



Existing pier at bridge #1

Project Milestones

Contract Award
December 11, 2017

Target Construction Schedule
Winter 2018

Contractor
J. P. SICARD, INC.

Estimated Cost
\$5,232,204.67



Looking North from I-91



Existing Bridge #1

DERBY BRIDGES 1, AND 114**IM 091-3(49) CASWELL ST.****DECK REHABILITATION AND PREVENTIVE MAINTENANCE ACTIONS ON BRIDGE NO. 1 ON THE US5 CONNECTOR IN DERBY LINE (CASWELL ST.).**

Project Location: Town of Derby, Village of Derby Line, in Orleans County on US 5 connector, also known as Town Highway 1, over Interstate 91. The bridge is located approximately 500 feet east of the I91, exit 29, Southbound on/off ramp.

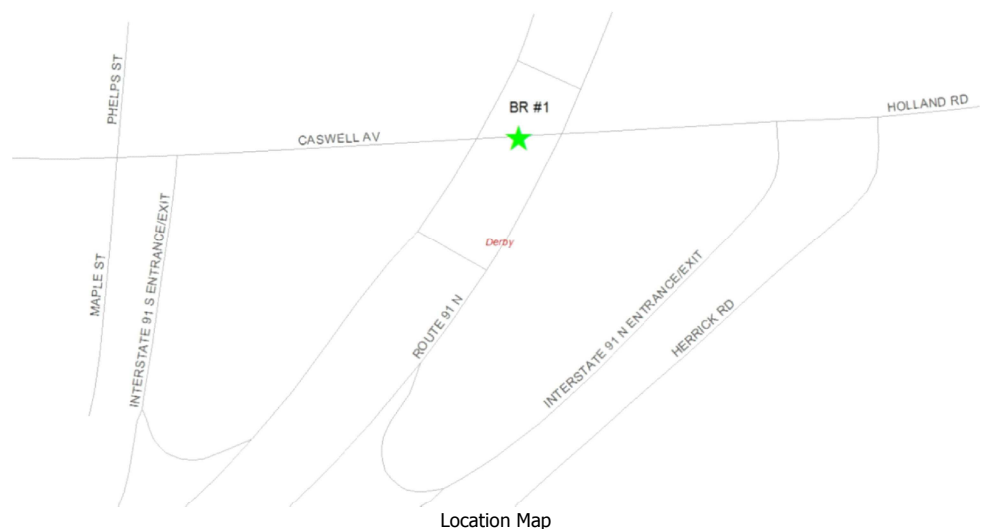
The Derby, US 5 connector, Bridge 1 project will replace the bearings, structural steel, deck, pavement and railing on existing bridge. One of the supporting piers will be removed and the cap beams on the remaining three piers will be rebuilt. The existing abutments will be retained.

The existing Derby, US 5 connector, Bridge 1, is a five-span, two lane structure which was constructed in 1962. The existing spans are not continuous across the piers, which leads to leakage at the joints at the piers. The bridge railing is aluminum railing, which was installed in 1991. This type of railing is no longer used and is considered to be sub-standard. The bridge is 315 feet in length and it is 38 feet wide. It includes two travel lanes for vehicles and a sidewalk on the north side. The bridge superstructure, which is a concrete deck on painted steel beams, is in poor condition.

The new bridge superstructure will be a paved concrete deck supported by un-painted steel girders. The girders will be continuous across all four spans of the rehabilitated bridge. The new bridge rail will be made of galvanized steel tubing. On the bridge there will be two travel lanes and two wide shoulders for pedestrian and bicycle use.

The existing bridge will remain in use during the rehabilitation project. The construction will take place in phases, with one lane of the bridge available at all times. Traffic will alternate directions and temporary traffic signals will be used to control the flow of traffic.

Bridge closure was considered for the construction period. Emergency vehicle access and an excessively long detour were some of the major reasons that phased construction (alternating traffic in both directions) was selected over closure and detour.



Contact Information

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Technical Documents

<https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/Forms/AllItems.aspx?RootFolder=%2Fagency%2FVTRANS%2Fexternal%2FProjects%2FStructures%2F12A274&FolderCTID=0x01200074B2F1F49FDD30448D18FC55BFA5E4000AFA5164EB50FC64DBB5A49CE09B9CF7BB76E6BF6%2D131E%2D402C%2D8A14%2D1CC5431F80E2%7D>