Huntington BRO 1445(35)
Bridge 30 on TH 22 (Camels Hump Road)
Over Brush Brook
Public Information Meeting

Presented by
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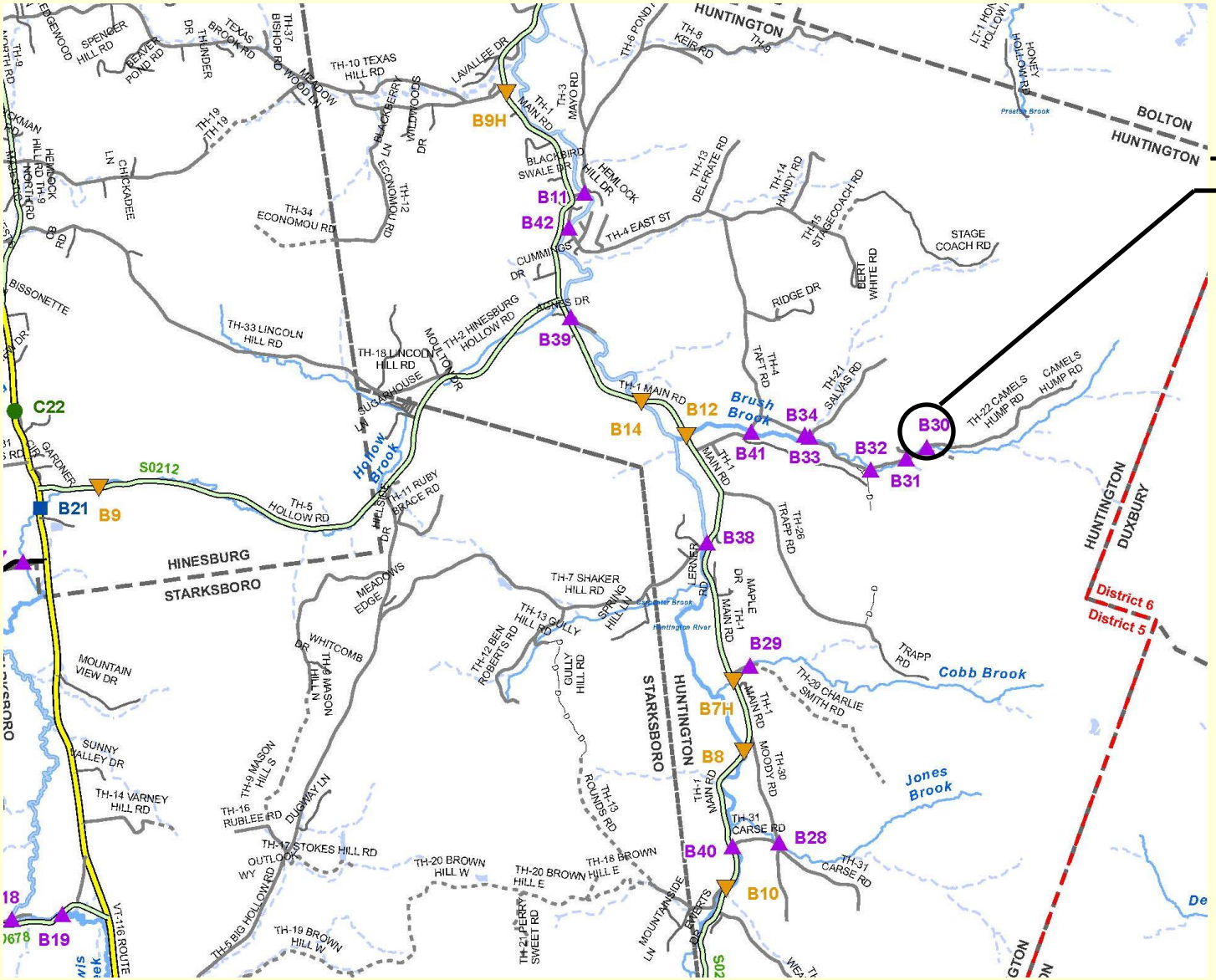
PROJECT LOCATION



Meeting Outline

- Purpose of the Meeting
- Existing bridge information
- Proposed project information
- Next Steps
- Questions

Purpose of Meeting

- Present the Conceptual plans
- Provide you with the chance to ask questions.
- Provide you with the chance to voice concerns
- Build consensus for the proposed project-

Phases of Development

Project Funded	Project Defined	Contract Award
Project Definition	Project Design	Construction

Identify resources & constraints

Evaluate alternatives

Public Participation

Build Consensus

- Quantify areas of impact
- Environmental permits
- Develop plans, estimate and specifications

Project Background

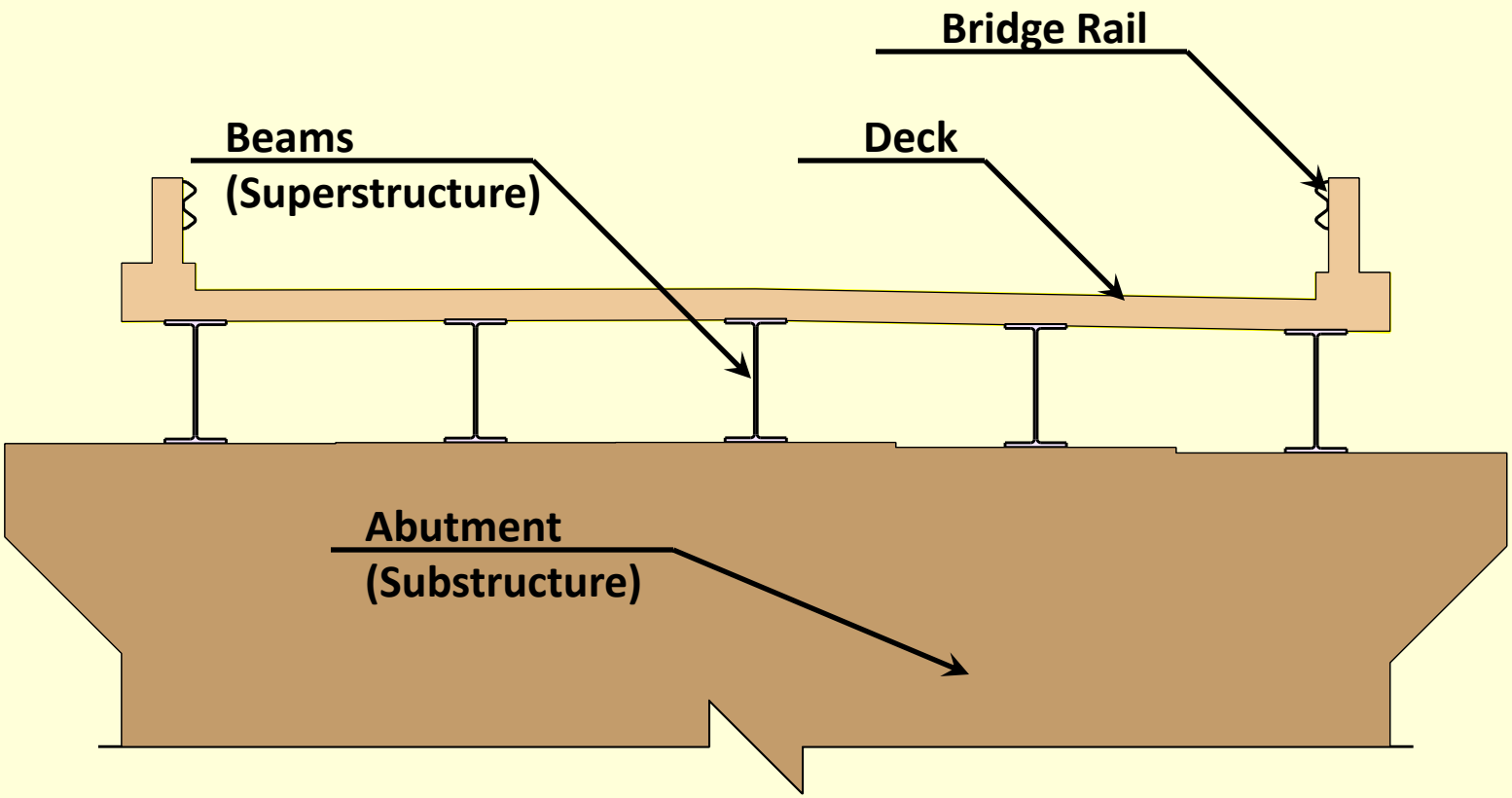
- **Priority 25** in the Town Highway Bridge Program
- The structure is owned and maintained by the Town
- TH 22 (Camels Hump Road) is a Class 3 Town Highway
- Existing bridge is a single-span rolled beam bridge with a timber deck
- Span of 27 feet and width of 12.5 feet
- Posted speed is 20 mph
- The structure was built in **1925** (87 years old)
- Bridge is structurally deficient and has a Federal sufficiency rating of **18.9 (out of 100) -**

Project Background (Cont)

- Traffic Data

TRAFFIC DATA	2015	2035
AADT	270	290
DHV	55	60
ADTT	10	15
%T	4.7	5.3

Description of Terms Used



EXISTING BRIDGE DEFICIENCIES

Deficiencies

- **The bridge width is substandard**
- **The bridge does not have adequate hydraulic capacity and has scour issues**
- **The bridge and approach rails do not meet the current standard**

Inspection Report Information (Based on a scale of 9)

Deck Rating	**4 Poor**
Superstructure Rating	**7 Good**
Substructure Rating	**5 Fair**

Bridge Width and Railing Issues

North Abutment - Upstream

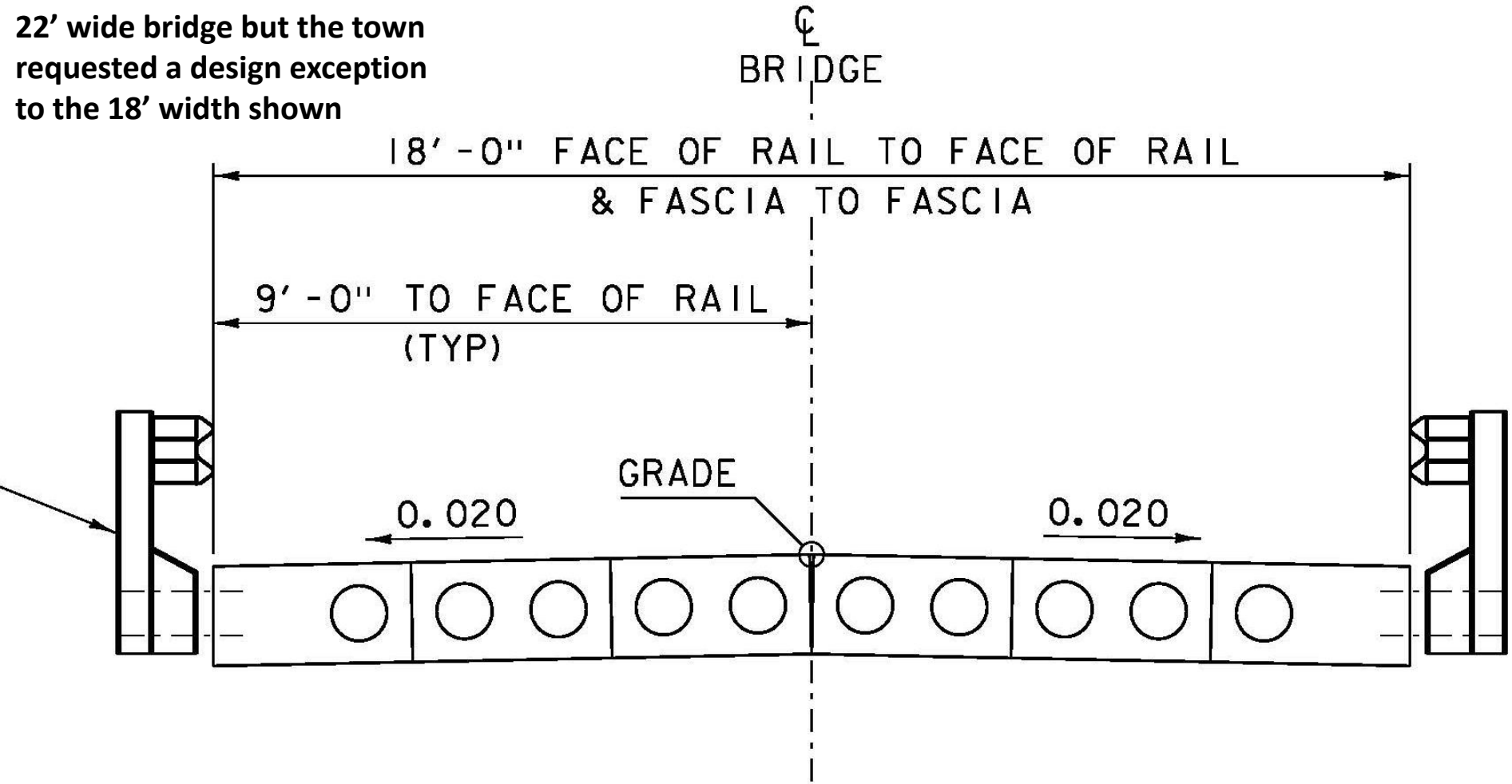
North Abutment - Downstream

South Abutment

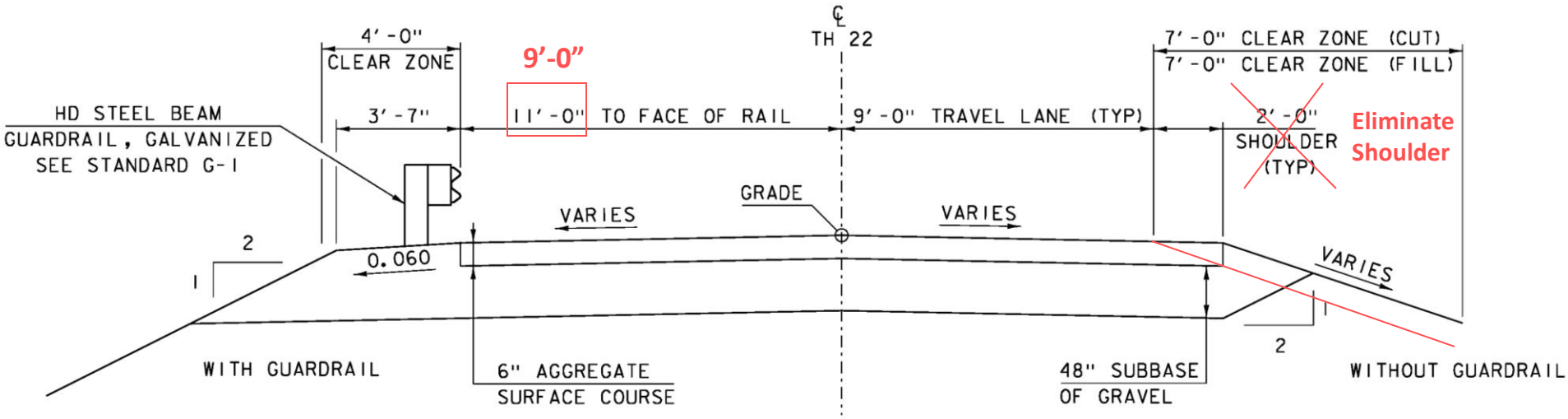
Proposed Project Information

Typical Bridge Section

Note: The standards call for a 22' wide bridge but the town requested a design exception to the 18' width shown



Typical Roadway Section

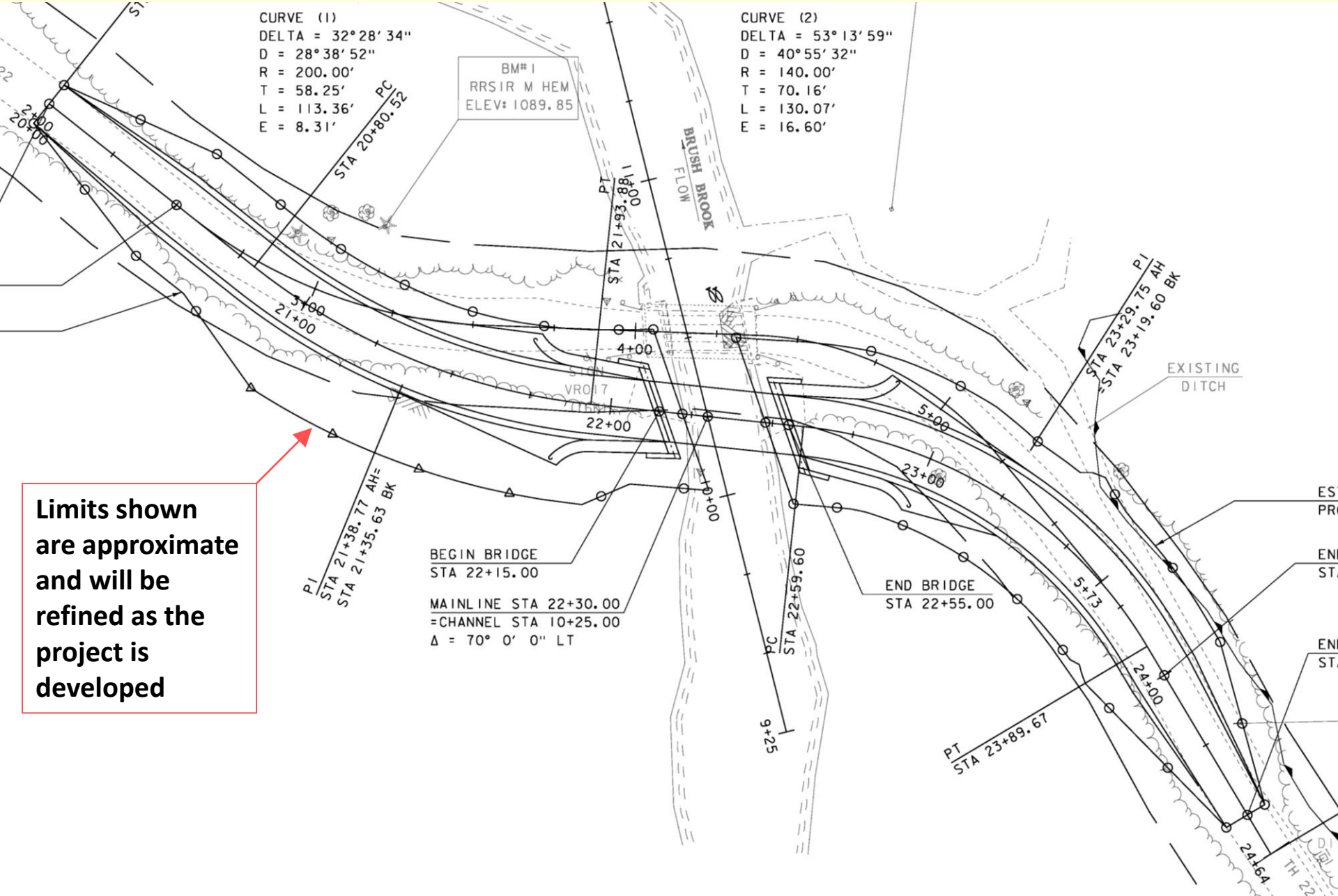


PROPOSED TH 22 TYPICAL SECTION

SCALE 3/8" = 1'-0"

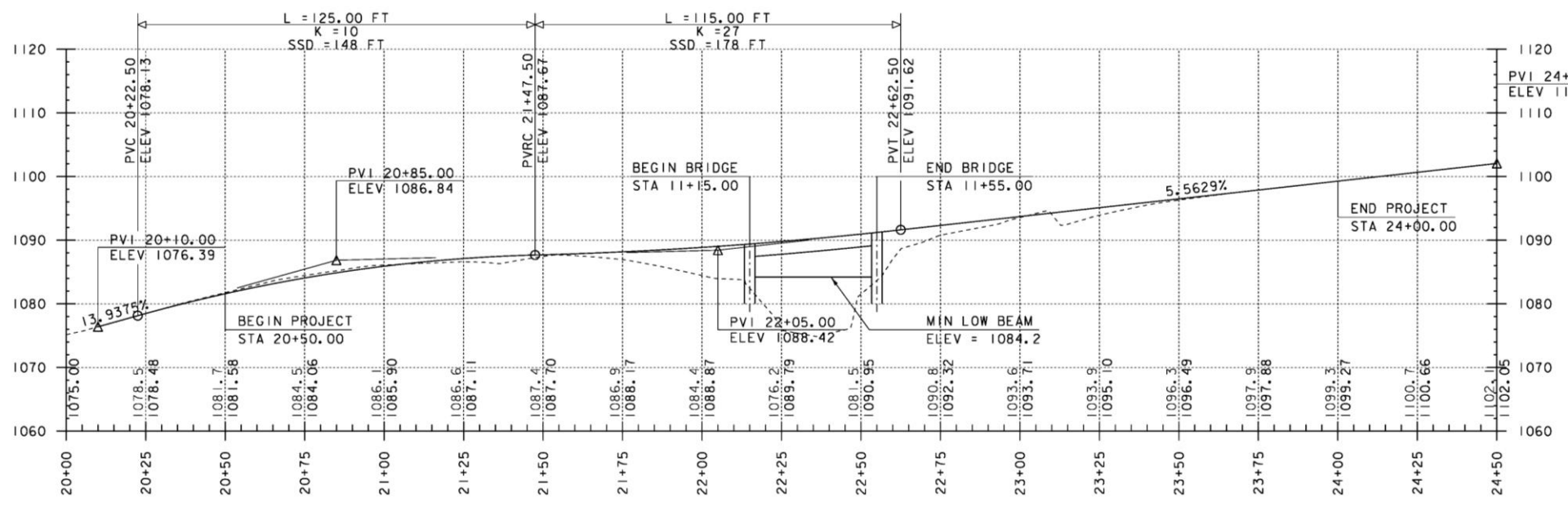
Changes shown in red are proposed changes made to the Conceptual plans submitted for review

Layout



Limits shown are approximate and will be refined as the project is developed

Profile


L = 125.00 FT
K = 10
SSD = 148 FT
L = 115.00 FT
K = 27
SSD = 178 FT
PVC 20+22.50
ELEV 1078.13
PVRC 21+47.50
ELEV 1087.67
PVT 22+62.50
ELEV 1091.62
PVI 20+85.00
ELEV 1086.84
BEGIN BRIDGE
STA 11+15.00
END BRIDGE
STA 11+55.00
5.5629%
END PROJECT
STA 24+00.00
PVI 20+10.00
ELEV 1076.39
13.9375%
BEGIN PROJECT
STA 20+50.00
PVI 22+05.00
ELEV 1088.42
MIN LOW BEAM
ELEV = 1084.2
1120
1110
1100
1090
1080
1070
1060
1075.00
1078.5
1078.48
1081.7
1081.58
1084.5
1084.06
1086.1
1085.90
1086.6
1087.11
1087.4
1087.70
1086.9
1088.17
1084.4
1088.87
1076.2
1089.79
1081.5
1090.95
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1096.3
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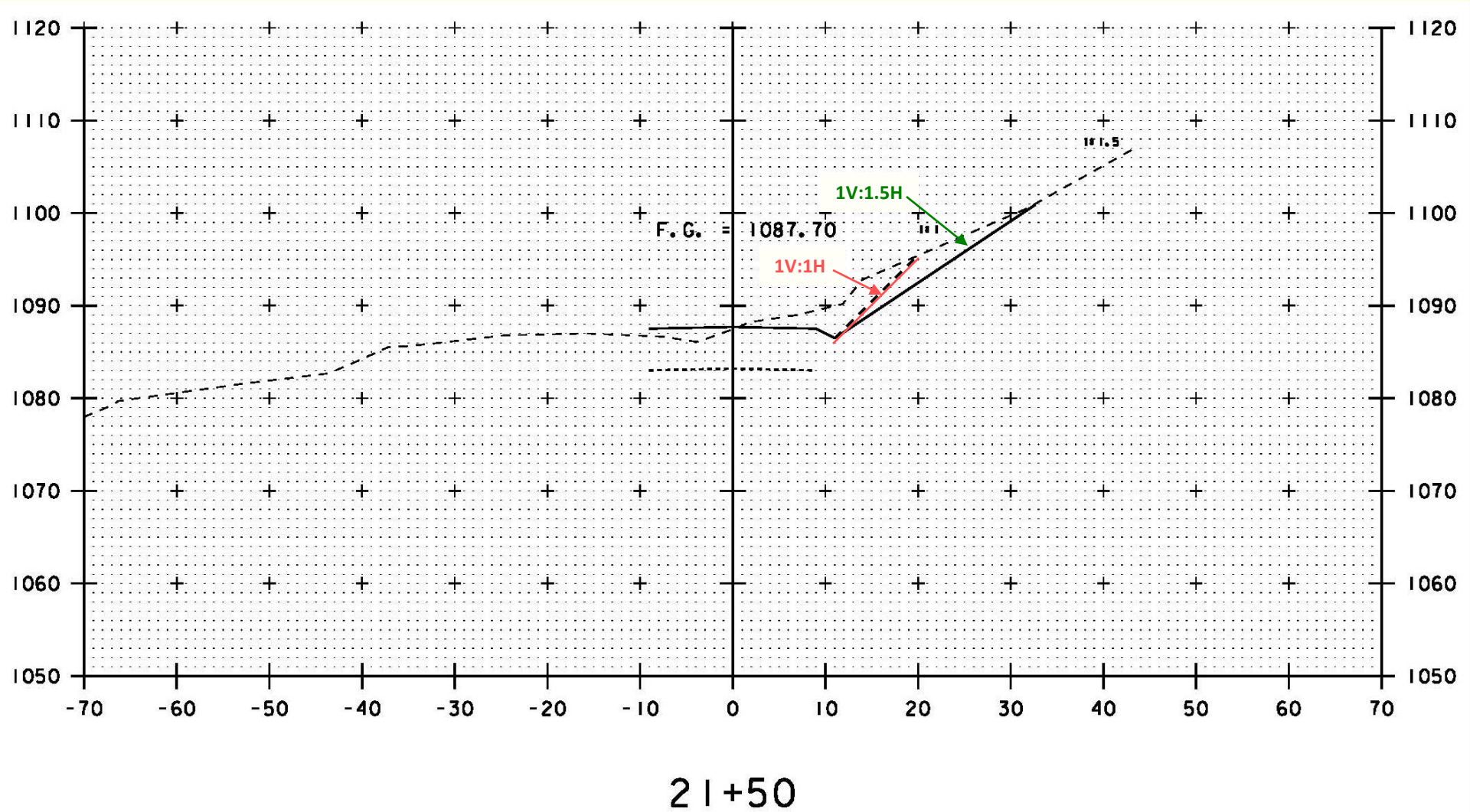
Critical Cross Section



Scope - Cost - Schedule

The project cost and schedule can not be determined until the scope of the project is clearly defined.

Preliminary Engineering	$165,000
Right-of-Way	$ 25,000
Construction w/ CE and Contingencies	$640,000
Total	$830,000
Town Share (10%)	$ 83,000

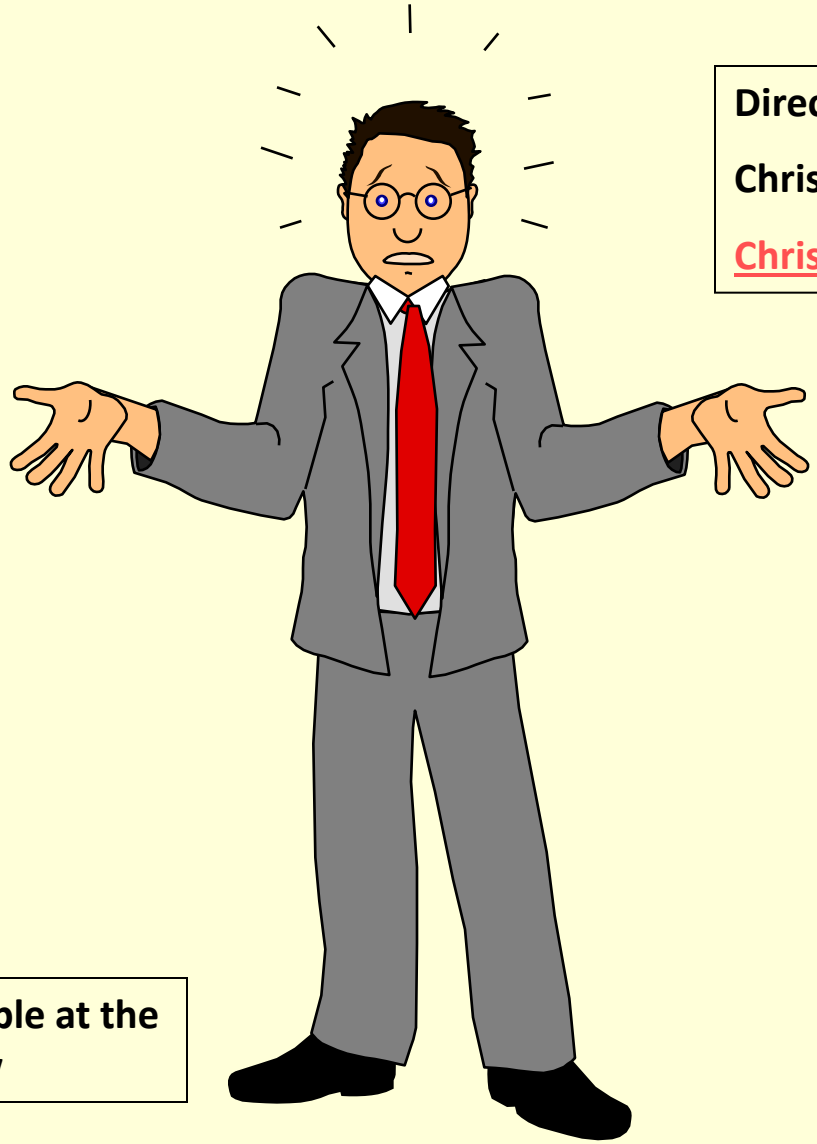
- Construction is currently scheduled for 2016
- Right-of-Way negotiations can effect construction year
- Construction year is assuming Federal & State funding is available (project is funded 80% Fed – 10% State – 10% Local)

Next Steps

This is a list of a few important activities expected in the near future and is not a complete list of activities.

- Develop Preliminary Plans
- Begin Environmental permitting process
- Meet with adjacent property owners
- Begin Right-of-Way acquisition process
- Begin Final design and details

Questions



Direct any questions to:

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This presentation is available at the web address shown below

https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/12J162