

# PRELIMINARY INFORMATION SHEET (BRIDGE)

INDEX OF SHEETS						FINAL HYDRAULIC REPORT											
PLAN SHEETS			STANDARDS LIST			HYDROLOGIC DATA						PROPOSED STRUCTURE					
1	TITLE		B-5	SLOPE GRADING, EMBANKMENTS, MUCK	1-Jun-94	Date: 11-9-04						STRUCTURE TYPE: <u>Single span curved steel girder bridge.</u>					
2	PRELIMINARY INFORMATION		B-71	STANDARD FOR RESIDENTIAL AND COMMERCIAL DRIVES	8-Jul-05	DRAINAGE AREA : <u>59.4 sq. km</u>						CLEAR SPAN(NORMAL TO STREAM): <u>40.0 m</u>					
3	TYPICAL ROADWAY SECTIONS		C-10	CURBING	11-Feb-08	CHARACTER OF TERRAIN : <u>Rolling to Mountainous with little to narrow flood plain.</u>						VERTICAL CLEARANCE ABOVE STREAMBED: <u>11.8 m</u>					
4	TYPICAL BRIDGE SECTIONS		D-3	TREATED GUTTERS	1-Jun-94	STREAM CHARACTERISTICS : <u>Slight meander, channel bend upstream from bridge.</u>						WATERWAY OF FULL OPENING: <u>386 sm</u>					
5 - 8	QUANTITY SHEET SHEETS		D-10	REINFORCED CONCRETE DROP INLET TOP FOR BITUMINOUS CONCRETE CURB & C	1-Jun-94	NATURE OF STREAMBED : <u>Gravel, cobbles and boulders</u>						WATER SURFACE ELEVATIONS AT:					
9	GENERAL NOTES		D-15	PRECAST REINF CONC. MH-GRATES, CAST IRON GRATE WITH FRAME, TYPE D & E	1-Jun-94	PEAK FLOW DATA						Q2.33 = <u>202.9 m</u> VELOCITY= <u>1.8 m</u>					
10	EARTHWORK SHEET		D-16	DRAINAGE DETAILS INCLUDING DROP INLETS, IRON GRATE TYPE B&C, CONC END	1-Jun-94	Q 2.33 = <u>20.0 cms</u> Q 50 = <u>100.1 cms</u>						Q10 = <u>203.8 m</u> " <u>2.9 m</u>					
11	ITEM DETAIL SHEET		D-30	UNDERDRAIN CONSTRUCTION DETAILS	13-Aug-07	Q 10 = <u>67.3 cms</u> Q 100 = <u>143.8 cms</u>						Q25 = <u>204.4 m</u> " <u>2.6 m</u>					
12	DRAINAGE DETAIL SHEET		D-33	REINFORCED CONCRETE STRAIGHT HEADWALL	12-Mar-07	Q 25 = <u>94.0 cms</u> Q 500 = <u>177.0 cms</u>						Q50 = <u>204.5 m</u> " <u>2.6 m</u>					
13	TIE SHEET 1		E-100	CONSTRUCTION APPROACH SIGNS	2-Jan-04	DATE OF FLOOD OF RECORD <u>1927</u>						Q100 = <u>205.0 m</u> " <u>3.0 m</u>					
14	BANKING AND MATERIAL TRANSITION DIAGRAMS		E-101	CONSTRUCTION SIGN DETAILS	30-May-03	ESTIMATED DISCHARGE: <u>unknown</u>						IS THE ROADWAY OVERTOPPED BELOW Q100: <u>No</u>					
15 - 19	LAYOUT SHEETS		E-102	CONSTRUCTION SIGN DETAILS	30-Jun-03	WATER SURFACE ELEV.: <u>205.3 m</u>						FREQUENCY: <u>N/A</u>					
20 - 23	PROFILE SHEETS		E-102A	CONSTRUCTION SIGN DETAILS	1-May-04	NATURAL STREAM VELOCITY : <u>@ Q50 = 2.3 mps (maximum in the vicinity of the bridge)</u>						RELIEF ELEVATION: <u>N/A</u>					
24 - 25	PHASED CONSTRUCTION DETAIL SHEETS		E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	30-Jun-03	ICE CONDITIONS : <u>Moderate</u>						DISCHARGE OVER ROAD @Q100: <u>N/A</u>					
26 - 30	PHASE A TRAFFIC CONTROL LAYOUT SHEETS		E-107A	BREAKAWAY BARRICADE DETAILS	8-Jun-09	DEBRIS: <u>Moderate</u>						AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: <u>213.7 m</u>					
31	STONY BROOK DETOUR		E-108	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS	8-Jun-09	DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? <u>No</u>						VERTICAL CLEARANCE: <u>@ Q50 = 9.2 m</u>					
32 - 36	PHASE B TRAFFIC CONTROL LAYOUT SHEETS		E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	8-Aug-95	IS ORDINARY RISE RAPID? <u>No</u>						SCOUR: <u>The bridge abutments are above the Q500, so the bridge does not cause scour.</u>					
37 - 41	PHASE C TRAFFIC CONTROL LAYOUT SHEETS		E-134	BRIDGE NUMBER PLAQUE	8-Aug-95	IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? <u>Yes</u>						There will be some local scour due to the existing piers and the roadway & stone fill construction.					
42	BORING LAYOUT SHEET		E-138	MILE MARKER DETAILS - STATE & TOWN HIGHWAYS	30-May-03	IF YES, DESCRIBE: <u>Confluence with the White River is located approximately 100 m downstream from the bridge.</u>						REQUIRED CHANNEL PROTECTION: <u>Stone Fill, Type IV</u>					
43 - 51	BORING LOGS		E-140	REGULATORY SIGN DETAILS	30-Aug-96	WATERSHED STORAGE: <u>&lt; 1%</u> HEADWATERS: _____						PERMIT INFORMATION					
52	PLAN & ELEVATION SHEET		E-141	REGULATORY SIGN DETAILS	20-Sep-95	UNIFORM: <u>X</u>						AVERAGE DAILY FLOW: <u>11.0 cms</u> DEPTH OR ELEVATION: _____					
53	DECK DETAILS & REINFORCING		E-150	WARNING SIGN DETAILS	1-May-04	IMMEDIATELY ABOVE SITE: _____						ORDINARY LOW WATER: <u>0.6 cms</u> <u>0.2 m</u>					
54	FRAMING PLAN		E-151	WARNING SIGN DETAILS	1-May-04	EXISTING STRUCTURE INFORMATION						ORDINARY HIGH WATER: <u>20.0 cms</u> <u>0.9 m</u>					
55	GIRDER DETAILS		E-155	WARNING SIGN DETAILS	1-May-04	STRUCTURE TYPE: <u>3 span concrete T-beam bridge with spill thru abutments</u>						TEMPORARY BRIDGE REQUIREMENTS					
56	CROSS FRAME DETAILS		E-164	SQUARE STEEL SIGN POST	8-Jun-09	YEAR BUILT: <u>Built in 1930, reconstructed in 1964</u>						STRUCTURE TYPE: <u>The existing bridge will be used during construction.</u>					
57	UNGUIDED BEARINGS ABUT 1		E-191	PAVEMENT MARKING DETAILS	1-Feb-99	CLEAR SPAN(NORMAL TO STREAM): <u>47 m (with two 1 m wide piers)</u>						CLEAR SPAN (NORMAL TO STREAM): <u>N/A</u>					
58	GUIDED BEARINGS ABUT 1		E-193	PAVEMENT MARKING DETAILS	18-Aug-95	VERTICAL CLEARANCE ABOVE STREAMBED: <u>9 m</u>						VERTICAL CLEARANCE ABOVE STREAMBED: <u>N/A</u>					
59	GUIDED BEARINGS ABUT 2		G-1	STEEL BEAM GUARDRAIL DETAILS (POST, DELINEATOR, TYPICALS)	3-Jan-00	WATERWAY OF FULL OPENING: <u>409 sm</u>						WATERWAY AREA OF FULL OPENING: <u>N/A</u>					
60	FIXED BEARINGS ABUT 2		G-1D	STEEL BEAM GUARDRAIL DETAILS (END TERMINAL, ANCHOR, MEDIAN)	3-Jan-00	DISPOSITION OF STRUCTURE: <u>To be removed</u>						ADDITIONAL INFORMATION					
61	EXPANSION JOINT TYPICAL SECTION		J-3	MAIL BOX SUPPORT DETAILS	7-Aug-95	TYPE OF MATERIAL UNDER SUBSTRUCTURE: <u>See boring logs</u>						Reported water surface elevations and velocities were obtained using water surface elevation information available from the White River FIS flood profile as a downstream boundary condition. HEC-RAS was run with equal frequency floods on Stony Brook and the White River. Velocities will be higher when the White River is lower.					
62	EXPANSION JOINT LAYOUT		L-1	SETTLEMENT PLATFORM   TYPE I STANDPIPE TYPE   TYPE II REMOTE READING TY	9-Mar-95	WATER SURFACE ELEVATIONS AT:						TRAFFIC MAINTENANCE NOTES					
63	DOWNSPOUT DETAILS		L-2	GEOTECHNICAL INSTRUMENTATION	24-Jul-95	Q2.33 = <u>202.9 m</u> VELOCITY= <u>2.6 mps</u>						1. MAINTAIN TWO-WAY TRAFFIC ON THE EXISTING STRUCTURE.					
64	APPROACH SLAB DETAILS					Q10 = <u>203.8 m</u> " <u>3.1 mps</u>						2. TRAFFIC SIGNALS ARE NOT NECESSARY.					
65	ABUTMENT # 1					Q25 = <u>204.4 m</u> " <u>2.9 mps</u>						3. SIDEWALKS ARE NOT NECESSARY					
66	ABUTMENT # 2					Q50 = <u>204.5 m</u> " <u>2.8 mps</u>						DESIGN VALUES					
67	FOOTING PLAN					Q100 = <u>205.0 m</u> " <u>3.4 mps</u>						1. DESIGN LIVE LOAD <u>MS-22.5</u>					
68	MISCELLANEOUS DETAIL SHEET					LONG TERM STREAMBED CHANGES: <u>There is some minor local scour at the piers and through the bridge area. Other long term changes are unknown.</u>						2. FUTURE PAVEMENT <u>dp: ---</u>					
69	PRECAST DROP INLET DETAILS					IS THE ROADWAY OVERTOPPED BELOW Q100: <u>No</u>						3. DESIGN SPAN <u>L: 45 m</u>					
70	MSE WALL AT ABUTMENT 1					FREQUENCY: <u>N/A</u>						4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS) <u>Δ: ---</u>					
71	MSE WALL AT ABUTMENT 2					RELIEF ELEVATION: <u>N/A</u>						5. PRESTRESSING STRAND (0.60 INCH DIAMETER - LOW RELAX) <u>fy: ---</u>					
72	MSE WALL DETAILS 1					DISCHARGE OVER ROAD @Q100: <u>N/A</u>						6. PRESTRESSED CONCRETE STRENGTH <u>f'c: ---</u>					
73	MSE WALL DETAILS 2					UPSTREAM STRUCTURE						7. PRESTRESSED CONCRETE RELEASE STRENGTH <u>f'ci: ---</u>					
74	MSE WALL NOTES					TOWN: <u>Stockbridge</u> DISTANCE: <u>780 m</u>						8. CONCRETE, HIGH PERFORMANCE CLASS AA <u>f'c: ---</u>					
75	SURCHARGE DETAILS					HIGHWAY #: <u>T.H. 36</u> STRUCTURE #: <u>5</u>						9. CONCRETE, HIGH PERFORMANCE CLASS A LOW CEMENT <u>f'c: 30Mpa</u>					
76	SETTLEMENT PLATFORM DETAILS					CLEAR SPAN: <u>14.6 m</u> CLEAR HEIGHT: <u>4.6 m</u>						10. CONCRETE, HIGH PERFORMANCE CLASS B <u>f'c: 25 Mpa</u>					
77	RAILING LAYOUT					YEAR BUILT: <u>1992</u> FULL WATERWAY: <u>Unknown</u>						11. CONCRETE, CLASS C <u>f'c: MS-22.5</u>					
78 - 80	RAILING DETAIL SHEETS					STRUCTURE TYPE: <u>Single span rolled beam bridge</u>						12. REINFORCING STEEL GRADE <u>420</u>					
81 - 85	TRAFFIC SIGNS AND LINES LAYOUT SHEETS					DOWNSTREAM STRUCTURE						13. STRUCTURAL STEEL AASHTO M 270/M 270, GRADE 345W <u>---</u>					
86	TRAFFIC SIGN SUMMARY SHEET					TOWN: <u>N/A - Confluence with White River</u> DISTANCE: <u>N/A</u>						14. DESIGN SOIL UNIT WEIGHT <u>22.00 kN/CM</u>					
87	REINFORCING STEEL SCHEDULE					HIGHWAY #: <u>N/A</u> STRUCTURE #: <u>N/A</u>						15. ALLOWABLE BEARING ON SOIL <u>qn: 4.0 KSF</u>					
88 - 89	ROW DETAIL SHEETS					CLEAR SPAN: <u>N/A</u> CLEAR HEIGHT: <u>N/A</u>						16. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD) <u>φ: NA</u>					
90 - 94	ROW LAYOUT SHEETS					YEAR BUILT: <u>N/A</u> FULL WATERWAY: <u>N/A</u>						17. ALLOWABLE BEARING ON ROCK <u>qn: 10.0 KSF</u>					
95	EPSC NARRATIVE					STRUCTURE TYPE: <u>N/A</u>						18. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD) <u>φ: NA</u>					
96	EPSC NOTES					LFD LOAD RATING FACTORS (METRIC TONS)						19. NOMINAL AXIAL PILE RESISTANCE <u>qp: ---</u>					
97 - 101	EXISTING CONDITIONS LAYOUT SHEETS					LOADING LEVELS						20. PILE YIELD STRENGTH ASTM A572 <u>fy: ---</u>					
102 - 106	EROSION CONTROL PLAN LAYOUT SHEETS					TRUCK						21. PILE SIZE <u>---</u>					
107 - 111	FINAL CONDITIONS LAYOUT SHEETS					M MS 3S2 6 AXLE 3A STR 4A STR 5A SEMI						22. EST. PILE LENGTH <u>Lp: ---</u>					
112 - 116	EPSC DETAIL SHEETS					INVENTORY						23. PILE RESISTANCE FACTOR <u>φ: ---</u>					
117 - 125	MAINLINE CROSS SECTIONS					POSTING						24. LATERAL PILE DEFLECTION <u>Δ: ---</u>					
126 - 129	STONY BROOK CROSS SECTIONS					OPERATING						25. BASIC WIND SPEED <u>V3s: ---</u>					
130	DRIVE CROSS SECTIONS					COMMENTS:						26. MINIMUM GROUND SNOW LOAD <u>pg: ---</u>					
131 - 139	CHANNEL CROSS SECTIONS					PROJECT NAME: <u>STOCKBRIDGE</u>						27. SEISMIC DATA <u>Pga: ---</u>					
TRAFFIC DATA						PROJECT NUMBER: <u>BRF 022-1(20)</u>						FILE NAME: <u>M:\85e039\de039pi.dgn</u> PLOT DATE: <u>4/1/2010</u>					
YEAR	ADT	DHV	% D	% T	ADTT	20 year ESAL for flexible pavement from 2010 to 2030 : 2513000						DRAWN BY: <u>M.FESSEL</u>					
2010	3400	380	52	9.5	350	40 year ESAL for flexible pavement from 2010 to 2050 : 5938000						DESIGNED BY: <u>R.S.YOUNG</u>					
2030	3900	440	52	14.6	610	Design Speed : 50 mph						PRELIMINARY INFORMATION SHEET 2 OF 139					