



Programmatic Implementation of ABC: Module 5

Public Outreach/ABC Results



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Presentation Outline:

- Public Outreach
- ABC Results – Cost, schedule and customer satisfaction data
- Questions

ABC Advantages to the Public

Reduced Design and Construction durations

Construction Durations:

Construction Start to Final Inspection

- **Off site detour – 165 days**
- **Phased Construction – 289 days**
- **Temporary Bridge – 369 days**

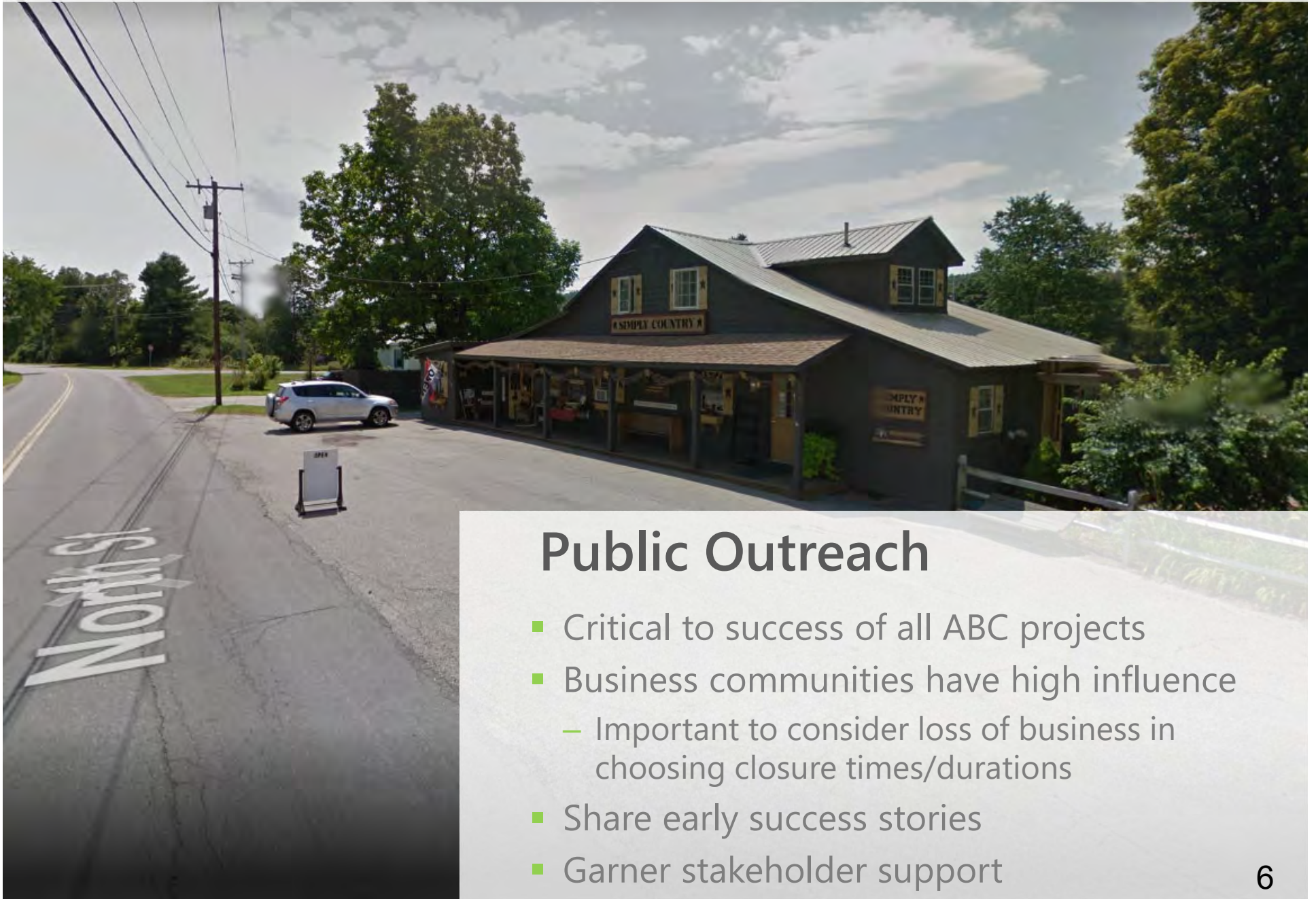


VTrans Road Closure Policy

- Many factors are used to evaluate potential road closures
 - Traffic (vehicles per day and % trucks)
 - Detour Distance
 - Duration of Closure
 - Community effect (positive and negative)
 - Emergency Response
 - Mobility Concerns of the Traveling Public
 - Complexity and \$ of Conventional Project
- We have not imposed road closures
- Rely on consensus building and public outreach
- Closure durations are based on mobility and need



Chester Country Store



Public Outreach

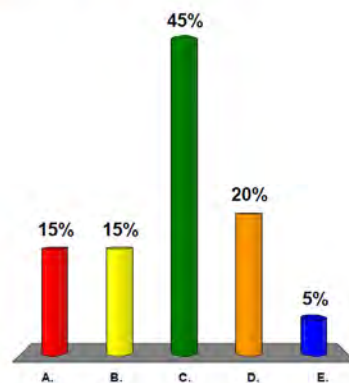
- Critical to success of all ABC projects
- Business communities have high influence
 - Important to consider loss of business in choosing closure times/durations
- Share early success stories
- Garner stakeholder support

Partnering with Local Communities

- Public input through community Questionnaires
- Polling Clickers used to gain input at public meetings
- Stakeholder meetings
- Act 153 for Town Highway Bridge Projects
- Local Bypass Mitigation – State Bridges

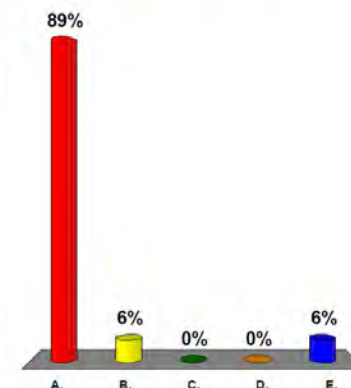
What would be the maximum acceptable length of closure for Bridge #33?

- A. 5 days
- B. 1 week
- C. 10 days
- D. 2 weeks
- E. 4 weeks



Which time of year would be most acceptable for Bridge #33 to be closed?

- A. June
- B. July
- C. August
- D. September
- E. Other



Act 153 – Town Highway Bridge Projects

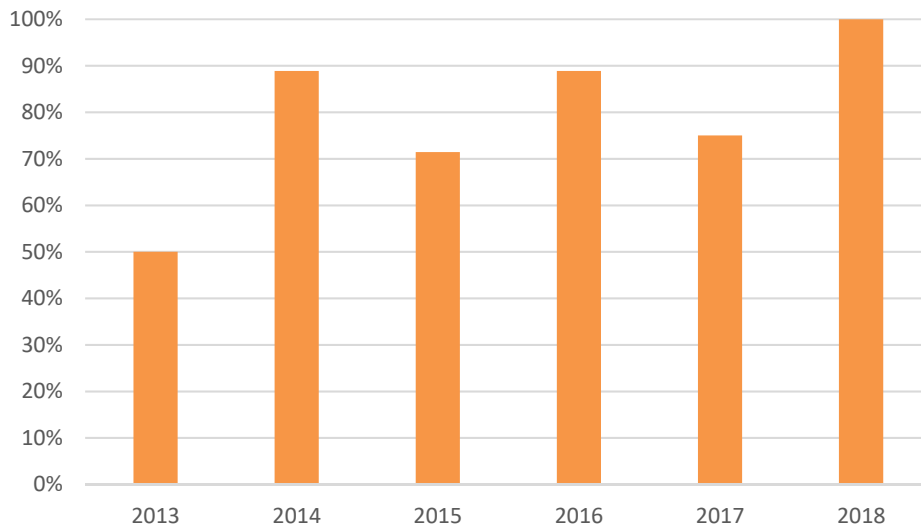
2012: Legislation is passed

- 50% Reduction in local share if the Town closes the bridge during construction
 - 5% local share for Bridge Replacement
 - 2.5% local share for Bridge Rehabilitation

How many Towns are taking advantage of Act 153?

	Number of Towns Taking Advantage of Act 153
2012	Act 153 is passed
2013	3
2014	8
2015	10
2016	8
2017	6
2018	3
2019	2
2020	1

% of Towns Taking Advantage of Act 153



- Highly successful at propelling widespread adoption of ABC
- Very popular and many towns have elected to close roads since legislation
- Encourages Lower Costs, Faster Project Development, and Reduced Environmental Impact

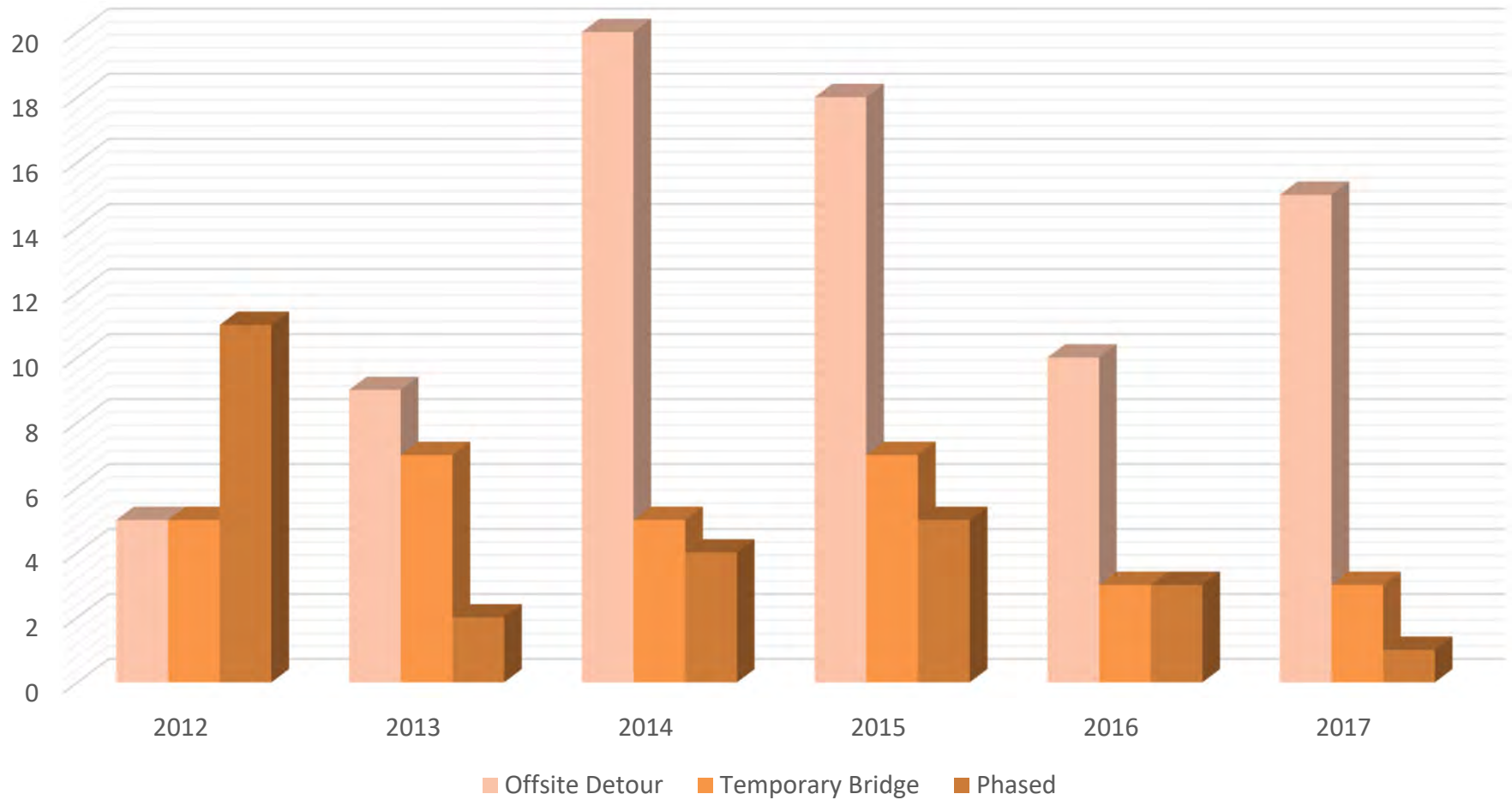
ABC Closure Durations

- 90% of the ABC projects are the “work horse” bridge
- Road closure duration must fit the project need
- Most common closure duration is 21-28 days
 - Mobility maintained through local road systems
 - Emergency services able to maintain response time
 - Contractors able to maintain safe sustainable work pace
- Vermont ABC Closure Statistics:
 - 22% = 60 - 80 hour closure
 - 18% = 7 - 14 day closure
 - 45% = 21-28 day closure
 - 15% = Greater than 28 day closure

Now that our library of successes has been built, we are relaxing on closure durations

Short Term Road Closures

Number of Projects Utilizing Maintenance of Traffic Option



Structures & Hydraulics Website

STATE OF VERMONT
Agency of Transportation

SEARCH

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Policy, Planning & Research

Finance & Administration

Highway

Better Roads

CADD Help

Construction & Materials

Cost Estimating

Geodetic

Highway Safety

Municipal Assistance Bureau
- Local Projects

Park and Rides

Right of Way & Utilities &
Survey

Sign Information

Structures & Hydraulics

Project Initiation and
Innovation

Accelerated Bridge Program

Alternative Project Delivery

Bridge Preservation

Hydraulics

Technical Resources

Life Cycle of a Bridge

Project Development
Process

STRUCTURES & HYDRAULICS



Located in the Project Delivery Bureau, the Structures and Hydraulics Section is dedicated to supporting the VTtrans Mission: "Provide for the safe and efficient movement of people and goods". We are proud to emphasize innovation in design, accelerated bridge construction, and alternative contracting techniques used to accelerate project delivery and underscore our commitment to quality, resiliency, and public engagement.



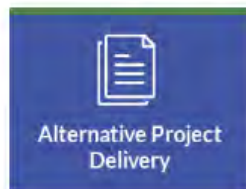
Hydraulics



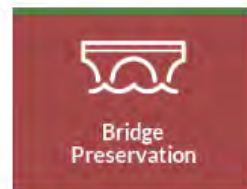
Project Initiation
and Innovation



Accelerated
Bridge Program



Alternative Project
Delivery



Bridge
Preservation

[Check out our timelapse videos](#)

Projects

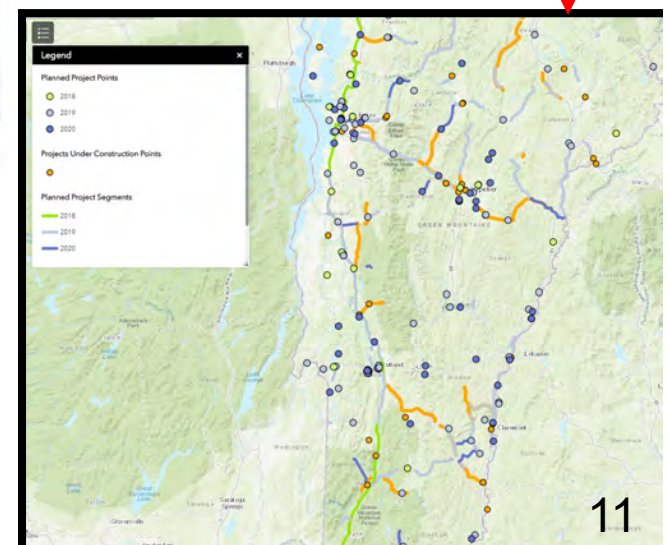
[Projects Map](#)

[Projects Under Development](#)

Kristin Higgins, P.E.

Structures and
Hydraulics Program Manager

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Branding

- ABP Banner



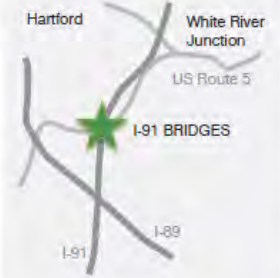
- Shirts



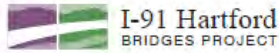
- Stickers



Project Fact Sheets



- PROJECT MILESTONES**
- Preliminary Plans
April 2014
 - Permitting
August 2014
 - Right-of-Way Complete
August 2014
 - Final Design
October 2014
 - Contract Award
March 2015
 - Target Construction Schedule
2015



HARTFORD (WHITE RIVER JUNCTION) I-91 BRIDGES (Hartford IM 091-2(79) project)

Project Location: Town of Hartford in Windsor County on Interstate 91 over Route 5 in White River Junction approximately one half mile north of the junction of I-91 and I-89.

Project Purpose: The purpose of this project is to replace the existing bridges that carry Interstate 91 north and southbound over US Route 5 in Hartford, safely, efficiently and with the least possible impact to road users and the surrounding community. The structures were built in 1966. Age, weather and use have taken a toll on the concrete deck, beams and abutments of the two bridges. Two new bridges will be built during the 2015 construction season.

Accelerated Bridge Program (ABP): The Hartford I-91 Bridges Project has been assigned to the Vermont Agency of Transportation (VTrans) Accelerated Bridge Program, an approach that delivers projects faster, often using innovative techniques and always in collaboration with local communities. Typically, fast track bridge projects are completed in approximately half the time that it would take by conventional construction, often in just one construction season.

By reducing the time it takes to construct a new bridge, VTrans has been able to save money spent on design, utility and ROW impacts, and road closures as well as minimize disruption to travelers and commerce. The ABP encourages streamlining, standardizing design and plan preparation while exploring innovative contracting and construction techniques.

Partnership is a hallmark of the ABP program – with contractors, innovators from other states and local communities. To date, 12 bridges have been rebuilt using the ABP since the program was established in 2012, with 13 planned in 2014.

www.i91wrj.vtransprojects.vermont.gov

A Vermont First!

LATERAL SLIDE CONSTRUCTION

A construction method known as a lateral slide, will be used to replace the I-91 Hartford Bridges for the first time in Vermont. The slide will take place over two weekends, one for each bridge, but there will be a lot going on at the bridge site before the new bridges are slid into place. Here's how the project will work.

In the spring of 2015, construction will begin under the existing highway bridges. A new foundation (piers and abutments) or substructure will be built for each bridge. In addition, the replacement superstructure (bridge deck and support beams) will be constructed on temporary supports right next to the existing highway bridges. Both I-91 bridges will remain in service while construction is going on underneath and next to the bridges. Travel lanes on US Route 5 will be reduced from three lanes to two, but traffic will still flow in both directions throughout construction.

Once the new foundation and decks are constructed, the lateral, or sideways slide, can begin. VTrans will close

a portion of the Interstate and reroute traffic onto the established detour route. Then the contractor will remove the existing bridge and slide the new superstructure into place on top of the substructure by physically pushing or pulling the bridge into place along lubricated rails.

One bridge, either the northbound or southbound bridge, will be moved at a time. This will require a short closure period of I-91 over one weekend while the bridge is moved into place. The other bridge will remain open while the slide is occurring. Once securely in position, the bridge will be reopened to traffic. The lateral slide will be repeated for the second bridge on another weekend. Traffic on I-91 will resume in both directions when the both bridges have been installed.

The lateral slide method was chosen because it will cause the least possible impact to the road users and the surrounding community.



Step 1: Construct superstructure next to existing bridges



Step 2: Detour traffic and demolish the existing bridge



Step 3: Slide the new superstructure into place and reopen the bridge

BETTER ROUTE FOR BIKES & PEDESTRIANS

Besides building new highway bridges, VTrans is working with the Town of Hartford to improve the roadway environment for bicyclists and pedestrians along US Route 5. The span of the interstate bridges will be designed to accommodate a future 5' sidewalk and 5' grass buffer along US Route 5.

During construction there will be some changes to the I-91 southbound onramp that may become a permanent fixture. Potential bicycle and pedestrian improvements are still being reviewed.

DETOUR ROUTE

Road closures and detours for this project will be limited to two weekends. The detour routes are still under investigation and not yet finalized.



Project External Website

- Public Facing
- Plans and presentations (Link sent to stakeholders)

Secure | https://outside.vermont.gov/agency/VTRANS/external/Projects/Structures/Forms/AllItems.aspx?RootFolder=%2fagency%2fvtrans%2fexternal%2fProjects%2fStructures%2f13

VERMONT

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VTrans Projects

Structures

Route Lookup

Structures

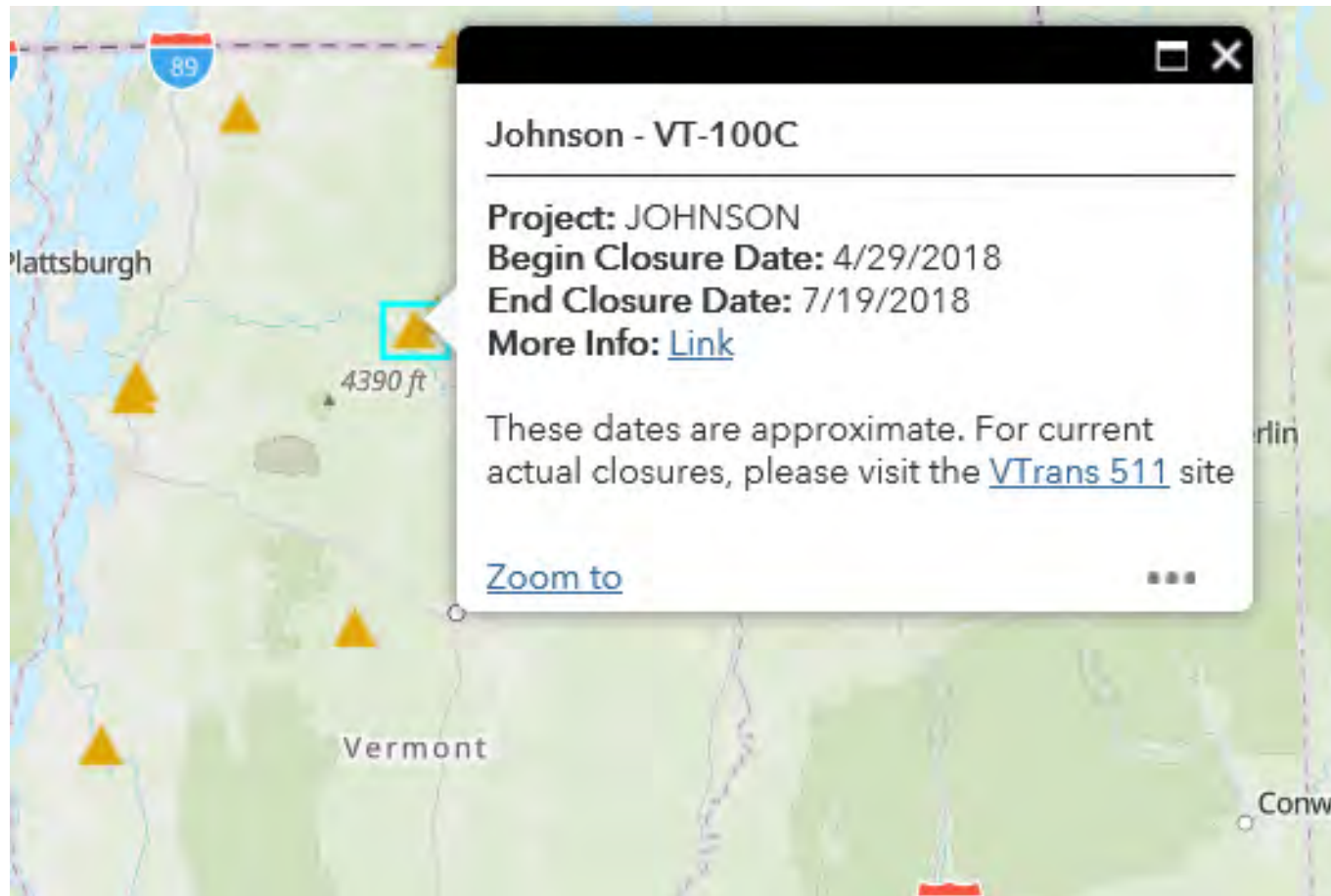
- Project List
- Project Documents**
- HSD
 - Project Documents
- Public List
- Site Contents

All Documents edit

✓	Name	Modified
	Guilford BF 0113(68) Factsheet	December 23, 2015
	Guilford BF-0113(68) - Final Plans	June 13, 2016
	Plans-Conceptual-2014-05-23	May 23, 2014
	Plans-Preliminary-2015-02-17	March 16, 2015
	Presentation-Alternatives-2013-12-12	December 16, 2013
	Scoping Report - Guilford(68)	October 29, 2013
	VTrans Response to Public Meeting 2014-04-21	April 21, 2014

Getting the Word Out

- ABP Promotional Videos
<https://www.youtube.com/user/VTransTV>
- Planned Road Closure Map



Providing Project Alerts During Construction

- Email updates, Front Porch Forum postings, and project websites

Subject: Traffic Alert: I-89 Middlesex SB Opening Delayed (9/19)

**Traffic Alert – I-89 SB Opening Delayed (9/19)
Middlesex – US 2 Bridge Replacement
IM 089-2(41)**

Project Location: Bridge 55 is located on US 2 in Middlesex approximately 1.9 miles east of the intersection of US 2/VT 100B and spans over Interstate 89 and the New England Central Railroad (NECR) line. This is a multi-year project with construction starting in 2016 and completion scheduled for 2018.

**Tuesday, September 19, 2017
5:30 AM**

The re-opening of I-89 Southbound between Exit 9-Middlesex and Exit 8-Montpelier will be delayed due to difficulty making final connections to the steel beams set overnight. EXPECT DELAYS ON US 2 EASTBOUND.

VTrans is *estimating* the interstate will be re-opened to one lane at the bridge project by 6:30 AM.

Motorists will continue to exit the interstate in Middlesex via Exit 9 and follow US 2-EAST to Montpelier and access I-89 southbound at Exit 8. US 2 is marked with signs as an alternate route.

Two-way traffic will be maintained on US 2 with occasional interruptions to allow equipment to access the site.

It is illegal in VT to use any handheld portable electronic devices while driving. The law carries fines of up to \$200 with points assessed if the violation occurs in a work zone.

Contact Francine Perkins, Project Outreach Coordinator, FRP Enterprises, LLC with any questions or concerns with regards to the project at 802-479-6994. Construction updates and project photos are posted at <http://www.us2middlesex.vtransprojects.vermont.gov/>.

Public Involvement Plan

Project Name and Number:	Richmond IM 089-2(52)	Project Manager:	Carolyn Carlson
Purpose and Need Statement:	<p>Purpose The purpose of this project is to provide a safe highway crossing on US Route 2 over Interstate 89 that can support all the anticipated vehicular loads and meets the functional needs of the corridor.</p> <p>Need The following are needs of Bridge 29 along US 2 over Interstate 89:</p> <ul style="list-style-type: none"> The bridge joints are in poor condition and are allowing water to run onto the bearings and pier caps. As a result, the bearings have heavy rust scale and section loss and the pier columns and caps have extensive deterioration. The piers have large areas of spalled concrete with exposed reinforcing steel. 		
Project Location:	Bridge 29 on US Route 2 over Interstate 89	Project Budget:	\$11,123,540 (Scoping Estimate including engineering costs)
Target Advertising Date:	Fall 2021	Target Construction Date:	Spring 2022-Fall 2023
Traffic Control Method (cross-over, alternating one-way, closure, etc.):	Traffic maintained on existing bridge	Traffic Control Date and Duration:	Spring 2022-Fall 2023
Detour Route:	N/A		
Legal Requirements:	<input type="checkbox"/> 502 Hearing, Minor Alterations (Confirm with Right of Way) <input type="checkbox"/> Act 250 (Confirm with Right of Way) <input type="checkbox"/> Resource Impacts, NEPA (Confirm with Environmental Section) <input type="checkbox"/> Environmental Justice, Title VI, ADA (Confirm with Civil Rights) <input type="checkbox"/> Other:		
Project Information Officer	Yes, who: TBD prior to construction		
Public Involvement Goal:	<input type="checkbox"/> Inform the public – Who will be affected, when, and in what ways? <input type="checkbox"/> Gather Input – What decision will be influenced by public input? <input type="checkbox"/> Build Concurrence – What are the different opinions?		
Outreach Evaluation Method (# of participants or comments, evaluation forms, surveys, etc.)			
Events for unique or special projects:	<input type="checkbox"/> Ground breaking <input type="checkbox"/> On-site tour <input type="checkbox"/> Project milestones event <input type="checkbox"/> Ribbon cutting, dedication, opening celebration, etc.		

Who's Responsible? Project Manager - PM Resident Engineer - RE Project Information Officer - PIO Other:	When	Communication Strategies	Recommended Strategies Based on Traffic Impact Severity + Capacity Loss		
			LOW	MEDIUM	HIGH
		New England Compass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Work Zone Signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		TSMO	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Message Boards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		VTransparency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Front Porch Forum	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		On The Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Social Media	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Fact Sheet/Website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Public Meeting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Public SharePoint Site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Engage a PIO	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Customer Survey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Custom Website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Press Release	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Radio Announcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Communication Tools	Contact	Definition/Notes	General Timeframe (may change based on project)			
			Project Definition	Design	Construction	Project Completion
New England Compass	ADT.HWYMOBIMC@vermont.gov	Send project information sheet & updates (i.e. rolling roadblocks, detours). Alerts post to New England Compass, Twitter, Facebook, and Waze.			<input type="checkbox"/>	<input type="checkbox"/>
Work Zone Signage	Resident Engineer / District / Contractor	Standard work zone signage, which could include message boards or static advance notice.			<input type="checkbox"/>	
TSMO	Traffic Operations Engineer	All closures should be reviewed by Transportation Systems Management and Operations (TSMO).		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Message Boards	ADT.HWYMOBIMC@vermont.gov	Send the situation, location, and draft message. Boards are 8 characters per 3 lines.			<input type="checkbox"/>	
VTransparency	Responsibility of project manager	VPINS/MATS data populates VTransparency. Review for other projects in the area for timing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Front Porch Forum	Outreach Coordinator	Statewide neighborhood specific letters, used to announce meetings or for traffic impact alerts. (2-4 day lead time needed)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On The Road	Outreach Coordinator	Weekly radio/newspaper report during construction season. Includes construction updates and maintenance activities. (Due Thursday AM)			<input type="checkbox"/>	<input type="checkbox"/>
Social Media	Marketing & Outreach Coordinator	Used to advertise public meetings, to post project status updates, to post videos or photos, or for live video.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fact Sheet/Website	Public Outreach Manager	All VPINS projects have an automated project fact sheet that also serves as a basic project website.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Meeting	Responsibility of the Project Manager/PIO	Check legal obligations. Coordinated with RPCs. Click-voting devices have been effective.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public SharePoint Site	Systems Developer	Structures and HSD can be used as a model.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Engage a PIO	Public Outreach Manager	Can be brought on as needed at any project stage.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Customer Survey	Responsibility of the Project Manager/PIO	Sent to stakeholders after project completion.				<input type="checkbox"/>
Custom Website	Public Outreach Manager	For large projects requiring additional information beyond the project fact sheet.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Press Release	Public Outreach Manager	Generally, for large projects or initiated by PIO.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Radio Announcement	Outreach Coordinator	Can be used for emergencies or additional information beyond On The Road, including Public Service Announcements.	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

	POSSIBLE STAKEHOLDER	CONSIDERATIONS MAY INCLUDE:	NEEDED FOR PROJECT?
VT/TRANS	Policy and Planning	Project benefits and costs, stakeholders	<input type="checkbox"/>
	Rail, Public Transit, Aviation	Consistency with statewide plans (policy, modal) and existing infrastructure	<input type="checkbox"/>
	Public Outreach	Outreach methods and use of a PIO	<input type="checkbox"/>
	Asset Management, Performance, Project Delivery	Consistency with asset management plans, other Agency projects planned in the area	<input type="checkbox"/>
	Construction and Materials	Compliance with design standards	<input type="checkbox"/>
	Maintenance and Operations	Maintenance requirements	<input type="checkbox"/>
	Municipal Assistance	Complete streets review, Context sensitive review	<input type="checkbox"/>
FEDERAL	Environmental Section	Environmental, historical, cultural impacts	<input type="checkbox"/>
	Civil Rights	Legal requirements related to workforce, Environmental Justice	<input type="checkbox"/>
	Federal Highway Administration	Compliance with Federal planning, design, and environmental regulations	<input type="checkbox"/>
	U.S. Fish & Wildlife Service, U.S. Forest Service, FRA, FTA, FAA	Environmental impacts and permitting Impact on other modes	<input type="checkbox"/>
STATE, REGIONAL, MUNICIPAL	Other Federal Agencies, e.g., Immigration and Customs Enforcement, Army Corps of Engineers	Compliance with regulations	<input type="checkbox"/>
	Agency of Natural Resources, Agency of Agriculture	Compliance with State regulations and existing permit conditions, i.e. stormwater	<input type="checkbox"/>
	Department of Housing and Community Development	Support of other State initiatives/programs (housing, economic development, safety, etc.)	<input type="checkbox"/>
	Department of Economic Development	Effect on downtown businesses tourism	<input type="checkbox"/>
	Public Safety, EMS	Safety considerations	<input type="checkbox"/>
	Regional Planning Commissions	Regional costs/benefits/impacts, consistency with regional plans, stakeholders	<input type="checkbox"/>
	Rail and Transit Operators	Consistency/coordination with regional plans, services and facilities	<input type="checkbox"/>
	State & Regional elected officials	Impacts on constituents	<input type="checkbox"/>
	Municipal planners, engineers, public works	Benefits and impacts and local context	<input type="checkbox"/>
	Municipal elected and appointed officials	Consistency with local plans & zoning	<input type="checkbox"/>
BUSINESSES, OTHER	Businesses and institutions in project vicinity, Chambers of Commerce, business organizations	Benefits and impacts, construction disruption, access to businesses	<input type="checkbox"/>
	Freight shippers	Business access, effect on delivery services (i.e. fuel, milk, shipping)	<input type="checkbox"/>
	Tourism	Effect on visitors to the state	<input type="checkbox"/>
	Private transit service providers	Disruption of service	<input type="checkbox"/>
	Ped/bike groups, Community groups, Transit Riders, Environmental groups	Special interests (e.g., bicycle or pedestrian features, environmental impact, etc.)	<input type="checkbox"/>
	Emergency service providers	Access to hospitals, detours	<input type="checkbox"/>
	Travelers using roadway	Travel time, delays	<input type="checkbox"/>



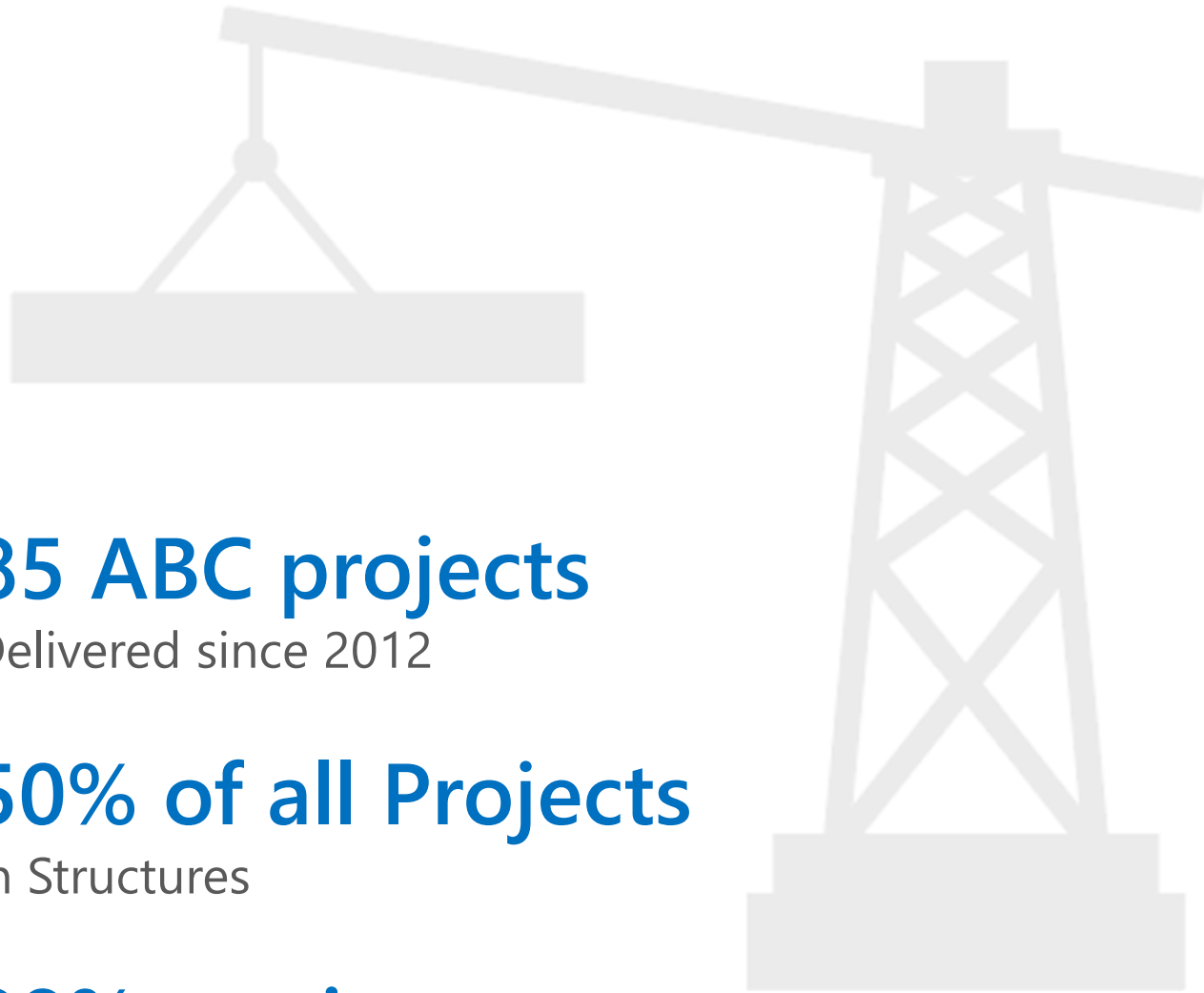
Accelerated Bridge Program Highlights

Six Years of Proven Performance

June 25, 2018



**Accelerated
Bridge
Program**
VTRANS



85 ABC projects

Delivered since 2012

50% of all Projects

In Structures

98% on time

Bridge openings

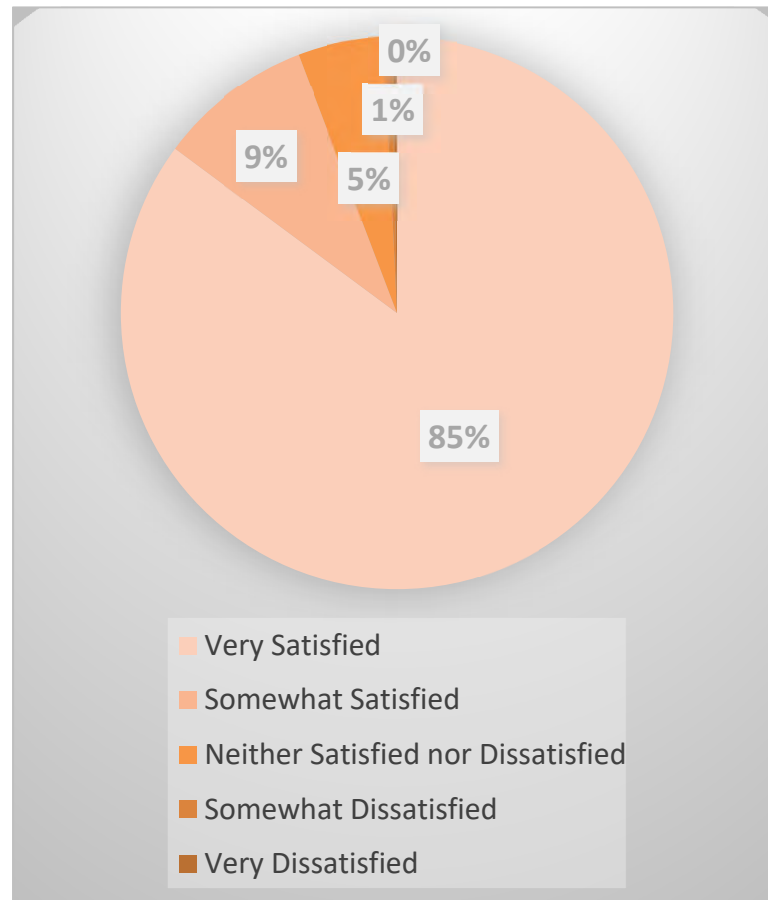


**Accelerated
Bridge
Program**
VTRANS

Customer Survey Results

- How satisfied were you with ABC?

397 Responses from 9 projects





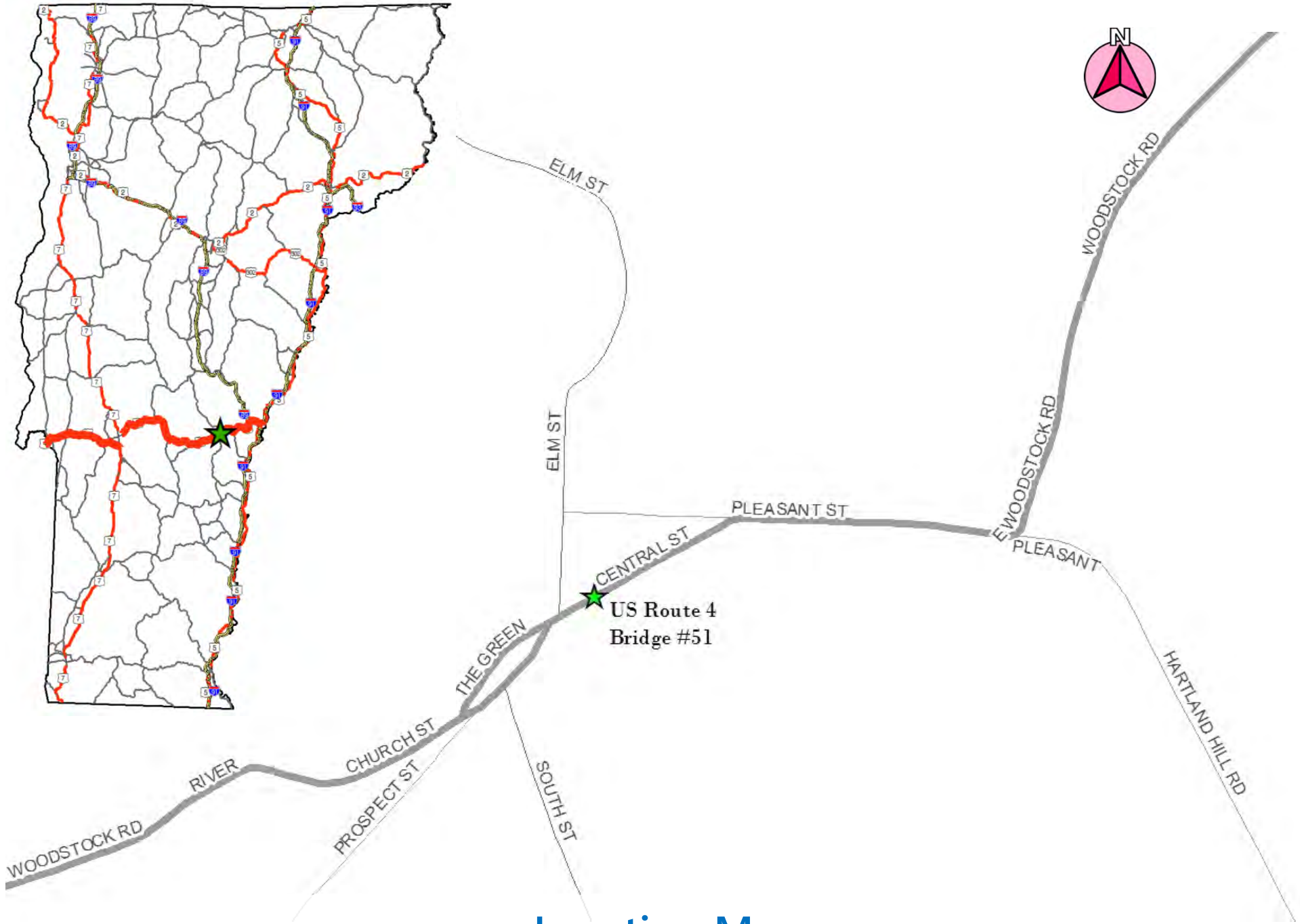
Woodstock Village BF 020-2(43)
US Route 4 – Bridge #51 over Kedron Brook



**Accelerated
Bridge
Program**
VTRANS

Woodstock, VT Project

- ABC projects can work in various locations and site constraints!!
 - ABC was the ideal method for the Woodstock Village Downtown area
- High level of public involvement
 - Alternative Presentation Meeting
 - Historic Railing Type Determination Meeting
 - Meeting at Final Plans Stage
 - Pre-Construction Meeting
- Town recognizes key stakeholders for project
- Businesses heavily involved throughout process



Location Map



Interview Question

- What was the major concern of the Town Select board for the reconstruction activities of bridge 51?

Construction Impacts to businesses

Looking East Over Bridge



Existing Conditions – Bridge #51

- Roadway Classification –Principal Arterial on NHS (Class 2 TH)
- Bridge Type –34' Long Concrete T-Beam Bridge
- Constructed in 1935
- Ownership – Village of Woodstock

Looking West Over Bridge

Interview Question

- Did you have a specific time of year that worked better to minimize impacts to businesses?

Early Spring

Existing Conditions – Bridge #51

- Bridge and approach are narrow
- Parking meters and signs are located within clear zone

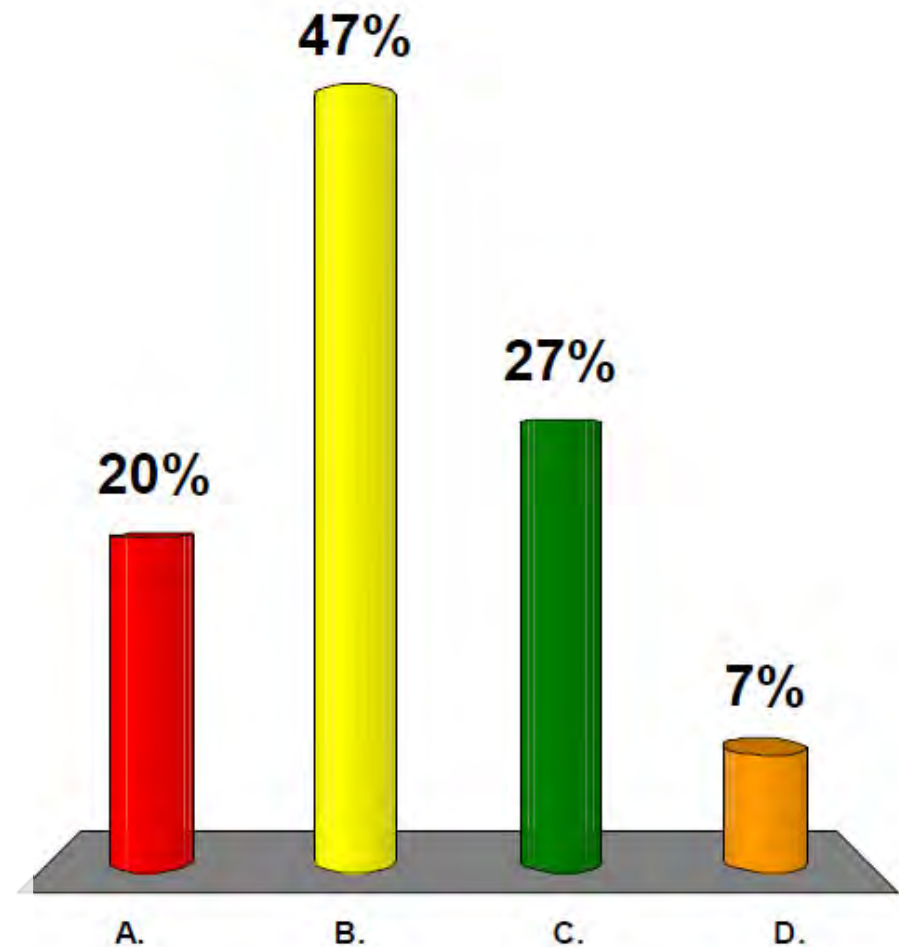
What would be the maximum acceptable length of closure for Bridge #51?

- A. 1 week
- B. 3 weeks
- C. 6 weeks
- D. 10 weeks

Interview Question

- Was there a length of closure period that was acceptable?

21 days was voted on at the alternatives presentation meeting





Interview Question

- What benefit did the public meetings have on the Community?

Opportunity to express concerns

07/02/2013

Precast Solid Slabs



Interview Question

- What was the overall reaction to the impacts of Construction on the Community? i.e. receive a lot of complaints?

Met Expectations

Woodstock Bridge #51

- Superstructure Replacement Project
 - Varied span length
 - Precast solid slabs
- Specified 21 Day Closure Period – 2018
opened 4 days early!



06/08/2018



06/08/2018



06/08/2018



06/01/2018 30



06/08/2018



06/08/2018



06/08/2018



06/08/2018

Bridge Open!



05/02/2018
32

For More Information

- VTrans Structures Website

<http://vtrans.vermont.gov/highway/structures-hydraulics>

- ACT 153 Legislation

<https://legislature.vermont.gov/assets/Documents/2012/Docs/ACTS/ACT153/ACT153%20As%20Enacted.pdf>

- ABP Promotional Videos

<https://www.youtube.com/user/VTransTV>

- VTrans Public Involvement Guide

<http://vtrans.vermont.gov/sites/aot/files/highway/documents/publications/VTransPublicInvolvementGuide2017.pdf>

- Woodstock Village Project SharePoint Site

<https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/13J280>



Laura Stone, P.E.
Structures Scoping
Engineer
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Questions?

Public Outreach/ABC Results