE SIDEWALK SHALL BE PAID AS ITEM 529.25, "REMOVAL OF CONCRETE OR MASONRY". THE SIDEWALK SHALL BE WIDENED AND OVERLAYED WITH ITEM 501.60, "SILICA-FUME CONCRETE, (MOD.)".
5. IN AREAS WHERE THE EXISTING SIDEWALK DOES NOT CONTAIN UTILITY CONDUITS, THE EXISTING SIDEWALK SHALL BE COMPLETELY REMOVED UNDER ITEM 203.28, "EXCAVATION OF SURFACES AND PAVEMENTS". NEW CONCRETE SIDEWALK SHALL BE PAID AS ITEM 618.10, "PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH".
6. SEE SHEETS 41 AND 42 FOR INFORMATION AND PAY LIMITS FOR EXISTING GUARD RAIL REMOVAL. REMOVAL OF EXISTING ALUMINUM APPROACH RAIL SHALL BE PAID FOR UNDER THE 1M DECK (38) BRIDGE REHABILITATION PROJECT.

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of **SOUTH BURLINGTON** Bridge No. **68**
Highway No. U.S. **2** Toy Sta.
Surv. Sta.
U.S. 2 OVER I-89

BIKEWAY TYPICAL SECTIONS

Designed By **S.M. HODGSON** Drawn By **C.L. CILLEY**
Checked By **T.S. BRYANT** Date **2/00** Bridge Design Supervisor **C.D. BAKER** Date **2/00**

PROJECT **SOUTH BURLINGTON** PROJECT NO. **STP BIKE (28)S**

VIB Cad Drawing No. **50963TYP** Date **2/00**
Bridge Sheet No. Sheet **54** of **73**

VANASSE HANGEN BRUSTLIN, INC.