



### Project Facts

- The existing culvert meets neither the hydraulic standard nor bank-full width. Hydraulic conditions are governed in most cases by tailwater from the Otter Creek.
- There are wetlands in the vicinity of the project. A regulatory buffer will be instigated to minimize impact.
- This section of Mill River is within a State-managed Flood Plain. No increase in the 100 year flood elevations will be allowed.
- The area has been identified as habitat for the fresh water mussel and the blue spotted salamander. It is also potential habitat for the Northern Long Eared Bat.
- There are areas identified as highly sensitive in an archaeological sense. Phase I testing will be required for any disturbance outside the footprint of the existing structure.



Interior of Arch

# Leicester

## TH-12 Old Jerusalem Road Bridge 4 over Leicester River

### Leicester BO 1445(37)

**Project Location: Town of Leicester in Addison County on Town Highway 12, Old Jerusalem Road over the Leicester River. Bridge 4 is located approximately 0.7 miles north of the intersection with TH-1, Leicester-Whiting Road.**

The Leicester Bridge 4 project includes the replacement of the existing multi-plate steel pipe arch culvert and removal of the existing buried concrete slab over the culvert. The existing structure has a clear width of 28' and a clear height of a little under 10'. The structure currently has a rating of 4 (poor). This culvert was installed in 1972 and is 78' in length. There are signs that the culvert is deforming and settling due to settlement and decay of the original timber supports.

VTrans evaluated alternatives for rehabilitation or replacement of the culvert in an engineering study completed in the spring of 2018. This study assessed the proposed design criteria for the structure, right-of-way, rare/threatened/endangered species impacts, hydraulics, archaeological resources and wetland impacts. Several alternatives were considered, including: no action, rehabilitation, replacement, stabilization in place, and strategic disinvestment, which closes the crossing for the foreseeable future. Methods considered for maintaining traffic during the work period included using a short term road closure with a detour, temporary bridge, or constructing the new culvert in phases while maintaining traffic through the work zone.

Given the age and condition of the structure, site constraints and current conditions, the engineering study recommended replacement of the culvert with a new bridge while maintaining traffic on an official signed detour. Closure duration will be approximately 3 weeks in which the detour will add approximately 12 miles to the thru route.

The existing roadway meets most of the geometric provisions of the Vermont State Standards. As this is not a high crash location, no changes to the roadway are proposed for this project.

**Target Construction Schedule:** It is anticipated that construction will begin in Summer 2020.

**Contractor:** TBD

**Estimated Total Project Cost (including engineering and contingencies):** +/- \$2,318,000

**VTrans Project Manager:** TBD

**VTrans Resident Engineer:** TBD



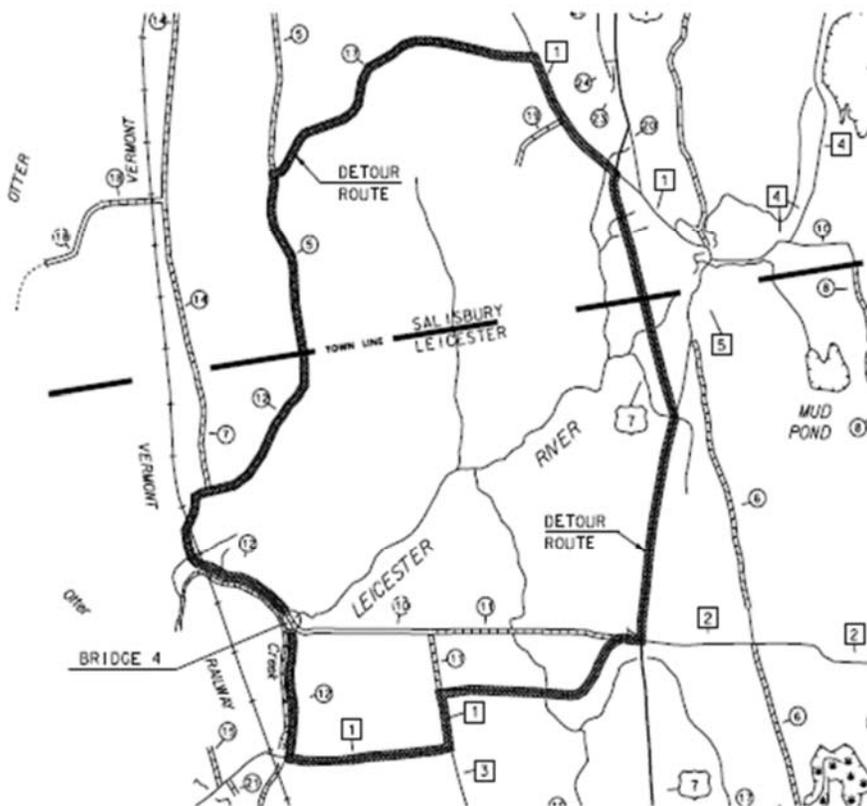
Looking North



Confluence with Otter Creek



Looking South



Proposed Detour Map



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