

PRELIMINARY INFORMATION SHEET

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FINAL HYDRAULIC REPORT

HYDROLOGIC DATA Date: 7/16/99

DRAINAGE AREA: 143 sq mi
 CHARACTER OF TERRAIN: Mountainous, rolling hills to farm lands
 STREAM CHARACTERISTICS: Perennial, medium size, moderate relief, straight
 NATURE OF STREAMBED: Gravel to cobble bottom

PEAK FLOW DATA

Q 2.33 =	5600 cfs	Q 50 =	21000 cfs
Q 10 =	12300 cfs	Q 100 =	25000 cfs
Q 25 =	17000 cfs	Q 500 =	36000 cfs

DATE OF FLOOD RECORD: November, 1927
 ESTIMATED DISCHARGE: Unknown
 WATER SURFACE ELEV.: Unknown
 NATURAL STREAM VELOCITY: @ Q50 = 8.2 cfs
 ICE CONDITIONS: Moderate
 DEBRIS: Moderate
 DOES THE STREAM REACH MAXIMUM HIGH-WATER ELEV. RAPIDLY? No
 IS ORDINARY RISE RAPID? No
 IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No
 IF YES, DESCRIBE:

PROPOSED STRUCTURE

STRUCTURE TYPE: Two Span Plate Girder Bridge with Concrete Deck

CLEAR SPAN(NORMAL TO STREAM): 130 ft
 VERTICAL CLEARANCE ABOVE STREAMBED: 19 ft
 WATERWAY OF FULL OPENING: 2200 sf

WATER SURFACE ELEVATIONS AT:

Q2.33 =	731.1 ft	VELOCITY =	4.7 fps
Q10 =	733.9 ft		8.1 fps
Q25 =	735.0 ft		10.8 fps
Q50 =	736.4 ft		12.3 fps
Q100 =	737.9 ft		13.4 fps

IS THE ROADWAY OVERTOPPED BELOW Q100: Yes
 FREQUENCY: Below Q50
 RELIEF ELEVATION: 735.6 ft
 DISCHARGE OVER ROAD @Q100: 3700 cfs

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 739.3 ft @ pier location
 VERTICAL CLEARANCE: @ Q100 = 2.7 ft on the west side, inundated on the east side

SCOUR: Contraction Scour @ Q100=3.6 ft and Pier Scour @ Q100=7.0 ft
 Contraction Scour @ Q500=5.6 ft and Pier Scour @ Q500=7.2 ft
 REQUIRED CHANNEL PROTECTION: Type IV Stone Fill

WATERSHED STORAGE: 1% HEADWATERS:
 UNIFORM: X
 IMMEDIATELY ABOVE SITE:

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: Single Span Steel Truss Bridge
 YEAR BUILT: 1928
 CLEAR SPAN(NORMAL TO STREAM): 107 ft
 VERTICAL CLEARANCE ABOVE STREAMBED: 15 ft
 WATERWAY OF FULL OPENING: 1500 sf
 DISPOSITION OF STRUCTURE: Remove
 TYPE OF MATERIAL UNDER SUBSTRUCTURE: Unknown

WATER SURFACE ELEVATIONS AT:

Q2.33 =	730.4 ft	VELOCITY =	5.7 fps
Q10 =	733.6 ft		10.0 fps
Q25 =	737.5 ft		11.1 fps
Q50 =	738.2 ft		11.6 fps
Q100 =	739.0 ft		11.8 fps

LONG TERM STREAMBED CHANGES: None noted

PERMIT INFORMATION

AVERAGE DAILY FLOW: 300 cfs DEPTH OR ELEVATION:
 ORDINARY LOW WATER: 130 cfs 1 ft
 ORDINARY HIGH WATER: 2400 cfs 3 ft

IS THE ROADWAY OVERTOPPED BELOW Q100: Yes
 FREQUENCY: Below Q25
 RELIEF ELEVATION: 735.4 ft
 DISCHARGE OVER ROAD @Q100: 7000 cfs

TEMPORARY BRIDGE REQUIREMENTS

STRUCTURE TYPE: N/A
 CLEAR SPAN (NORMAL TO STREAM):
 VERTICAL CLEARANCE ABOVE STREAMBED:
 WATERWAY AREA OF FULL OPENING:

ADDITIONAL INFORMATION

The existing bridge will be removed once new bridge is completed and the roadway approaches will be excavated and graded to match up and downstream channel banks.

UPSTREAM STRUCTURE

TOWN: Rochester DISTANCE: 5.5 mi
 HIGHWAY #: TH-42 STRUCTURE #: Bridge 35
 CLEAR SPAN: 121 ft (three span) CLEAR HEIGHT: 15 ft
 YEAR BUILT: 1983 FULL WATERWAY: Unknown
 STRUCTURE TYPE: Three Span Steel Beam Bridge with Concrete Deck

DOWNSTREAM STRUCTURE

TOWN: Stockbridge DISTANCE: 2.6 mi
 HIGHWAY #: TH-1 STRUCTURE #: Bridge 6
 CLEAR SPAN: 168 ft (three span) CLEAR HEIGHT: 25 ft
 YEAR BUILT: 1988 FULL WATERWAY: Unknown
 STRUCTURE TYPE: Three Span Plate Girder Bridge with Concrete Deck

LOAD FACTOR LOAD RATING (TONS)

LOADING LEVELS	TRUCK						
	H	HS	3S2	6 AXLE	SA STR.	4A STR.	SA SEM
INVENTORY	0	0	0	0	0	0	0
POSTED	0	0	0	0	0	0	0
OPERATING	0	0	0	0	0	0	0

COMMENTS: 0

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT
2004	1400	200	51	8	130
2024	1900	270	51	7	150

20 year ESAL for flexible pavement 2004 to 2024 : 1,335,000
 20 year ESAL for flexible pavement 2004 to 2044 : 3,310,000
 Design Speed: 40 km/h

DESIGN CRITERIA

- DESIGN LIVE LOAD AASHTO HS-25
- DESIGN SPAN
- ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL ON LEDGE
- ALLOWABLE LOAD FOR PILING TYPE
- ESTIMATED LENGTH
- STRUCTURAL STEEL AASHTO GRADE
- REINFORCING STEEL GRADE 60
- CONCRETE CLASS A f'c : 4000 psi
- CONCRETE CLASS B f'c : 3500 psi
- SILICA - FUME CONCRETE f'c : 5000 psi
- SOIL UNIT WEIGHT 140 pcf
- DESIGN LOAD FOR SPREAD FOOTINGS ON SOIL

TRAFFIC MAINTENANCE

1. IS TRAFFIC TO BE MAINTAINED? YES
 IF YES, ON EXISTING STRUCTURE EXISTING STRUCTURE
 OR ON TEMPORARY BRIDGE

2. TEMPORARY BRIDGE REQUIREMENTS: ONE OF TWO WAY
 TRAFFIC CONTROL SIGNALS REQUIRED NO
 MINIMUM CLEAR SPAN (NORMAL TO STREAM):
 WATERWAY OF FULL OPENING:
 VERTICAL CLEARANCE ABOVE STREAMBED:
 ARE SIDEWALKS REQUIRED? NO
 IF SO, ON WHAT SIDE?
 STRUCTURE TYPE:

PROJECT NAME: STOCKBRIDGE
 PROJECT NUMBER: BRF 013-4(21)
 FILE NAME: str57823@df228pl.xls PLOT DATE: 5/5/00
 PROJECT LEADER: C. KELLER DRAWN BY: B. NYQUIST
 DESIGNED BY: B. NYQUIST CHECKED BY: M. FOWLER
 PRELIMINARY INFORMATION SHEET R.O.W. SHEET 11 OF 17 SHEETS