

WALL FOOTING SCHEDULE				
MARK	THICKNESS	WIDTH	REINFORCEMENT	CUBIC YARDS
F-20	1'-0"	2'-0"	#5 @ 12" O.C. E & W BOTTOM	4.4
GRAND TOTAL				4.4

FOUNDATION WALL SCHEDULE				
MARK	THICKNESS	REINFORCEMENT	LOCATION	CUBIC YARDS
FW-1	1'-6"	#5 VERT @ 16" O.C #4 HORIZ @ 16" O.C	EA. FACE EA. FACE	6.3
GRAND TOTAL				6.3

SECTION - 100

DESIGN CRITERIA:
DESIGN LOADS IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN STANDARDS IN CONJUNCTION WITH LRFD GUIDE SPECIFICATIONS FOR POST-TENSIONED BRIDGES.
DEAD LOADS:
BRIDGE: + WEIGHT OF BRIDGE
GROUND (DRAIN W/P): + 50 PSF (WESSBURG, VT)
LIVE LOAD: + 100 PSF OR PER AASHTO SPEC, WHICHEVER IS MORE
CONCRETE (STRONGTENT): + 300 PSF OR PER AASHTO SPEC, WHICHEVER IS MORE
VENTILATOR: + 14.10 LOADING (AASHTO)
WIND LOAD: + 42 PSF/FT DEPTH
LATERAL EARTH PRESSURE: + 2000 PSF (ASSUMED)
EXPOSURE CATEGORY: + C
WIND SPEED (WIND MAP): + 115 MPH
ALLOWABLE SOIL BEARING PRESSURE: + 2000 PSF (ASSUMED)
LATERAL EARTH PRESSURE: + 2000 PSF (ASSUMED)
AT REST: + 42 PSF/FT DEPTH
ACTIVE: + 343 PSF/FT DEPTH
ALLOWABLE LOAD DEFLECTION: + L/80
NOTE: BRIDGE RAILING SHALL MEET THE REQUIREMENTS OF BICYCLE AND PEDESTRIAN GEOMETRY AND LOADING AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS FOR BRIDGES, DIVISION 1, SECTION 1, WITH THE EXCEPTION OF BRIDGE RAILING HEIGHT.

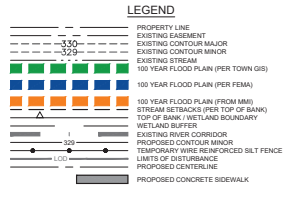
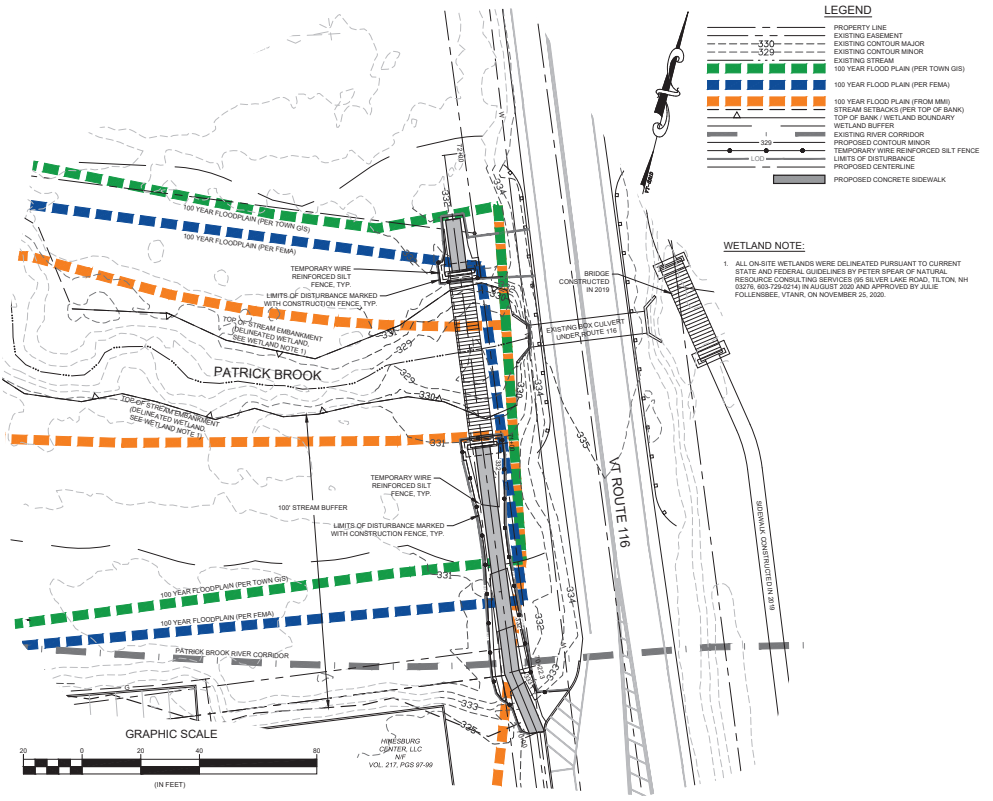
STRUCTURAL MATERIALS
1. STRUCTURAL FILL: THE MATERIAL SHALL BE USED FOR ALL REQUIRED STRUCTURAL FILL. THE MATERIAL SHALL BE A WELL GRADED BANK RUN OR CRUSHER RUN GRAVEL (VTTRANS SPEC. 704.08)
2. CRUSHED STONE: UNIFORMITY GRADED, CLEAN, HARD CRUSHED STONE (VTTRANS SPEC. 704.02B)
3. FILTER FABRIC:
4. GEOTEXTILE FOR SUBGRADE SEPARATOR (WHERE INDICATED ON DRAWINGS)
5. CONCRETE (CIP): HIGH PERFORMANCE CONCRETE IN ACCORDANCE WITH VTTRANS SECTION 501.
6. NON-SHRINK GROUT: IN ACCORDANCE WITH VTTRANS SECTION 707 (3) (500 PSI MIN.)
7. REINFORCEMENT STEEL: IN ACCORDANCE WITH VTTRANS SECTION 507
8. ANCHOR BOLTS: ASTM A193 OR ASTM F1554 (GALVANIZED AT WOOD PRESURE TREATED PLATES) (SIZE AS INDICATED ON DRAWINGS)
9. WOOD FRAMING:
WOOD SPIECES PER BRIDGE SUPPLIER & AS APPROVED BY THE ENGINEER PRIOR TO DESIGN. WOOD SHALL BE NATURALLY OR TREATED TO BE RESISTANT TO DECAY DUE TO ENVIRONMENTAL EXPOSURE.

CODES AND STANDARDS:
DESIGN AND CONSTRUCTION SHALL COMPLY WITH THE LATEST REVISION (UNLESS OTHERWISE INDICATED) OF AASHTO LRFD DESIGN SPECIFICATION.

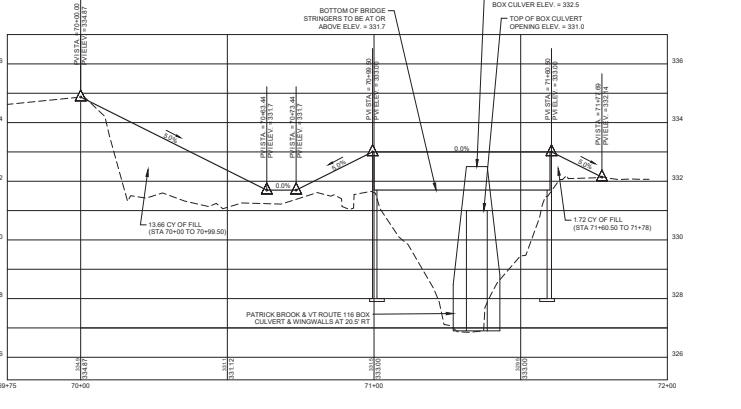
NOTE:
THE ENGINEER SHALL INSPECT THE SUBGRADE PRIOR TO FORMING THE FOOTINGS TO DETERMINE SUITABILITY. IF NECESSARY, STRUCTURAL FILL MAY BE REPLACED WITH CRUSHED STONE WRAPPED IN FILTER FABRIC.

FOUNDATIONS
1. FOOTING SHALL REST ON SUITABLE UNDISTURBED SOIL OR COMPACTED STRUCTURAL FILL. THE BOTTOM-OF-FOOTING ELEVATIONS SHOWN ON THE PLANS ARE SUBJECT TO REVISION WHEN THE ACTUAL SOIL CONDITIONS ARE UNCOVERED BY EXCAVATION. THE ENGINEER SHALL BE NOTIFIED PROMPTLY OF ANY WEAR STRATA, EXCESSIVE WATER OR ANY OTHER CONDITION CONTRIBUTING TO POOR BEARING MATERIALS.
2. THE PRESENCE OR ABSENCE OF LEDGE AT THE PROPOSED FOOTING LOCATIONS HAS NOT BEEN DETERMINED. PROMPTLY NOTIFY THE ENGINEER IF LEDGE IS ENCOUNTERED DURING FOUNDATION EXCAVATION AND AWAIT FURTHER INSTRUCTIONS BEFORE PROCEEDING.
3. THE MINIMUM FROST DEPTH FOR FOOTINGS SHALL BE 5'-0" BELOW FINISHED GRADE.
4. DO NOT PLACE FOOTINGS, SLABS OR ANY OTHER CONCRETE SECTIONS ON FROZEN GROUND. REMOVE ALL FROZEN MATERIALS AND REPLACE WITH COMPACTED STRUCTURAL FILL OR CRUSHED STONE.
5. WALLS WITH BACKFILL ON BOTH SIDES SHALL HAVE FILL COMPACTED IN EQUAL LIFTS ON EACH SIDE OF THE WALL. FILL LAYERS SHALL BE PLACED SUCH THAT THE DIFFERENCE BETWEEN ONE SIDE AND THE OTHER SHALL NOT EXCEED 2". WALLS TO BE BACKFILLED FROM ONE SIDE ONLY HAVE BEEN DESIGNED TO ACCURATE BACKFILLING DURING TOWER PLACEMENT TO MAINTAIN SUPPORTING STRUCTURE FRAMING TO BE A MINIMUM OF 50% OF THE DESIGN STRENGTH.
6. ALL FOUNDATION WALLS SHALL BE BACKFILLED WITH SELECT BACKFILL AS SPECIFIED IN "STRUCTURAL MATERIALS" WITHIN 4'-0" OF THE EXTERIOR FACE OF THE WALL. BACKFILL MATERIAL OUTSIDE 4'-0" MAY BE EXISTING ON-SITE MATERIAL, PROVIDED IT IS NOT LOCATED BELOW A DRIVEWAY, SIDEWALK OR OTHER STRUCTURAL ELEMENT, UNLESS THAT EXISTING MATERIAL IS SAMPLED AND TESTED FOR GRADATION AND PROCTOR AND IS ACCEPTABLE TO THE ENGINEER. IT SHALL NOT BE ASSUMED THAT THE EXISTING ON-SITE MATERIAL MAY BE USED FOR SELECT BACKFILL UNLESS THE MATERIAL IS APPROVED BY THE ENGINEER.
7. THE CONTRACTOR IS TO DESIGN, FURNISH AND INSTALL TEMPORARY SHEETING, SHORING AND BRACING NECESSARY TO SAFELY COMPLETE THE CONSTRUCTION.
8. THE CONTRACTOR SHALL PROVIDE THE NECESSARY EQUIPMENT TO CONTINUOUSLY DEWATER THE SITE TO FACILITATE CONSTRUCTION AND SAFE WORKING CONDITIONS.
9. THE ENGINEER SHALL INSPECT THE SUBGRADE PRIOR TO POURING THE FOOTINGS TO DETERMINE SUITABILITY. IF NECESSARY, STRUCTURAL FILL MAY BE REPLACED WITH CRUSHED STONE WRAPPED IN FILTER FABRIC.

CONCRETE
1. ALL BAR REINFORCEMENT SHALL MEET VTTRANS SECTION 507.
2. CONCRETE COVER OVER REINFORCEMENT SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED ON THE DRAWINGS:
CONCRETE PLACED AGAINST AND PERMANENTLY EXPOSED TO EARTH: 3"
CONCRETE EXPOSED TO EARTH AND WEATHER: 2"
3. ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 3/4", UNLESS NOTED OTHERWISE.
4. THE CONCRETE CONTRACTOR SHALL INSTALL ALL CORNER AND OTHER TRANSFER MEMBERS TO INSTALL ALL ANCHORS, BOLTS, PLATES, NAILERS, ETC. CHAIRS, PIPE SLEEVES, ETC. AS REQUIRED BY OTHER TRADES. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE SETTING SCREEDS AND FORMS.



WETLAND NOTE:
1. ALL ON-SITE WETLANDS WERE DELINEATED PURSUANT TO CURRENT STATE AND FEDERAL GUIDELINES BY PETER SPEAR OF NATURAL RESOURCE CONSULTING SERVICES (65 SILVER LAKE ROAD, TILTON, NH 03278, 603-759-0214) IN AUGUST 2020 AND APPROVED BY JULIE FOLLENBERG, VTNR, ON NOVEMBER 25, 2020.



SIDEWALK & BRIDGE PROFILE (STA 70+00 - 71+78)

LANDS OF
HINESBURG CENTER, LLC
VT ROUTE 116
Hinesburg, VT

**PATRICK BROOK
SIDEWALK CROSSING**

Project No. 19054
Survey N/A
Design N/D/S/R/D
Checked DLH
Date 5/11/22
Scale AS NOTED
Sheet number

Lamoureux & Dickinson
Consulting Engineers, Inc.
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11/05/21 REVISED ALIGNMENT AND PROFILE		NDS
Date	Revision	By
	Check/Concept	Aut 250 Revision
	Preliminary	Construction
	Final	Record Drawing