



Project Initiation and Innovation Team Scoping/Public Outreach



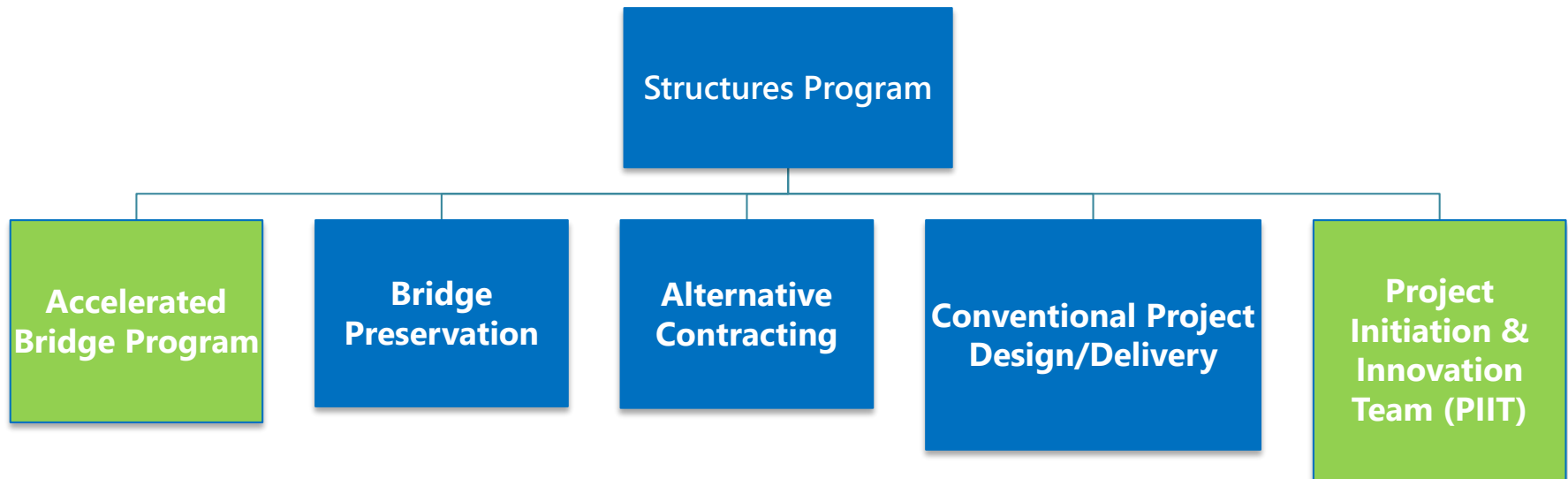
**Accelerated
Bridge
Program**
VTRANS

Presentation Outline:

- Introduction to the PIIT
- VTrans Project Development Process
- Scoping Schedules
- Collaboration and Outreach During the Scoping Process
 - Local Concerns Survey
 - Collaboration Meetings
 - Alternatives Presentation/Regional Concerns Meetings
- Where to Find Project Information
- Questions?

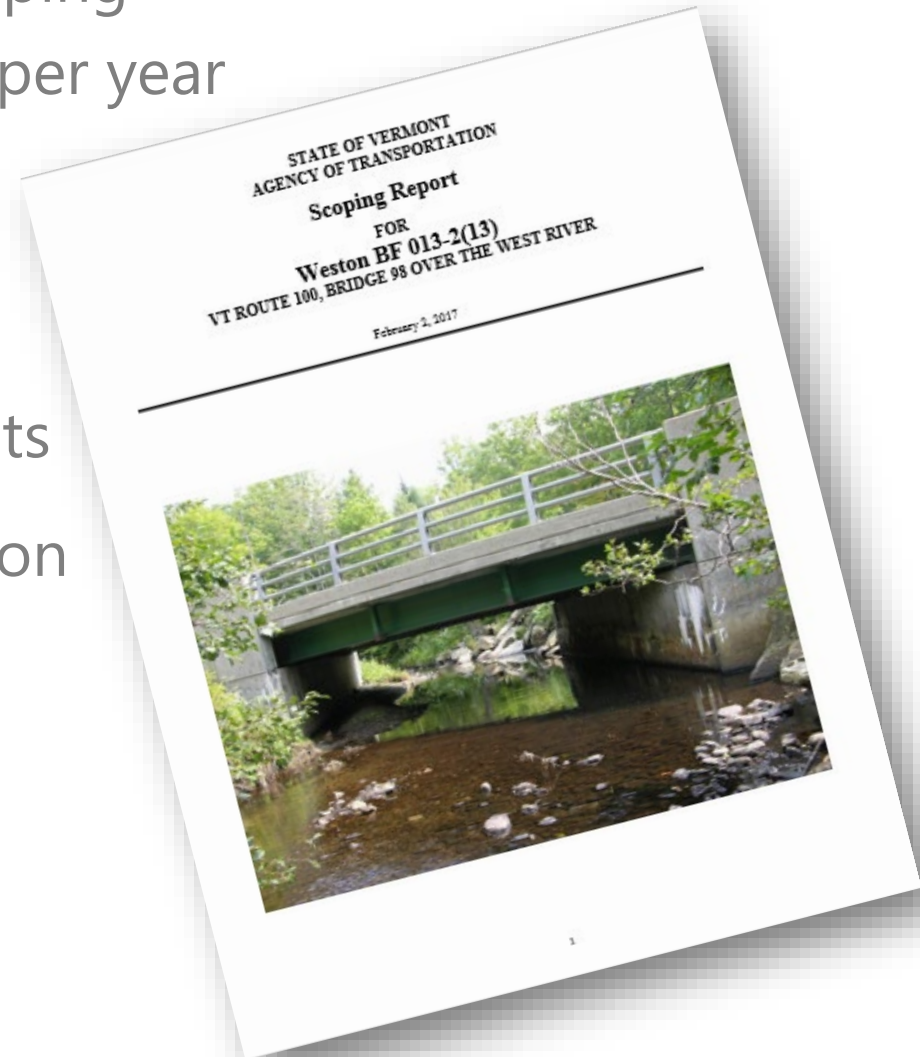
Accelerated Bridge Program (ABP) and The PIIT

- ABP Created in 2012
- Reorganized into two new sections
 - Accelerated Bridge Program (ABP)
 - Project Initiation and Innovation Team (PIIT)

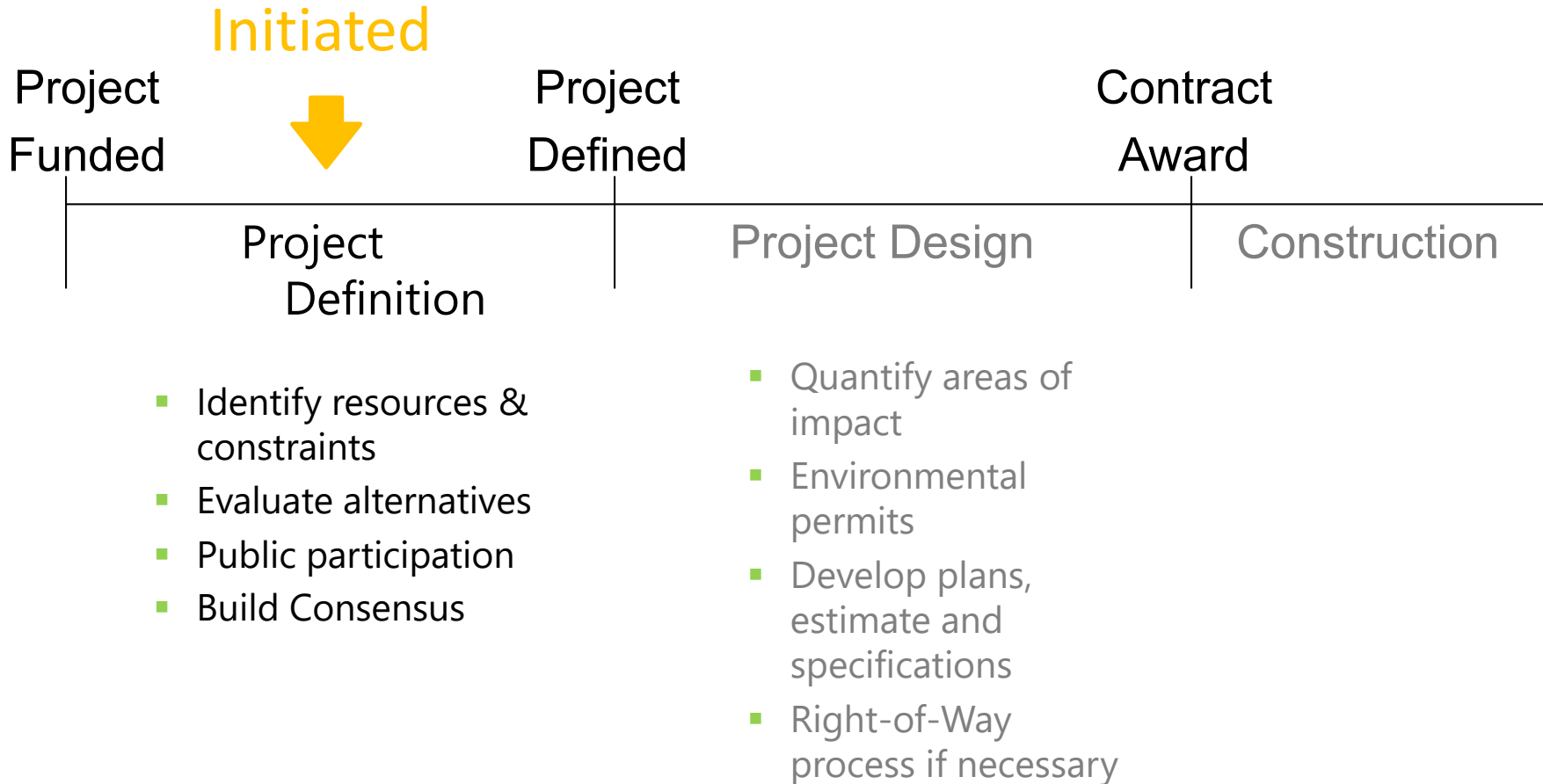


Project Initiation & Innovation Team

- Dedicated team for project scoping
- Initially 20-30 projects scoped per year
 - Projects programmed by VTrans Asset Management Bureau
- Senior Structures leadership reviews all programmed projects
- Heavy emphasis on collaboration
- **Public Outreach begins**



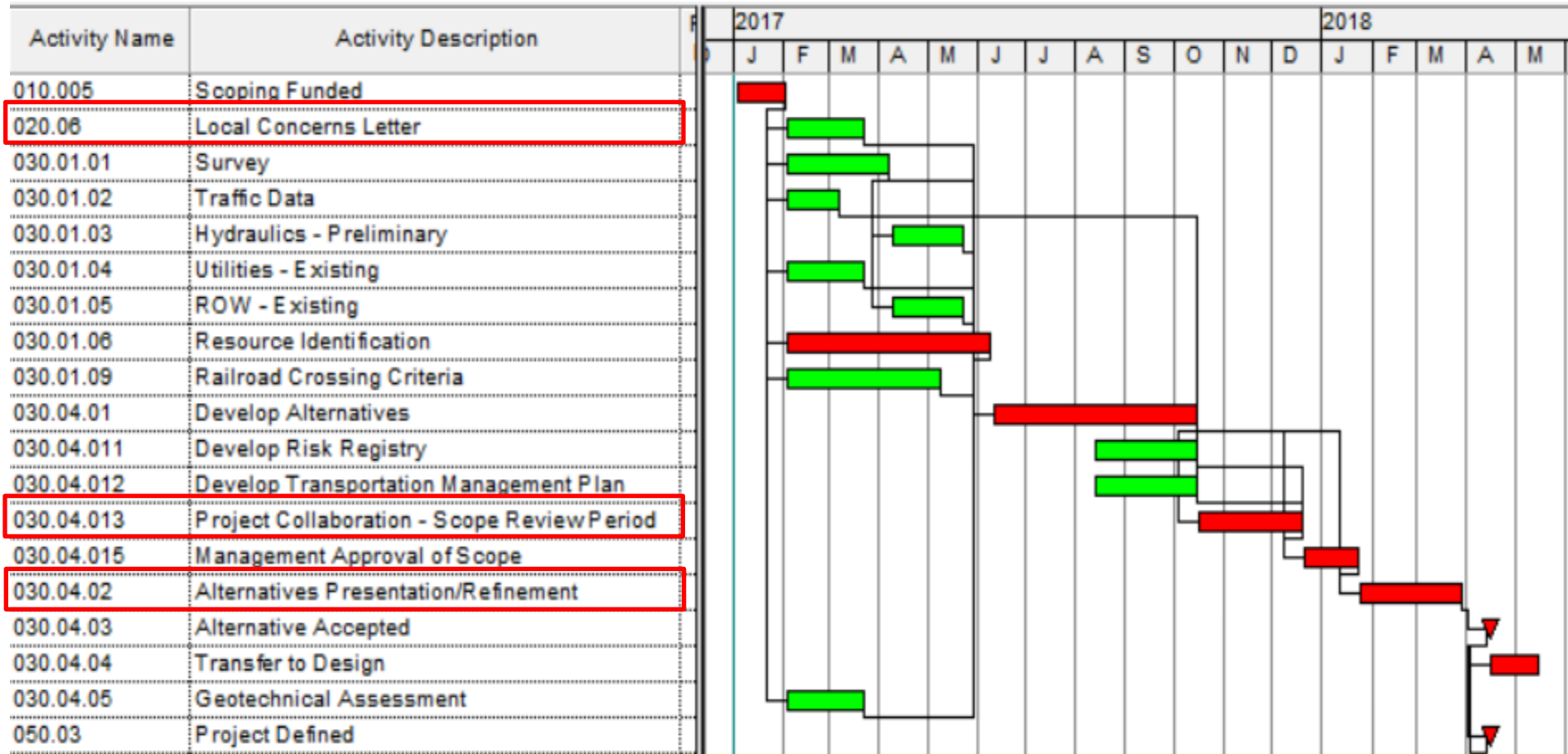
VTrans Project Development Process



Developing Alternatives

- All bridge projects scoped
 - Full Replacement
 - Rehabilitation
 - Major Maintenance
- Schedule determination (Accelerated or Conventional)
 - ROW Impacts
 - Utility Impacts
 - Project Complexity
- ABC option is always first consideration, regardless of program.

Scoping Schedule



Project Outreach to Planning, RPC, or the Public

Project Outreach to Planning, RPC, or the Public

Early Local Input – Local Concerns Letter

- Community Input Questionnaires
 - Input from the Town and RPC is gathered early on in the scoping process
 - Timing of community events
 - Bicycle and pedestrian use and planned future use
 - Impacts to important services in the event of a closure
 - Local Businesses
 - Geometry Issues
- We use the information from the questionnaires to develop the scope and as one of the criteria to determine if a closure is recommended or not

Local & Regional Input Questionnaire

Project Summary – Modify for each project

This project, BF 032-6(13), focuses on a culvert on VT Route 9 in Mendon, Vermont. The culvert is deteriorating and is in need of either a major maintenance action or replacement. Potential options being considered for this project include a new liner applied to the interior of the existing culvert pipe, removal of the existing pipe and replacement with a new culvert placed in the same location, or removal of the existing pipe and replacement in a new location. It is possible that VTtrans will recommend a road closure and detour traffic away from the project site for the duration of the work. Efforts will be made to limit the detour to State roads.

Community Considerations

1. Are there regularly scheduled public events in the community that will generate increased traffic (e.g. vehicular, bicycles and/or pedestrians), or may be difficult to stage if the bridge is closed during construction? Examples include annual bike races, festivals, parades, cultural events, weekly farmers market, concerts, etc. that could be impacted? If yes, please provide approximate date, location and event organizers' contact info.
2. Is there a "slow season" or period of time from May through October where traffic is less or no events are scheduled?
3. Please describe the location of the Town garage, emergency responders (fire, police, ambulance) and emergency response routes that might be affected by the closure of the bridge, one-way traffic, or lane closures and provide contact information (names, address, email addresses, and phone numbers).
4. Are there businesses (including agricultural operations and industrial parks) or delivery services (fuel or goods) that would be adversely impacted either by a detour or due to work zone proximity?
5. Are there important public buildings (town hall, community center, senior center, library) or community facilities (recreational fields, town green, etc.) close to the project?
6. What other municipal operations could be adversely affected by a road/bridge closure or detour?
7. Are there any town highways that might be adversely impacted by traffic bypassing the construction on other local roads? Please indicate which roads may be affected and their condition (paved/unpaved, narrow, weight-limited bridges, etc.), including those that may be or go into other towns.

Page 1 of 3
January 2015

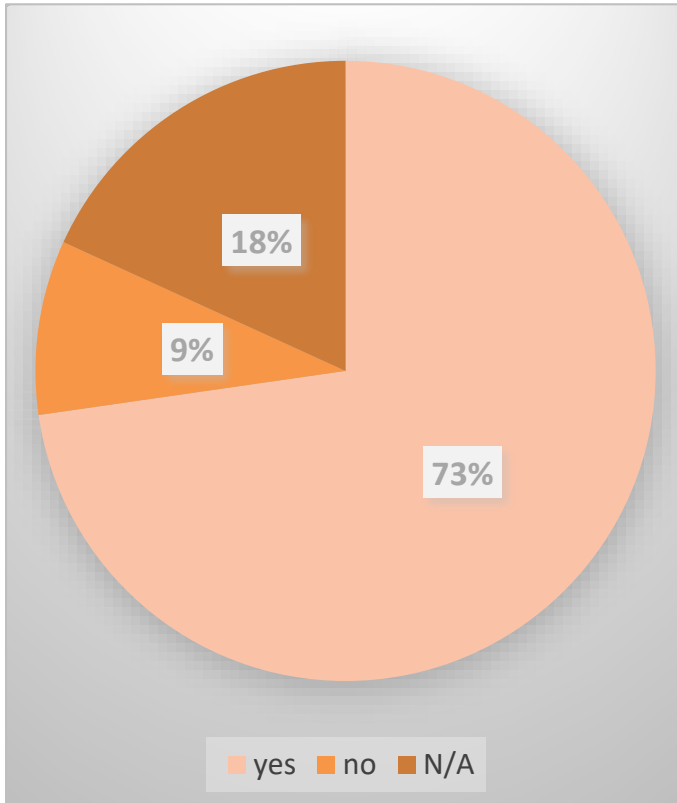
- Town Highway Structures and State Highway Structures
- **RPC should assist Towns in filling out Questionnaire**

Collaboration Phase

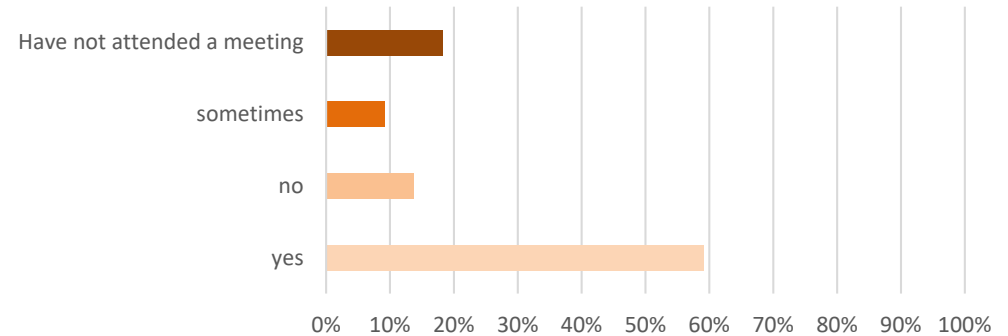
- Scoping report is sent out to all internal stakeholders for review
 - Operations and Maintenance
 - Planning
 - Design
 - Resource Groups
 - Bike/Ped Specialist
 - Construction
- Following review, an internal collaboration meeting is held
 - Discuss existing conditions, project constraints, and associated requirements
 - Vet the preferred alternative
- Ensures proper scope and results in fewer scope changes

Collaboration Phase

- Are you able to communicate your ideas and are your concerns addressed?



- Does your input at the collaboration meeting have an impact on the chosen preferred alternative?



“One improvement could be to extend the process throughout the agency”

“Collaborating is a concept that has been embraced. By virtue of it's meaning it brings people together to produce the best engineering solution.”

“Kudos for reaching out and trying to improve this most important phase of our definition and design process!”

Management Approval of Scope (MAOS)

- Preferred alternative presented to structures senior staff and management
- MAOS memo signed by Program Manager
- Obtained prior to Public Meeting

Management Approval Of Scope
January 8, 2019

Project: Poultney Town Highway 6, Bridge 7 over Poultney River

Project Manager: Nick Wark

Project Briefing: After evaluating various alternatives for this project, we have concluded that a full bridge replacement with a new camelback pony truss on-alignment is appropriate and feasible. The new bridge will be two-way with a sidewalk.

Maintenance of Traffic: It is recommended that traffic is maintained on an offsite detour for 2.5 months.
(Please See Scope Collaboration and Management Approval of Scope Meeting Notes on the back of this form)

Structures Management approves the project scope.

Structures Management will require more information before making a decision.

Structures management recommends getting higher level approval for the proposed scope.

Structures does not recommend the project scope.

Structures Management approves the project scope with modifications.

Kristin M. Flynn
Structures Program Manager

1/8/18
Date

Public Outreach/Public Participation

From: Stone, Laura <Laura.Stone@vermont.gov>
Sent: Monday, September 23, 2019 10:29 AM
To: Stuart Hurd <shurd@BenningtonVT.org>
Cc: Young, Rob <Rob.Young@vermont.gov>; dmonks@benningtonvt.org; Langham, Matthew <Matthew.Langham@vermont.gov>; manders@bcrvt.org; Wark, Nick <Nick.Wark@vermont.gov>; Faley, Robert <Robert.Faley@vermont.gov>; SBChair <sbchair@benningtonvt.org>; selectboard <selectboard@benningtonvt.org>
Subject: RE: BENNINGTON BF 1000(20) 12J606 VT Route 9, Town Highway 2, BRIDGE 6 Over Walloomsac River - Alternatives Presentation

We have put this on our schedule for October 28th at 6:00 pm. As this is a town highway bridge structure, the Town and RPC are responsible for getting the word out to the public, emergency services, property owners that live in and around the bridge, business owners, and other key stakeholders. On state bridge projects, VTrans does the following for outreach at least a month in advance of the meeting: places an announcement in the local paper(s), sends out letters to affected property owners, places an announcement in the Front Porch Forum and works with the RPC to get the word out. To help support this effort, I have attached an example public announcement and letter for property owners and other stakeholders.

Please let me know if you have any questions.

Thanks,

Laura J. Stone, P.E. | Scoping Engineer
Structures | Project Initiation and Innovation
Vermont Agency of Transportation
Davis Bldg | 1 National Life Drive | Montpelier, VT 05633-5001
802-917-4996 phone | laura.stone@vermont.gov
<http://vtrans.vermont.gov/highway/structures-hydraulics/project-initiation-and-innovation>



- RPC to assist in developing distribution lists and getting the word out to the public
- Project Factsheets and meeting announcements provided

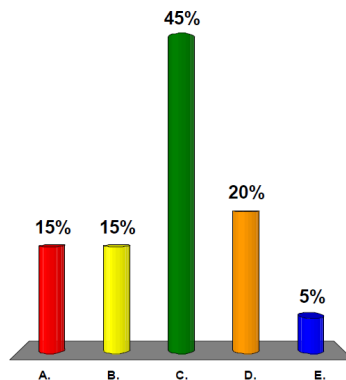


Public Meetings/Participation

- Public Input at Alternatives Presentation Meetings and Regional Concerns Meeting
- Scoping Report and Alternatives Presentations on SharePoint Site
- Polling Clickers used to gain input at public meetings

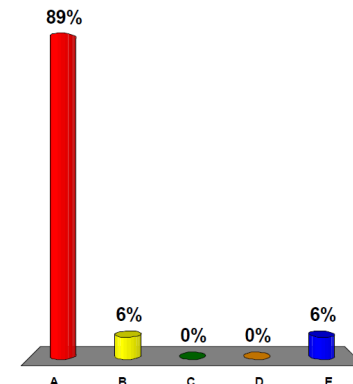
What would be the maximum acceptable length of closure for Bridge #33?

- A. 5 days
- B. 1 week
- C. 10 days
- D. 2 weeks
- E. 4 weeks

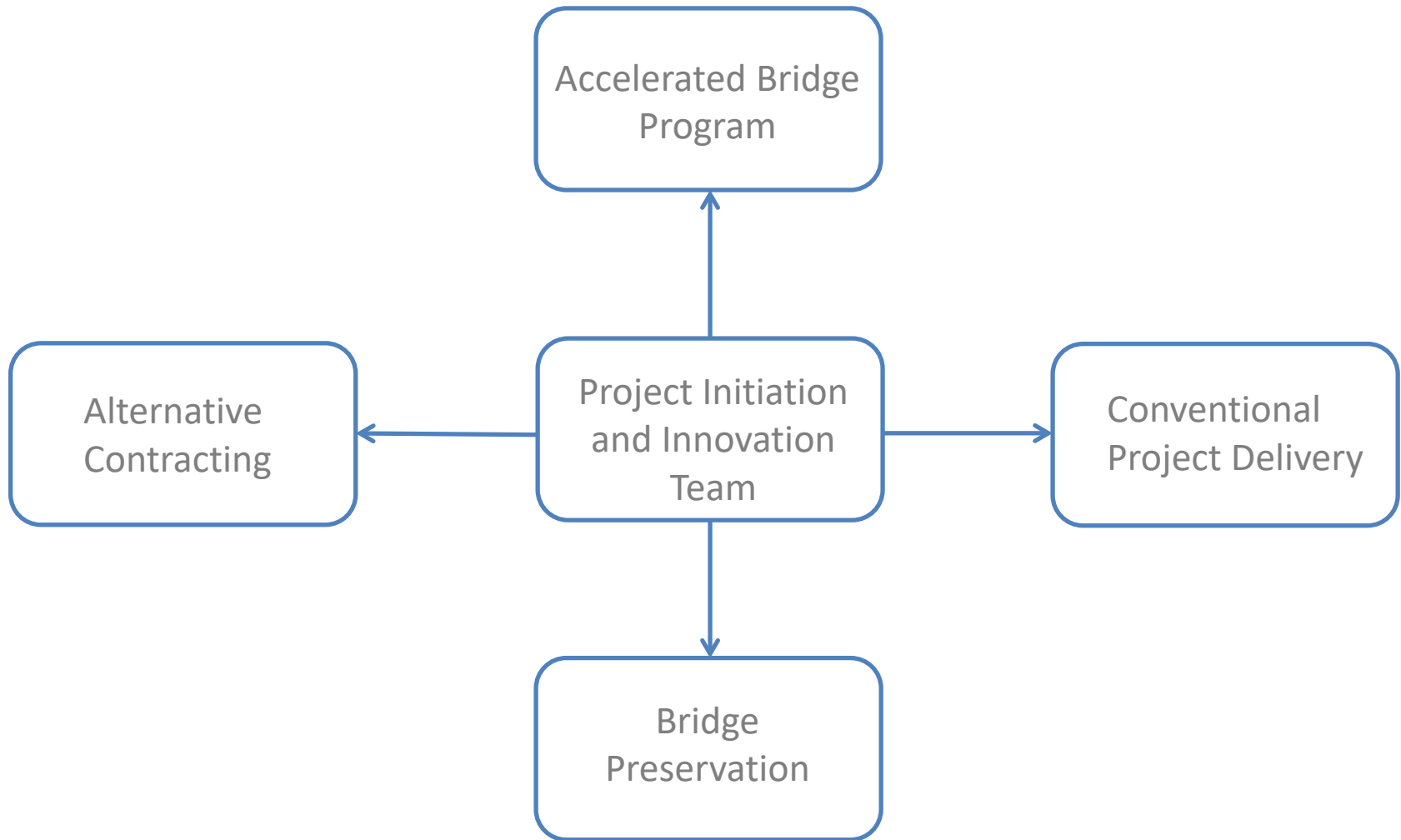


Which time of year would be most acceptable for Bridge #33 to be closed?

- A. June
- B. July
- C. August
- D. September
- E. Other



Project Distribution from the PIIT



Where Do I Go for Project Information?

- Structures and Hydraulics Website
- Project Factsheets
 - <http://www.aot.state.vt.us/FactSheet/default.aspx?pin=12J606>
- Structures Project SharePoint Site
 - <https://outside.vermont.gov/agency/VTRANS/external/Projects/Structures/12J606>
- Planned Projects Map
 - Access through VTransparency

Structures & Hydraulics Website

STATE OF VERMONT

Agency of Transportation

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Policy, Planning & Research

Finance & Administration

Highway

Better Roads

CADD Help

Construction & Materials

Cost Estimating

Geodetic

Highway Safety

Municipal Assistance Bureau
- Local Projects

Park and Rides

Right of Way & Utilities &
Survey

Sign Information

Structures & Hydraulics

Project Initiation and
Innovation

Accelerated Bridge Program

Alternative Project Delivery

Bridge Preservation

Hydraulics

Technical Resources

Life Cycle of a Bridge

Project Development
Process

STRUCTURES & HYDRAULICS



Located in the Project Delivery Bureau, the Structures and Hydraulics Section is dedicated to supporting the VTtrans Mission; "Provide for the safe and efficient movement of people and goods". We are proud to emphasize innovation in design, accelerated bridge construction, and alternative contracting techniques used to accelerate project delivery and underscore our commitment to quality, resiliency, and public engagement.



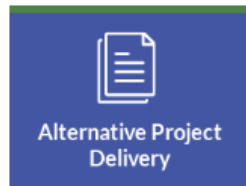
Hydraulics



Project Initiation
and Innovation



Accelerated
Bridge Program



Alternative Project
Delivery



Bridge
Preservation

[Check out our timelapse videos](#)

Projects

[Projects Map](#)

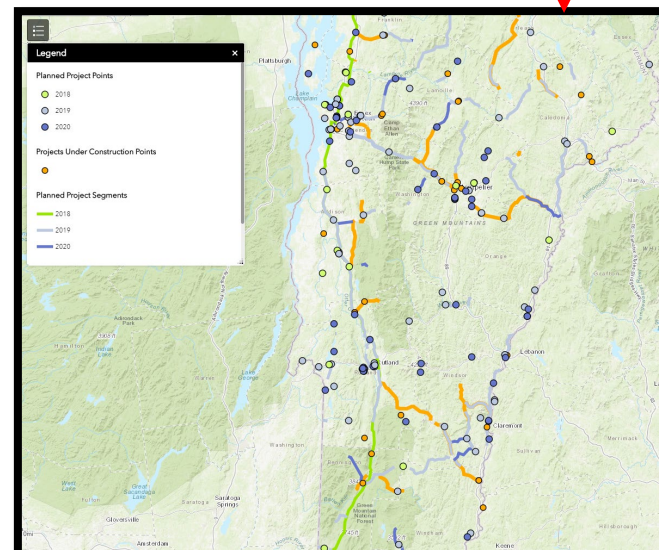
[Projects Under Development](#)

Kristin Higgins, P.E.

Structures and
Hydraulics Program Manager

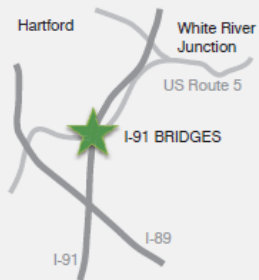
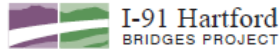
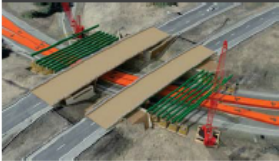
Kristin.Higgins@vermont.gov

(802) 498-3398



Project Fact Sheets

Project Factsheet May 2014



HARTFORD (WHITE RIVER JUNCTION) I-91 BRIDGES (Hartford IM 091-2(79) project)

Project Location: Town of Hartford in Windsor County on Interstate 91 over Route 5 in White River Junction approximately one half mile north of the junction of I-91 and I-89.

Project Purpose: The purpose of this project is to replace the existing bridges that carry Interstate 91 north and southbound over US Route 5 in Hartford, safely, efficiently and with the least possible impact to road users and the surrounding community. The structures were built in 1966. Age, weather and use have taken a toll on the concrete deck, beams and abutments of the two bridges. Two new bridges will be built during the 2015 construction season.

Accelerated Bridge Program (ABP): The Hartford I-91 Bridges Project has been assigned to the Vermont Agency of Transportation (VTrans) Accelerated Bridge Program, an approach that delivers projects faster, often using innovative techniques and always in collaboration with local communities. Typically, fast track bridge projects are completed in approximately half the time that it would take by conventional construction, often in just one construction season.

By reducing the time it takes to construct a new bridge, VTrans has been able to save money spent on design, utility and ROW impacts, and road closures as well as minimize disruption to travelers and commerce. The ABP encourages streamlining, standardizing design and plan preparation while exploring innovative contracting and construction techniques.

Partnership is a hallmark of the ABP program – with contractors, innovators from other states and local communities. To date, 12 bridges have been rebuilt using the ABP since the program was established in 2012, with 13 planned in 2014.

www.i91wrj.vtransprojects.vermont.gov

A Vermont First!

LATERAL SLIDE CONSTRUCTION

A construction method known as a lateral slide, will be used to replace the I-91 Hartford Bridges for the first time in Vermont. The slide will take place over two weekends, one for each bridge, but there will be a lot going on at the bridge site before the new bridges are slid into place. Here's how the project will work.

In the spring of 2015, construction will begin under the existing highway bridges. A new foundation (piers and abutments) or substructure will be built for each bridge. In addition, the replacement superstructure (bridge deck and support beams) will be constructed on temporary supports right next to the existing highway bridges. Both I-91 bridges will remain in service while construction is going on underneath and next to the bridges. Travel lanes on US Route 5 will be reduced from three lanes to two, but traffic will still flow in both directions throughout construction.

Once the new foundation and decks are constructed, the lateral, or sideways slide, can begin. VTrans will close

a portion of the Interstate and reroute traffic onto the established detour route. Then the contractor will remove the existing bridge and slide the new superstructure into place on top of the substructure by physically pushing or pulling the bridge into place along lubricated rails.

One bridge, either the northbound or southbound bridge, will be moved at a time. This will require a short closure period of I-91 over one weekend while the bridge is moved into place. The other bridge will remain open while the slide is occurring. Once securely in position, the bridge will be reopened to traffic. The lateral slide will be repeated for the second bridge on another weekend. Traffic on I-91 will resume in both directions when the both bridges have been installed.

The lateral slide method was chosen because it will cause the least possible impact to the road users and the surrounding community.



Step 1: Construct superstructure next to existing bridges



Step 2: Detour traffic and demolish the existing bridge



Step 3: Slide the new superstructure into place and reopen the bridge

BETTER ROUTE FOR BIKES & PEDESTRIANS

Besides building new highway bridges, VTrans is working with the Town of Hartford to improve the roadway environment for bicyclists and pedestrians along US Route 5. The span of the interstate bridges will be designed to accommodate a future 5' sidewalk and 5' grass buffer along US Route 5.

During construction there will be some changes to the I-91 southbound onramp that may become a permanent fixture. Potential bicycle and pedestrians improvements are still being reviewed.

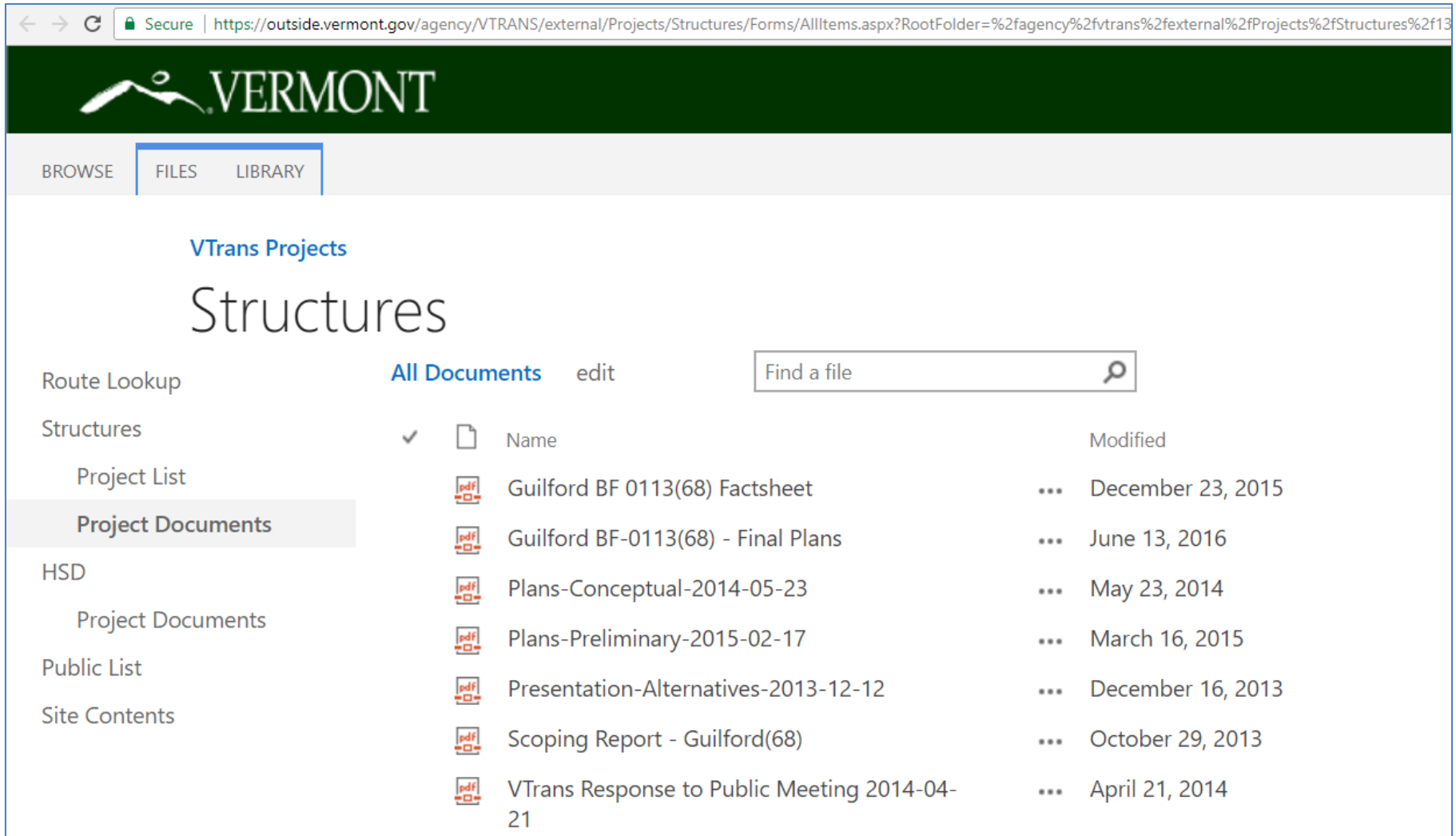
DETOUR ROUTE

Road closures and detours for this project will be limited to two weekends. The detour routes are still under investigation and not yet finalized.



Project External Website

- Public Facing
- Plans and presentations (Link sent to stakeholders)



The screenshot shows a web browser window with the URL <https://outside.vermont.gov/agency/VTRANS/external/Projects/Structures/Forms/AllItems.aspx?RootFolder=%2fagency%2fvtrans%2fexternal%2fProjects%2fStructures%2f13>. The page features the Vermont state logo and navigation tabs for BROWSE, FILES, and LIBRARY. The main content area is titled "VTrans Projects Structures" and includes a search bar and a list of documents under the "All Documents" view.

Route Lookup	✓	📄	Name	Modified
Structures				
Project List				
Project Documents		📄	Guilford BF 0113(68) Factsheet	December 23, 2015
		📄	Guilford BF-0113(68) - Final Plans	June 13, 2016
HSD		📄	Plans-Conceptual-2014-05-23	May 23, 2014
Project Documents		📄	Plans-Preliminary-2015-02-17	March 16, 2015
Public List		📄	Presentation-Alternatives-2013-12-12	December 16, 2013
Site Contents		📄	Scoping Report - Guilford(68)	October 29, 2013
		📄	VTrans Response to Public Meeting 2014-04-21	April 21, 2014



Questions?

Scoping/Public Outreach

