



Huntington

Town Highway 1, Bridge 8

Huntington BF 0211(32)

Benefits of Accelerated Bridge Construction

- Reduced design and construction
- Safer for workers and travelling public
- Increased strength and quality of structural components
- Eliminates need for temporary bridge construction
- Reduced impacts to neighboring properties, right-of-way, environmental resources, and cultural resources

Project Location: Bridge 8 spans over the Huntington River and is located in a rural area along Main Road, FAS 0211, also (TH-1), approximately 4.0 miles south of the junction with Hinesburg Hollow Road (TH-2). Bridge 8 is a town-owned bridge)

The Town of Huntington, TH 1, Bridge 8 project will consist of removal and replacement of the existing bridge on a new alignment with associated roadway and channel work.

Bridge 8 was built in 1934 and has a concrete deck on rolled steel beams. The existing structure has a curb-to-curb width of 20.5', and has a bridge span of 63'. Bridge 8 is listed as functionally deficient. The lane and shoulder widths are substandard. There is significant deterioration in the superstructure elements and in the deck, especially along the deck fascias. The bridge approach rails do not meet the current standard.

Vtrans evaluated alternatives for bridge replacement of bridge 8 in an engineering study completed on January 30th, 2014. The study addresses the proposed design criteria for bridge and roadway alignment, horizontal and vertical geometries, hydraulic adequacy, historical and archaeological resources, and environmental impacts. Several alternatives were considered including no action, maintenance and repair, superstructure replacement, and full bridge replacement. Due to the functional deficiency of the bridge, the deterioration of the superstructure and the deck, and the inadequacy of the roadway geometry, the final decision is to replace the entire bridge on a slightly modified alignment.

The existing bridge will be replaced with a new single span bridge. It will have a 97' length with a 20° skew that meets hydraulic standards. A rail to rail width of 24' will also meet the current design standards. The new superstructure will consist of four tangent steel plate girders with a bare grooved cast-in-place curved concrete deck. The substructure will include a precast concrete pile cap on steel H-piles for abutment 1, and a precast concrete footing and abutment stem with a cast-in-place concrete sub footing on bedrock for abutment 2.

Traffic control on this project will involve closing the bridge for 8 weeks and maintaining traffic on an offsite detour. The Town of Huntington is responsible for the detour. A detour is cheaper, quicker for construction, safer, and has fewer impacts than other traffic maintenance alternatives. Closing the road is the safest option for both the traveling public and for the contractor.



Inadequate Bridge Rail

Target Construction Schedule: Construction activities will take place no earlier than June 2017. The bridge closure period is scheduled to last 8 weeks and will occur between June 2017 and September 2017.

Contractor: TBD

Estimate: \$3,065,000.00

Vtrans Project Manager: Rob Young

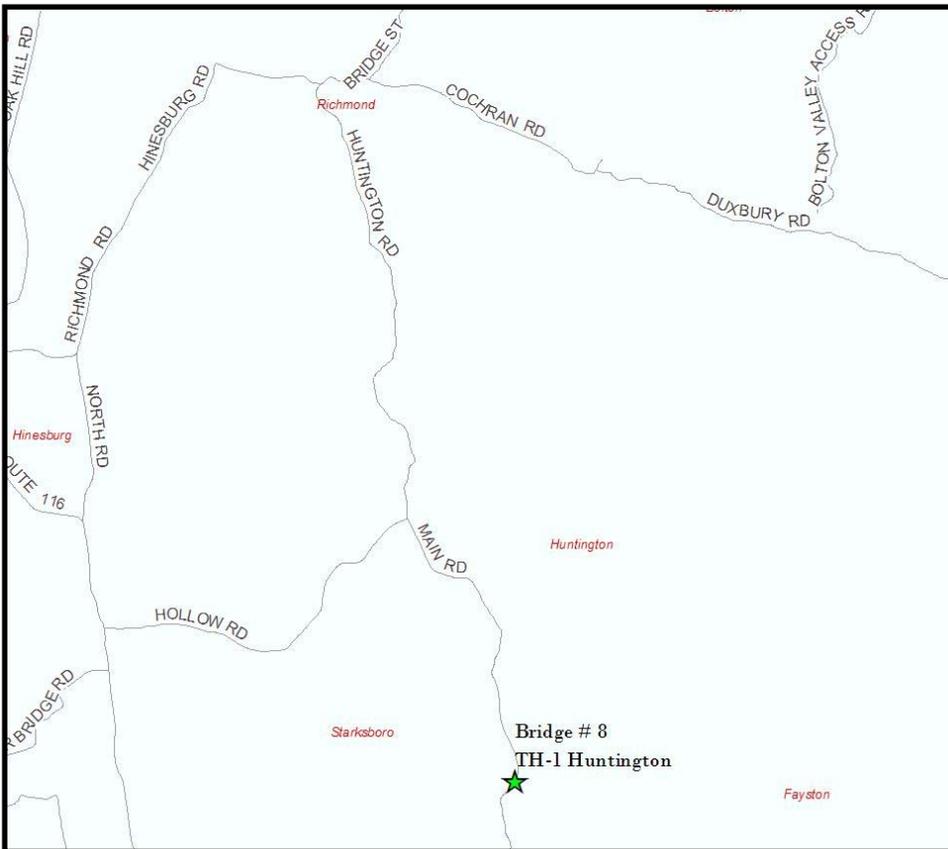
Vtrans Resident Engineer: TBD



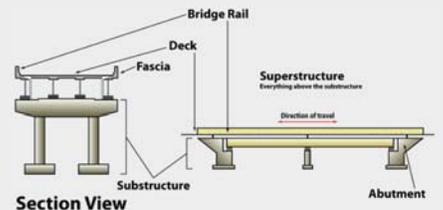
Deteriorating Superstructure



Existing Roadway Geometry



Location Map



Generic Bridge Element Description

[For more detailed information, click here.](#)



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