Wallingford BF 0133(18)
Public Informational Meeting

VT Route 155 – Bridge 15 over Mill River

January 20, 2026

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Introductions

Laura Stone, P.E.

VTrans Project Manager

Carolyn Cota, P.E.

VTrans Project Manager

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Purpose of Meeting

- Provide a background of the project
- Discuss existing bridge condition
- Provide an overview of project constraints
- Discuss our chosen alternative and schedule
- Provide an opportunity to ask questions and voice concerns

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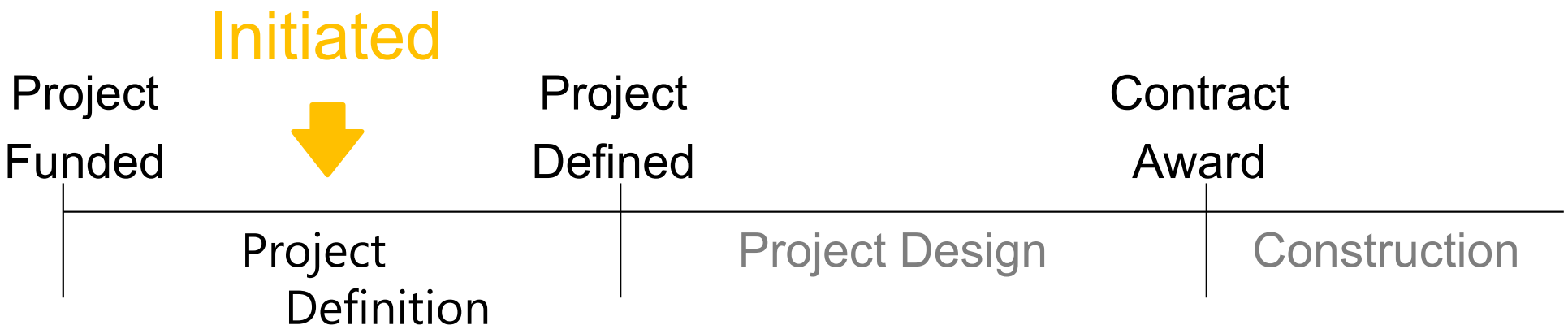
VTrans Project Development Process



- Identify resources & constraints
- Evaluate alternatives
- Public participation
- Build Consensus

- Quantify areas of impact
- Environmental permits
- Develop plans, estimate and specifications
- Right-of-Way process if necessary

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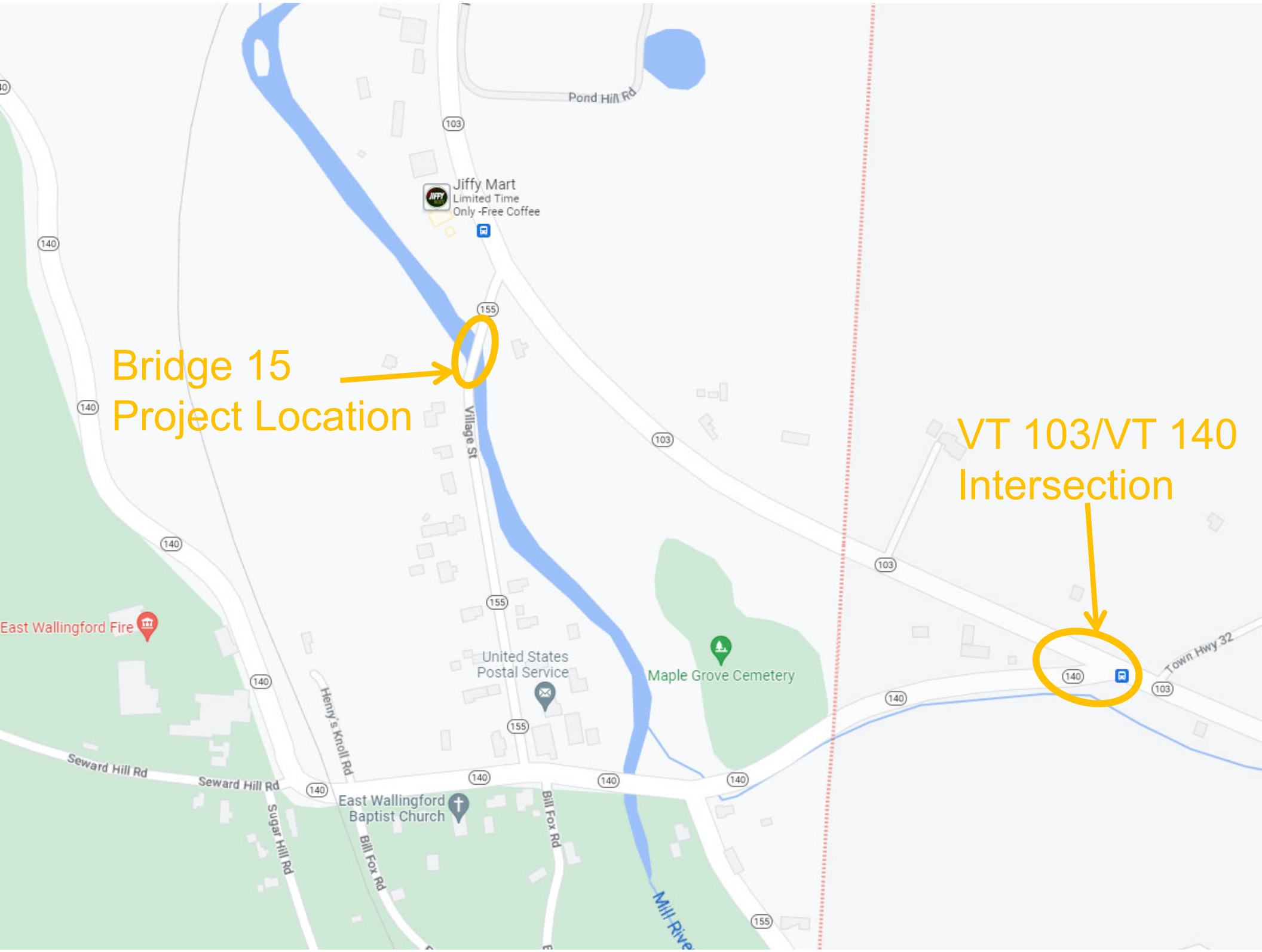
Bridge 15
Project Location
VT 103/VT 140
Intersection
Pond Hill Rd
Jiffy Mart
Limited Time
Only -Free Coffee
Village St
East Wallingford Fire
United States
Postal Service
Maple Grove Cemetery
Town Hwy 32
Henry's Knoll Rd
Seward Hill Rd
Seward Hill Rd
Sugar Hill Rd
Bill Fox Rd
East Wallingford
Baptist Church
Bill Fox Rd
Mill River
103
140
155

Project Timeline – Bridge #15

Action Item	Date	Comments
Closure of the Bridge	1/7/2023	Full depth hole formed in the VT Route 155 south bound lane on 1/7/2023. The bridge was closed until further discussions.
Contingency plan cont.	1/26/2023	Consulted with OSB and received input on the VT 103/VT 140 intersection. Noted that there are challenges related to geometry for large tractor trailer trucks. A signed detour would be needed for long term closure. Info and recommendations received.
Bridge Inspection	ongoing	Due to its condition the bridge continues to be inspected annually.
VT-103/VT-144 Intersection Improvements	Fall of 2023	Construction completed. The intersection was widened to enable truck turning movements.
Scoping	Spring of 2025	Structures team taking the lead with support from others in highway design to understand community needs and desires. Investigated safety needs, turning movements and more while identifying options.
Alternatives Presentation Meeting	1/20/2026	The site has been assessed and the scoping report has been completed. This meeting allows VTrans to answer questions and hear thoughts and concerns about the preferred alternative.
Transfer to Design	Future	Evaluation of the VT 103/VT 104 intersection and design of the chosen alternative

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Looking South

Existing Conditions – Bridge #15

- Roadway Classification – Rural Major Collector
- Bridge Type – Two Span Rolled Beam Bridge
- Ownership – State of Vermont
- Constructed in 1940

Looking North

Existing Conditions – Bridge #15

- Utilities – Aerial (Green Mountain Power, Consolidated Communications, Comcast, Vt. Telephone Company, Inc.)
- Utilities – Underground (Vt. Telephone Company)
- Utilities – Municipal (None)

Existing Conditions – Bridge #15

- Advancement in deterioration with a 3.5ft x 2.5ft hole with soft concrete surrounding the area of concern. Deteriorated concrete appears extensively throughout the deck. There is substantial concrete deterioration along the curb line and around the open wind slots. Due to the 1940's design of the structure with wind slots contributing to the advanced deterioration in the fascia it has now extended beyond the exterior bays and is progressing into some interior bay sections. The stringers have section loss at exterior beam ends and at the pier.

- The substructure is in poor condition. Both abutments have cracking and staining, and abutment 1 has exposed rebar along the southwest corner. The bearing area is undermined 50%.

- The bridge does not meet hydraulic standards; there is no freeboard at the 2% or 1% AEP.

- The bridge width is substandard and does not provide bike or pedestrian access.

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Existing Conditions - Bridge #15

- Deck Rating 4 (Poor)
- Superstructure Rating 5 (Fair)
- Substructure Rating 4 (Poor)
- Channel Rating 5 (Fair)

Abutment #1

Existing Conditions - Bridge #15

Abutment #2

Existing Conditions - Bridge #15

Loss of Bearing Area – Abutment #1

Existing Conditions - Bridge #15

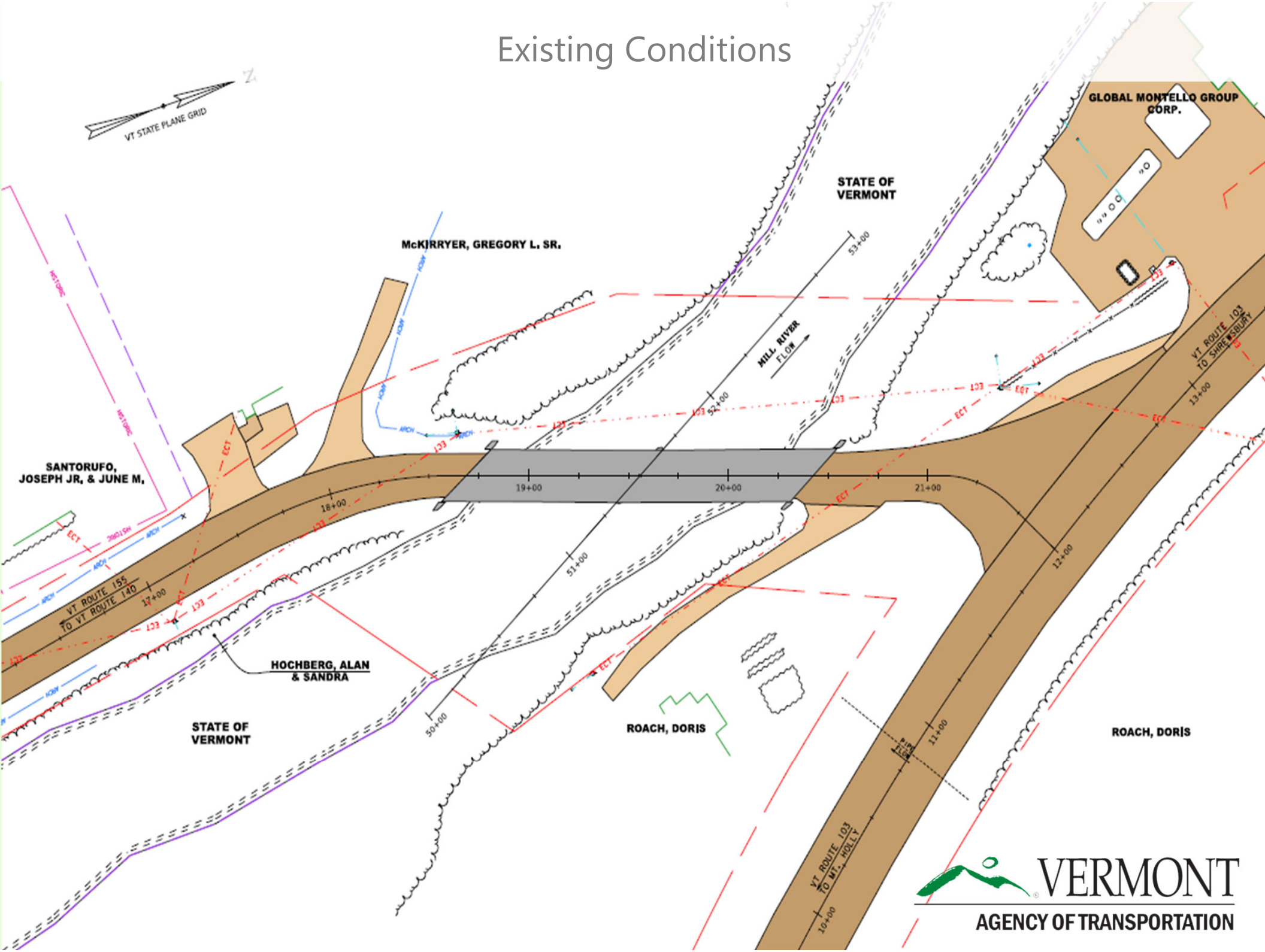
Upstream Fascia

Existing Conditions - Bridge #15

Full Depth Pop Out 2023

2023 Conditions - Bridge #15

Existing Conditions



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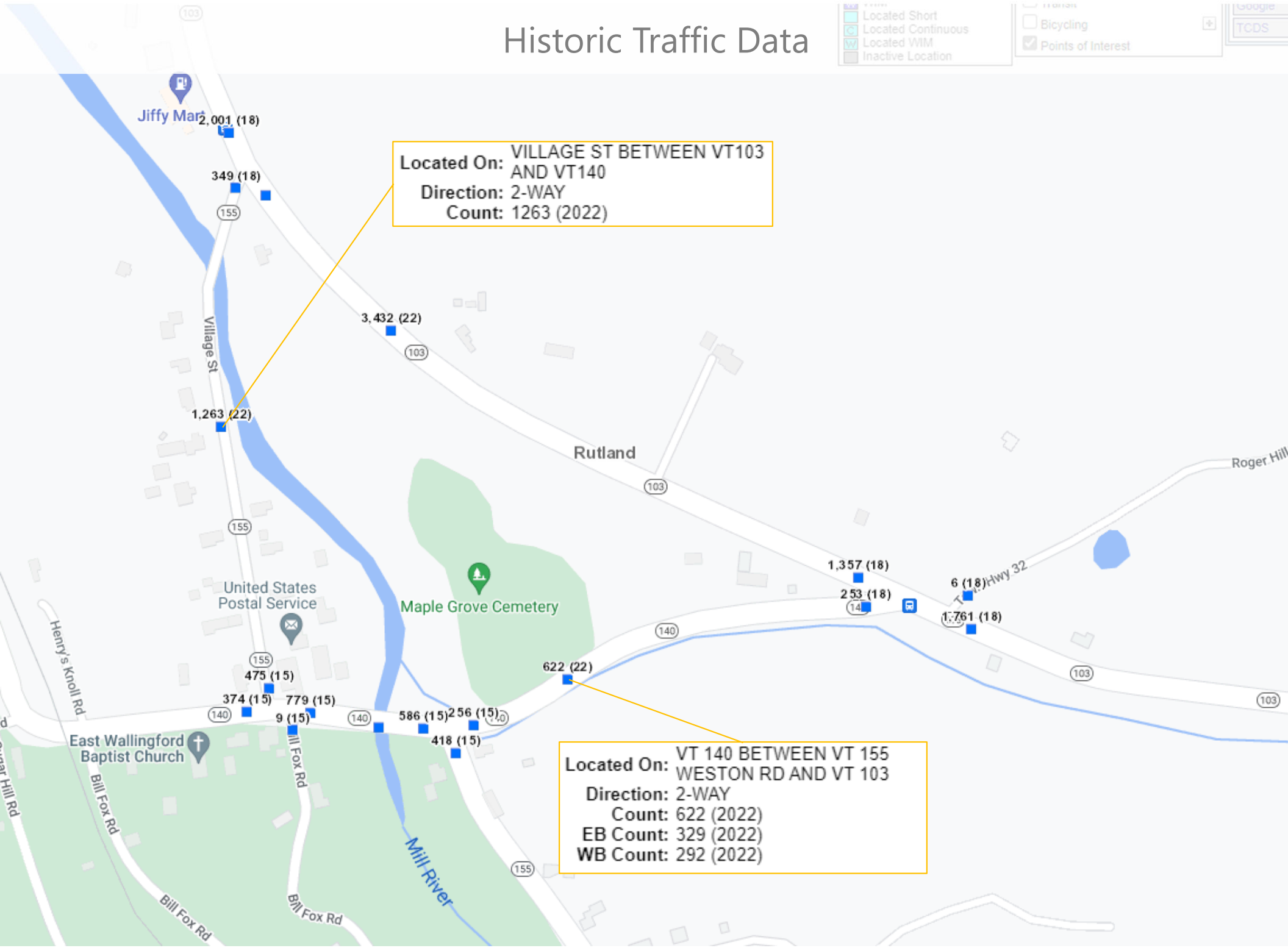
Historic Traffic Data



VT 103/VT 140 Intersection Improvements – Condition Prior to Project

VT 103/VT 140 Intersection Improvements

- Improvements to the intersection to allow for truck turning movements were completed in 2023

Alternatives Considered – Bridge #15

- No Action
  - Not recommended. The bridge is currently closed to traffic and continues to deteriorate. Eventually, it will need to be removed to avoid becoming a safety and environmental hazard.
- Strategic Disinvestment
  - Permanently close the bridge to all traffic.
  - $850,000 (80% State/20% Federal)
- Bridge Closure with New Pedestrian Bridge
  - Permanently close the bridge to vehicular traffic and build a new bridge for bike and pedestrian access.
  - Pedestrian bridge owned and maintained by Town of Wallingford.
  - $1,870,000 (80% State/20% Federal)
- Bridge Replacement with Steel Beam Bridge
  - Replace existing bridge with a new bridge that would meet geometric standards.
  - $5,560,000 (80% State/20% Federal)

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Selected Alternative - Bridge #15

- Permanent Bridge Closure
  - Option of constructing a new pedestrian bridge should the Town of Wallingford wish to maintain pedestrian connection between Village Street and VT-103.
  - Village Street will become Town-owned.
  - The bridge has been closed for over 2-years. A recent nearby intersection improvement project at the intersection of VT-103 and VT-140 ensures vehicle traffic can safely be detoured around the bridge long-term. Further improvements to the VT-103/VT-140 intersection to be evaluated during design.

- Maintenance of Traffic
  - Bridge #15 has been closed to traffic since 2023. An off-site detour is the only method of maintenance of traffic being considered.

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Preliminary Project Schedule

- Construction Start – 2032
  - Total Cost Estimate: approx. $1.0 Million - $2.2 Million
    - Town Share: $0

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Next Steps – Bridge #15

This is a list of a few important activities expected in the near future and is not a complete list of activities.

- Wait for Town response on need for a pedestrian crossing on Village Street over Mill River
- Develop Conceptual plans and distribute
- Right-of-Way process (if needed)
- Updates on project plans and estimates at each submittal

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For more information:

- https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/23B009

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Questions and Comments

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Alternatives Matrix

Wallingford BF 0133(18)		Alternative 0	Alternative 1	Alternative 2	Alternative 3
		Do Nothing	Strategic Disinvestment	New Pedestrian Bridge	Full Bridge Replacement
			Off-Site Detour		
COST	Bridge Cost	$0	$0	$1,048,000	$3,899,800
	Removal of Structure	$0	$514,280	$395,600	$514,280
	Roadway	$0	$146,000	$185,000	$337,000
	Maintenance of Traffic	$0	$0	$0	$0
	Construction Costs	$0	$660,280	$1,628,600	$4,751,080
	Construction Engineering & Contingencies	$0	$198,084	$244,290	$807,684
	Accelerated Premium	$0	$0	$0	$0
	Total Construction Costs w CEC	$0	$858,364	$1,872,890	$5,558,764
	Preliminary Engineering	$0	$198,084	$325,720	$712,662
	Right of Way	$0	$10,000	$10,000	$0
	Total Project Costs	$0	$1,066,448	$2,208,610	$6,271,426
	Annualized Costs	$0	N/A	$44,172	$83,619
SCHEDULEING	Project Development Duration	N/A	4 years	4 years	5 years
	Construction Duration	N/A	3 months	6 months	6 months
	Closure Duration	∞	∞	N/A	N/A
ENGINEERING	Typical Section - Roadway (feet)	2'-11'-11'-2' (26')	2'-11'-11'-2' (26')	2'-11'-11'-2' (26')	2'-11'-11'-2' (26')
	Typical Section - Bridge (feet)	1'-9'-9'-1' (20')	N/A	8'	3'-11'-11'-3' (28')
	Geometric Design Criteria	Substandard	N/A	Meets Minimum Standard	Meets Minimum Standard
	Traffic Safety	No Change	Improved	Improved	Improved
	Alignment Change	No Change	N/A	No Change	No Change
	Bicycle Access	No Change	No Change	Improved	Improved
	Pedestrian Access	No Change	No Change	Improved	No Change
	Hydraulics	Substandard	Improved	Meets Minimum Standard	Meets Minimum Standard
	Utilities	No Change	No Change	No Change	No Change
OTHER	ROW Acquisition	No	Yes	Yes	No
	Road Closure	Yes	Yes	Yes	Yes
	Design Life (years)	0	∞	50	75

Values are estimates only, used for comparison purposes