Castleton VT 30 Bridge 93
Public Information Meeting

June 2, 2015

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GREENMAN-PEDERSEN, INC.

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Accelerated Bridge Program
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Introductions

Mark Mackintosh. P.E.
VTrans Regional Construction Engineer

Jennifer Fitch, P.E.
VTrans Project Manager

Scott Burbank, P.E.
VHB Consultant Designer

Chris Williams
VTrans Resident Engineer

Kevin Ture
W. M. Schultz Construction Project Manager

Natalie Boyle
Greenman-Pedersen, Inc. Project Outreach Coordinator

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Meeting Overview

- VTrans Project Development Process
- Project Overview
  - Purpose and Need
  - Bridge Design
- Project Update
- Construction Methods and Schedule
- Construction Period Travel Routes
- Comments and Questions

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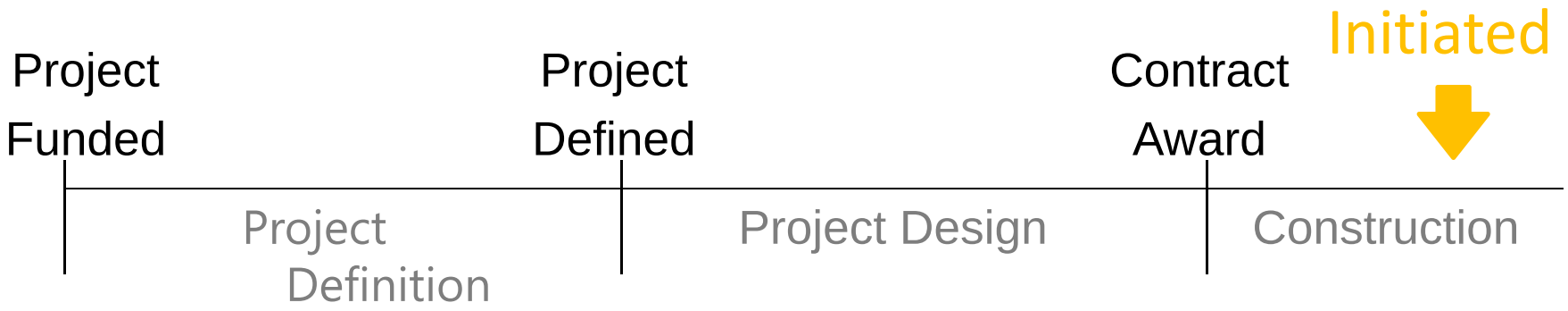
VTrans Project Development Process



- Identify resources & constraints
- Evaluate alternatives
- Public participation
- Build Consensus

- Quantify areas of impact
- Environmental permits
- Develop plans, estimate and specifications
- Right-of-Way process (if needed)

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Project Overview

- Existing Conditions
- Using ABC to Expedite Project Delivery
- Construction and Traffic Control

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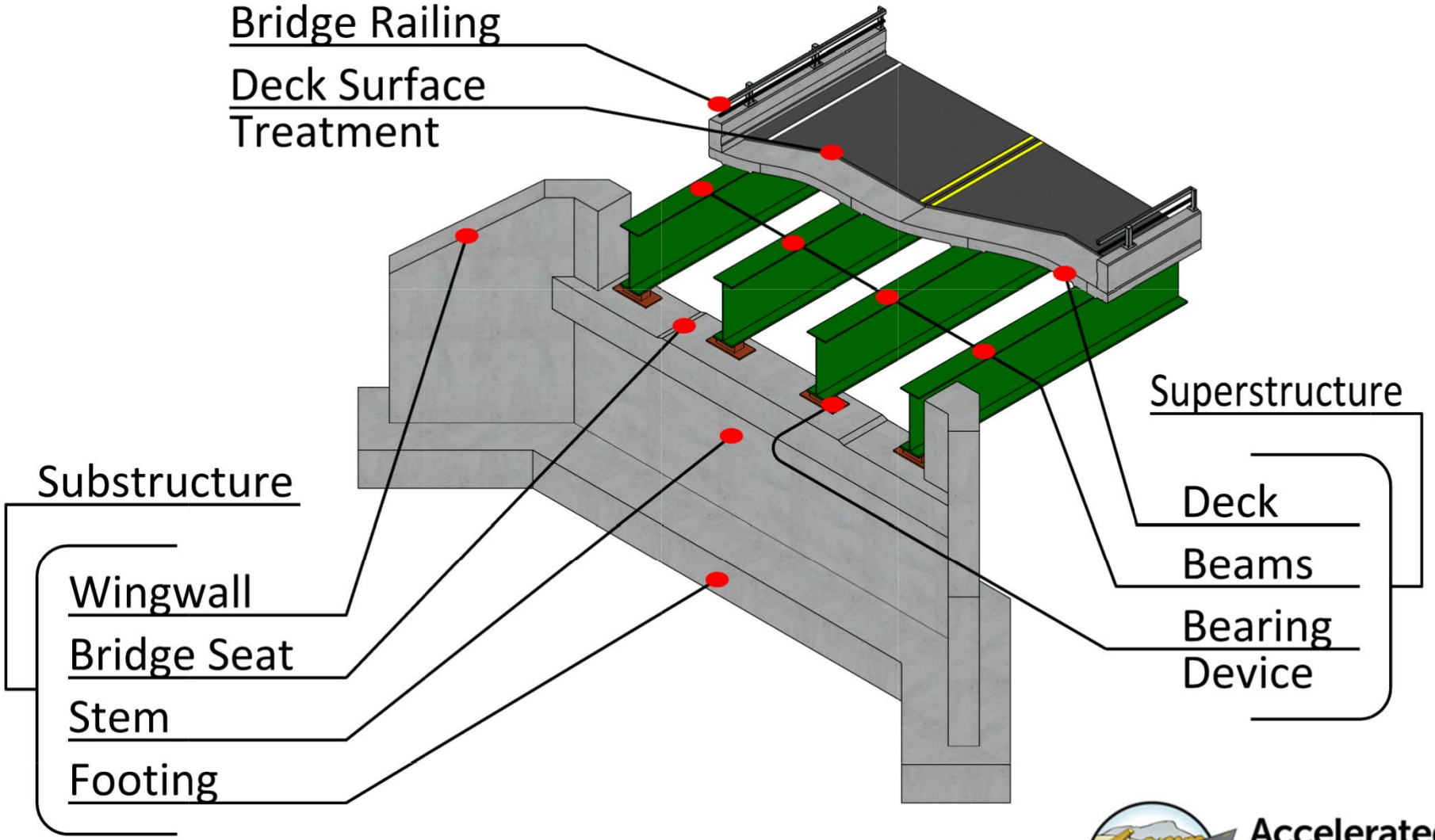
Description of Terms Used



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Existing Conditions – Bridge 93

- Superstructure – 3 Span Steel Beam with Concrete Deck
- Substructure – Reinforced Concrete Abutments & Pier
- Constructed in 1938

Existing Conditions – Bridges #93

- Structurally Deficient
- Deck Geometry is substandard
- Curb to Curb width is substandard
- Existing Sight Distance and “K” values are substandard
- Substandard Vertical Clearance

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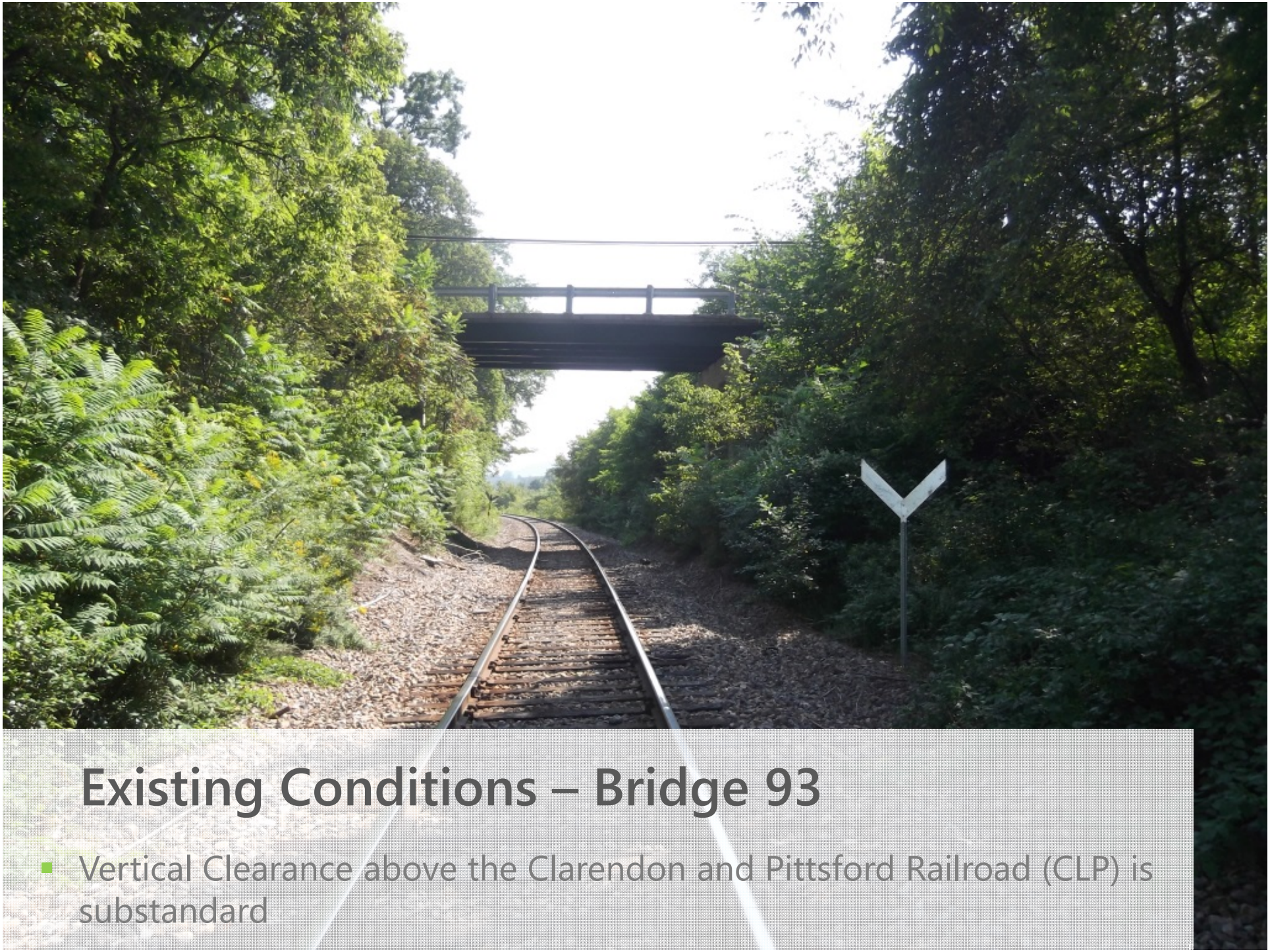
Existing Conditions – Bridge 93

- Existing sight distance and “K” values are substandard



Existing Conditions – Bridge 93

- Vertical Clearance above the Clarendon and Pittsford Railroad (CLP) is substandard

Selected Alternative – Bridges #93

- Bridge and Roadway Widening
  - 11’ Travel Lane and 5’ Shoulder = 32’ Roadway Width
- Sight Distance and Vertical Geometry
  - 30 MPH Design Speed
- Vertical Clearance
  - 21’ with the ability to lower rail 2’ to achieve 23’

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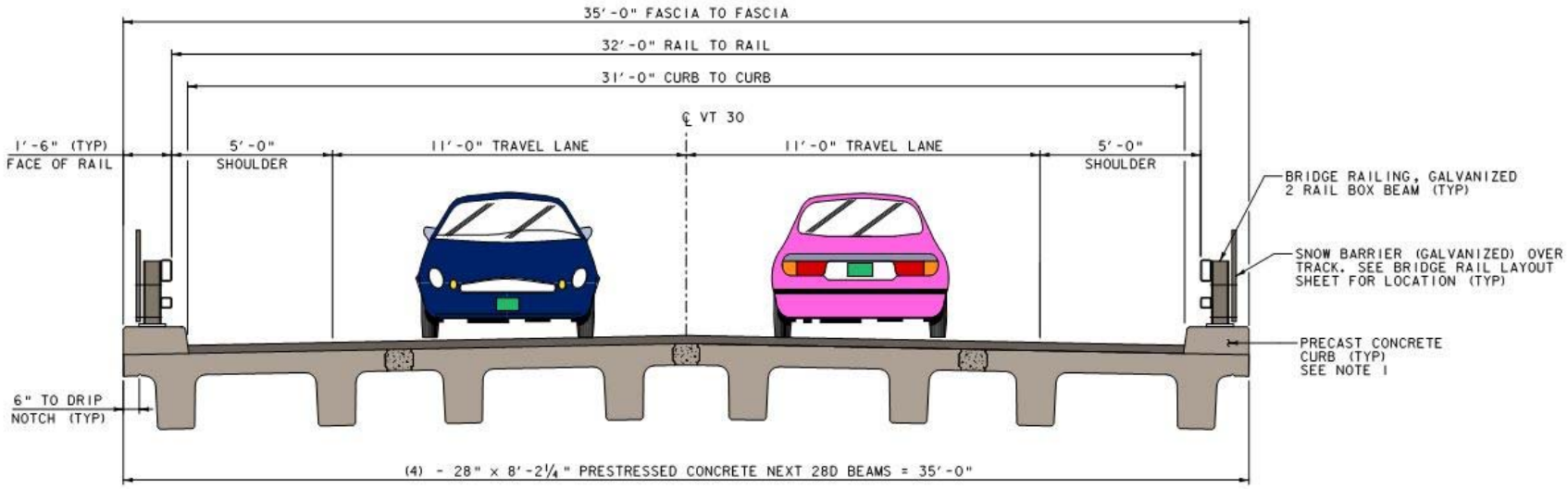
Bridge Typical Section – Bridge #93

- Future Bridge Rail to Rail = 32′ (Existing is 30′)



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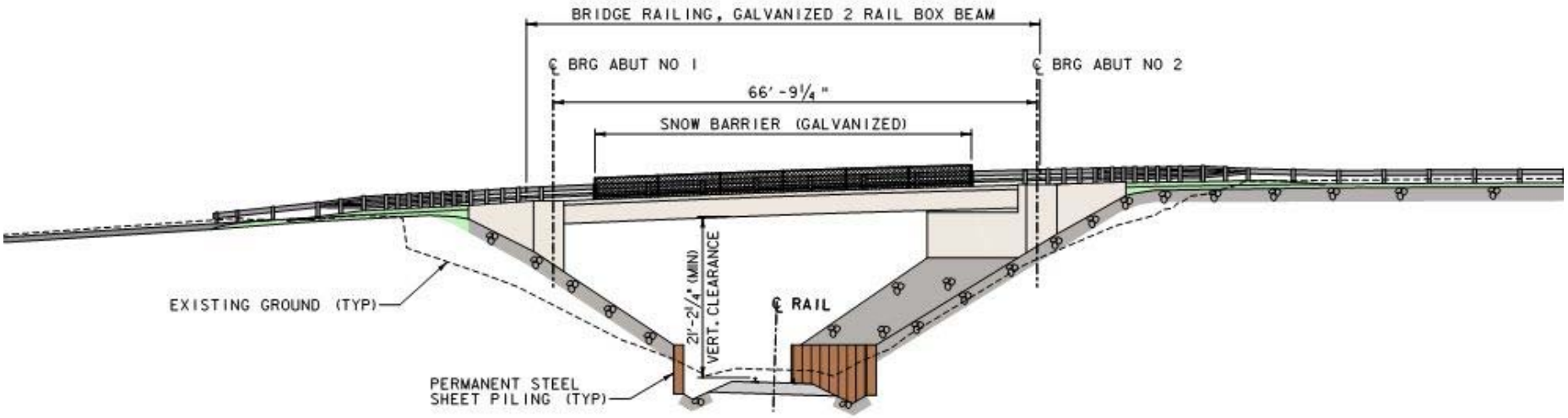
Vertical Clearance – Bridge #93

- Lowering road 1′ to improve K-value (sight distance)
- Lowering rail ~2′ to achieve 21′-0″ Vertical Clearance



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Advantages of the New Design – Bridges #93

- New Bridge Structure will provide a 80 to 100 year design life
- Increased Bridge Width
- Drastic Safety Improvements
- Increased Vertical Clearance
- Provisions for future lowering of the rail

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Construction Methods – Bridge #93

- Accelerated Bridge Construction
- Rapid bridge construction techniques
- Build bridge components off-site
- Reduce bridge construction duration

Benefits of Accelerated Bridge Construction

- Reduced design and construction duration
- Reduced road user cost
- Safer for the workers and traveling public
- Eliminate need for temporary bridge construction
- Reduced impacts to:
  - Environmental and cultural resources
  - Utilities
  - Right-of-Way

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Substructure – Precast Concrete Integral Abutment on Steel Piles

Superstructure – Precast Pre-stressed Concrete NEXT Beam Bridge

Maintenance of Traffic

- Short Term Road Closure w/ Offsite Detour
  - Signed by State, regional detour route:
    - 17.6 miles end-to-end, 27 minutes to drive end-to-end
    - 11.1 mile detour route, 20 minutes to drive detour route
  - Several local bypass routes

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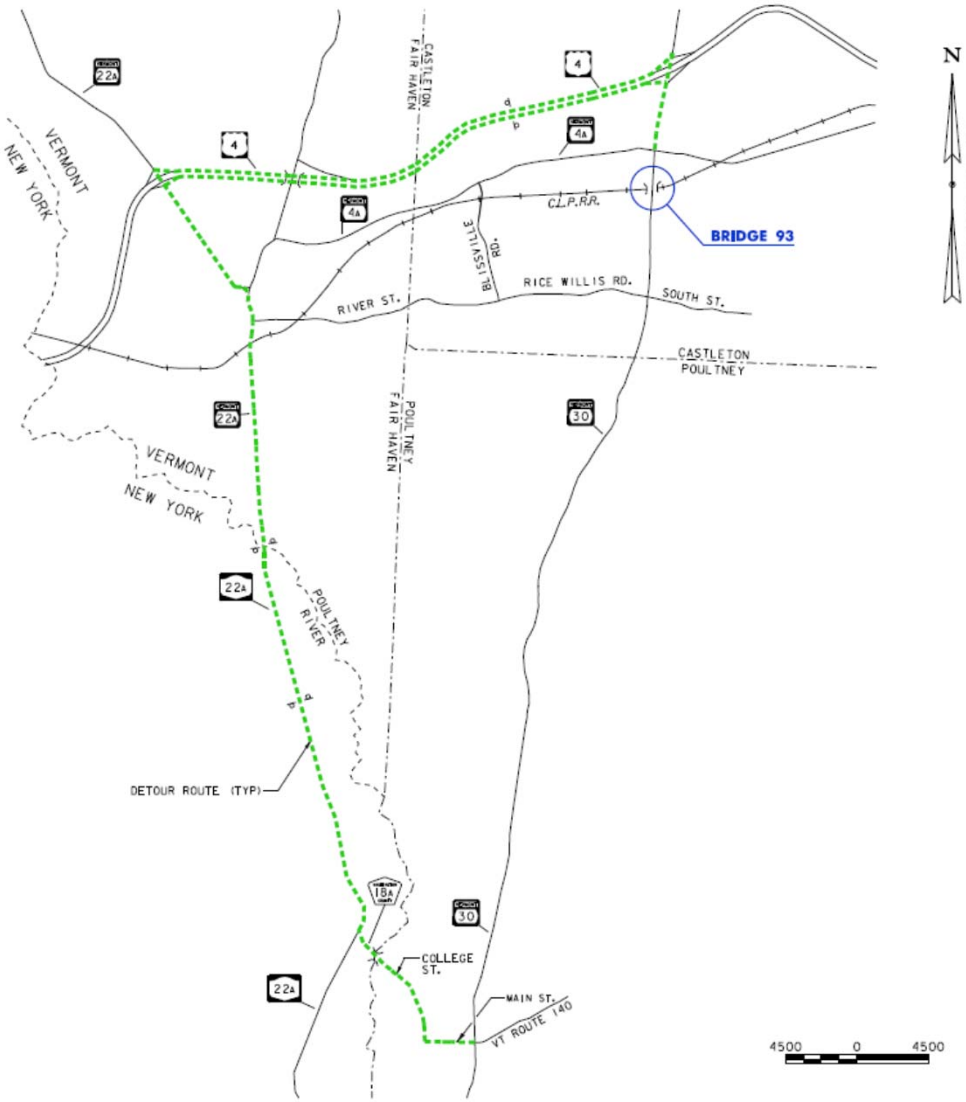
Road Closure

- 28 day Closure for Complete Replacement
- State detour adds 4.6 miles to through route, 27.6 miles end-to-end

Maintenance of Traffic



- 28 Day Road Closure w/ Offsite Detour
  - Signed by State
- US 4 W to VT/NY 22A; Left onto Washington County Route 18A, York St, College St, Main St, VT 30

  Through Route: 6.5 Miles
  10 Min. to Drive
  Detour Route: 11.1 Miles
  20 Min. to Drive
  Added Distance: 4.6 Miles
  End-to-End Distance: 17.6 Miles
  27 Min. to Drive

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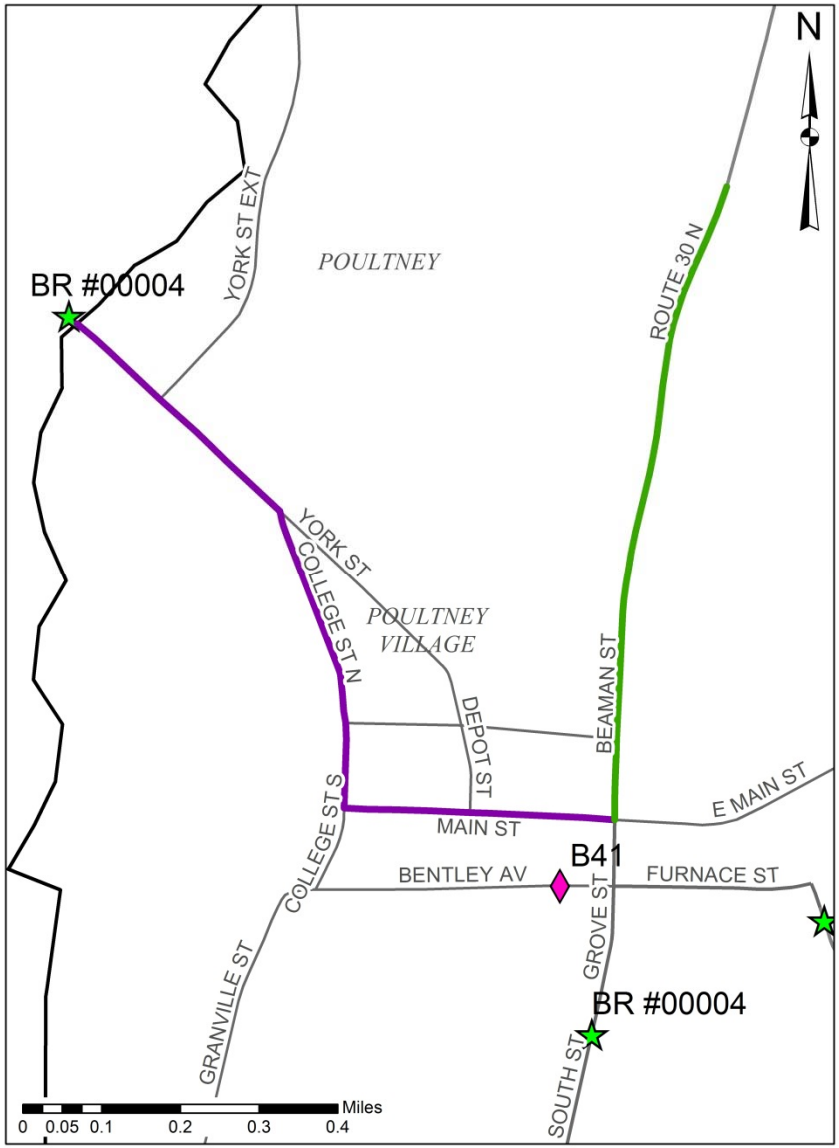
Maintenance of Traffic



- Regional detour includes York Street, College Street, and Main Street in Poultney

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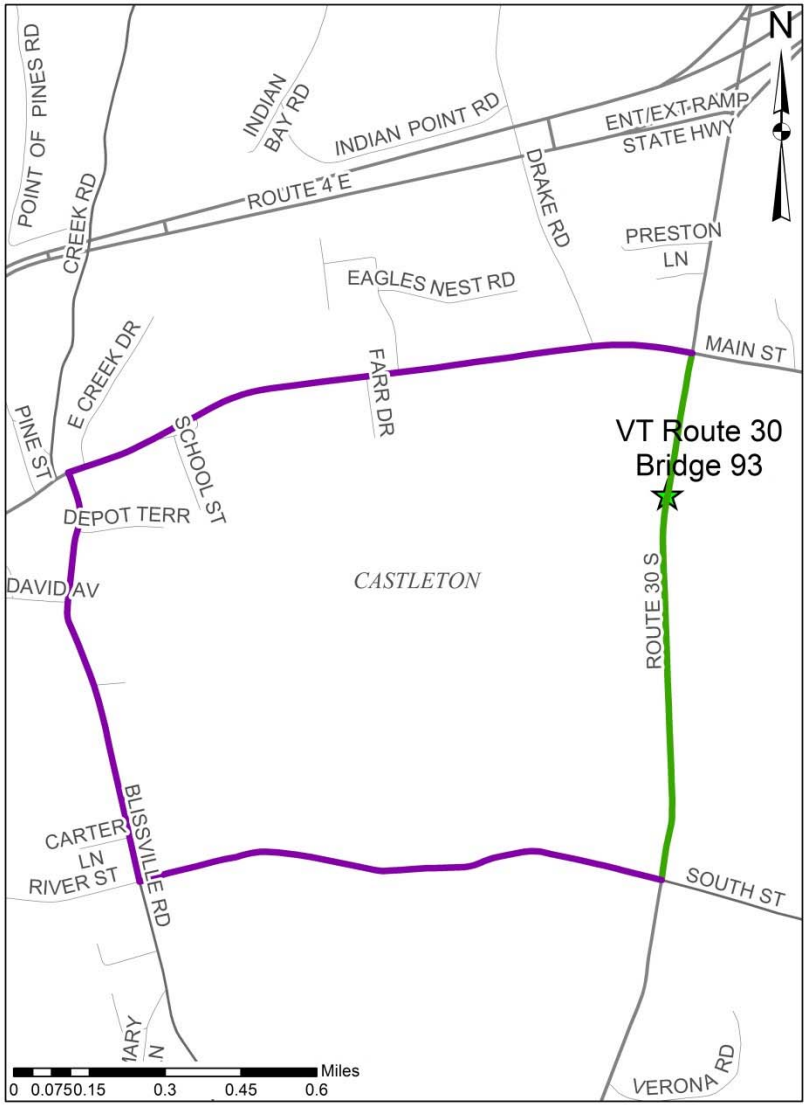
Local Bypass



- Rice Willis Rd., Blissville Rd. and VT 4A

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Construction Schedule

- Alternating one way traffic may begin on Monday, June 22nd
- Bridge closure begins Monday, July 6th
- Bridge closure period ends Monday, August 3rd
- Alternating one way traffic may continue to Monday, August 17th
- Lowering rail will take place in August; no impact to traveling public

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Construction Period Updates

- Project News and Updates will be sent via email on a regular basis
- Project Updates may also posted on: www.facebook.com/RutlandCityProctor2014
- Contact Project Outreach Coordinator Natalie Boyle with questions or concerns (802) 310-7822 or nboyle@gpinet.com

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