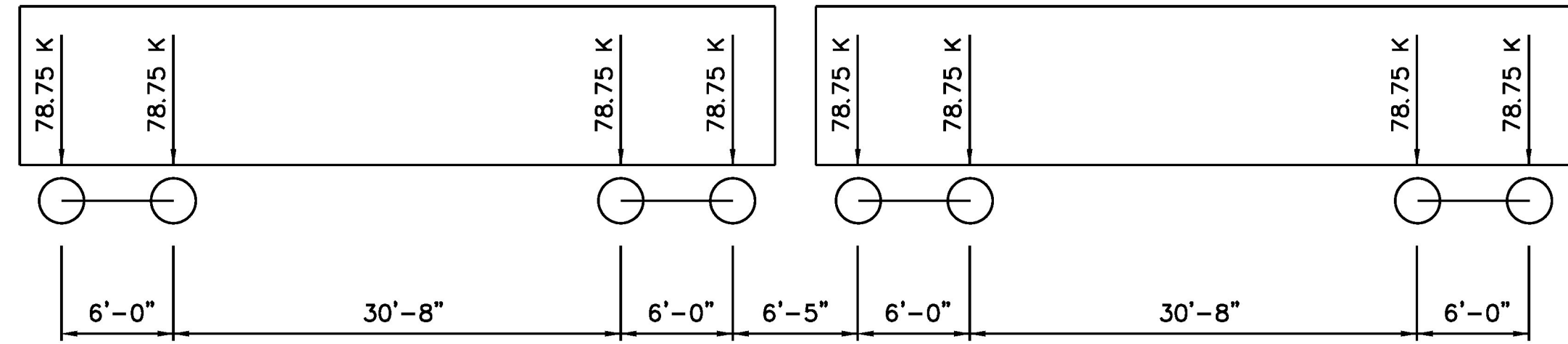


PRELIMINARY INFORMATION SHEET (BRIDGE)

LRFD

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STRUCTURE DETAILS				PROPOSED STRUCTURE		
SD-501.00	CONCRETE DETAILS AND NOTES	02-09-2012		STRUCTURE TYPE: <u>Deck Plate Girder</u> CLEAR SPAN(NORMAL TO STREAM): <u>23.5 feet</u> VERTICAL CLEARANCE ABOVE STREAMBED: <u>3.3 feet</u> WATERWAY OF FULL OPENING: <u>58 square feet</u> WATER SURFACE ELEVATIONS AT: Q2.33 = <u>776.3</u> VELOCITY= <u>6.8</u> Q10 = <u>777.5</u> " <u>7.6</u> Q25 = <u>777.7</u> " <u>10.1</u> Q50 = <u>778.5</u> " <u>12.1</u> Q100 = <u>779.2</u> " <u>14.1</u>		
				IS THE ROADWAY OVERTOPPED BELOW Q100: <u>Yes</u> FREQUENCY: <u>on average once every 79 years</u> RELIEF ELEVATION: <u>779.5 feet</u> DISCHARGE OVER ROAD @Q100: <u>approximately 2 cfs</u> AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: <u>777.12</u> VERTICAL CLEARANCE: <u>@ Q50 = - 1.45 feet</u> SCOUR: <u>Worst case at Q79 incipient bank overtopping flow. Contraction Scour is live bed at depth 9.7 ft. Note that foundation piles will be driven to depth > 15 feet.</u> REQUIRED CHANNEL PROTECTION: <u>Stone fill, Type III</u>		
				EXISTING STRUCTURE INFORMATION		
				STRUCTURE TYPE: <u>Concrete Slab</u> YEAR BUILT: <u>1919</u> CLEAR SPAN(NORMAL TO STREAM): <u>10 ft</u> VERTICAL CLEARANCE ABOVE STREAMBED: <u>3.5 feet</u> WATERWAY OF FULL OPENING: <u>28 square feet</u> DISPOSITION OF STRUCTURE: <u>Remove and replace</u> TYPE OF MATERIAL UNDER SUBSTRUCTURE: <u>Unknown</u> WATER SURFACE ELEVATIONS AT: Q2.33 = <u>777.0</u> VELOCITY = <u>8</u> Q10 = <u>780.0</u> " <u>10</u> Q25 = <u>780.1</u> " <u>11</u> Q50 = <u>780.5</u> " <u>11</u> Q100 = <u>780.9</u> " <u>10</u>		
				LONG TERM STREAMBED CHANGES: <u>No significant changes</u> IS THE ROADWAY OVERTOPPED BELOW Q100: <u>Yes</u> FREQUENCY: <u>on average once every 7 years</u> RELIEF ELEVATION: <u>779.5 feet NAVD 88</u> DISCHARGE OVER ROAD @Q100: <u>approximately 275 cfs</u>		
				PERMIT INFORMATION		
				AVERAGE DAILY FLOW: <u>4 CFS</u> DEPTH OR ELEVATION: ORDINARY LOW WATER: <u>2 CFS</u> <u>774.1 (0.3 feet deep)</u> ORDINARY HIGH WATER: <u>56 CFS</u> <u>775.4 (1.6 feet deep)</u>		
				TEMPORARY BRIDGE REQUIREMENTS		
				STRUCTURE TYPE: <u>n/a</u> CLEAR SPAN (NORMAL TO STREAM): <u>n/a</u> VERTICAL CLEARANCE ABOVE STREAMBED: <u>n/a</u> WATERWAY AREA OF FULL OPENING: <u>n/a</u>		
				ADDITIONAL INFORMATION		
				No temporary bridge required. Service will be shut down during work. Flows will be diverted around the structure and paid for under Item 900.845, "Special Provision (Temporary Relocation of Stream)".		
				TRAFFIC MAINTENANCE NOTES		
				DESIGN VALUES		
				1. DESIGN LIVE LOAD: <u>---</u> 2. FUTURE PAVEMENT: <u>---</u> 3. DESIGN SPAN: <u>L: 30.00 FT</u> 4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS) <u>Δ: ---</u> 5. PRESTRESSING STRAND: <u>f_y: ---</u> 6. PRESTRESSED CONCRETE STRENGTH: <u>f'_c: ---</u> 7. PRESTRESSED CONCRETE RELEASE STRENGTH: <u>f'_{cr}: ---</u> 8. CONCRETE, HIGH PERFORMANCE CLASS AA: <u>f'_c: ---</u> 9. CONCRETE, HIGH PERFORMANCE CLASS A: <u>f'_c: ---</u> 10. CONCRETE, HIGH PERFORMANCE CLASS B: <u>f'_c: ---</u> 11. CONCRETE, CLASS C: <u>f'_c: ---</u> 12. REINFORCING STEEL: <u>f_y: 60 KSI</u> 13. STRUCTURAL STEEL AASHTO M270 (GALVANIZED): <u>f_y: 50 KSI</u> 14. SOIL UNIT WEIGHT: <u>γ: 0.140 KCF</u> 15. NOMINAL BEARING RESISTANCE OF SOIL: <u>q_n: ---</u> 16. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD): <u>φ: ---</u> 17. NOMINAL BEARING RESISTANCE OF ROCK: <u>q_n: ---</u> 18. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD): <u>φ: ---</u> 19. NOMINAL AXIAL PILE RESISTANCE: <u>q_p: ---</u> 20. PILE YIELD STRENGTH ASTM A572: <u>f_y: 50 KSI</u> 21. PILE SIZE: <u>HP 14X 89</u> 22. EST. AVG. PILE LENGTH: <u>L_p: 20 FT</u> 23. PILE RESISTANCE FACTOR: <u>φ: ---</u> 24. LATERAL PILE DEFLECTION: <u>Δ: ---</u> 25. BASIC WIND SPEED: <u>V_{3s}: ---</u> 26. MINIMUM GROUND SNOW LOAD: <u>p_g: ---</u> 27. SEISMIC DATA: <u>PGA: ---</u> <u>S₁: ---</u>		
				UPSTREAM STRUCTURE		
				TOWN: <u>Dorset</u> DISTANCE: <u>50 feet</u> HIGHWAY #: <u>US 7</u> STRUCTURE #: <u>C46</u> CLEAR SPAN: <u>12 feet</u> CLEAR HEIGHT: <u>6 feet</u> YEAR BUILT: <u>1959</u> FULL WATERWAY: <u>59 sq ft</u> STRUCTURE TYPE: <u>Concrete Box Culvert</u>		
				DOWNSTREAM STRUCTURE		
				TOWN: <u>Dorset</u> DISTANCE: <u>1600 feet</u> HIGHWAY #: <u>US 7</u> STRUCTURE #: <u>C31</u> CLEAR SPAN: <u>18 feet</u> CLEAR HEIGHT: <u>4 ft 9 in</u> YEAR BUILT: <u>1990</u> FULL WATERWAY: <u>90 sq ft</u> STRUCTURE TYPE: <u>Reinforced Concrete Box</u>		
				TRAFFIC DATA		
YEAR	ADT	DHV	% D	% T	ADTT	20 year ESAL for flexible pavement from XXXX to 0 : 0
0	0	0	0	0	0	40 year ESAL for flexible pavement from XXXX to XXXX : 0
1	0	0	0	0	0	Design Speed : 0 mph
				AS BUILT "REBAR" DETAIL		
				LEVEL I LEVEL II LEVEL III TYPE: TYPE: TYPE: GRADE: GRADE: GRADE:		
				TRAFFIC MAINTENANCE NOTES		
				PILE DRIVING AND TESTING REQUIREMENTS		
				1. NOMINAL PILE DRIVING CAPACITY: <u>---</u> 2. PILE TEST RESISTANCE FACTOR: <u>φ: *</u> 3. MAXIMUM PILE TIP ELEVATION: <u>---</u> 4. <u>0</u>		
				PROJECT INFORMATION		
				PROJECT NAME: DORSET PROJECT NUMBER: WCRS(8) FILE NAME: z08g224pi.dgn PLOT DATE: 4/22/2014 PROJECT LEADER: A.P. GUYETTE DRAWN BY: D.A. GINGRAS DESIGNED BY: B.J. MASSE CHECKED BY: S.E. BURBANK PRELIMINARY INFORMATION SHEET SHEET 2 OF 33		



315 KIP BASE CAR AXLE LOADS AND SPACING
NOT TO SCALE



AS BUILT "REBAR" DETAIL		
LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

* SEE PROJECT NOTES