

5. Planning and Location

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5.1. Introduction

5.1.1 Stormwater Management Plan

The Department often is and should be perceived as a developer of transportation facilities that have the potential to stimulate secondary activity along the transportation corridor, just as a major residential development can stimulate commercial activity. Secondary activity is a local/regional planning function which must address overall stormwater management needs in conjunction with other utilities such as water, wastewater, and power. Because the transportation corridor often traverses several watersheds, the development of an adequate stormwater management plan can be severely fragmented and significant problems created if there is a lack of coordinated planning among concerned parties.

To be truly effective, a stormwater management plan should consider the total scope of development (i.e., transportation, residential, commercial, industrial, and agricultural). Department coordination with responsible local agencies and municipalities, as well as the Alaska Departments of Environmental Conservation, Natural Resources, and Fish and Game is essential to ensure that proposed facilities are compatible with the long-term needs of the area. The Department can provide important information to local agencies wishing to develop a comprehensive stormwater management plan without assuming responsibility for the planning and decision-making process for the entire watershed. Coordination with the local Municipalities is critical to this process.

Prior to design, a level of planning should be undertaken that will properly locate facilities and adequately address local concerns, permitting requirements, legal consideration, and potential problem categories. This chapter provides general guidelines and major considerations for evaluating these factors during the planning and location process. The important point to emphasize is that the designer should become involved in the early stages of project development and not wait until the later design stages.

5.1.2 Flood Hazards

Floodflow characteristics at a highway stream crossing should be carefully analyzed to determine their effect upon the highway as well as to evaluate the effects of the highway upon the floodflow. Such an evaluation can assist in determining those locations at which construction and maintenance will be unusually expensive or hazardous. Thus it is important to identify the flood hazards prior to any highway involvement to determine if the flood hazard will be increased, decreased, or the same with and without the proposed highway improvement. Flood hazards should include effects to private property both upstream and downstream (i.e., overtopping floodwaters diverted onto previously unaffected property). Although satisfactory solutions often can be obtained by making only minor changes in selected routes to take advantage of better natural hydraulic features at alternate sites, troublesome and uncertain conditions are sometimes best avoided altogether.

5.1.3 Construction Problems

Many serious construction problems arise because important drainage and water-related factors were overlooked or neglected in the planning and location phases of the project. With proper planning, many problems can be avoided or cost effective solutions developed to prevent extended damages. Such problems include:

- soil erosion,
- sediment deposition,
- drainage and landslide,
- timing of project stages,
- protection for fish habitat,
- protection of irrigation systems and continued use during construction,
- contamination of pumping and distribution facilities,
- protection of streams, lakes, and rivers, and
- protection of wetlands.

Analysis of available data, proper scheduling of work, and other aspects involved in the early planning and

location studies can alleviate many problems encountered in the construction of drainage facilities.

5.1.4 Maintenance Problems

Planning and location studies should consider potential erosion and sedimentation problems upon completion of highway construction. If a particular location will require frequent and expensive maintenance due to drainage, alternate locations should be considered unless the potentially high maintenance costs can be reduced by special design. Experience in the area is the best indicator of maintenance problems and interviews with maintenance personnel could be extremely helpful in identifying potential drainage problems. Reference to highway maintenance and flood reports, damage surveys, newspaper clippings and interviews with local residents could be helpful in evaluating potential maintenance problems.

Channel changes, and major or minor drainage modification usually carry the assumption of certain maintenance responsibilities by the Department constructing the highway. Potential damage from the erosion and degradation of stream channels and problems caused by ice and debris can be of considerable significance from the maintenance standpoint.

5.2. Criteria

5.2.1 Interagency Coordination

Coordination between concerned agencies during the project planning phase will help produce a design that is more satisfactory to all. Substantial cost savings and other benefits frequently can be realized for highway and water resource projects through coordinated planning among the Federal, State, and local agencies that are engaged in water-related activities (such as flood control and water resources planning). A list of potential agency participants is shown in Appendix A of Chapter 6, Data Collection. Interagency cooperation, through the planning process is an essential element for serving the public interests.

5.2.2 Intragency Coordination

Early planning and location studies should be coordinated within the Department so that duplication of effort is minimized and all those who might be involved in future project work will be informed of any ongoing studies and study results.

5.2.3 Legal Aspects

Detailed legal aspects related to drainage are discussed in the Legal Chapter of this manual. Additionally, the following generalizations given in Chapter V of the Highway Drainage Guidelines by AASHTO (1982) should be considered.

- A goal in highway drainage design should be to perpetuate natural drainage, insofar as practicable.
- The courts look with disfavor upon infliction of damage that could reasonably have been avoided, even where some alteration in flow is legally permissible.
- The basic laws relating to the liability of governmental entities are undergoing radical change, with a trend toward increased governmental liability.
- Drainage laws are also undergoing change, with the result that older and more specific standards are being replaced by more flexible standards which tend to depend on the circumstances of the particular case.

In water law matters, designers should recognize that the State is generally held to a higher standard than a private citizen. This is true even though the State should be granted the same rights and liabilities, since no law says differently. In general, designers should not address a question of law without the aid of legal counsel. Whenever drainage problems are known to exist or can be identified, drainage and flood easements or other means of avoiding future litigation should be considered, especially in locations where a problem could be caused or aggravated by the construction of a highway.

It is often helpful in the planning and location phase of a project to document the history and present status of existing conditions or problems, and supplement the record by photographs and descriptions of field conditions. Such thoroughness is essential, because the Department may be blamed for flooding or erosion damage caused by conditions that existed prior to highway construction.

5.2.4 Environmental Considerations

For all projects, some environmental studies should be performed. The environmental studies should comply with all Federal, State, and local laws and regulations related to environmental quality and should identify all

environmental impacts of the project both positive and negative. If the project under study requires a Federal action, then the NEPA rules relating to environmental studies must be followed.

It is important to document the environmental considerations for the proposed project including any alternatives that will receive consideration. Encroachments onto adjacent areas (including environmental encroachments) should be avoided whenever possible. Identifying environmental considerations early in the planning process can prevent major implementation problems as the design and construction of the project proceeds.

5.2.5 Permits

Specific Federal, State, and local permits that will be needed for a highway project must be identified in the environmental document early in the planning stages. For Federal permits, applications should be filed with the Coast Guard for the construction of bridges and with the Corps of Engineers for other construction.

Prior to initiating design work, the designer must review the environmental document with the Environmental Coordinator to identify regulatory commitments, constraints, and any permits required. Permits, as required, shall be obtained before construction begins. Examples of the major categories of applicable permits are given below:

- fish and game permits
- wetlands permits
- stormwater discharge permits,
- dredge and fill permits,
- coastal construction permits,
- surface-water management permits,
- borough and municipal permits, and
- navigation clearances.

5.2.6 Location Considerations

The primary drainage consideration for facility location in highway planning is the evaluation of the impact of flood plain encroachments for a stream crossing. Hydraulic and environmental considerations of highway river crossings and encroachments are presented in the FHWA Highways in the River Environment, Training and Design Manual (1990).

The principal factors to be considered in locating a stream crossing that involves encroachment within a flood plain are:

- river type (straight or meandering),
- river characteristics (stable or unstable),
- river geometry and alignment,
- hydrology,
- hydraulics,
- flood plain flow,
- needs of the area, and
- economic and environmental concerns.

A detailed evaluation of these factors is part of the location hydraulics study. When a suitable crossing location has been selected, specific crossing components can then be determined. When necessary, these include:

- the geometry and length of the approaches to the crossing,
- probable type and approximate location of the abutments,
- probable number and approximate location of the piers,
- estimated depth to the footing supporting the piers (to protect against local scour),
- the location of the longitudinal encroachment in the flood plain,
- the amount of allowable longitudinal encroachment into the main channel, and
- the required river training works to ensure that river flows approach the crossing or the encroachment in a complementary way.

Exact information on these components is usually not developed until the final stage.

5.3. Quality And Quantity Concerns

5.3.1 Introduction

Planning for drainage and stormwater management facilities should include a consideration of the potential problems associated with stormwater quality and quantity.

5.3.2 Quality

Several broad categories of degradation have been developed to delineate or describe levels of stormwater impacts:

- Aesthetic deterioration: Undesirable general appearance features (dirty, turbid, or cloudy) and actual physical features (odors, floating debris, oil films, scum, or slime) are present.
- Dissolved oxygen depletion: When the oxygen demand of bacteria is stimulated by the organics, the subsequent reduction in oxygen levels can disturb the balance between lower forms and the food chain. Unoxidized nitrogen compounds (ammonia) can also cause problems.
- Pathogen concentrations: High concentrations of several pathogens can reduce the acceptable uses of the receiving waters.
- Suspended solids: The physical buildup of solids can cover productive bottoms, be aesthetically objectionable, and disrupt flow and navigation.

- Nutrients: Accelerated eutrophication that stimulates growth of aquatic vegetation can cause a water body to become aesthetically objectionable, deplete dissolved oxygen, and decrease recreational value by creating odor and overgrowth. Advanced eutrophication can lead to sediment buildup, which reduces storage capabilities.
- Toxicity: The two types of toxics generally found in stormwater (metals and pesticides/persistent organics) may build up in sensitive areas over the long term. At high levels, they can have serious shock effects on aquatic life. Low levels can become significant by accumulation up the food chain.
- Hazardous spills: Depending on the characteristics of the spill, serious water quality problems can result.

A listing and description of common contaminants found on roadways is presented in Table 5-1. The table includes examples of the contaminants, the analytical determination for identifying them, and their primary sources.

Table 5-1
Listing of Common Stormwater Contaminants

<u>Classification</u>	<u>Examples</u>	<u>Analytical Determinations</u>	<u>Primary Sources</u>
Particulates	Dust and dirt, stones, sand gravel, grain, glass, plastics, metals, fine residue	Settleable solids	Pavement, vehicle, atmosphere, litter, maintenance
Heavy Metals	Lead, zinc, iron, copper, nickel, chromium, mercury	Specific heavy metal via atmospheric absorption	Vehicle, atmospheric fallout and washout
PCB, Pesticides, herbicides	Chlorinated hydrocarbons, organo-phosphorous	Gas chromatography	Spraying of vegetation
Inorganic salts	CaCl ₂ , NaCl, SO ₄ , Br	Cl, SO ₄ , Br, non volatile solids, conductivity	Deicing salts, atmospheric washout, vehicle
Organic Matter	Vegetation, dust and dirt, humus, roadway accumulations, oil, fuels	Volatile fraction hexane extractables (oil and grease), BOD, COD, TOC	Vehicular airborne fallout, vegetation, vehicle, litter, aerosols
Nutrients	Nitrogen, phosphorus	TKN, NO ₂ , NO ₃ , PO ₄	Fertilizer
Pathogenic bacteria (indicators)	Coliforms	TC, FC, FS, and other specific indicators	Soil, litter, excreta, bird droppings
Other	Asbestos, rubber, special compounds	Chemical diffraction and electron microscopy, special techniques	Vehicle, specific additives

Quantification of the levels of contaminants that are being washed off a roadway is complicated by the variable effects of and the periods between storm events. The contributory factors are rainfall intensity, street surface characteristics, and particle size. The varying interaction of these factors makes it difficult to precisely estimate the impact that discharge will have on water quality.

The Department has published stormwater guidelines in its Stormwater Manual, and is developing a "Best Management Practices" Manual and standard drawings.

Procedures to evaluate sediment loads and removal capabilities of selected control measures are presented in the Erosion and Sediment Control and Environmental Chapters of this manual. In general, erosion and sediment transport should be limited by developing and implementing an erosion and sediment control plan which addresses both temporary and permanent control practices.

Determinations of stormwater quantity are primarily useful for evaluating and mitigating the impact of a project. Without detention ponds (basins, storage areas), land development increases peak runoff rates and volumes from storm events, which can lead to higher flood elevations. Appropriate hydrologic and hydraulic calculations presented in various chapters of this manual should be made to determine the required conveyance through the Department's right-of-way and to aid in mitigating impacts to downstream property owners.

Typical facilities discussed in this manual are listed below.

- onsite storage
- offsite storage
- open channels
- storm drain systems
- stormwater pumping
- culverts
- bridges
- gutters, inlets, and pavement
- energy dissipators

Procedures contained in this manual should be used to evaluate the ability of a facility to accomplish the following controls for a particular area.

- Reduce runoff rates by increasing infiltration, and by storing precipitation and runoff where it falls and releasing it slowly.
- Protect areas subject to flood damages by keeping runoff confined to drainage facilities such as pipes or channels and by building appropriate flood control facilities.
- Keep flood plain encroachment outside the limits of regulated floodways.

The following questions should be considered when selecting the plan for disposal of stormwater runoff.

- Are existing drainage systems large enough to handle anticipated runoff?
- Are design discharges consistent with adopted drainage plans and regulatory criteria?
- Will the project require retention or detention storage areas to mitigate the impacts of increased runoff, or can the increase be handled by other project features?
- Is there sufficient area to construct a retention or detention pond within the right-of-way? Are alternative sites available for storage of stormwater? Is property available outside the right-of-way? Does the project schedule allow time to acquire additional right-of-way?
- Are there unusual groundwater or soil conditions? Is there a high groundwater table, or are there impermeable soil layers?
- Are there any jurisdictional, permit, or economic restrictions?
- Are there any unusual site conditions, such as woods, wetlands, or other environmental features that might influence the development of a stormwater management system?

5.4. Preliminary Data Gathering

5.4.1 Drainage Surveys

Since hydraulic considerations can influence the selection of a highway corridor and the alternate routes within the corridor, the type and amount of data needed for planning studies can vary widely depending on such

elements as environmental considerations, class of the proposed highway, state of land-use development and individual site conditions.

Topographic maps, aerial photographs and streamflow records provide helpful preliminary drainage data, but historical high-water elevations and flood discharges are of particular interest in establishing waterway requirements. Comprehensive hydraulic investigations may be required when route election involves important hydraulic features such as water-supply wells and reservoirs, flood-control dams, water resource projects, and encroachment on flood plains of major streams. Special studies and investigations, including consideration of the environmental and ecological impact, should be commensurate with the importance and magnitude of the project and the complexity of the problems encountered.

5.4.2 Data Collection

As part of planning and location studies several categories of data should be obtained and evaluated, including:

- physical characteristics of drainage basins,
- maps and topographic data including channel surveys and cross sections,
- runoff quantity data (hydrologic and precipitation data),
- channel and flood plain delineations and related studies,
- flood history and problem inventory,
- existing stormwater management facility characteristics,
- development of alternative plan concepts,
- hydrologic and hydraulic analysis of alternative concepts,
- consideration of multipurpose opportunities and constraints, and
- runoff quality data.

5.4.3 Types Of Data

Details associated with data collection, data needed, where to obtain data, etc., are outlined in the Data Collection Chapter of this manual. Following is a brief

description of the types of data needed for planning and location studies.

Topographic

Topographic data should be acquired at most sites requiring hydraulic studies. These data are needed so that analysis of existing flow conditions as well as those caused by various design alternatives may be performed. Significant physical and cultural features in the vicinity of the project should be located and documented in order to obtain their elevation. Such features as residences, commercial buildings, schools, churches, farmlands, other roadways and bridges, and utilities can affect, as well as be affected by the design of any new hydraulic structures. Often, recent topographic surveys will not be available at this early stage of project development. Aerial photographs, photogrammetric maps, USGS quadrangle sheets, and even old highway plans may be utilized during the planning and location phases. When better survey data become available, usually during the design phase, these early estimates will need to be revised to correspond with the most recent field information.

Channel Characteristics

In order to perform an accurate hydraulic analysis, the stream profile, horizontal alignment, and cross sections should be obtained. Data to this detail usually are not available during the planning and location phases. The designer must therefore make preliminary analyses based on data such as aerial photographs, USGS maps, and old plans.

One method that can be useful in determining channel characteristics such as material in the stream beds and banks, type and coverage of vegetal material, and evidence of drift, debris, or ice, is the taking of photographs. Field visits made early in the project life can include the photographing of the channel, upstream and downstream, and the adjoining flood plain. The photos can be valuable aids, especially when taken in color, for not only preliminary studies, but also for documentation of existing conditions. Such photos shall be permanently labeled and filed in the documents file.

During these early phases of project development, the hydraulics engineer should be involved in determining the detail of field survey required at the site. This should include the upstream and downstream limits of the survey, the number of or distance between cross sections, and how far to either side of the channel the sections should extend. The number of cross sections needed will vary with the study requirements and the

particular stream characteristics. For some projects, the accuracy achieved by aerial photogrammetry will be sufficient for the level of hydraulic study needed, while other sites will require a different level of accuracy. The level of accuracy of survey required should be a consideration when determining the degree of hydraulic analysis needed. The U.S. Army Corps of Engineer Hydrologic Engineering Center has made a detailed study of survey requirements. The results of this study are available in "Accuracy of Computer Water Surface Profiles" by M. W. Burnham and D. W. Davis, Technical Paper No. 114, 1986.

Hydrologic Data

Information required by the designer for analysis and design include not only the physical characteristics of the land and channel, but all the features which can effect the magnitude and frequency of the flood flow which will pass the site under study. These data may include climatological characteristics, land runoff characteristics, stream gaging records, high water marks, and the sizes and past performances of existing structures in the vicinity. The exact data required will depend upon the methods utilized to estimate flood discharges, frequencies, and stages. It should be noted that much of the hydrologic data will not be used during the planning and location phase. However, it is important to determine the need for the data now though, because it will take time to collect and evaluate such data. By starting this process during planning and location, delays during the design stage should be minimized. important to determine

Basin Characteristics

The hydrologic characteristics of the basin or watershed of the stream under study are needed for any predictive methods used to forecast flood flows. Although many of these characteristics can be found from office studies, some are better found by a field survey of the basin. The size and configuration of the watershed, the geometry of the stream network, storage volumes of ponds, lakes, reservoirs, and flood plains, and the general geology and soils of the basin can all be found from maps. Land use and vegetal cover may be also be determined from maps, but with rapidly changing land uses a more accurate survey will probably be achieved from aerial photographs and field visits.

Having determined these basin characteristics, runoff times, infiltration values, storage values, and runoff coefficients can be found and used in calculating flood flow values.

Precipitation

A precipitation survey normally consists of the collection of rainfall records for the rainfall stations in the vicinity of the study site. Unlike the survey of stream flow records or basin characteristics however, rainfall records from outside the watershed, can be utilized. These records will hopefully contain several years of events, for every month, season, and will include duration values for various length rainstorms. Snowfall accumulations, may also be available and are often helpful.

If rainfall records are lacking, the National Oceanic and Atmospheric Administration (Weather Bureau) has publications available which give general rainfall amounts for various duration storms which can be used. Weather Bureau Technical Paper 47, though now out of print, is useful for this information.

If precipitation data is used as input in a regression equation, the data set used to develop the equations must be utilized, not a data set developed from external sources.

Flood Data

The collection of flood data is a basic survey task in performing any hydraulic analysis. These data can be collected both in the office and in the field. The office acquisition includes the collection of past flood records, stream gaging records, and newspaper accounts. The U.S. Geological Survey, Water Resources Division is a valuable source of this information. The field collection will consist mainly of interviews with residents, maintenance personnel, and local officials who may have recollections or photos of past flood events in the area. If a stream gaging station is on the stream under study, close to the crossing site, and has many years of measurements, this may be the only hydrologic data needed in some cases. These data should be analyzed to ensure stream flows have not changed over the time of measurement due to the watershed alteration, such as the construction of a large storage facility, diversion of flow to another watershed or addition of flow from another watershed, or development which has significantly altered the runoff characteristics of the watershed.

High-Water Information

Sometimes high-water marks are the only data of past floods available. When collected, these data should include the date and elevation of the flood event when possible. The cause of the high-water mark should also be noted. Often the mark is caused by an unusual debris

or ice jam rather than an inadequate structure and designing roadway or structure grades to such an elevation could lead to an unrealistic, uneconomical design.

High-water marks can be identified in several ways. Small debris, such as grass or twigs caught in tree branches, hay or crops matted down, mud lines on buildings or bridges, are all high-water indicators. Beware however that grass, bushes, and tree branches bend over during flood flows and spring up after the flow has passed, which may give a false reading of the high water elevation. Ice will often cut or gouge into the bark of trees indicating high-water elevations.

Existing Structures

The size, location, type and condition of existing structures on the stream under study can be a valuable indicator when selecting the size and type for any new structure. Data to be obtained on existing structures includes such things as size, type, age, existing flow line elevation, and condition, particularly in regards to the channel. Scour holes, erosion around the abutments or just upstream or downstream, or abrupt changes in material gradation or type can all indicate a structure too small for the site. With a knowledge of flood history, the age and overall substructure condition may also aid in determining if the structure is too small.

If a structure is relatively new, information may still be available on the previous one, and why it had to be replaced. Although normally crossings are replaced due to poor structural conditions, sometimes other underlying conditions, often hydraulic in nature, also enter into the decision to build a new structure. Also, the durability of the existing structure may indicate how well the proposed structure will fare at this location. Old plans may also contain high water or flood information which can be of use. When structures upstream or downstream of the site under study exist, they should always be inventoried for the factors just discussed. This includes highway and railroad structures, as well as any private crossings which might exist.

Environmental Data

In order to make a study of the water resources of the area, an environmental team should obtain those data commensurate with the needs to evaluate the highway impacts on the surface water. A coordination meeting with representatives of the various environmental disciplines concerned is often beneficial at this stage. Data may need to be collected on such things as fish

and wildlife, vegetation, the quality of the water. A judgment may need to be made on aesthetic values.

Fish and Wildlife

There are many sources of information available from which information on fish and wildlife can be gathered. Probably the first and most valuable is the Alaska Department of Fish and Game. Biologists can provide much data on types of animals and fish, their spawning seasons, and critical areas. Maps may also be available showing this information. Local residents and field visits can yield information not found elsewhere.

Vegetation

The types and extent of vegetal cover can affect the rate of runoff and its quantity. It may also affect the quality of the water. There are three primary sources from which information on vegetation may be found.

1. **Maps:** Geological maps show in general terms where the land is covered and where it is clear. Often, particularly during the preliminary stages of a study, this may be sufficient. Later on, more data may be needed such as the type of cover. Is it agricultural crop land or pasture, or evergreen forest? Some larger scale maps from ((State agricultural or extension units)) may show this.
2. **Aerial Photographs:** An experienced person can distinguish the various types of vegetation from aerial photographs, and should photos in color or infrared be available, the break down into the different types can be even easier. Aerial photos must be up-to-date, of good quality, and to scale to be of any real value however.
3. **Field Visit:** It may not be possible to survey the entire watershed so a sample area may have to be studied. It is important to set out the exact field needs before the trip is made to ensure all information needed is collected and all important areas visited.

Water Quality

Water quality data, if required, can be the most expensive and most time-consuming information to collect. Sometimes water quality records are available at or near the site under study but even then, the information most often required for highway studies may not have been gathered. Sample collection is expensive because of the equipment and laboratory facilities needed. If the Department chooses not to do

the testing, then the cost of having samples taken and analyzed by other laboratories must be considered.

Sample collection can be time consuming because one sample or several taken at the same time is not usually satisfactory. Water quality can reflect seasonal, monthly, or even daily variations depending on the weather, flow rate, traffic, etc. Therefore, a sampling program should be extended for a minimum of a year, if at all possible.

Water quality data collection and analysis must be conducted by an experienced person trained in this area. This may be someone within the Department who has been trained in this field or it may be necessary to retain an outside Agency or firm to perform this portion of the environmental analysis.

5.5. Preliminary Hydraulic Reports

5.5.1 Introduction

Preliminary hydraulic reports should be as complete as possible but must be tailored to satisfy the requirements of the specific location and size of project for which the study is required. Too much data and information is uneconomical and bulky to reduce to meaningful information. Coordination with all Department sections requiring survey data before the initial field work is begun will help insure the acquisition of sufficient, but not excessive survey data.

5.5.2 Report

All data considered and used in reaching conclusions and recommendations made during the preliminary study should be included in a report. This should include hydrologic and hydraulic data, pertinent field information, photographs, calculations, and structure sizes and location. At this stage of the study, several structure sizes and types can usually be given as the designer only needs generalities in order to obtain a rough estimate of needs and costs. Often, specifics cannot be provided until an accurate topographic survey of the area has been made and precise hydraulic computations performed. Sometimes however, the report will require detailed design studies in order to justify the extent of mitigation required. In general, the more environmentally sensitive sites and those in highly urbanized areas will necessitate more detail at earlier stages.

All this information however, serves as documentation for decisions made at this time as well as excellent reference material when the later, more detailed studies

are performed. Therefore it is important that this material be as carefully collected, prepared, referenced, and put into an easily understood preliminary report folder as would be done for the final study. It is important that this work be clearly marked as preliminary. Otherwise, the preliminary work might be used as final data and no further involvement of the designer requested.

The hydraulics engineer will be asked to provide information for the Environmental Documents. These documents will need information on the effects of the project on water quality, flooding, and general water resources values. Often these factors will have to be evaluated for several different alignments. To obtain some of this information, sampling programs which extend over a long period of time may be needed.

5.5.3 Guidelines

Minimum information to be included in the preliminary hydraulic report are provided in the DOT&PF Highway Preconstruction Manual Chapter 11.

References

Alaska Department of Transportation and Public Facilities. 1993. *Stormwater, Contractor Guidance for Preparing and Executing Stormwater Pollution Prevention Plans*.

FHWA. 1990. *Highways in the River Environment, Training and Design Manual*.