

**JOHN G. LEWIS MEMORIAL BRIDGE**

**OVER CATOCTIN CREEK**

**SECOND STAKEHOLDERS MEETING**

**JULY 23, 2015**

**HAND OUT**



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# **AGENDA**



## John G. Lewis Memorial Bridge, (Featherbed Lane over Catoctin Creek)

July 23, 2015

### Meeting of Interested Parties of the Section 106 Process

#### Agenda

1. Introductions
  - Please sign the attendance sheet
  - Meeting Purpose
  - Purpose and need for the project
2. Existing Bridge Condition Updates – Refer to Summary of Findings handout
3. Summary of Six (6) Alternatives Presented Previously – Refer to Matrix of Alternatives handout
4. Engineering Responses to previous consulting party comments – Refer to Summary of Feedbacks handout
  - Material Testing and Member Replacement
  - ADT (Average Daily Traffic)
  - New Pier and Hydraulic/Hydrology
  - One-lane Bridge
  - Design Truck Loading
  - Timber Deck without Asphalt overlay
  - Cost Analysis/Comparison – Rehabilitation versus Replacement
5. Presentation of Additional Alternative – Refer to Alternative 7 handout
6. Updates on the Cultural Resources Survey/Section 106 Process
  - CR Report will be submitted within the month and review agencies and consulting parties and will have 30 days review window.
7. Next steps
  - Effect Determination
  - MOA (Memorandum of Agreement)
8. Discussion
9. Future meeting(s)

#### VDOT Presenters

Gary Runco, P.E. - NoVA District Structures and Bridge Engineer

Raymond Ezell, RPA - District Archaeologist

Office: (540)654-1737, [Raymond.Ezell@vdot.virginia.gov](mailto:Raymond.Ezell@vdot.virginia.gov)

John Michels, P.E. - Consultant Project Manager, Parsons Brinckerhoff

#### Project Contact

VDOT Project Manager- Vicente Valeza, Jr., P.E.

Office: (703)259-3256, [Vicente.Valeza@vdot.virginia.gov](mailto:Vicente.Valeza@vdot.virginia.gov)

#### Project Website

[www.virginiadot.org/projects/northernvirginia/route\\_673\\_over\\_catocctin\\_creek.asp](http://www.virginiadot.org/projects/northernvirginia/route_673_over_catocctin_creek.asp)

#### Schedule and Estimated Costs

##### Anticipated Schedule

Authorize Preliminary Engineering- Fall 2016  
Draft Environmental Document- Spring 2017  
Advertisement for Construction- September 2019  
Start Construction- December 2019

##### Current Allocations

\$1.7M allocated in FY 2017-2020

# **John G. Lewis Memorial Bridge (Route 673 - Featherbed Lane) over Catoctin Creek**

## **UPC 105898**

### **Project Purpose and Need**

The objective of this project is to develop conceptual bridge alternatives to address the existing historic truss bridge. Seven (7) alternatives are being evaluated including the following:

- Restoration of the existing truss bridge to the previous 15 ton vehicle capacity
- Repurposing the bridge as a pedestrian bridge and providing a parallel vehicular bridge
- Replacing the bridge with a new truss vehicular bridge or bridge with a truss facade.

John G. Lewis Memorial Bridge (Route 673 - Featherbed Lane) over Catoctin Creek is a single span steel pin connected Pratt through truss with a timber deck and asphalt overlay, supported on stringers and floor beams. It is 157 feet long, has an overall width of about 14 feet and clear roadway width of 11.16 feet. It carries one alternating traffic lane. The bridge was originally erected in 1889 on the Leesburg & Alexandria Turnpike (Route 7) over Goose Creek, to replace a bridge destroyed by flooding. In 1932 the bridge was dismantled and moved to its current location. The bridge was posted 15 tons in 2004 and reduced to 3 tons in 2013 due to insufficient capacity. The existing bridge has an average traffic count of 70 vehicles per day with daily truck traffic less than 3 trucks.

The bridge was posted to the National Register of Historic Places on June 25, 1974.

**SAFETY** is everyone's priority and will be compromised if we do nothing. Without full understanding of the severity of the structural defects, limited structural capacity, narrow width, and its non-redundant design where failure of one member can lead to the instantaneous collapse, it would be disastrous and possible impacts are unsurmountable. A very real potential exists for response to life and/or property threatening emergencies to be delayed as a result of emergency responders having to travel longer alternate routes.

# **SUMMARY OF FINDINGS**

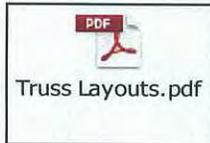
**JOHN G. LEWIS MEMORIAL BRIDGE OVER CATOCTIN CREEK**  
**SUMMARY OF FINDINGS**

Date	Noted Truss Problems/Description	Crack Location	Supporting Documents
9/1/2003	Rehabilitation was completed		 Rehab Report.pdf
10/23/2003	Cracked L-Brace at Top Chord at U2 Upstream side	U2S	 Cracked U2S.pdf
12/13/2004	No significant change from previous report findings		
11/6/2006	No significant change from previous report findings		
11/27/2007	Cracked L-Brace at Top Chord at U2 Upstream side plus missing washers at U4N & U5N		
10/21/2008	Cracked L-Brace at Top Chord at U2 Upstream side, missing washers at U4N & U5N plus bent top lateral bracing, missing nut on L0N truss pin		
10/12/2009	No significant change from previous report findings		
2/16/2011	No significant change from previous report findings		
2/7/2012	No significant change from previous report findings plus significant pitting		
5/13/2013	In addition to the previous findings, additional cracks were discovered at U2N & U3S	U2N, U3S	 U2N_U3S.pdf
6/20/2013	In addition to the previous findings, additional cracks were discovered at U4N & U7N	U4N, U7N	 U4N_U7N.pdf
11/22/2013	No significant change from previous report findings		

**JOHN G. LEWIS MEMORIAL BRIDGE OVER CATOCTIN CREEK**  
**SUMMARY OF FINDINGS**

2/18/2014	In addition to the previous findings, additional cracks were discovered at U5N, U6S, L2N & L4N U-bolt plates, L4S connection washer. Significant section losses and deformations.	U5N, U6S, L2Nubp, L4Nubp, L4Scw	 U5N_U6S_LSN_L4N.pdf	
7/11/2014	No significant change from previous report findings.			
2/18/2015	In addition to the previous findings, additional suspected cracks were discovered at U4S (1 crack) and U5N (4 cracks).	U4S, U5N	 U4S.pdf	 U5N.pdf

**Bridge Layout**  
**(Showing Location of Cracks):**



**Summary:**

As of 2/18/2015, fifteen (15) confirmed and five (5) suspected cracks has been discovered. More undiscovered cracks are suspected to be existing somewhere especially in the uninspectable members.

## Tudge, Ray

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**From:** Hussain, Mahmud M.  
**Sent:** Wednesday, October 29, 2003 12:57 PM  
**To:** DePasquale, John A. PE  
**Cc:** Shucet, Philip A.; Kerley, Malcolm T., P.E.; Liston, Daniel R.; Farley, Thomas F.; Hull, Gene; Cuttler, William C., P.E. (NOVA); Howard, Dudley J.; Morris, Joan; Bigdeli, Farid, P.E.; Salehi, Morteza; McDonald, Robert, P.E.; Casasanta, Mark S.; Price, Robert F.; Holcombe, Dusty L.; Perry, Linda; Ayyoubi, Mohammad M.; Lakhani, Shabbir R.; Foroughi, Ali A., P.E.; Tudge, Ray; Sharif, Abdulsatar S.  
**Subject:** RE: Featherbed Lane Bridge Rehabilitation and Deck Replacement

John:

I am pleased to report that we have successfully completed Featherbed Lane Bridge rehabilitation and Deck replacement project and issued C-5 on 10/27/03. The work entails the preparation of superstructure and its metalization, environmental protection and health and safety, timber deck replacement along with asphalt overlay, railing, adjustment to the steel stringers, jacking the existing structure, masonry repointing, Bridge bearings, guardrail, grading, drainage, etc. This bridge is located on Route 673 over Catoctin Creek between Loyalty Road (Rte.665) and Milltown Road (Rte.681) in Loudon County.

The contract value for this project was \$994,124.90. In addition, 10%contingency was allocated in the amount of \$98,642.85 and CEI budget in the amount of \$118,371.42. The total budget allocated for this project was \$1,215,342.77 and the total money spent is \$1,128,237.00. We used up a total of \$36,557.04 toward the contingency and \$97,555.06 for CEI cost. We have built this quality project under budget and in a timely manner. The CQIP rating received was 94.3% which is far more than the District goal of 91%.

The work was started on April 7, 2003. The due date for completion was September 1, 2003. The contractor is due for time extension as the delay in the completion was attributed to the damage done to the bridge by a falling tree due to a storm that swept the area in late August this year. A work order has been initiated to address the time extension which is non-compensable and the contractor had agreed to it.

It may be interesting to note that this bridge is a second historic bridge in the state and designated as a National Historic Landmark. This bridge was manufactured in 1900 by the Variety Iron Works of Cleveland, Ohio and was originally located on Rte.7 spanning Goose Creek in Loudon County. This bridge was later dismantled and moved to its present location in 1932 where it now serves a tree-shaded, unpaved country lane. This bridge is 158 feet 10 1/2 inch long with single span steel truss 11 feet 2" wide. It has stone masonry abutments at both ends and a timber deck supported on steel stringers and the capacity when it was built was 12 tons. After the reconstruction, the capacity of the bridge has been increased to 16 tons.

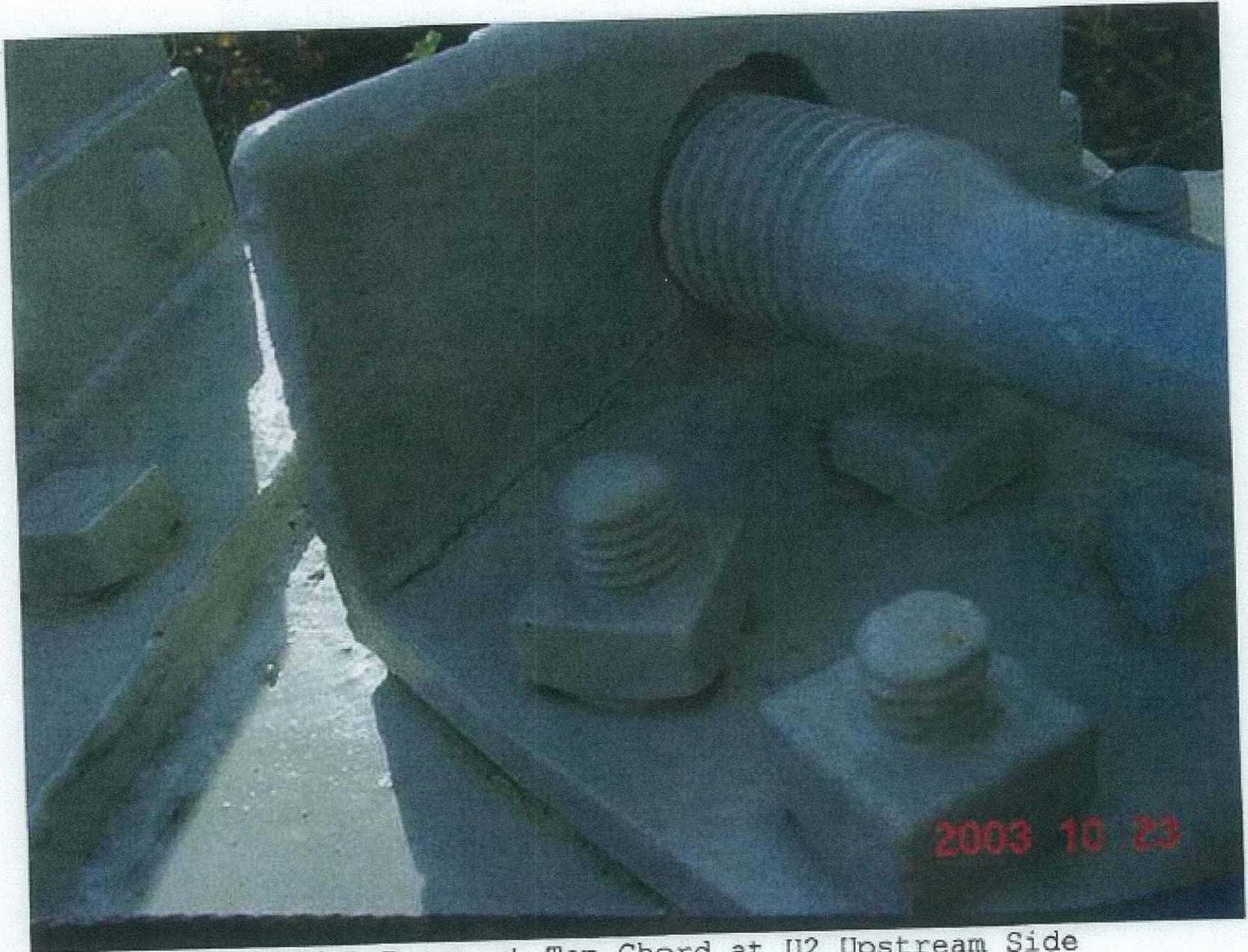
DLB Inc., has performed this contract very professionally. They closed the bridge for traffic by detouring the traffic through Loyalty Road and Milltown Road. The contractor temporarily braced the bridge, installed temporary supports and raised the truss off the abutment, removed and replaced the truss bearings at both abutments, removed the existing timber deck and railing, and replaced with glue-laminated deck and new steel railing. During the month of June and July the bridge was covered and wrapped in order to clean the lead paint to bare metal and metalized it. The greenish gray color that the bridge had originally has been maintained and now it looks great!

I will be preparing a close out letter soon and currently working on submitting books on time to GPI. There are no claims on this project. The project administration was ably handled by Dudley Howard as ARE, Mo Ayyoubi, Project Engineer, Shabbir Lakhani as the Lead Inspector and Abdulsatar Sharif assisted as the supporting Inspector. The Project Engineer has demonstrated a lot of dedication to manage this project under budget, and maintained CEI cost to the bare minimum. The team has worked diligently to maintain the quality and historical preservation of the bridge and its environment to make this project a success and possibly an award winning project.

A great work indeed and I congratulate the team.

Thanks.

*Mahmud M. Hussain*  
Resident Engineer  
Fairfax Construction  
Tel.: (703) 383-2730



Cracked L-Brace at Top Chord at U2 Upstream Side

# BRIDGE INSPECTION REPORT – PHOTOGRAPHS

Agency ID: 0536051-00000000011253

Date of Inspection: 5/13/2013



PHOTO 3 - PITTING ON FLOORBEAM 8

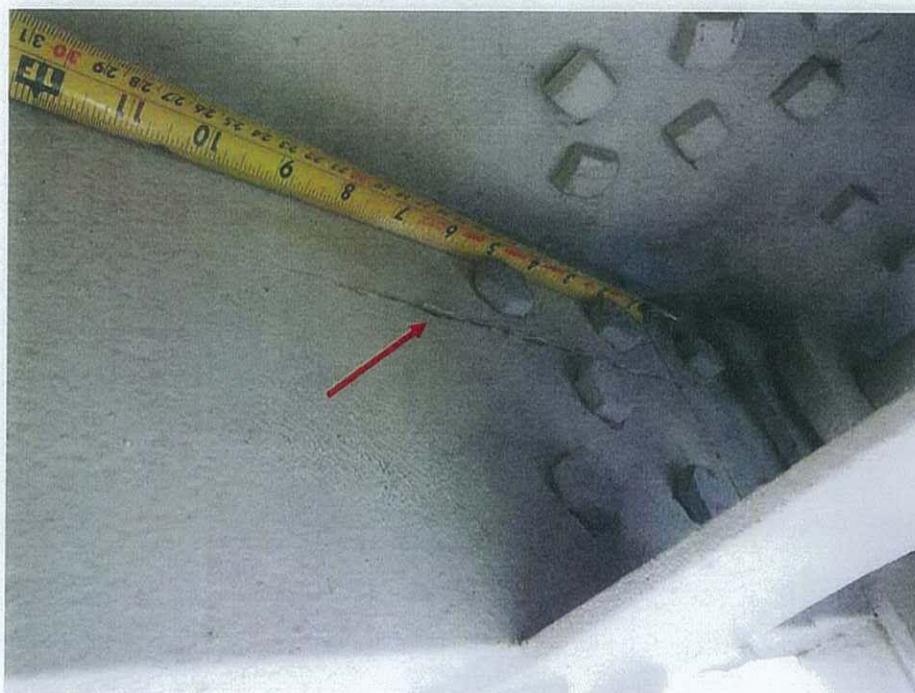


PHOTO 4 - CRACK IN UPPER CHORD OUTER WEB NEAR U2, DOWNSTREAM

# BRIDGE INSPECTION REPORT – PHOTOGRAPHS

Agency ID: 0536051-00000000011253

Date of Inspection:

5/13/2013

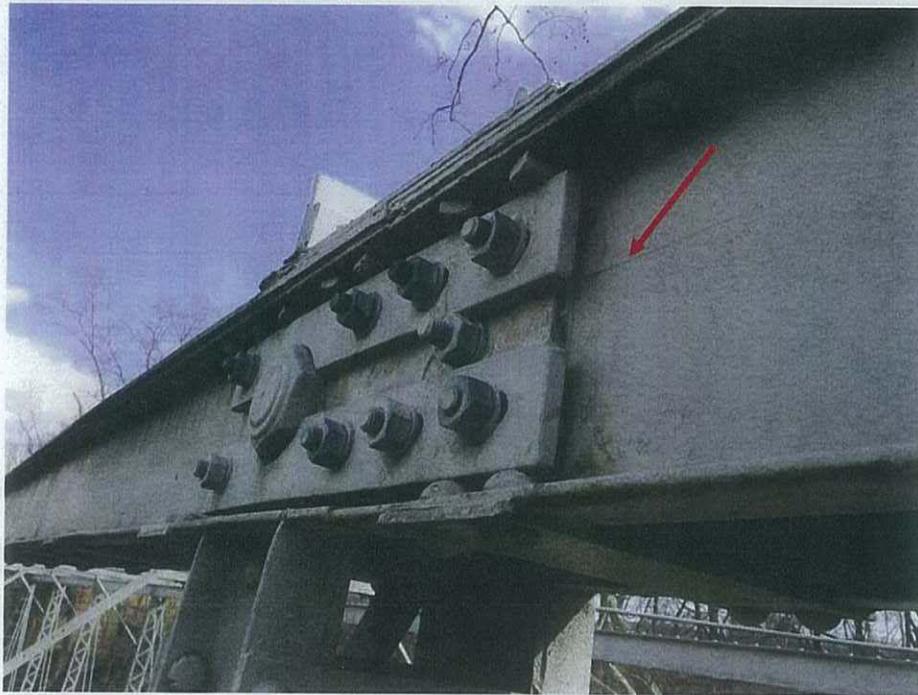


PHOTO 5 - CRACK IN UPPER CHORD OUTER WEB NEAR U2, DOWNSTREAM

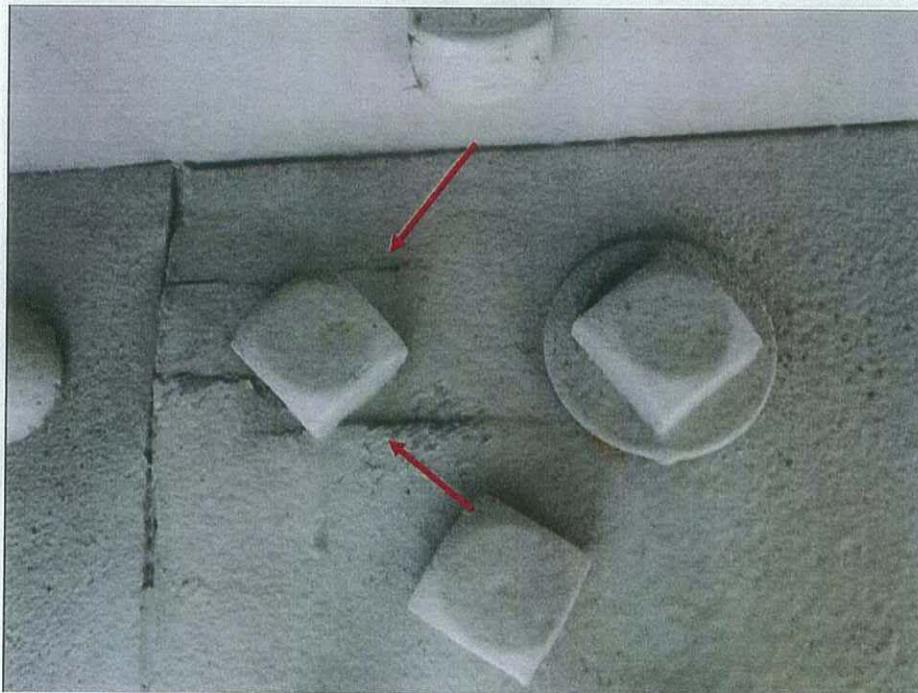


PHOTO 6 - 2 CRACKS IN UPPER CHORD OUTER WEB NEAR U3, UPSTREAM

# BRIDGE INSPECTION REPORT – PHOTOGRAPHS

Agency ID: 0536051-00000000011253

Date of Inspection:

5/13/2013

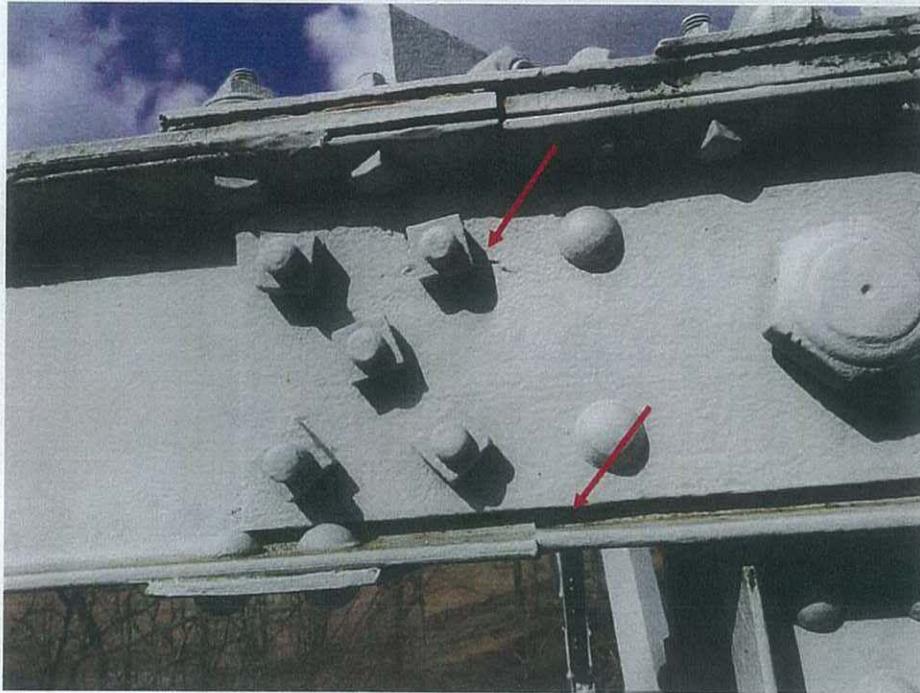


PHOTO 7 - CRACKS IN UPPER CHORD OUTER WEB NEAR U3, UPSTREAM

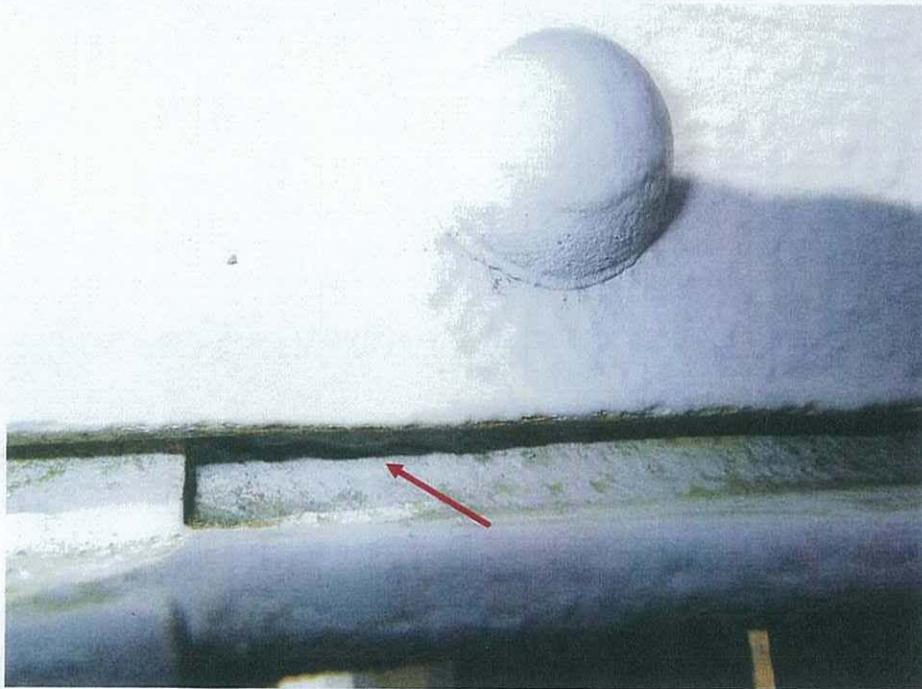


PHOTO 8 - CRACK IN UPPER CHORD OUTER WEB NEAR U3 AT BOTTOM, UPSTREAM



**Exhibit 17. Cracking in Different Truss Components**

# BRIDGE INSPECTION REPORT – PHOTOGRAPHS

Agency ID: 0536051-00000000011253

Date of Inspection:

2/18/2014



PHOTO 11 - CRACK IN UPPER CHORD OUTER WEB NEAR U2, DOWNSTREAM



PHOTO 12 - CRACK IN UPPER CHORD OUTER WEB NEAR U5, DOWNSTREAM

# BRIDGE INSPECTION REPORT – PHOTOGRAPHS

Agency ID: 0536051-00000000011253

Date of Inspection:

2/18/2014

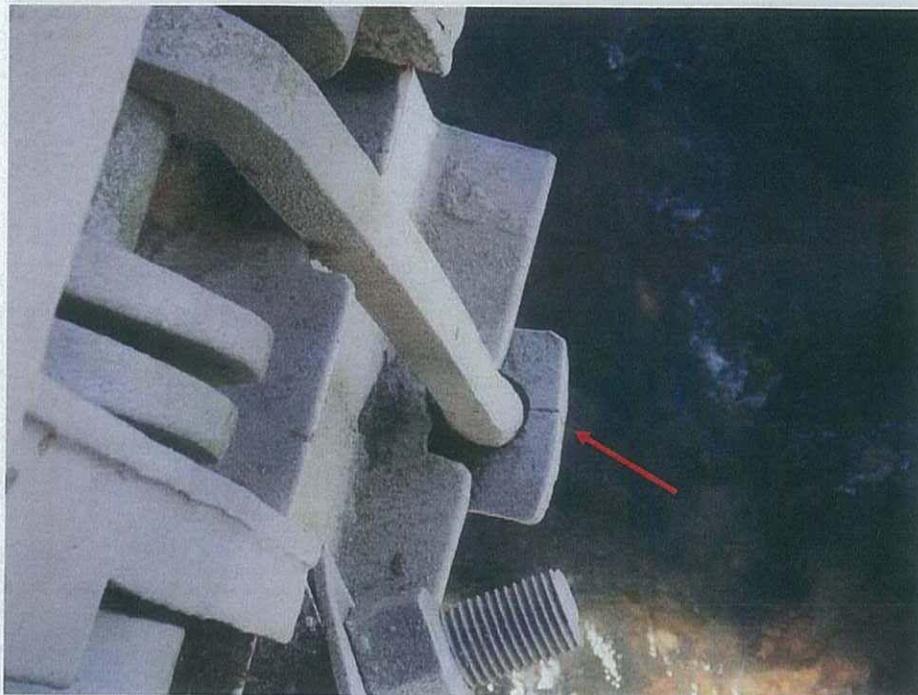


PHOTO 15 - THRU-CRACK IN U-BOLT CONNECTION PLATE AT LOWER CHORD, L2 DOWNSTREAM



PHOTO 16 - CRACK IN U-BOLT CONNECTION PLATE AT LOWER CHORD, L4 DOWNSTREAM SIDE

# BRIDGE INSPECTION REPORT – PHOTOGRAPHS

Agency ID: 0536051-00000000011253

Date of Inspection:

2/18/2014



PHOTO 17 - WEB DEFORMED AT PORTAL BRACING CONNECTION, ABUTMENT A DOWNSTREAM END POST



PHOTO 18 - BROKEN BRACING RIVET AT U3 VERTICAL, UPSTREAM

# BRIDGE INSPECTION REPORT – PHOTOGRAPHS

Agency ID: 0536051-00000000011253

Date of Inspection: 2/18/2014



PHOTO 21 - CRACK IN BRACING PLATE AT RIVET CONNECTION NEAR TOP, U4 DOWNSTREAM VERTICAL



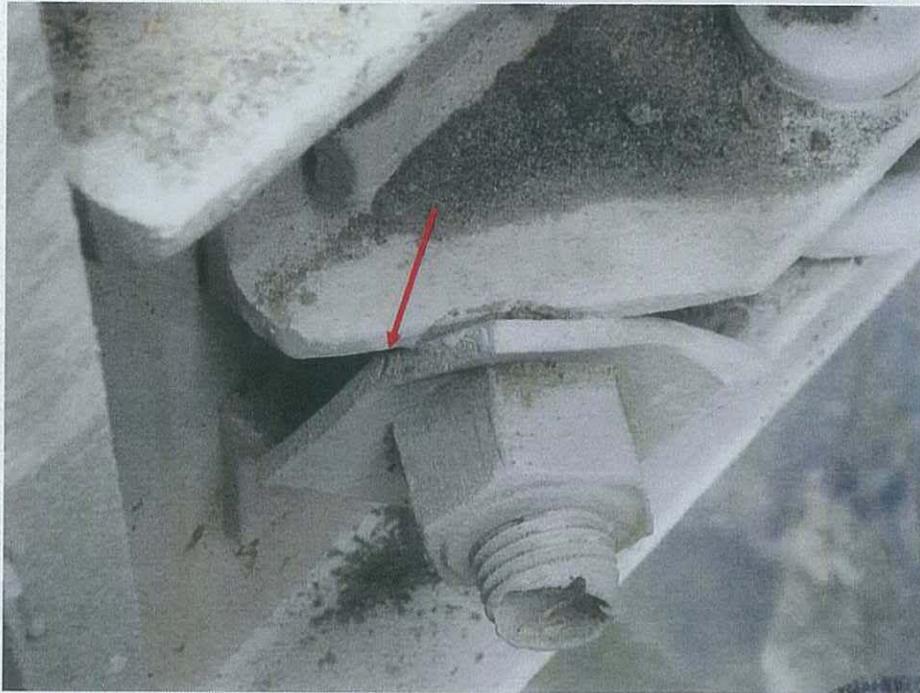
PHOTO 22 - U3 DOWNSTREAM HIP BRACING WITH HOLES & 100% SECTION LOSS AREAS

# BRIDGE INSPECTION REPORT – PHOTOGRAPHS

Agency ID: 0536051-00000000011253

Date of Inspection:

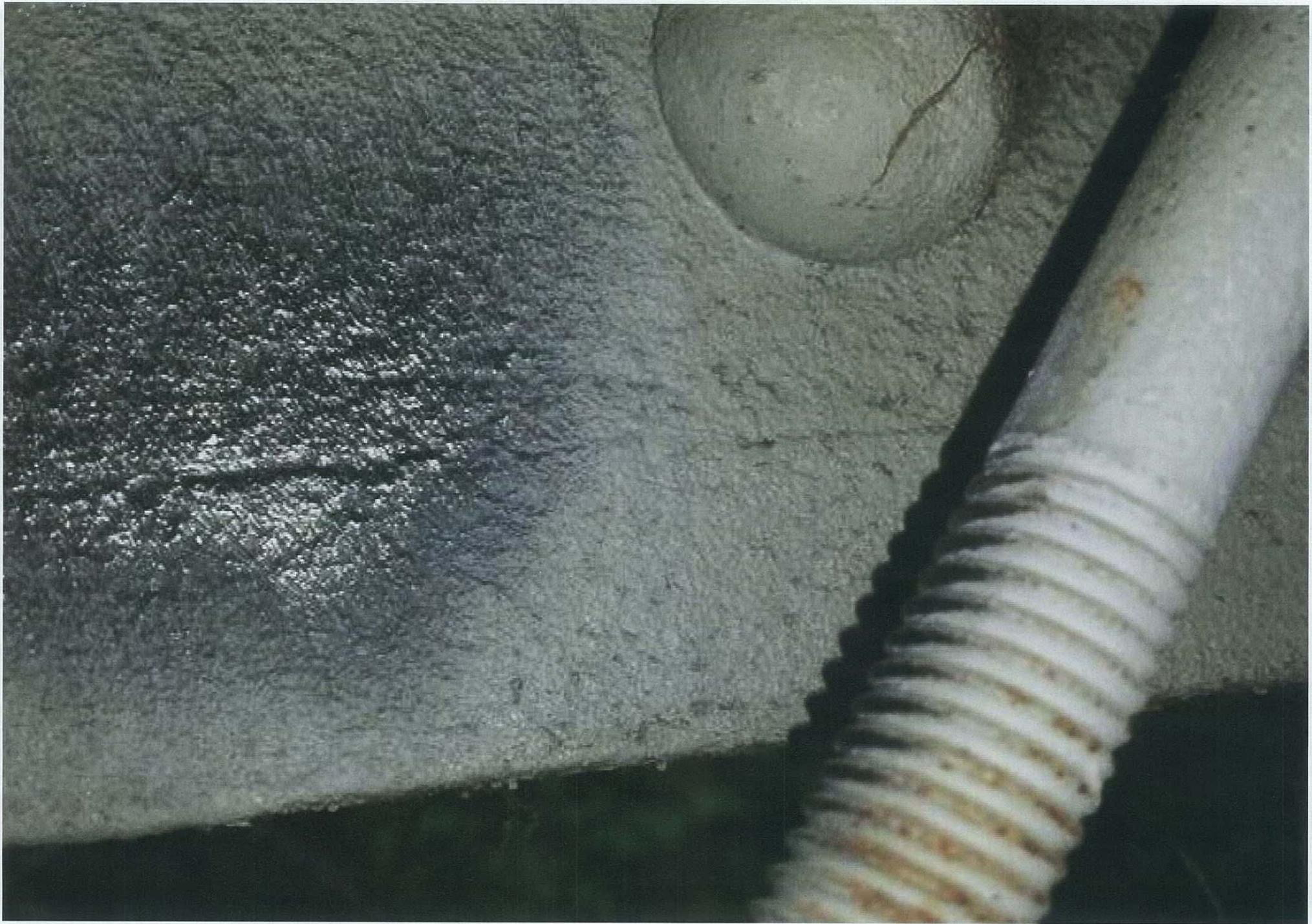
2/18/2014



**PHOTO 27 - CRACK IN LATERAL BRACING CONNECTION WASHER AT L4, UPSTREAM**



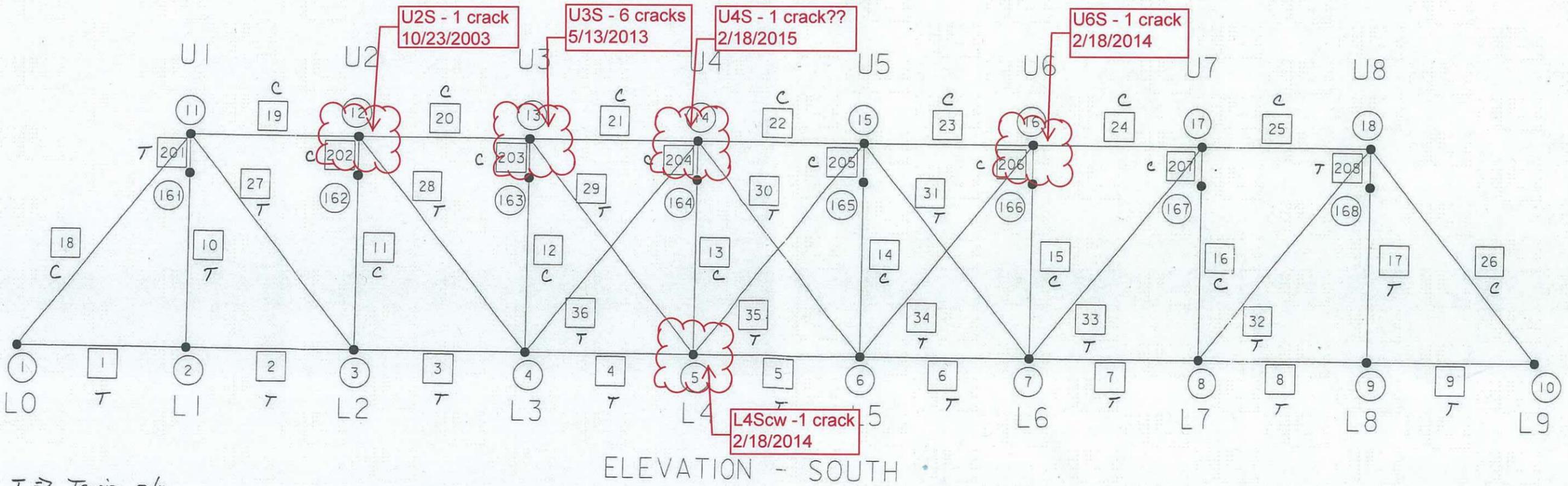
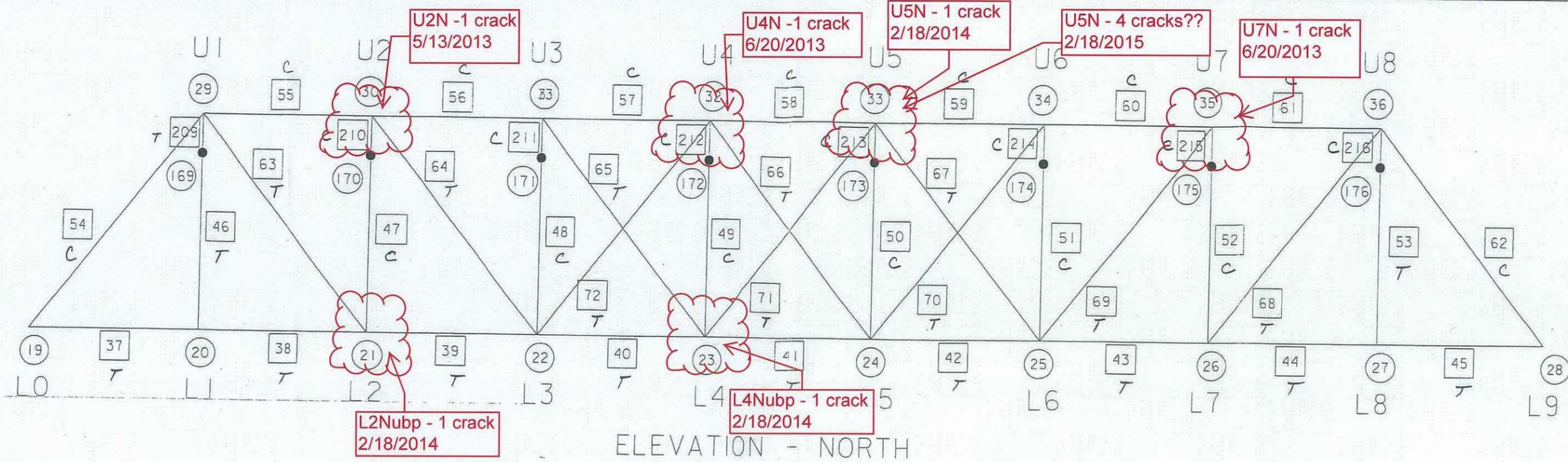
**PHOTO 28 - TREES LEANING INTO THE CHANNEL, UPSTREAM**



Report Photo 10



stream truss near U5



T ⇒ Tension only  
 C ⇒ Compression only  
 T/C ⇒ Tension or Compression

**NOTE:**  
 As of 2/18/2015 inspection, there are already 15 confirmed and 5 suspected cracks discovered.

**Legend:**  
 ubp ---U-Bolt Connector Plate  
 cw ----Lateral Bracing Connector Washer

ELEVATION VIEW  
 JOINT & MEMBER LAYOUT  
 FOR LARSA  
 RTE, 673 over Catactin Creek

# **MATRIX OF ALTERNATIVES**

**JOHN G. LEWIS MEMORIAL BRIDGE ON ROUTE 673 (FEATHERBED LANE) OVER CATOCTIN CREEK**

**MATRIX OF ALTERNATIVES**

ALTERNATIVES	SPAN	CLEAR WIDTH	CAPACITY	NEW/ADDED FEATURES	ESTIMATED COST
<p align="center"><b>1</b></p> 	2 - 80' = 160'	11'-2" face to face of rails	15-ton vehicular	>> 2-span continuous thru fascia girders >> New floor beams >> New pier >> Abutment widening	\$ 1.6M - \$ 2.6M
<p align="center"><b>2</b></p> 	2 - 80' = 160'	22'-0" face to face of rails (GS-4)	AASHTO HL-93	>> 2-span continuous steel beams >> New pier >> Abutment widening >> New truss top bracing members >> Concrete deck >> Right-of-way is needed	\$ 3.0M - \$ 4.0M
<p align="center"><b>3</b></p> 	1 - 160' = 160'	11'-2" face to face of rails	15-ton vehicular	>> Internal arches >> Additional hangers >> Additional floor beams >> Abutment widening	\$ 1.5M - \$ 2.5M
<p align="center"><b>4</b></p> 	1 - 160' = 160'	22'-0" face to face of rails (GS-4)	AASHTO HL-93	>> New Pratt thru trusses >> New floor beams >> New truss top bracing members >> New abutments >> Right-of-way is needed	\$ 3.0M - \$ 4.0M

**JOHN G. LEWIS MEMORIAL BRIDGE ON ROUTE 673 (FEATHERBED LANE) OVER CATOCTIN CREEK**

**MATRIX OF ALTERNATIVES**

ALTERNATIVES	SPAN	CLEAR WIDTH	CAPACITY	NEW/ADDED FEATURES	ESTIMATED COST
<p align="center"><b>5</b></p> 	2 - 80' = 160'	22'-0" face to face of rails (GS-4)	AASHTO HL-93	>> 2-span continuous steel beams >> New pier >> New abutments >> Concrete deck >> Use existing truss bridge to carry only pedestrian and bicycle traffic >> Significant right-of-way acquisition	\$ 3.0M - \$ 4.0M
<p align="center"><b>6</b></p> 	1 - 160' = 160'	22'-0" face to face of rails (GS-4)	AASHTO HL-93	>> New single span Pony steel trusses >> New abutments >> Concrete deck >> Right-of-way is needed	\$ 2.5M - \$ 3.5M

# **SUMMARY OF FEEDBACKS**

**JOHN G. LEWIS MEMORIAL BRIDGE ON ROUTE 673 (FEATHERBED LANE) OVER CATOCTIN CREEK**

SUMMARY OF FEEDBACKS (note that for several sets of comments there was no explicit alternate selected; however there was feedback on which alternates were not acceptable. We have tried to discern the intent of the comment writer where possible in the table below)

ITEM NO.	NAME	GROUP REPRESENTING	DATE	FEEDBACK	ALTERNATIVES					
					1	2	3	4	5	6
1	Mitch Diamond	Loudoun C'ty Heritage Com'n/Coalition of Rural Road Com'tee	27-Mar-2015	 Diamond.pdf	1	1	1			
2	Ed Gorski	Loudoun Land Use Officer/Piedmont Environmental Council	27-Mar-2015	 Gorski.pdf						
3	John Caron	Community	27-Mar-2015	 Caron.pdf	1		1			
4	Nathan Holth	Historic Bridges	7-Apr-2015	 Holth Mail.pdf	1				1	
				 Holth.pdf						
				 Holt_7.2015.pdf						
5	Martha Clagett	Community	4/15/2015 & May 20 &21, 2015	 Clagett.pdf			1			
6	Patti Psaris	Catoctin Creek Scenic River Advisory Committee	29-Apr-2015	 Psaris Mail.pdf			1			
				 CCSRAC.pdf						
7	William Wilkin/ Karl Riedel	Loudoun C'ty Heritage Com'n/District Review Com'tee	5-May-2015	 Higgins Mail.pdf	1		1			
				 LCHC.pdf						

**JOHN G. LEWIS MEMORIAL BRIDGE ON ROUTE 673 (FEATHERBED LANE) OVER CATOCTIN CREEK**

SUMMARY OF FEEDBACKS (note that for several sets of comments there was no explicit alternate selected; however there was feedback on which alternates were not acceptable. We have tried to discern the intent of the comment writer where possible in the table below)

ITEM NO.	NAME	GROUP REPRESENTING	DATE	FEEDBACK	ALTERNATIVES					
					1	2	3	4	5	6
8	Childs Burden	MHAA	18-May-2015	 MHAA.pdf	1					
9	David Nelson	Community	19-May-2015	 Nelson.pdf	1		1		1	
10	Alfred Van Huyck	LCPC	20-May-2015	 Van Huyck.pdf	1		1			
11	Nancy Doane	Community	19-May-2015	 Doane.pdf	1		1			
12	Heidi Siebentritt	Loudoun County Department of Planning and Zoning	19-May-2015	 Planning & Zoning.pdf	1		1			
13	Joan Lindhart	Taylorstown Community Association	19-May-2015	 TCA.pdf	1		1			
14										

**JOHN G. LEWIS MEMORIAL BRIDGE ON ROUTE 673 (FEATHERBED LANE) OVER CATOCTIN CREEK**

SUMMARY OF FEEDBACKS (note that for several sets of comments there was no explicit alternate selected; however there was feedback on which alternates were not acceptable. We have tried to discern the intent of the comment writer where possible in the table below)

ITEM NO.	NAME	GROUP REPRESENTING	DATE	FEEDBACK	ALTERNATIVES					
					1	2	3	4	5	6
										
15										
<b>TOTAL</b>					<b>10</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>

**COST COMPARISON - REHABILITATION V. REPLACEMENT**

RTE 673 BRIDGE OVER CATOCTIN CREEK  
 LOUDOUN COUNTY, VIRGINIA; NOVA DISTRICT  
 VDOT PROJECT NO. 0673-053-6051

Life Cycle Cost Comparison to repair/strengthen the existing truss bridge v. replacing the existing bridge with a new bridge for a 75-year projected life.

	Number of Repairs	Unit Cost	Cost
<b>Repair/Strengthen Existing Bridge</b>			
Initial Bridge Rehab			
Dissassemble, refurbish, replace damaged/cracked members and paint steel	1	\$3,500,000	\$3,500,000
New "Strengthening" steel members and cables to support existing truss bridge	1	\$1,000,000	\$1,000,000
Timber Glu-lam Deck and guardrail	1	\$225,000	\$225,000
			<b>\$4,725,000</b>
Maintenance/Repairs (75-yr)			
Steel Repairs (minor steel repairs every 25 years)	3	\$500,000	\$1,500,000
Paint every 20 years (2 spot \$100,000 EA, 1 full \$150,000 EA)			\$350,000
Timber Deck Replacement (30 years)	2	\$225,000	\$450,000
			<b>\$2,300,000</b>
<b>Total Life Cycle Cost to Repair/Strengthen Existing Bridge</b>			<b>\$7,025,000</b>
<b>New (Through) Truss Bridge</b>			
Removal of existing bridge	1	\$200,000	\$200,000
New Bridge truss and substructure (US Bridge quote + foundations)	1	\$3,000,000	\$3,000,000
			<b>\$3,200,000</b>
Maintenance/Repairs (75-yr)			
Steel Repairs (minor steel repairs every 40 years)	1	\$250,000	\$250,000
Paint every 20 years (2 spot \$100,000 EA, 1 full \$150,000 EA)			\$350,000
Timber Deck Replacement (30 years)	2	\$225,000	\$450,000
			<b>\$1,050,000</b>
<b>Total Life Cycle Cost for New Truss Bridge</b>			<b>\$4,250,000</b>

**Over a projected 75-yr life span, the total cost of a new bridge is anticipated to be approximately \$2,800,000 less than repairing and strengthening the existing bridge.**

# **ALTERNATIVE 7**



## **Evaluation of Strengthening/Replacement Alternatives John G. Lewis Memorial Bridge on Route 673 (Featherbed Lane) over Catoctin Creek**

**July 23, 2015**

**Vicente Valeza, P.E.**

**NOVA District Senior Structural Engineer**

**(703) 259-3256**

**[Vicente.Valeza@vdot.virginia.gov](mailto:Vicente.Valeza@vdot.virginia.gov)**

**Link to the project webpage:**

**[http://www.virginiadot.org/projects/northernvirginia/route\\_673\\_over\\_catocin\\_creek.asp](http://www.virginiadot.org/projects/northernvirginia/route_673_over_catocin_creek.asp)**

## Alternative 7

### Features

- **Replace existing Pratt thru truss bridge with a new through truss bridge similar in appearance**
  - Will carry one reversible lane
  - Designed for AASHTO LRFD HL-93 loading
  - Increases horizontal clearance between the bridge railings from 11'-2" to 14'
  - Crash tested bridge safety railing
  - Timber Glu-lam Deck
- **New Abutments**
- **Estimated Cost \$3.0M to \$4.0M**



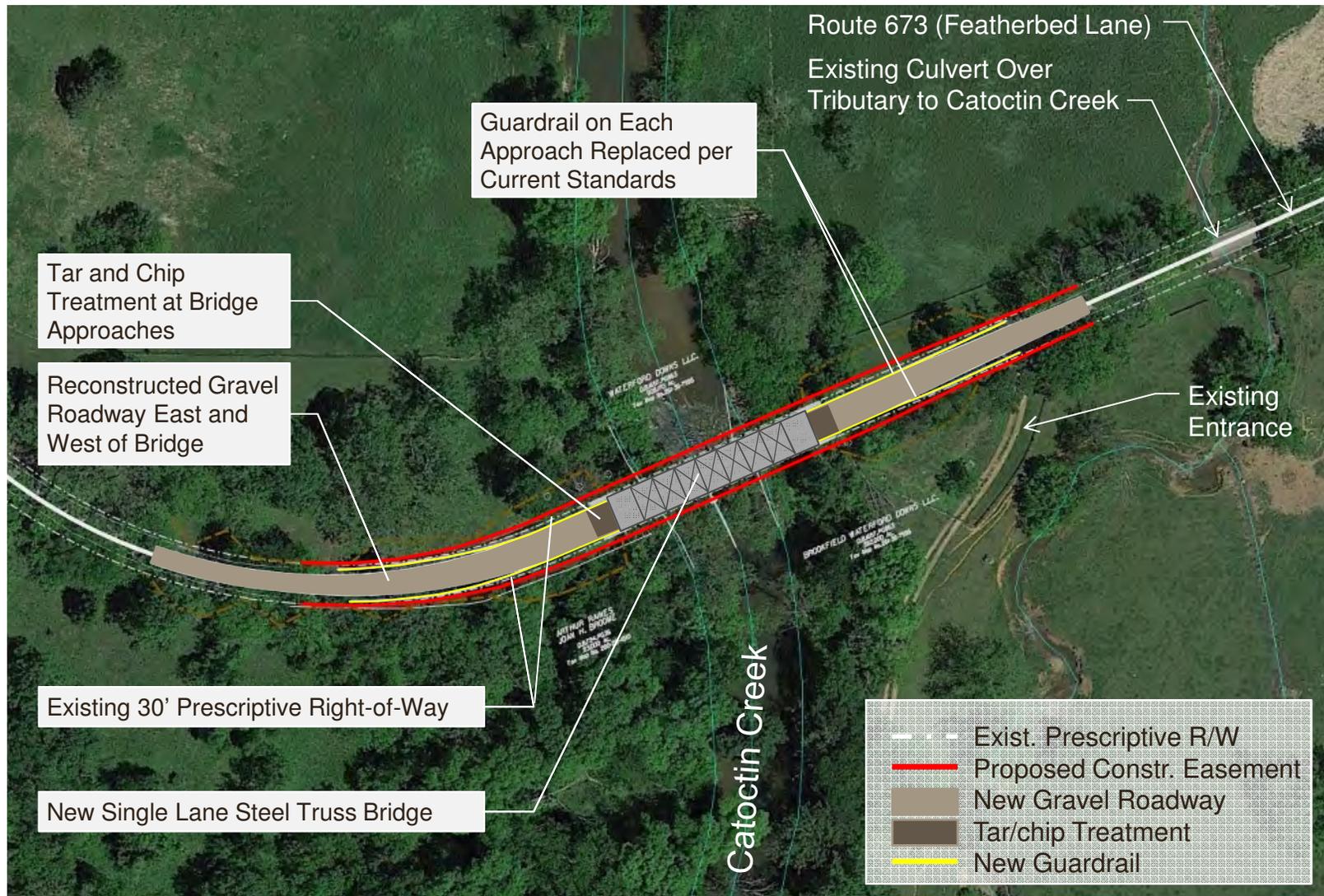
# Alternative 7 New Single Lane Steel Thru Truss Bridge



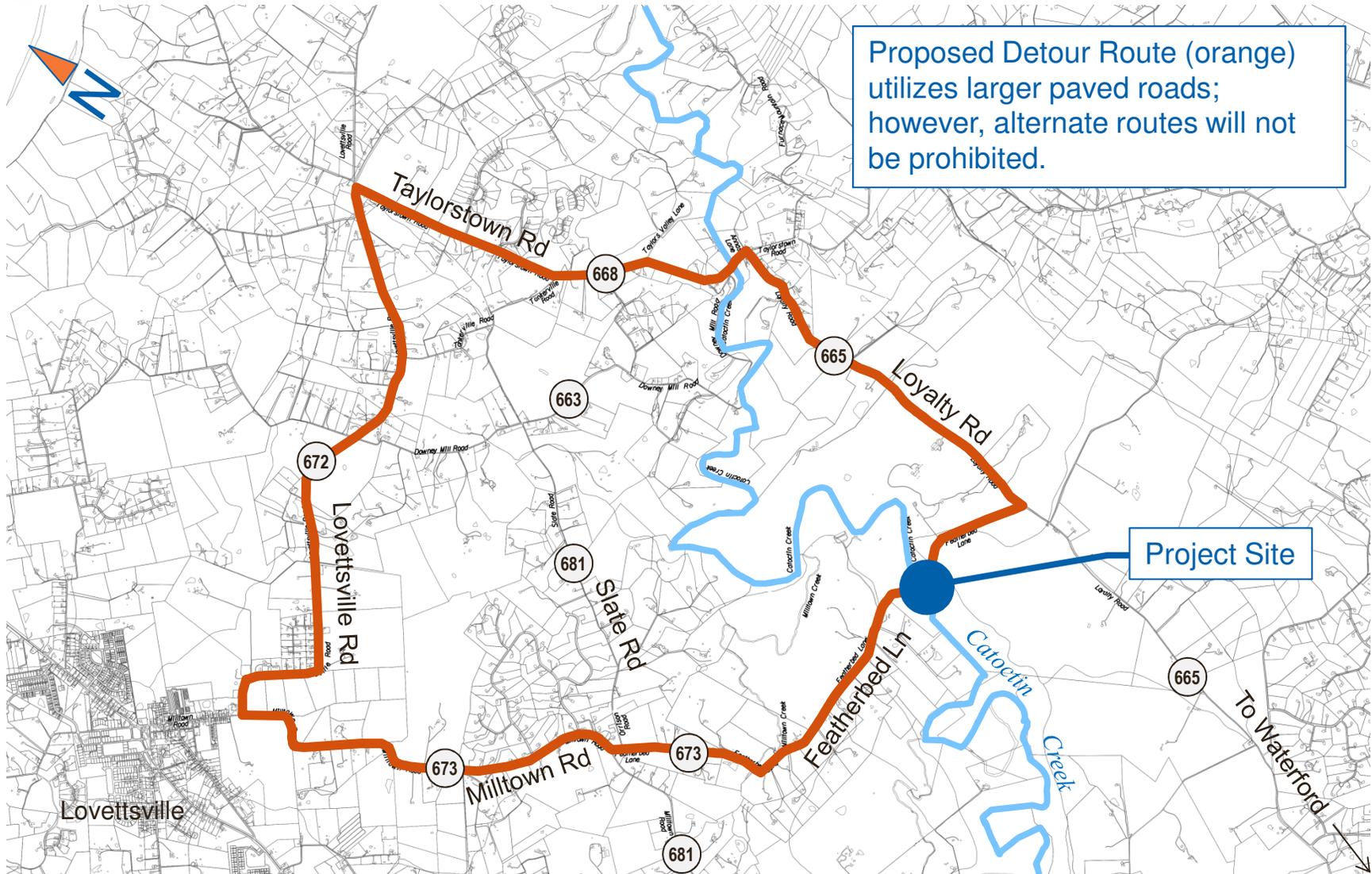
## John G. Lewis Memorial Bridge over Catoctin Creek ALTERNATIVE 7 - New Single Lane Steel Thru Truss Bridge



# Alternative 7 – Roadway Plan



# Detour Route



Proposed Detour Route (orange) utilizes larger paved roads; however, alternate routes will not be prohibited.

Project Site

Lovettsville

To Waterford

## Historical Truss Bridge Preservation Springbrook Road Truss over Linville Creek, Broadway, VA Single Span (136 ft) Thatcher through truss bridge, Built 1898



Before



After

### Highlights:

Listed in the National Registry of Historic Places and in Virginia Landmarks Registry.

Built in 1898, the capacity was recently reduced to a 4 ton weight limit posting.

It was decided to close the bridge for safety reasons (non-redundant design can lead to instantaneous collapse, no emergency responder vehicle access).

In order to keep the bridge at the current location, the County decided to repurpose the one-lane Truss Bridge as a pedestrian bridge. A new parallel 2-lane bridge was constructed to carry traffic (4-spans, prestressed box beams with concrete overlay, 136 ft long x 32 ft wide).

The project maintains the old historic truss bridge in its current setting and provides a new bridge to meet current and future traffic needs.