Project Factsheet **May 22, 2019**

Looking Upstream

Project Milestones

Contract Award
April 11, 2019

Target Construction Schedule
Spring 2019 - Fall 2019

Contractor
PARENT CONSTRUCTION, INC.

Estimated Cost
$755,711.41

Looking South at the Bridge

Concrete deck spalling

Abutment bridge seat spalling

VERMONT
AGENCY OF TRANSPORTATION

BRISTOL BRIDGE 12

BF 021-1(33)

REHABILITATION OF BRIDGE NO. 12 ON VT116 IN BRISTOL OVER BALDWIN CREEK, INCLUDING REPLACEMENT OF THE EXISTING SUPERSTRUCTURE.

The Bridge 12 project on VT 116 in the Town of Bristol consists of the replacement of the existing bridge deck, which is in poor condition, and is considered structurally deficient. The existing bridge is a steel beam bridge constructed in 1955. The existing bridge is 89-feet long and 33.3-feet wide. The superstructure and substructure are in good and satisfactory condition respectively and do not warrant a replacement.

VTrans evaluated alternatives for rehabilitation or replacement of Bridge 12 in an engineering study completed in February 2015. The study assessed the proposed design criteria for the bridge, Right-of-Way impacts, wildlife impacts, hydraulics, and historical and archaeological resources. Several alternatives were considered including no action, deck patching, deck replacement, and full bridge replacement on-alignment. Given the age of the structure, site constraints, and current condition, the engineering study recommended a deck replacement while maintaining traffic in phases.

The new concrete deck will have two 11-foot lanes with 4-foot shoulders to meet the Vermont State Design Standards. This configuration will match the existing geometry in regards to width, vertical, and horizontal alignment. Based on the condition of the substructure there may be potential for widening the bridge as well to accommodate a larger shoulder. In addition to the deck replacement, new bearings will be installed and minor substructure repairs may be necessary.

The maintenance of traffic options considered included a bridge closure with an offsite detour, phased construction, and a temporary bridge. In order to reduce impacts to archaeological sensitive areas and adjacent property owners, a temporary bridge was ruled out as an option. In addition there was no reasonable detour on state routes that was not exceedingly long therefore a total road closure was not considered. Ultimately phased construction was chosen as the best method for traffic control in which a single side of the bridge will be replaced at a time while maintaining one-way, alternating traffic in the other lane with a temporary traffic signal.

Link to project sharepoint site:
https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/13b256
(https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/13b256)

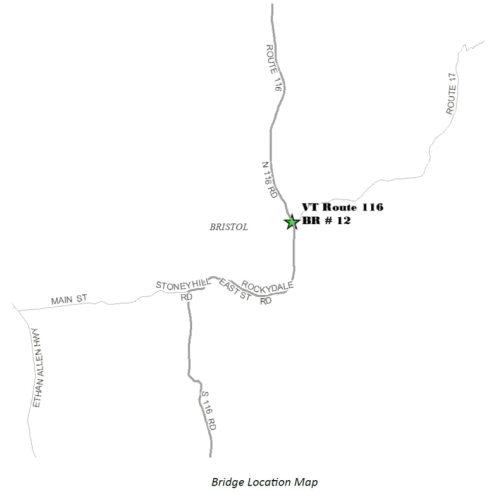
Contact Information

VTrans Project Manager
James McCarthy
(802) 505-1451
jb.mccarthy@vermont.gov

VTrans Resident Engineer
Phillip Harrington
(802) 793-1394
phillip.harrington@vermont.gov

Contact VTrans (https://vtrans.vermont.gov/contact-us)

Technical Documents (https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/13B256)



Bridge Location Map

Location Map