SOUTH ST VRAIN BRIDGE REPLACEMENT

Public Open House – March 16, 2016

PROJECT INFORMATION, INCLUDING PRELIMINARY PLANS, EXHIBITS AND REPORTS ARE LOCATED ON THE PROJECT WEBSITE AT HTTP://WWW.BOULDERCOUNTY.ORG/ROADS/PLANS/PAGES/OLDSTVRAIN.ASPX

QUESTION AND ANSWERS

- **Should the bridge be widened 3-4' for pedestrians?**
  - No pedestrian walkway is designated in the Transportation Master Plan and the current proposed design includes additional shoulder width for a Local Road classification. Therefore, no additional shoulder width will be added for pedestrians. In addition, the traffic volume is low, which should minimize traffic and pedestrian conflicts.
- **Please verify the loading this bridge design can take and ensure that the trucks for the mining operation can cross.**
  - The mining operation and trucks are being considered in addition to being designed to AASHTO standards. The limiting factor for the type of vehicle used for the mining operations is the turn on and off the south side of the bridge. Based on the current design, the largest vehicle this turn accommodates is a WB-62 tractor-trailer (69' total length, 48' trailer), which should transport the loads requested for the mining operations. The bridge will be able to carry a Colorado Permit vehicle, which can carry 192,000 pounds (96 tons), GVW. Both the turning radii and the load rating of the new bridge/design should be equal to or greater than the pre-flood condition.

- **Can the hydraulic report be published online?**
  - Yes, it is posted at http://www.bouldercounty.org/roads/plans/pages/oldstvrain.aspx

- **There was a low point in the area between the north abutment and State Highway 7, can the profile accommodate another low point to allow more water to pass through the area? - How will the area downstream from the sump be cleared and who will maintain it?**
  - The bridge profile is dictated by the tie-in points to the existing pavement. The proposed bridge will be longer than the existing bridge; therefore the existing low point will become obsolete and will be accommodated by the proposed wider opening. Due to the longer bridge, there will probably not be room to place a low point in the proposed profile between the bridge and SH 7. However, the design team will review the profile in regards to this issue.
  - The County is responsible for maintaining an adequate clear zone for the road.
- **Why is the roadway so wide?**

    - The road accommodates the Boulder County Local Road classification and the required clear area for bridges. The proposed roadway section matches the existing section with 11-foot thru lanes and 1-foot shoulders. The proposed bridge section has 11-foot travel lanes and 4-foot shoulders. Wider shoulders are required in front of the guardrail and on the bridge for shy distance and safety reasons.
- **What is the old St. Vrain bridge load rating?**
    - The old bridge was rated for 36 tons (by visual rating).
    - The old bridge had a live load that met AASHTO HS-20-44 and Interstate Alternate and a dead load that assumed 49 psf for bituminous pavement. The last bridge inspection report done in January 2013 had an Inventory MS 18 (HS20) loading of 36 tons and an operating MS 18 (HS20) of 40 tons. The new bridge will have a load rating of 36 tons (Inventory – HL-93).
- **Could real stone be used in the bridge?**
    - Yes, this is the intent of the design and will be similar to the Crane Hollow Bridge where natural stone from the area was used.
- **What can we do about parking near the bridge?**
    - Parking will be reassessed upon completion of the bridge. If parking becomes an issue, notify the Transportation Department to assess the placement of "No parking" signs
- **There is an existing culvert under the bridge, please consider this in the design.**
    - The design team will evaluate the existing culvert and the old irrigation channel that was washed away during the flood. If there is still a need for these structures, they will be addressed in the design.
- **What signage will there be?**
    - Basic signs similar to pre-existing signs (e.g. speed limit, street signs) will be included.
- **What is the side load of the bridge?**
    - The side loading will consider loading from the creek and debris and will be calculated by using the AASHTO LRFD standards. The exact loading will be determined upon further completion of the design.
- **Make sure to look at the Master Plan.**
    - The St Vrain Creek Watershed Master Plan is being taken into consideration.
- **Will this bridge hinder or consider the re-design of SH 7?**
    - The bridge replacement will stop short of the intersection of SH 7 and CDOT will be informed of this project to coordinate design, construction and timing efforts.
- **Can drainage and culverts be addressed beyond the limits of this project?**
    - Adding or replacing culverts beyond the project limits will not be considered at this time.