

# PRELIMINARY INFORMATION SHEET (BRIDGE)

ASD

INDEX OF SHEETS						FINAL HYDRAULIC REPORT																																																																																																						
<b>PLAN SHEETS</b>						<b>STANDARDS LIST</b>						<b>HYDROLOGIC DATA</b>						<b>PROPOSED STRUCTURE</b>																																																																																										
1	TITLE SHEET	E-100	CONSTRUCTION APPROACH SIGNS	01-02-2004	<p><b>HYDROLOGIC DATA</b> Date: N/A</p> <p>DRAINAGE AREA : 70.4 sq. mi.</p> <p>CHARACTER OF TERRAIN : Hilly to mountainous</p> <p>STREAM CHARACTERISTICS : Meandering, moderate floodplain access</p> <p>NATURE OF STREAMBED : Gravel, cobbles, boulders and ledge</p> <p>PEAK FLOW DATA</p> <p>Q 2.33 = 1,500 cfs                      Q 50 = 5700</p> <p>Q 10 = 3600                              Q 100 = 6900</p> <p>Q 25 = 4700                              Q 500 = 9700</p> <p>DATE OF FLOOD OF RECORD : Unknown</p> <p>ESTIMATED DISCHARGE : n/a</p> <p>WATER SURFACE ELEV. : n/a</p> <p>NATURAL STREAM VELOCITY : @ Q?? =</p> <p>ICE CONDITIONS : Moderate</p> <p>DEBRIS : Moderate</p> <p>DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? : Unknown</p> <p>IS ORDINARY RISE RAPID? : No</p> <p>IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? : No</p> <p>IF YES, DESCRIBE : --</p> <p>WATERSHED STORAGE : 1%              HEADWATERS : _____</p> <p>UNIFORM : _____                      X</p> <p>IMMEDIATELY ABOVE SITE : _____</p> <p><b>EXISTING STRUCTURE INFORMATION</b></p> <p>STRUCTURE TYPE : Single span covered bridge</p> <p>YEAR BUILT : 1849</p> <p>CLEAR SPAN(NORMAL TO STREAM): 67'</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: 13'</p> <p>WATERWAY OF FULL OPENING: 724 sq. ft.</p> <p>DISPOSITION OF STRUCTURE: Rehabilitation</p> <p>TYPE OF MATERIAL UNDER SUBSTRUCTURE: Unknown</p> <p>WATER SURFACE ELEVATIONS AT:</p> <p>Q2.33 = 223.2'                      VELOCITY = 7.9 fps</p> <p>Q10 = 225.9'                              "                      12.9</p> <p>Q25 = 227.0'                              "                      13.7</p> <p>Q50 = 228.0'                              "                      13.3</p> <p>Q100 = 228.6'                              "                      15.4</p> <p>LONG TERM STREAMBED CHANGES : Unknown</p> <p>IS THE ROADWAY OVERTOPPED BELOW Q100: Yes, east approach &amp; TH6</p> <p>FREQUENCY: Approximately Q10</p> <p>RELIEF ELEVATION: Approximately 225'</p> <p>DISCHARGE OVER ROAD @Q100: Unknown</p> <p><b>UPSTREAM STRUCTURE</b></p> <p>TOWN: CHARLOTTE                      DISTANCE: 15,600'</p> <p>HIGHWAY #: TH 39 (Roscoe Road)              STRUCTURE #: CB28</p> <p>CLEAR SPAN: 58'                      CLEAR HEIGHT: Unknown</p> <p>YEAR BUILT: 1850                      FULL WATERWAY: Unknown</p> <p>STRUCTURE TYPE: Single span covered bridge</p> <p><b>DOWNSTREAM STRUCTURE</b></p> <p>TOWN: Ferrisburgh                      DISTANCE: 13,800'</p> <p>HIGHWAY #: TH -1 (Hollow Road)              STRUCTURE #: B12</p> <p>CLEAR SPAN: Unknown                      CLEAR HEIGHT: Unknown</p> <p>YEAR BUILT: 2011                      FULL WATERWAY: Unknown</p> <p>STRUCTURE TYPE: Single span precast bridge</p> <p><b>WORKING STRESS LOAD RATING (TONS)</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">LOADING LEVELS</th> <th colspan="6">TRUCK</th> </tr> <tr> <th>H</th> <th>HS</th> <th>SS2</th> <th>6 AXLE</th> <th>3A STR</th> <th>4A STR</th> <th>5A SEM</th> </tr> </thead> <tbody> <tr> <td>INVENTORY</td> <td>17</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> </tr> <tr> <td>POSTING</td> <td>21</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> </tr> <tr> <td>OPERATING</td> <td>25</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> </tr> </tbody> </table> <p>COMMENTS: <b>BOTTOM CHORD CONTROLS THE LOAD RATING.</b></p>						LOADING LEVELS	TRUCK						H	HS	SS2	6 AXLE	3A STR	4A STR	5A SEM	INVENTORY	17	--	--	--	--	--	--	POSTING	21	--	--	--	--	--	--	OPERATING	25	--	--	--	--	--	--	<p><b>PROPOSED STRUCTURE</b></p> <p>STRUCTURE TYPE: Same as existing</p> <p>CLEAR SPAN(NORMAL TO STREAM): 67'</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: 13'</p> <p>WATERWAY OF FULL OPENING: 724 sq. ft.</p> <p>WATER SURFACE ELEVATIONS AT:</p> <p>Q2.33 = 223.2'                      VELOCITY= 7.9 fps</p> <p>Q10 = 225.9'                              "                      12.9</p> <p>Q25 = 227.0'                              "                      13.7</p> <p>Q50 = 228.0'                              "                      13.3</p> <p>Q100 = 228.6'                              "                      15.4</p> <p>IS THE ROADWAY OVERTOPPED BELOW Q100: Unknown</p> <p>FREQUENCY: --</p> <p>RELIEF ELEVATION: --</p> <p>DISCHARGE OVER ROAD @Q100: --</p> <p>AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 228.93'</p> <p>VERTICAL CLEARANCE: @ Q25 = 1.9 ft</p> <p>SCOUR: Minor scour under existing northeast wingwall to be repaired with grout bags.</p> <p>REQUIRED CHANNEL PROTECTION: Stone Fill, Type III</p> <p><b>PERMIT INFORMATION</b></p> <p>AVERAGE DAILY FLOW: Unknown                      DEPTH OR ELEVATION: _____</p> <p>ORDINARY LOW WATER: Unknown                      --</p> <p>ORDINARY HIGH WATER: Unknown                      --</p> <p><b>TEMPORARY BRIDGE REQUIREMENTS</b></p> <p>STRUCTURE TYPE: No temporary bridge required.</p> <p>CLEAR SPAN (NORMAL TO STREAM): n/a</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: n/a</p> <p>WATERWAY AREA OF FULL OPENING: n/a</p> <p><b>ADDITIONAL INFORMATION</b></p> <p>No changes to bridge cross section, so approximate study was used to calculate headwater and velocity information listed above.</p> <p><b>TRAFFIC MAINTENANCE NOTES</b></p> <ol style="list-style-type: none"> <li>1. MAINTAIN TRAFFIC ON AN OFF SITE DETOUR.</li> <li>2. TRAFFIC SIGNALS ARE NOT NECESSARY.</li> <li>3. SIDEWALKS ARE NOT NECESSARY.</li> </ol> <p><b>DESIGN VALUES</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tbody> <tr> <td>1. DESIGN LIVE LOAD</td> <td>H-17</td> </tr> <tr> <td>2. FUTURE PAVEMENT</td> <td>dp: 0.0 INCH</td> </tr> <tr> <td>3. DESIGN SPAN</td> <td>L: 78.70 FT</td> </tr> <tr> <td>4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)</td> <td>Δ: ---</td> </tr> <tr> <td>5. PRESTRESSING STRAND</td> <td>f<sub>y</sub>: ---</td> </tr> <tr> <td>6. PRESTRESSED CONCRETE STRENGTH</td> <td>f'<sub>c</sub>: ---</td> </tr> <tr> <td>7. PRESTRESSED CONCRETE RELEASE STRENGTH</td> <td>f'<sub>cr</sub>: ---</td> </tr> <tr> <td>8. CONCRETE, HIGH PERFORMANCE CLASS AA</td> <td>f'<sub>c</sub>: ---</td> </tr> <tr> <td>9. CONCRETE, HIGH PERFORMANCE CLASS A</td> <td>f'<sub>c</sub>: ---</td> </tr> <tr> <td>10. 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SD-602.00	STRUCTURAL STEEL PLATE GIRDER DETAILS AND NOTES	05-02-2011	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>YEAR</th> <th>ADT</th> <th>DHV</th> <th>% D</th> <th>% T</th> <th>ADTT</th> </tr> </thead> <tbody> <tr> <td>2011</td> <td>360</td> <td>70</td> <td>70</td> <td>6.2</td> <td>25</td> </tr> <tr> <td>2031</td> <td>410</td> <td>75</td> <td>70</td> <td>9.6</td> <td>45</td> </tr> </tbody> </table>								YEAR	ADT	DHV	% D	% T	ADTT							2011	360	70	70	6.2	25	2031	410	75	70	9.6	45																																																																										
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