

PRELIMINARY INFORMATION SHEET (BRIDGE)

Version 11.06.15

LRFD

INDEX OF SHEETS				FINAL HYDRAULIC REPORT			
PLAN SHEETS		STANDARDS LIST		HYDROLOGIC DATA		PROPOSED STRUCTURE	
1	TITLE SHEET	C-2A	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK A	10-14-2005	Date: March 2012		STRUCTURE TYPE: Single span curved plate girder bridge
2	PRELIMINARY INFORMATION SHEET (BRIDGE)	C-10	CURBING	02-11-2008	DRAINAGE AREA : 33.4 sq. mi.		CLEAR SPAN(NORMAL TO STREAM): 123'
3	PRELIMINARY INFORMATION SHEET (BOX CULVERT)	D-1	PRECAST REINFORCED CONCRETE DROP INLET DETAILS	06-01-1994	CHARACTER OF TERRAIN : Hilly to mountainous, mostly forested with some open areas		VERTICAL CLEARANCE ABOVE STREAMBED: 14'
4	GENERAL NOTES	E-100	CONSTRUCTION APPROACH SIGNS	01-02-2004	STREAM CHARACTERISTICS : Sinuous and alluvial. Currently flood damaged and unstable.		WATERWAY OF FULL OPENING: 1100 sq. ft.
5 - 7	QUANTITY SHEET 1-3	E-100A	SIDE ROAD CONSTRUCTION - APPROACH SIGNS	01-02-2004	NATURE OF STREAMBED : Mostly cobbles with some gravel and boulders		
8	BRIDGE QUANTITY SHEET	E-101	CONSTRUCTION SIGN DETAILS	05-30-2003	PEAK FLOW DATA		
9 - 10	TYPICAL SECTIONS 1-2	E-102	CONSTRUCTION SIGN DETAILS	06-30-2003	Q 2.33 = 2,400 cfs		
11	TIE SHEET	E-102A	CONSTRUCTION SIGN DETAILS	05-01-2004	Q 50 = 9,300 cfs		
12	ALIGNMENT	E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06-30-2003	Q 10 = 5,100 cfs		
13 - 14	LAYOUT 1-2	E-107A	BREAKAWAY BARRICADE DETAILS	06-08-2009	Q 25 = 7,200 cfs		
15 - 16	MAINLINE PROFILE 1-2	E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08-08-1995	DATE OF FLOOD OF RECORD Unknown		
17	FIRE DRIVE & WATER STREET PROFILES	E-134	BRIDGE NUMBER PLAQUE	08-08-1995	ESTIMATED DISCHARGE: Unknown		
18	BOX CULVERT PROFILE	E-140	REGULATORY SIGN DETAILS	08-30-1996	WATER SURFACE ELEV.: Unknown		
19	DRAINAGE PIPE PROFILE	E-141	REGULATORY SIGN DETAILS	09-20-1995	NATURAL STREAM VELOCITY : @ Q50 = 18.1 fps		
20	DRAINAGE DETAIL SHEET	E-143	REGULATORY SIGN DETAILS	06-15-2004	ICE CONDITIONS : Moderate		
21 - 22	SIGN & PAVEMENT MARKINGS 1-2	E-152	WARNING SIGN DETAILS	05-01-2004	DEBRIS: Moderate		
23	PROPOSED UTILITY LAYOUT	E-154	WARNING SIGN DETAILS	05-01-2004	DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? Yes		
24	RAIL LAYOUT	E-164	SQUARE STEEL SIGN POST	06-08-2009	IS ORDINARY RISE RAPID? Yes		
25	BRIDGE RAIL DETAILS	E-191	PAVEMENT MARKING DETAILS	02-01-1999	IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No		
26	APPROACH RAIL WW1 AND WW3	E-193	PAVEMENT MARKING DETAILS	08-18-1995	IF YES, DESCRIBE:		
27	APPROACH RAIL WW2 AND WW4	G-1B	BOX BEAM GUARD RAIL	06-01-1994	WATERSHED STORAGE: < 1% HEADWATERS:		
28 - 29	APPROACH RAIL DETAILS 1-2	S-352A	BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION	08-22-2012	UNIFORM: X		
30	BORING LAYOUT SHEET	S-352B	BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION	08-22-2012	IMMEDIATELY ABOVE SITE:		
31 - 33	BORING LOGS 1-3	S-352C	BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION	08-22-2012	EXISTING STRUCTURE INFORMATION		
34	DECK REINFORCING PLAN				STRUCTURE TYPE: Two span steel beam bridge with concrete deck. Removed in 2011.		
35	FRAMING PLAN & GIRDER ELEVATION				YEAR BUILT: Built in 1936 and widened in 1979		
36	CAMBER & DEFLECTION				CLEAR SPAN(NORMAL TO STREAM): Two 55' clear spans = 110' total clear span		
37	BEARING DETAILS				VERTICAL CLEARANCE ABOVE STREAMBED: 14' maximun on upstream side		
38	APPROACH SLAB DETAILS				WATERWAY OF FULL OPENING: 1040 sq. ft.		
39 - 40	ABUTMENTS 1-2				DISPOSITION OF STRUCTURE: It has been removed.		
41 - 42	WINGWALLS 1-2				TYPE OF MATERIAL UNDER SUBSTRUCTURE: See boring logs.		
43	BOX LAYOUT				WATER SURFACE ELEVATIONS AT:		
44	EPSC NARRATIVE				Q2.33 = 723.7'		
45 - 46	EPSC EXISTING CONDITIONS SHEET 1-2				Q10 = 726.0'		
47 - 48	EPSC DURING CONSTRUCTION SHEET 1-2				Q25 = 727.4'		
49 - 50	EPSC FINAL CONDITIONS SHEET 1-2				Q50 = 728.6'		
51 - 53	EPSC DETAILS 1-3				Q100 = 729.6'		
54 - 55	MATERIAL TRANSITION / BANKING DIAGRAMS 1-2				LONG TERM STREAMBED CHANGES: Up to 6' of channel degradation and scour from 1936 to 2007. Recent flooding changed the river and future changes are expected.		
56 - 61	MAINLINE SECTIONS 1-6				IS THE ROADWAY OVERTOPPED BELOW Q100: No		
62 - 63	WATER STREET SECTIONS 1-2				FREQUENCY: Above Q100		
64 - 65	FIRE DRIVE SECTIONS 1-2				RELIEF ELEVATION: 729.5' within project survey limits		
66 - 69	BOX CULVERT SECTIONS 1-4				DISCHARGE OVER ROAD @Q100: None		
70 - 79	CHANNEL SECTIONS 1-10				UPSTREAM STRUCTURE		
80	ROW DETAIL SHEET				TOWN: Jamaica		
81 - 82	ROW LAYOUT SHEETS 1-2				DISTANCE: 4500'		
					HIGHWAY #: TH 1		
					CLEAR SPAN: 52'		
					YEAR BUILT: 1939		
					STRUCTURE TYPE: Single span bridge		
					DOWNSTREAM STRUCTURE		
					TOWN: Jamaica		
					DISTANCE: 1700'		
					HIGHWAY #: TH 19		
					CLEAR SPAN: 58' +58' = 116' total		
					YEAR BUILT: 1939		
					STRUCTURE TYPE: Two span bridge		
STRUCTURES DETAILS							
SD-501.00	CONCRETE DETAILS AND NOTES	04-07-2010					
SD-502.00	CONCRETE DETAILS AND NOTES	05-04-2010					
SD-516.10	BRIDGE JOINT ASPHALTIC PLUG	04-07-2010					
SD-601.00	STRUCTURAL STEEL DETAILS & NOTES	05-04-2010					
SD-602.00	STRUCTURAL STEEL PLATE GIRDER DETAILS AND NOTES	04-02-2011					
TRAFFIC DATA							
YEAR	ADT	DHV	% D	% T	ADTT	20 year ESAL for flexible pavement from 2013 to 2033 : 1219000	
2013	2700	440	53	9	240	40 year ESAL for flexible pavement from 2013 to 2053 : 2834000	
2033	2900	480	53	14.5	410	Design Speed : 30 mph	
AS BUILT "REBAR" DETAIL							
LEVEL I		LEVEL II		LEVEL III			
TYPE:		TYPE:		TYPE:			
GRADE:		GRADE:		GRADE:			
PILE DRIVING AND TESTING REQUIREMENTS							
1. NOMINAL PILE DRIVING CAPACITY				Pile: SEE GEN. NOTES			
2. PILE TEST RESISTANCE FACTOR				φ: 0.65			
3. MAXIMUM PILE TIP ELEVATION				SEE GEN. NOTES			
4. A MINIMUM OF 3 DYNAMIC TESTS SHALL BE PERFORMED DURING INSTALLATION. NO LESS THAN 1 TEST SHALL BE PERFORMED AT EACH ABUTMENT. THE REMAINING PILES SHALL BE CALIBRATED BY WAVE EQUATION ANALYSIS.							
PROJECT NAME: JAMAICA				PROJECT NUMBER: ER-BRF 015-1(23)			
FILE NAME: s11b316pi.xls				PLOT DATE: 1/3/2013			
PROJECT LEADER: K. HIGGINS				DRAWN BY: K. FRIEDLAND			
DESIGNED BY: G. LAROCHE				CHECKED BY: J. SALVATORI			
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