

Meeting Protocol

- Please keep microphones muted during the meeting unless you are speaking.
- Click the “hand?” button if you would like to ask a question or speak.
- You can also use the chat option to type in questions if you prefer.



North Hero BF 028-1(30)

Public Meeting

US Route 2– Bridge #5 over Alburgh Passage

November 18, 2020

Introductions

Todd Sumner, P.E.

VTrans Project Manager

Michael Cruz, P.E.

Green International Affiliates, Inc. Design Consultant

Tiffany Card, P.E.

Green International Affiliates, Inc. Design Consultant

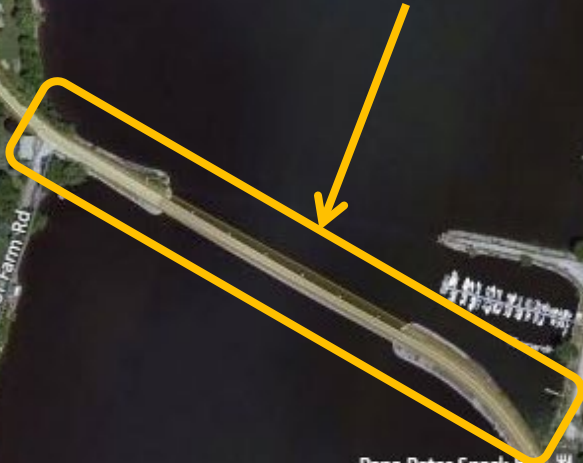
Jacqueline Dagesse

EIV Technical Services, Public Information Consultant

Agenda

- Location and Terms Used
- Existing Conditions
- Project Scope
- Bridge Project Overview
- Phased Construction
- Anticipated Schedule
- Public Outreach
- Questions and Comments

Bridge 5 Project Location



Papa Petes Snack Bar
Harborside
Harvest
Market



Railroad Ext

Poor Farm Rd

Poor Farm Rd

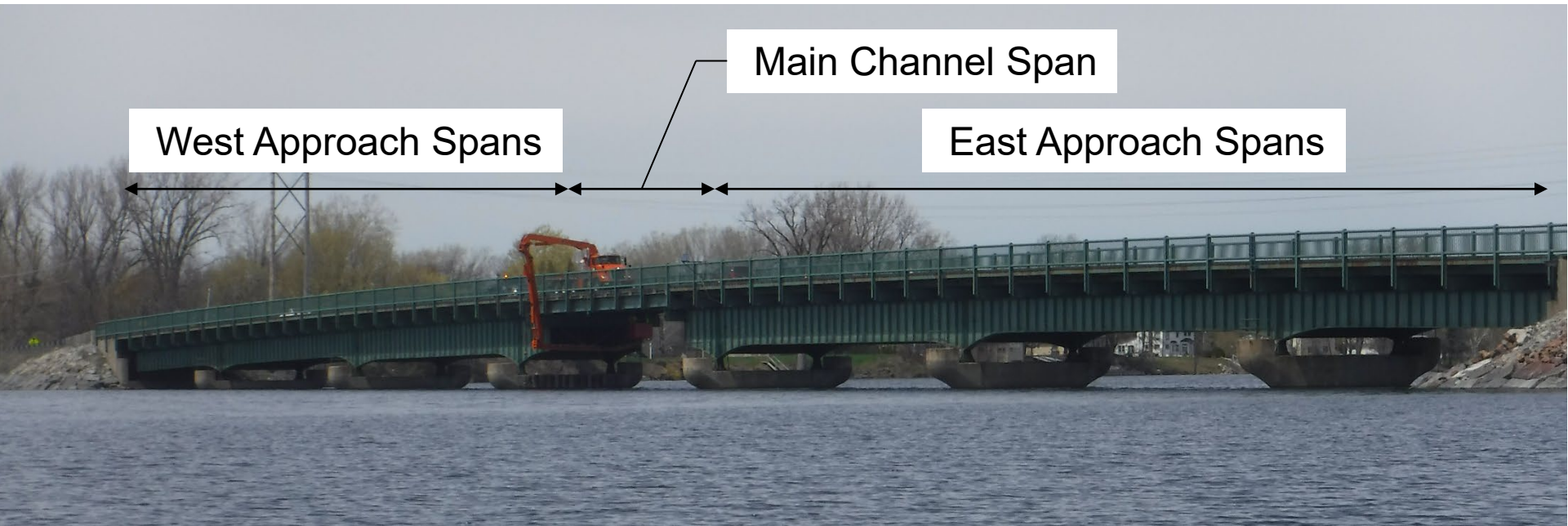
Bridge Rd

Morgan Hill Rd

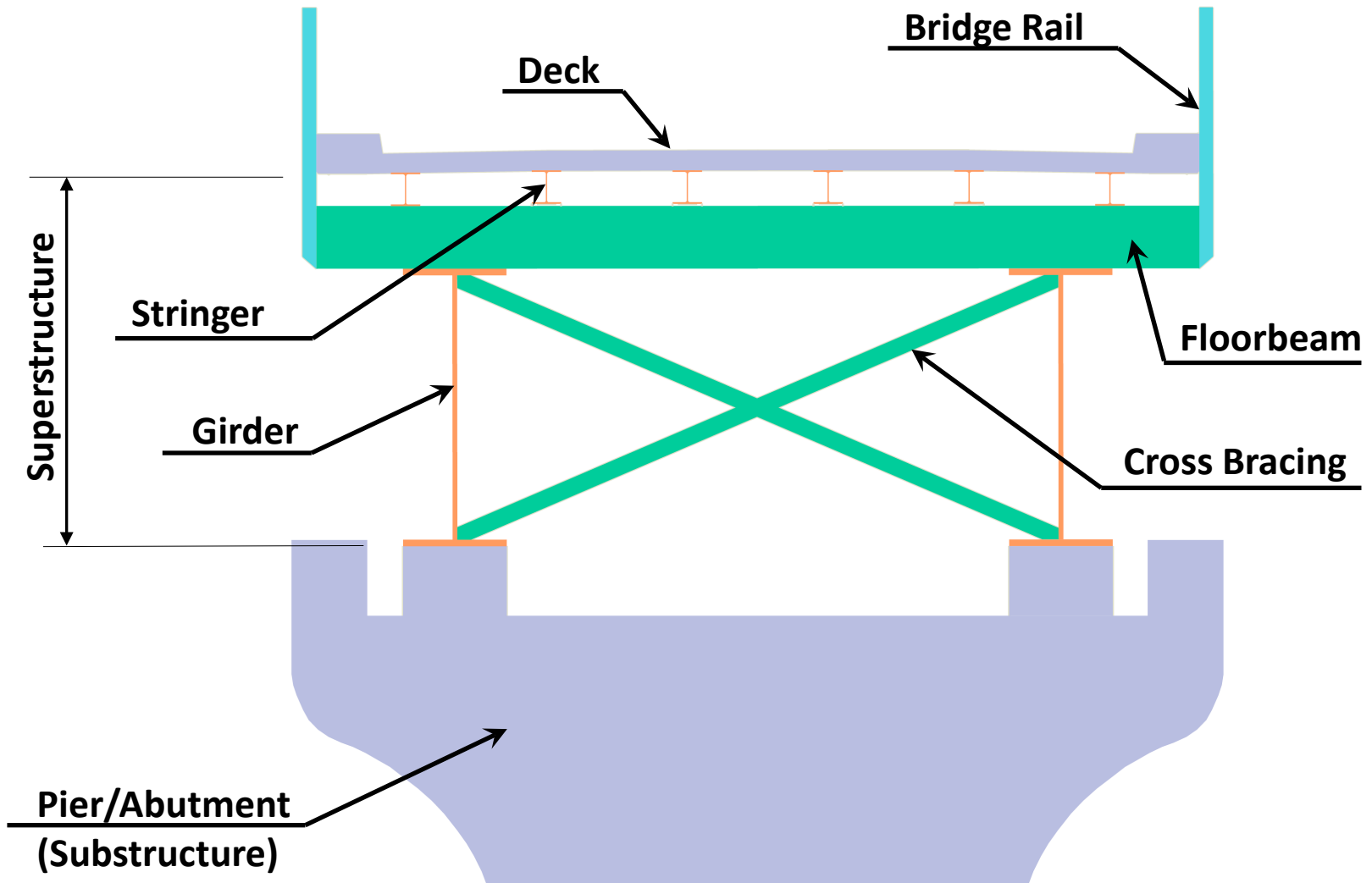
Fee Fee Point Rd

Bridge Rd

Description of Terms Used



Description of Terms Used



Cross Section of Bridge



Existing Conditions – Bridge #5

- Roadway Classification – Minor Arterial
- Superstructure: 780' long steel superstructure with Cast-in-Place Concrete Deck
- Constructed in 1954
- Ownership – State of Vermont



Existing Conditions – Bridge #5

- The bridge is considered structurally deficient
- The existing concrete deck is in poor condition

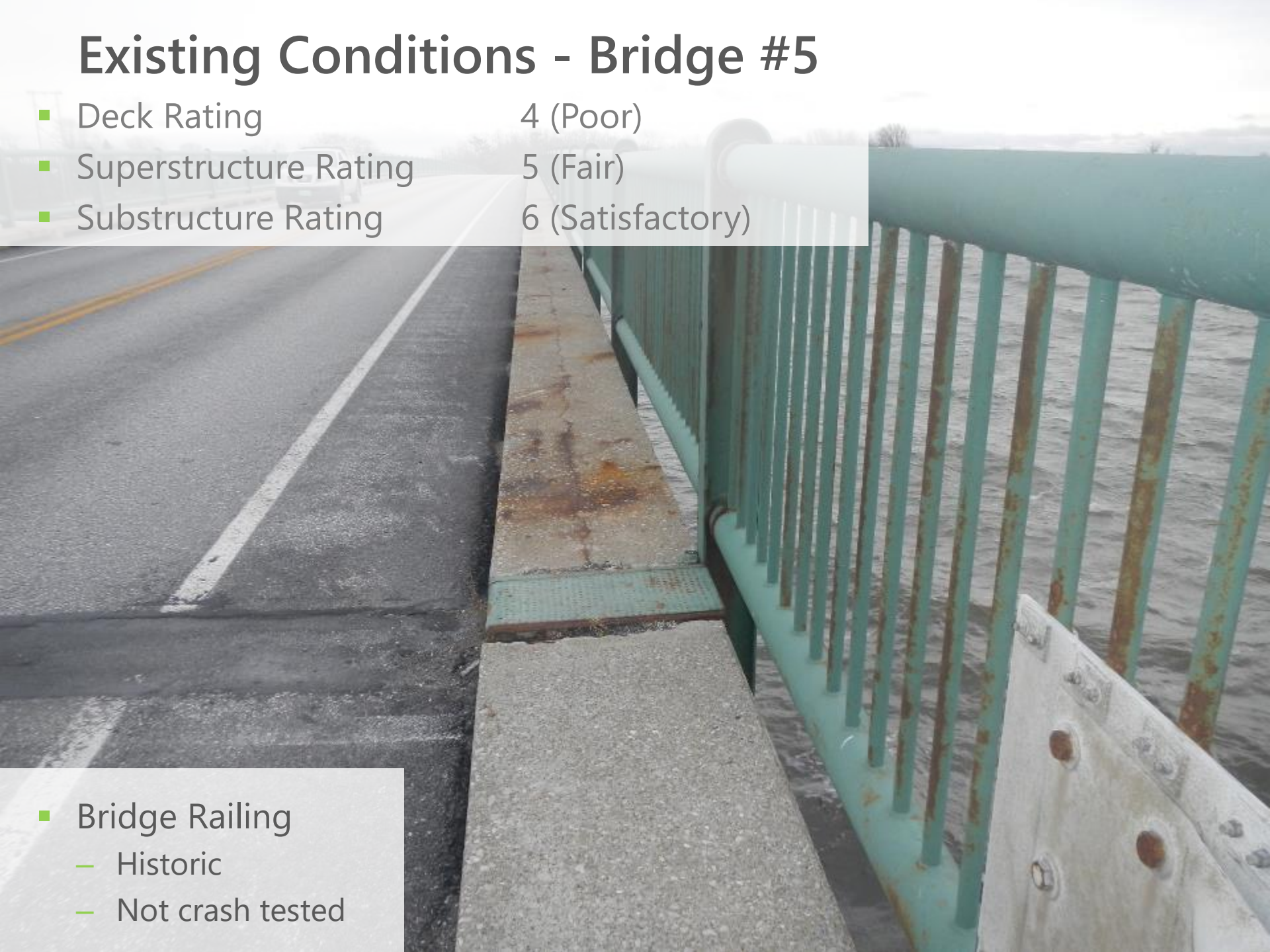


- Steel beams have some deficiencies to be repaired
- Bridge railing is historic and substandard

Existing Conditions - Bridge #5

- Deck Rating 4 (Poor)
- Superstructure Rating 5 (Fair)
- Substructure Rating 6 (Satisfactory)

- Bridge Railing
 - Historic
 - Not crash tested





Project Scope

- Original scope was a superstructure replacement
- Final scope is a deck replacement with minor steel repairs
 - More detailed analysis of steel deficiencies
 - Deficiencies are very localized (main channel span)
 - Overall steel system is still in satisfactory condition.
- Benefits of scope change
 - Lower cost and shorter construction schedule
 - Increase in safety - reduces duration of one lane, 2-way traffic with signals.

Bridge Project Overview- Bridge #5

- Deck Replacement
 - Precast deck panels with post-tensioning in the approach spans
 - New crash tested railing that matches the North Hero-Grand Isle Drawbridge project
 - Joint replacement
- Superstructure/ Substructure Repairs
 - Bearing replacement and steel repairs in the Main Channel Spans
 - Abutment repairs to spalls and cracks

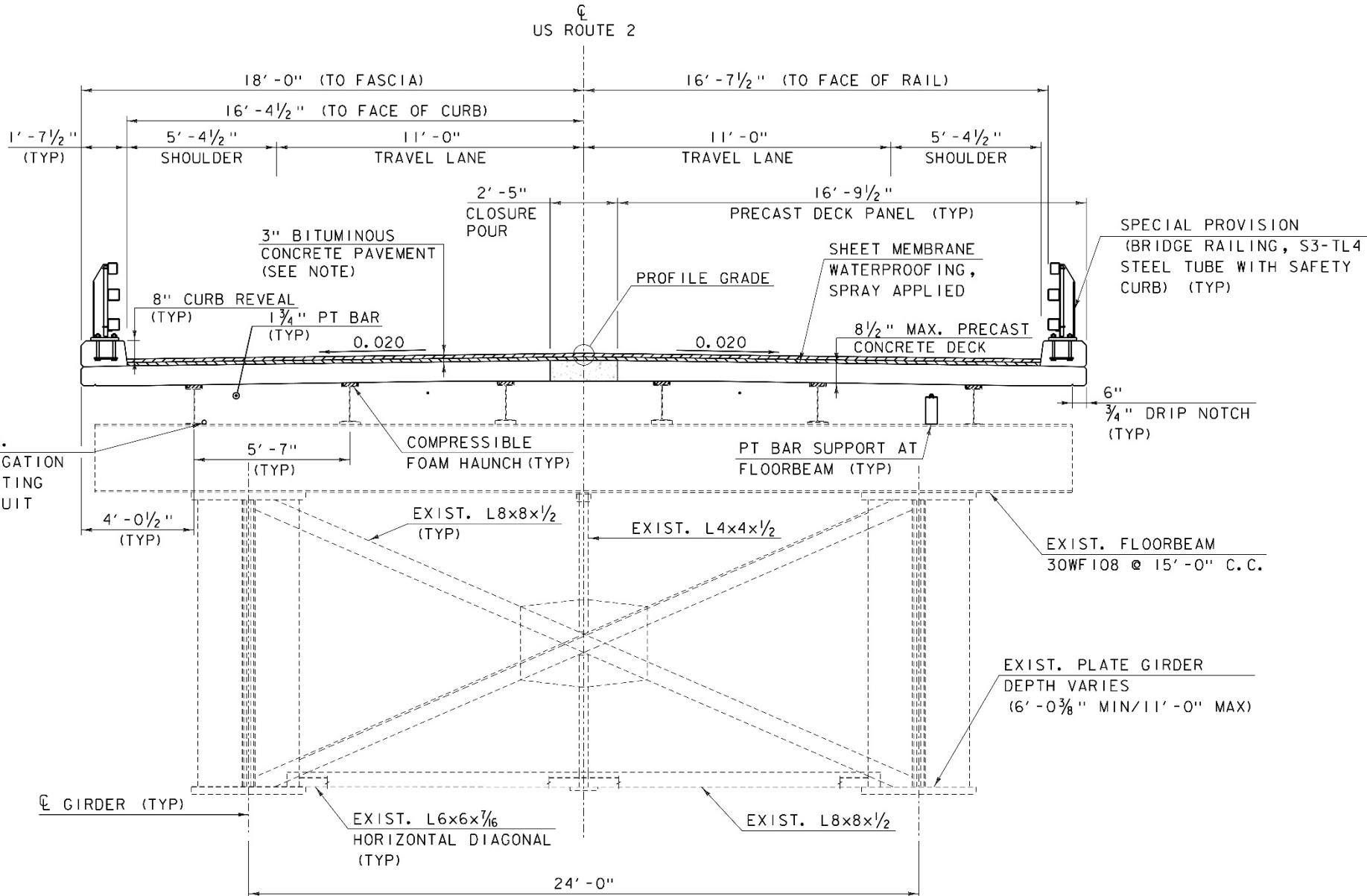


Precast Deck Panel Installation

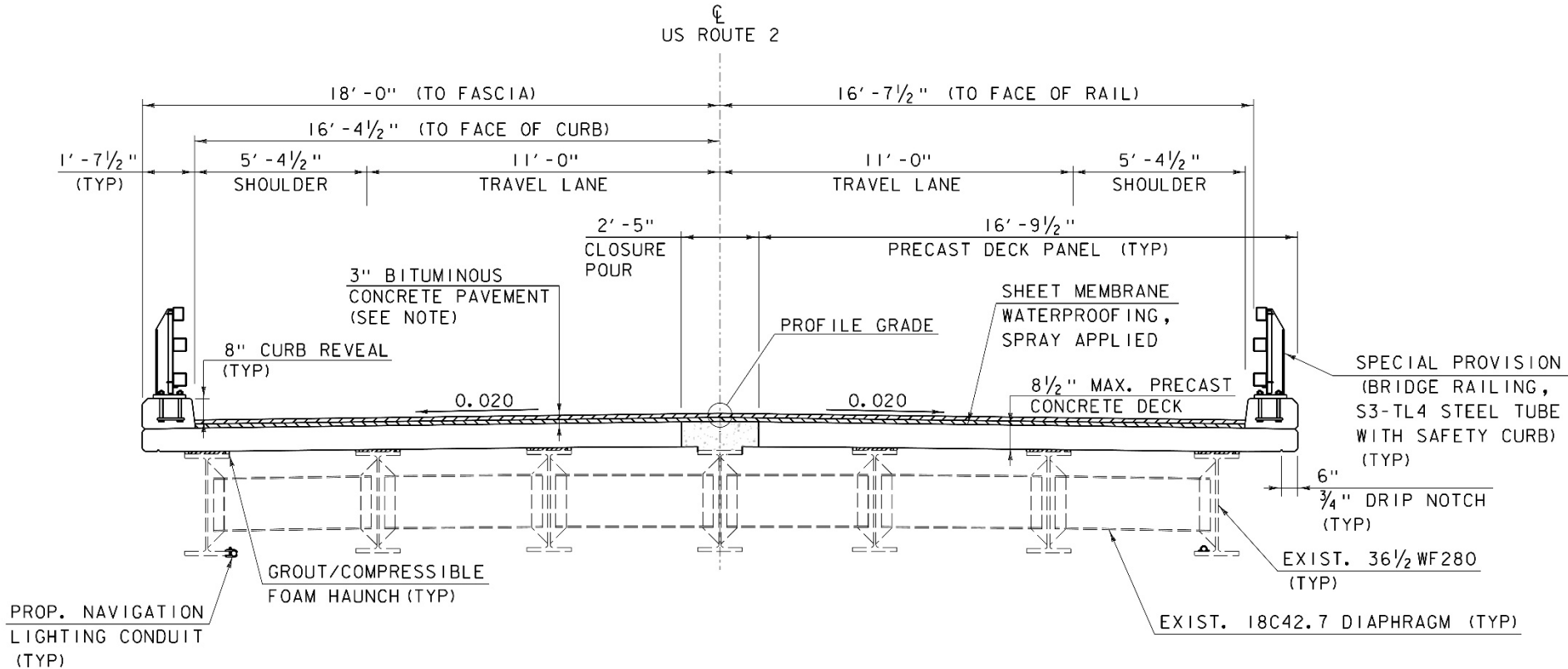


Example of Proposed Bridge Railing

Proposed Bridge Section – Approach Spans



Proposed Bridge Section – Main Channel Span





Selected Method of Traffic Maintenance

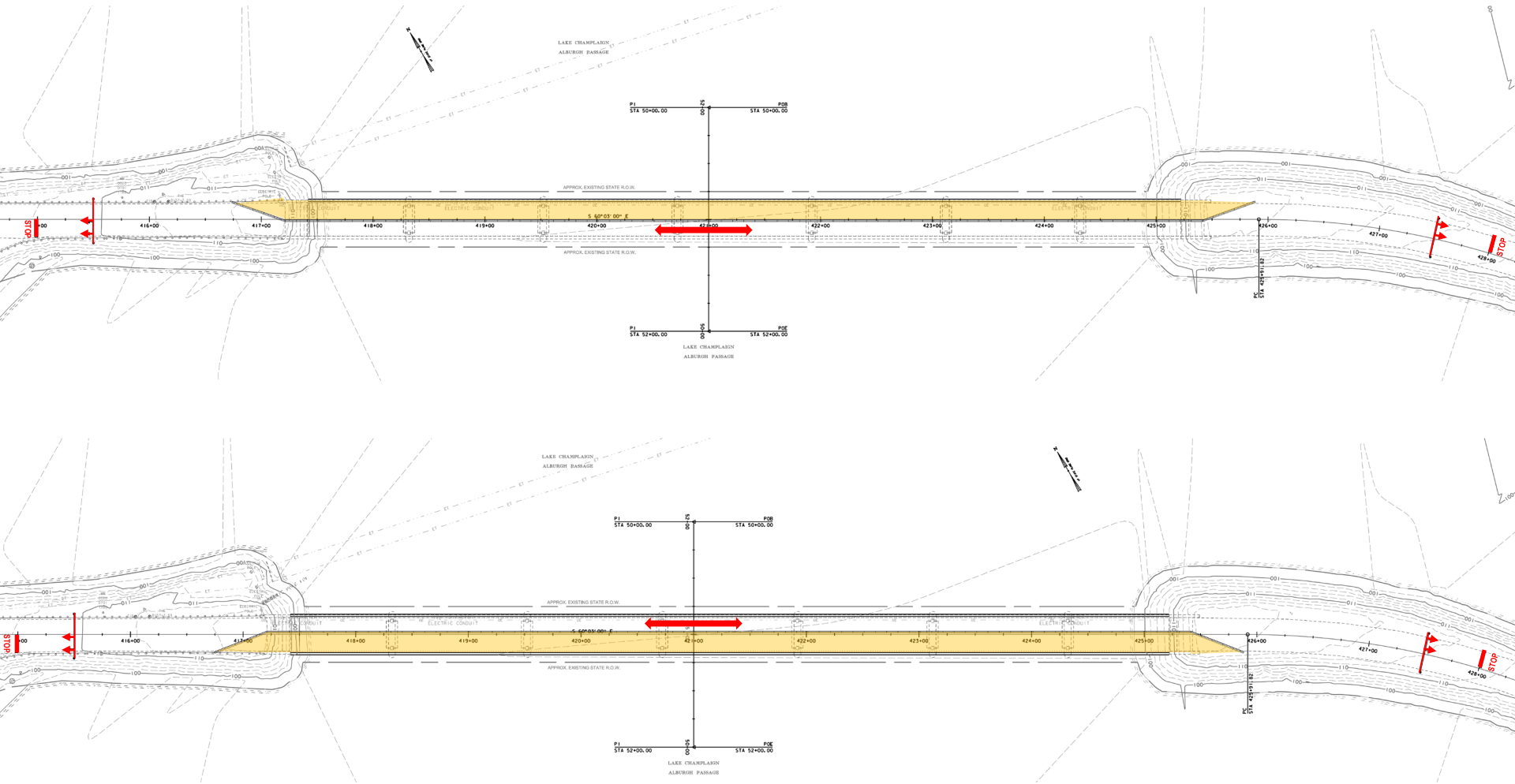


Phased Construction

- One lane alternating with a traffic signal
- 2 phase replacement
- No ROW needed

(Picture from US Route 7 Bridge 184 in Highgate)

Phase 1 & 2 Layout



Phased Construction - Traffic

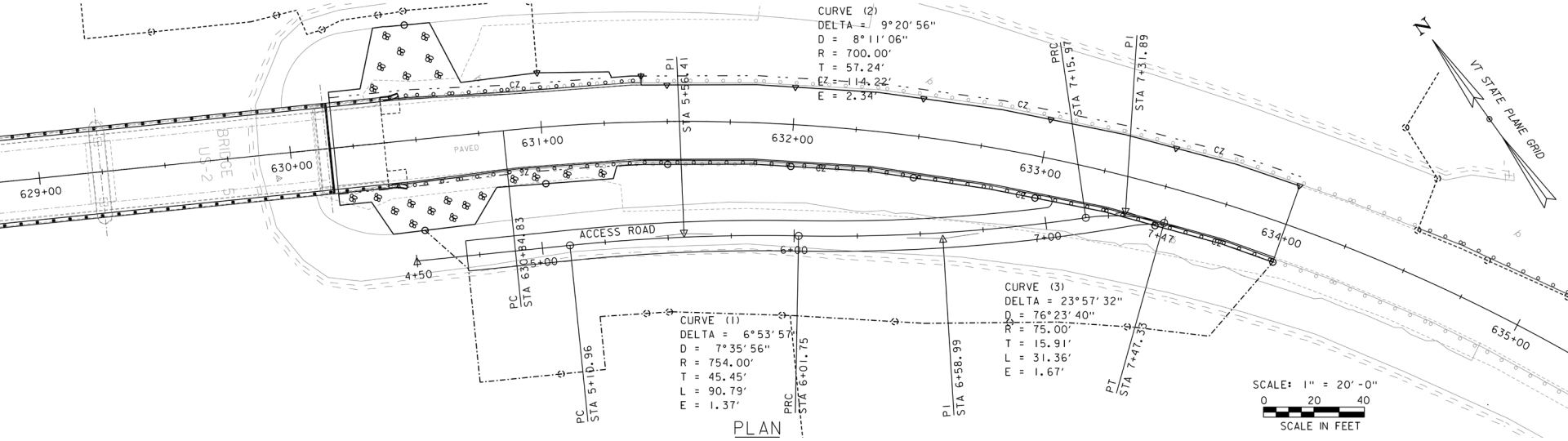
- Max queue lengths at peak hrs
 - ~10 vehicles
 - Typically ~4 vehicles
- Max signal cycle times:
 - 106 seconds
 - 276 seconds with bikes
- Bicycle Detection Zones for the Temporary Signal
- Emitter-Receiver system for Emergency Response vehicles



Anticipated Construction Schedule

- Summer/Fall 2023

- Mobilization and construction of access points



- 2024 Construction Season

- Single lane alternating condition for deck replacement



Anticipated Project Schedule

- Advertising for a Construction Contractor has been delayed
- Advertisement – February 2023
- Active Construction – Summer 2023 to late Fall 2024

EIV Technical Services – Public Outreach

- Jacqueline Dagesse, Public Information Consultant,
jdagesse@eivtech.com (802) 324-5522
- Sources of Information:
 - Weekly project updates sent via Constant Contact.
 - Project Factsheet.
 - Project notices will be published in The Islander newspaper.



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Questions and Comments

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