



Bridge 75-1

Project Facts

- Contract Awarded 4/15/16
- Estimated completion by 9/30/16.
- There are class II wetlands within the project area. The 50' regulatory buffer will apply.
- There are mapped State rare, threatened and endangered species located downstream of the project. Depending on the repair alternative selected, water quality will need to be protected during the work. The limits of this area may need to be better defined before areas outside of the highway footprint are disturbed.
- There are potentially sensitive archaeological areas within or near the project area.
- Only minor, periodic traffic impacts are expected.



Bridge 75-1 S—Looking north

Colchester

Interstate 89 Bridges 75-1 N&S

Colchester IM 089-3(71)

Project Location: Town of Colchester in Chittenden County on I-89 between exits 16 and exit 17. Bridge 75-1N begins on the east side of the interstate at approximately mile marker 93.65 and proceeds westward under the northbound barrel. It daylight in the median about 5 ft. from the beginning of Bridge 75-1S, which continues on the same alignment under the southbound barrel. The skew for both is about 25 degrees.

The Colchester IM 089-3(71) Interstate project addresses deficiencies in the existing CGMPP culverts under both directions of the Interstate. The project will rehabilitate the culverts by repairing the interiors, which are rated 4 (poor), and 3 (serious). The Interstate alignments and grades are not expected to be affected. The new culvert liners are expected to consist of one of two options. One is the addition of a new liner that is installed by pulling it in through the full length of the pipe. The other possible method is by spraying a thickness of cementitious grout onto the interior of the pipes. Either method restores the structural integrity of the pipes.

VTrans evaluated alternatives for rehabilitation or replacement of these culverts in an engineering study completed in December 2014. The study assessed the proposed design criteria for the roadway and culverts, rare/threatened/endangered species impacts, archaeological resources, and wetland resources. Several alternatives were considered including no action, pipe repairs, pipe replacement using trenchless methods, and pipe replacement using open cuts.

Given the cost savings to be realized by repairing the pipes instead of replacing them, the engineering study recommended pipe repairs. The roadway geometry will not be changed, and traffic will be impacted very minimally. Periodic lane closures are proposed for access to and from the site by the contractor, minimizing delays. This project will add 30 years of service life to the culverts.

Target Construction Schedule: 2016

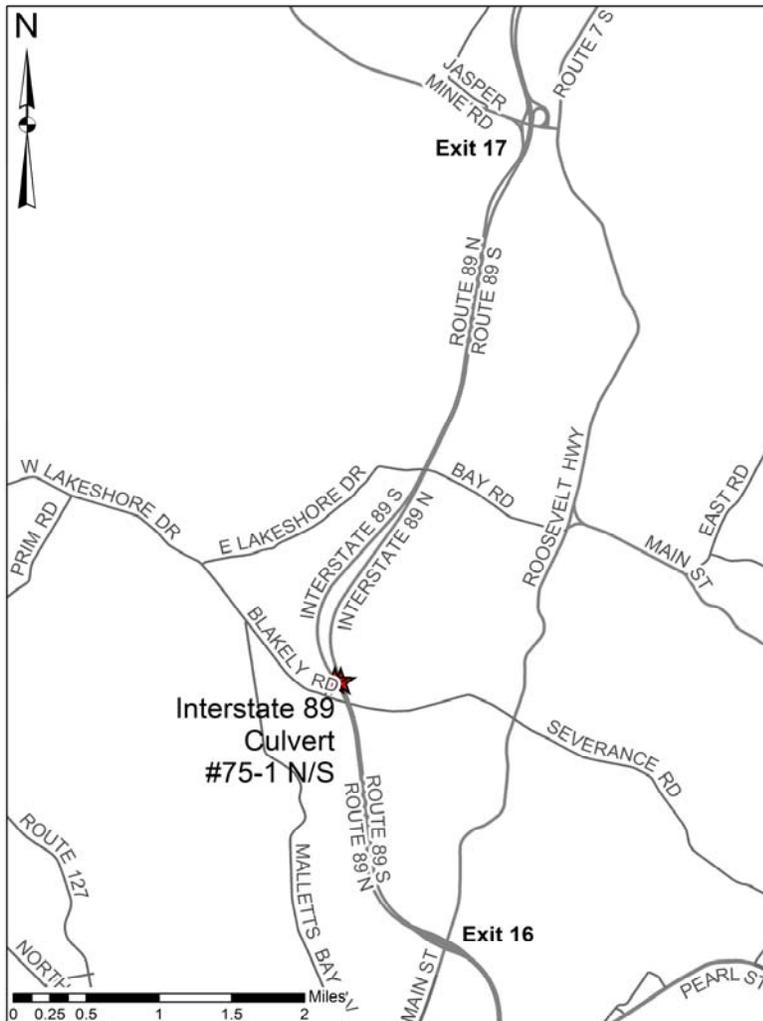
Contractor: S.D. Ireland, Inc.

Estimated Total Project Cost (including engineering and contingencies): \$575,000

VTrans Project Manager: J.B. McCarthy

VTrans Resident Engineer: Jeremy Salvatori

Detour Route: None anticipated



Bridge Location Map



Bridge 75-1N



Bridge 76-1N



Bridge 75-1 S



Bridge 75-1S



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