

From: Ross, Patrick Patrick.Ross [REDACTED]
Subject: RE: Followup Re: Culverts in the Fairlee Forest
Date: December 3, 2020 at 7:31 AM
To: Lynne Fitzhugh [REDACTED]
Cc: Matthew Tetreault [REDACTED] Dyer, Rick [REDACTED] Bill Weale [REDACTED]



Hi Lynne,

The bridges would replace the culverts.

Patrick Ross, P.E.
Civil Engineer
Rivers Program
Cell: 802-279-1143

From: Lynne Fitzhugh [REDACTED]
Sent: Wednesday, December 2, 2020 9:14 AM
To: Ross, Patrick
Cc: Matthew Tetreault [REDACTED]; Dyer, Rick [REDACTED]; Bill Weale [REDACTED]
>
Subject: Re: Followup Re: Culverts in the Fairlee Forest

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Thank you Pat. We will follow up on your recommendations.

Just to clarify, if we install bridges would we also need culverts in those locations, or is it either bridge or culvert?

Also, a foot bridge on the Cross Mountain South stream crossing would solve many problems and essentially make the trail inaccessible to vehicles between Bald Top/Cross Mountain North and Coyote Way (see the trail map). However, that northern section has been used by and, as I recall, sometimes groomed for snowmobiles in the past, whether or not it is an official part of the VAST system. Would a foot bridge take snowmobile traffic or would this, too, be eliminated there?

Lynne

On Wednesday, December 2, 2020, 6:31:18 AM EST, Ross, Patrick [REDACTED]
[REDACTED]

Hi Bill and Lynne,

Based on my site visit measurements and desk work, the culverts (~48" CMP) are all significantly undersized based on current standards. The bankfull (highwater) channel width at all location is about 15'. Based on the channel width, the recommendation would be to work with VAST to see if they would be willing to provide bridge steel for the critical replacement structures. Given trail/logging bridges are usually constructed with shallow waste block foundations, the bridge steel would have to be about 30' in length at all the locations. The configuration of the bridges would also require heavy stone fill channel stabilization and decking that would accommodate truck traffic. Most of the local VAST clubs

channel stabilization and decking that would accommodate truck traffic. Most of the local VAST clubs have built these bridges in the past with help from local contractors. Matt Tetreault at VAST copied above has simple bridge engineered plans and he would be your best contact to start thinking about replacing the main trail structures. If possible you might consider installing a foot bridge at the Cross Mountain South trail location.

I had a conversation with Rick Dyer also copied here.

I think you have a good start for planning purposes and working with the local VAST club could prove to be a win win for everyone.

Regards,

Patrick Ross, P.E.

Civil Engineer

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