

# Burlington City Council Meeting

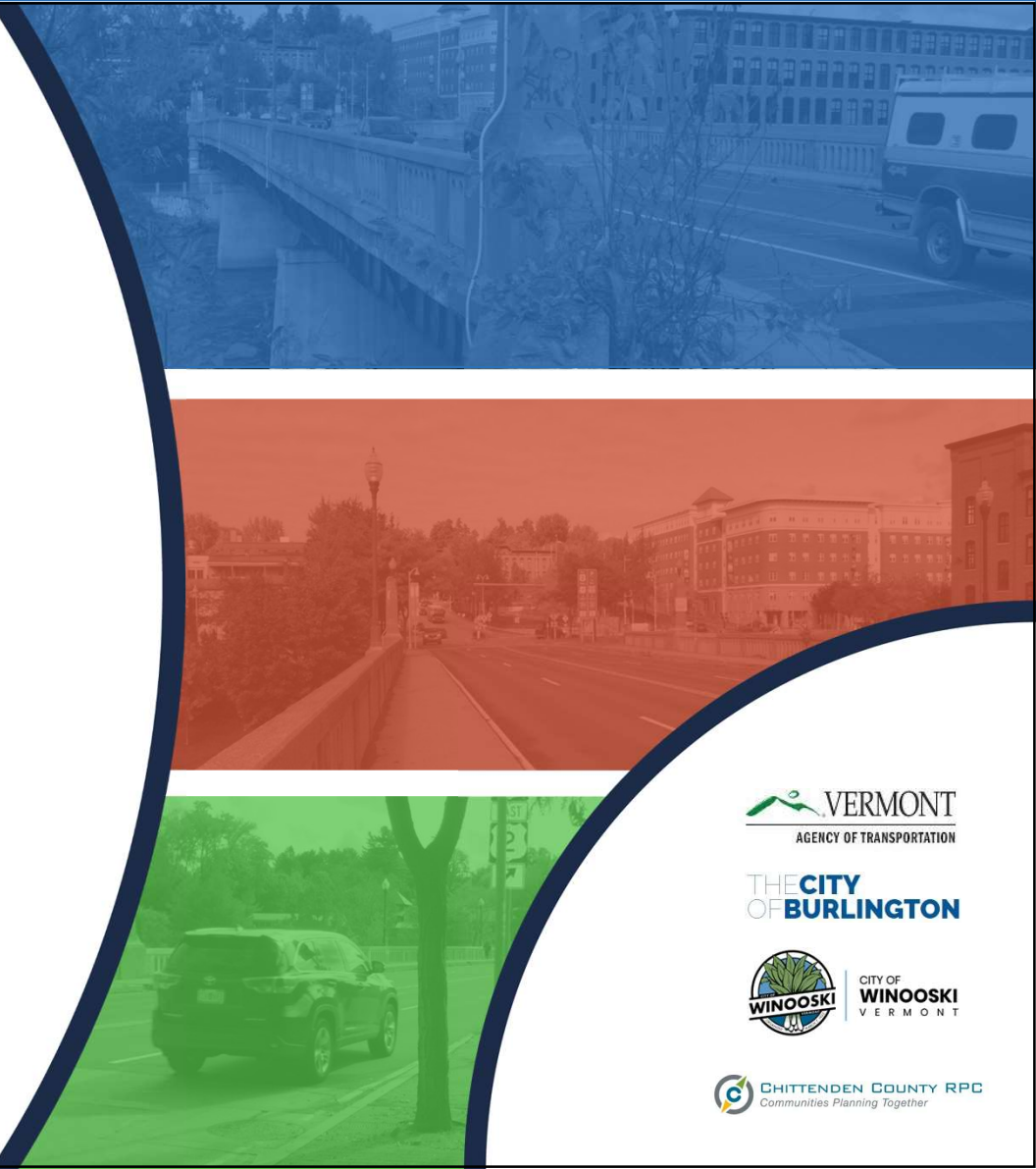
Burlington-Winooski BF RAIZ(2)  
Burlington STP 5000(29)

November 18, 2024

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**BURLINGTON  
WINOOSKI  
BRIDGE**



# Introductions

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- **Bob Klinefelter** – VTrans Structures Project Manager
- **Michael LaCroix** – VTrans Traffic Project Manager
- **Carolyn Cota** – VTrans Structures Program Manager
- **Josh Olund** – HNTB Structures Project Manager
- **Steve Spear** – HNTB Roadway Project Manager

# Agenda

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Meeting Purpose



Project Recap and Updates



Base Technical Concept



RFP Considerations



Next Steps

# Meeting Purpose

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- *To seek approval on the Base Technical Concept and the approach towards developing the contract documents.*





# Schedule – Current and Future

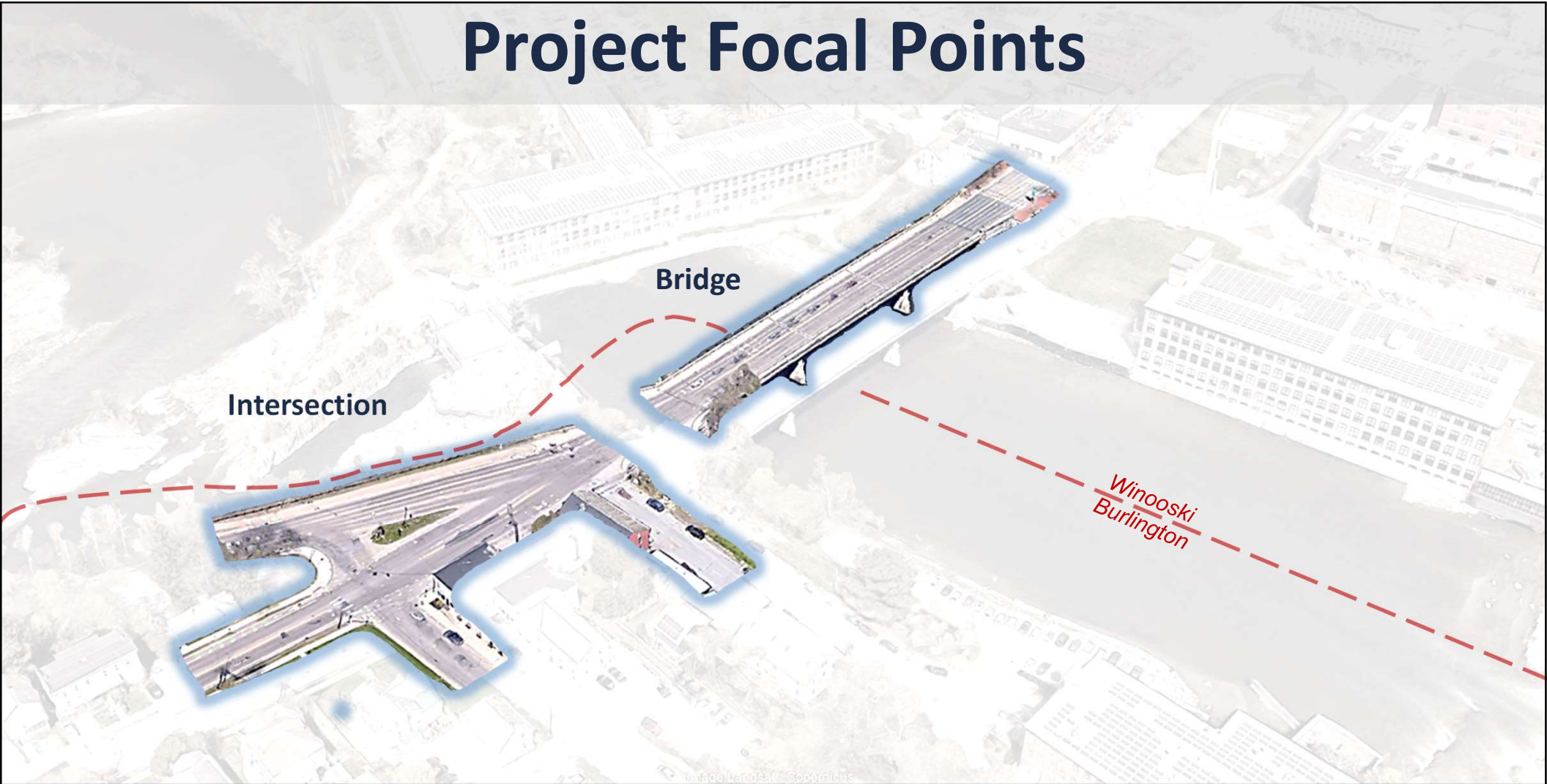




# Project Recap and Updates



# Project Focal Points

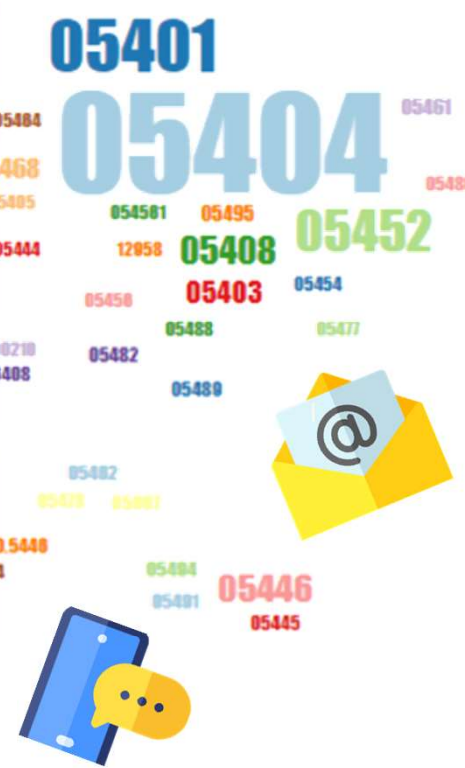


# Schedule – Past



# Coordination *(Since Spring 2023)*

-  Public Meetings
-  Local Government Meetings
-  Stakeholder Engagement
-  Website and E-Blasts
-  Travel Survey
-  Utility Coordination
-  Environmental Coordination



## Stakeholders Engaged:

- Burlington Electric Department
- Burlington Fire
- Burlington Telecom
- Burlington Walk Bike Council
- Chittenden County Sheriffs
- Colchester Rescue
- Consolidated Communications
- Comcast
- Downtown Winooski
- Essex Rescue
- Firstlight
- Green Mountain Power
- Green Mountain Transit
- Lake Monsters
- Local Motion
- Lumen
- Premier Coach
- St. Michael's Fire and Rescue
- State Police
- UVM CATS
- UVM Health
- UVM Police
- Vermont Division for Historic Preservation
- Vermont Gas
- Vermonters for People Oriented Places
- VTEL
- Winooski Alliance for Active Transportation
- Winooski Fire and Rescue



# Project Refinement

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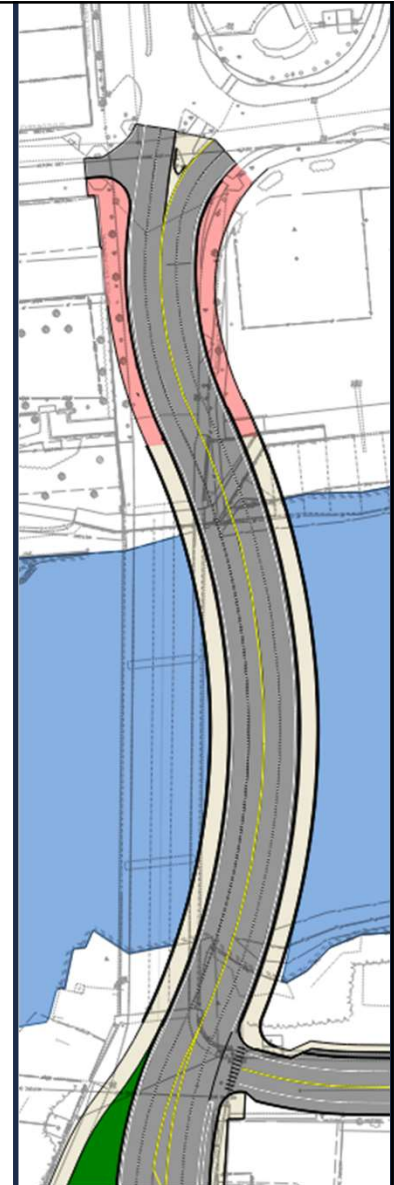
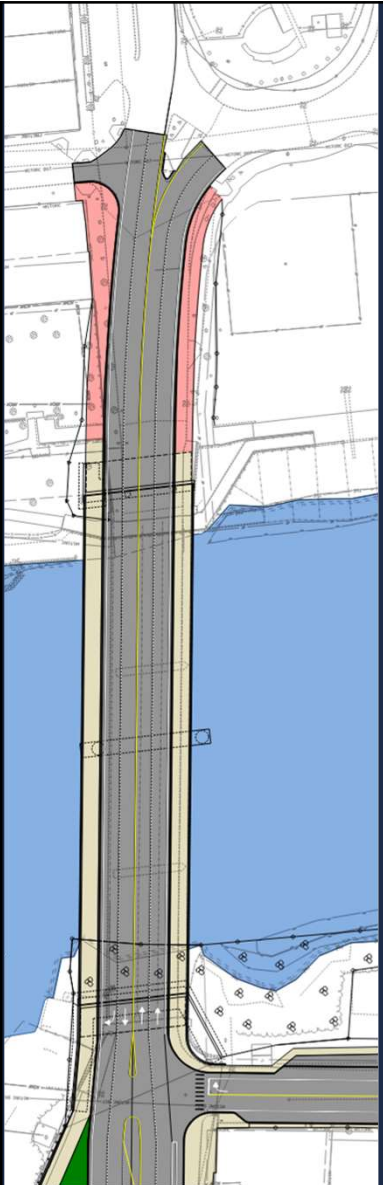
- Merge the Bridge and Intersection Projects
- Assess and Confirm Scoping Decisions
- Alternate Construction Phasing
- Alternate Traffic Management
- Intersection Configurations

# Alternate Alignments and Construction Methods




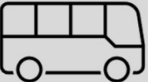
On-Alignment	<u>FEATURE</u>	Shifted Alignment
Tangent	Alignment	Curved
4	Lanes Detoured	2
4 - 6*	Detour Duration (Weeks)	16 - 24**
24 - 30	Construction Duration (Months)	24 - 30
No	Potential Under Bridge Path in Burlington	Yes

\* Detour duration is for a full vehicular closure (NB & SB traffic detoured)

\*\* Detour duration is for a partial vehicular closure (only SB traffic detoured)

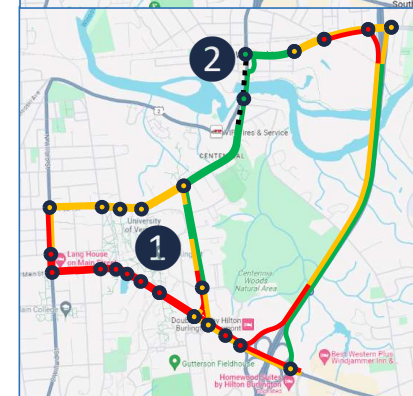
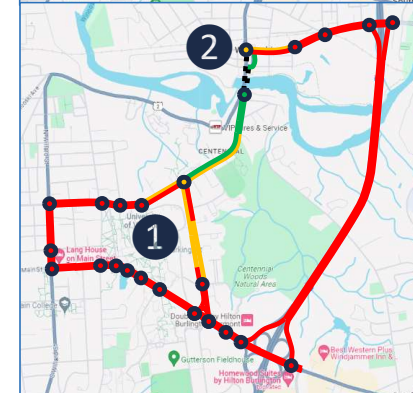
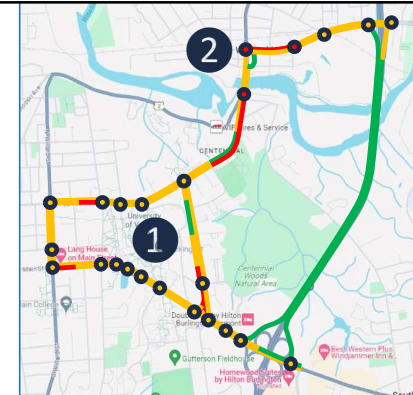
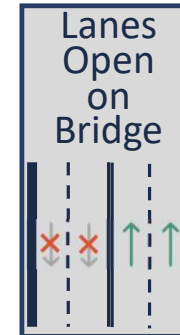
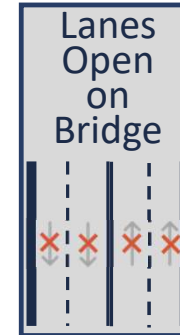
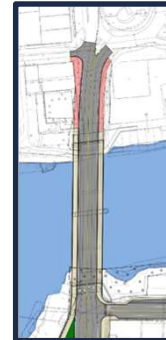
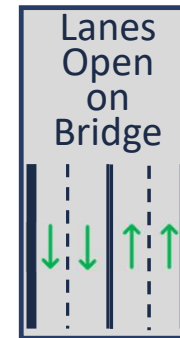


# Traffic During Construction

Summer Travel Time Between ① & ②			
① → ② (② → ①)	Existing Conditions	With Full Bridge Closure	With SB Bridge Closure
	4 – 7 min. (4 – 7 min.)	10 – 15 min. (7 – 12 min.)	4 – 6 min. (7 – 12 min.)
 	6 – 9 min. (5 – 8 min.)	12 – 22 min. (14 – 19 min.)	4 – 6 min. (12 – 15 min.)
	8 – 10 min. (8 – 10 min.)	18 – 25 min. (16 – 23 min.)	6 – 8 min. (14 – 21 min.)

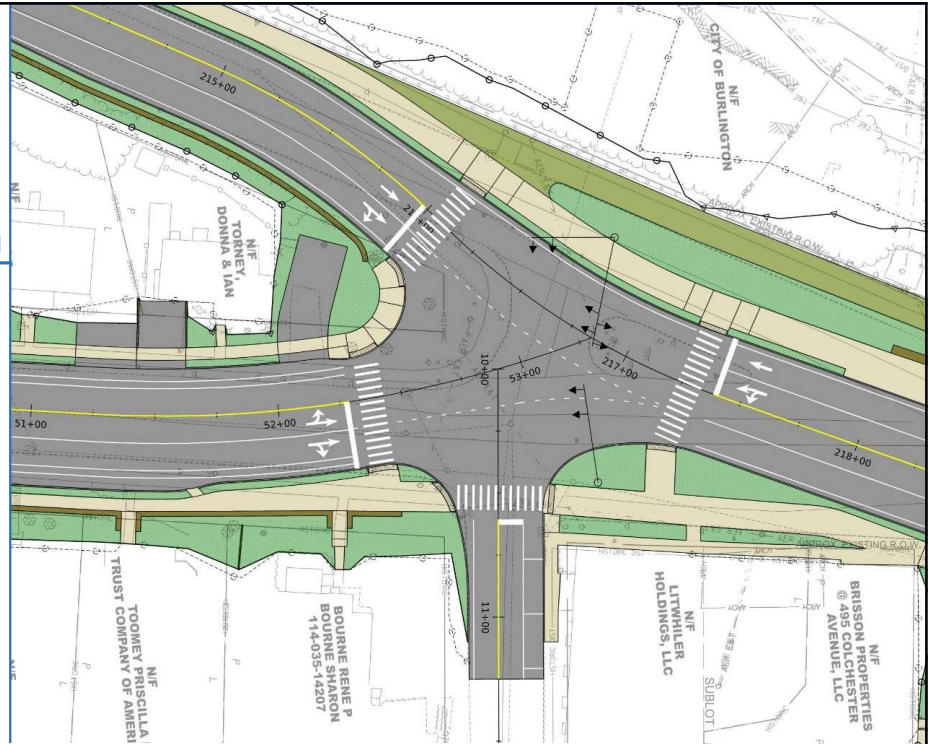
\* Trucks may experience additional 1-2 min. of delay

- ① UVM Medical Center
- ② Downtown Winooski





## Intersection Alignments



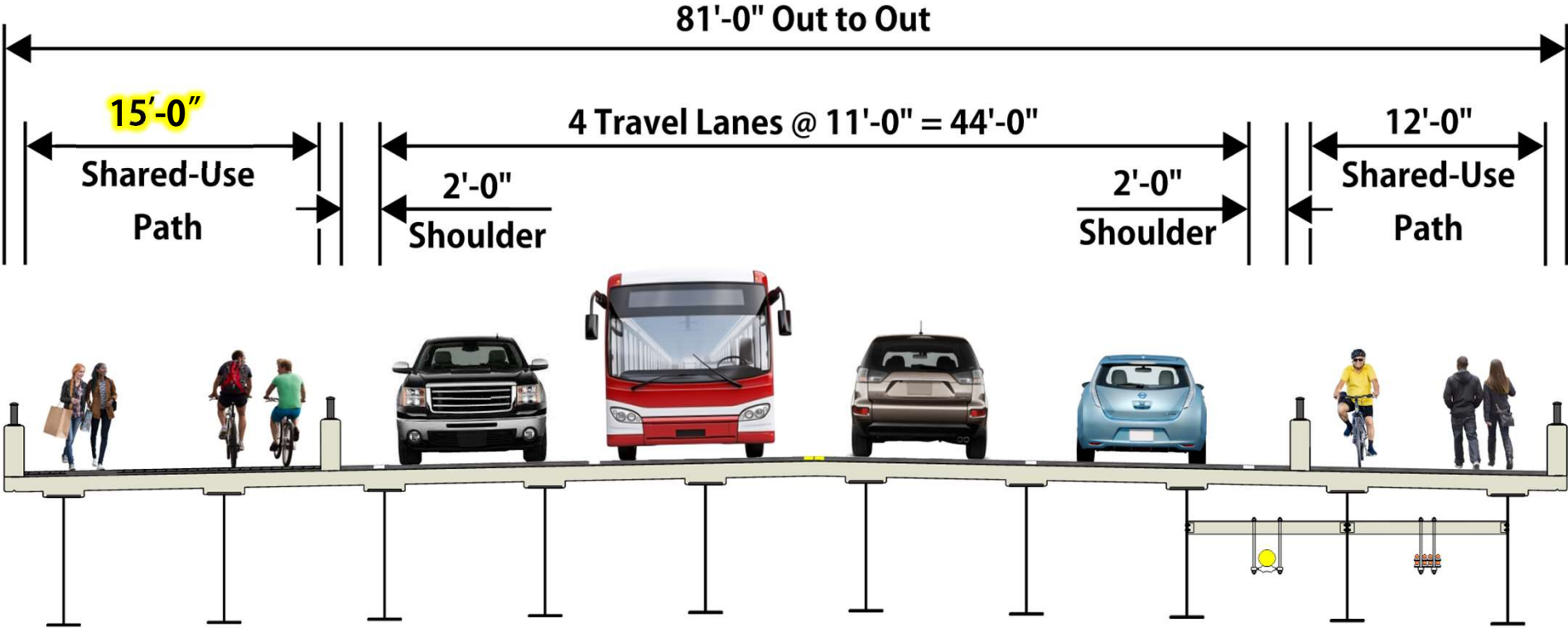
On-Alignment	<u>FEATURE/NEED</u>	Shifted Alignment
✓	Four-way signalized intersection	✓
✓	Simplify intersection, reduce conflicting movements	✓
✓	Manage Traffic Congestion	✓
✓	Improved mobility for bikes and pedestrians	✓
✓	Safety Improvement for all modes of travel	✓
✓	Shared use path extending through intersection	✓

# Base Technical Concept (BTC)





# Bridge Cross Section





*Existing Conditions*



*Conceptual Shifted-Alignment*



# View Looking North



*Existing Conditions*



*Conceptual Shifted-Alignment*



**View Looking South**





*Existing Conditions*



*Conceptual Shifted-Alignment*





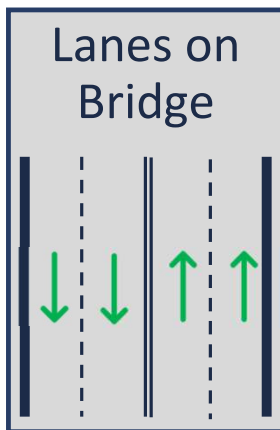
# Bridge/Intersection Continuity





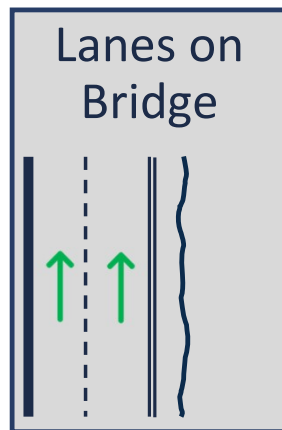
# Construction Progression

Partial Construction,  
Upstream of Existing  
Bridge



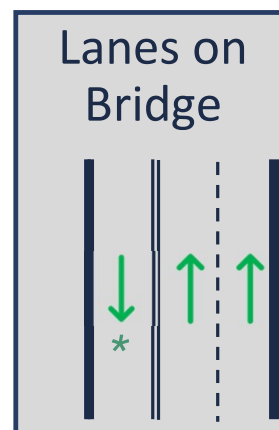
Existing  
Conditions

Remove Portion of  
Existing Bridge;  
Complete Upstream  
Construction



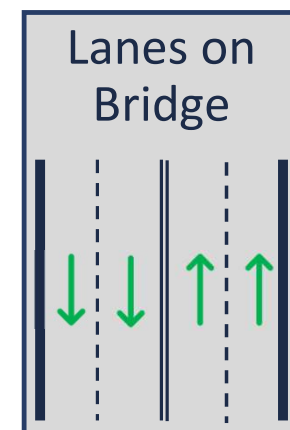
4-6 Months

Transfer Traffic;  
Complete Demolition;  
Complete Construction



12-16 Months

Fully Open Bridge;  
Site Restoration

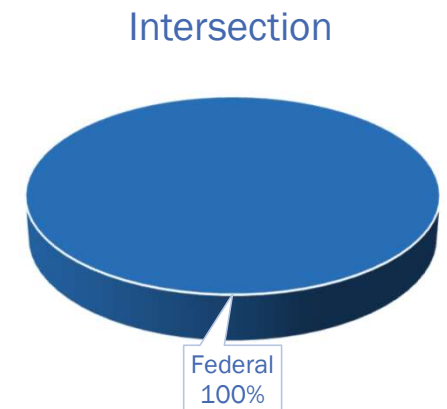
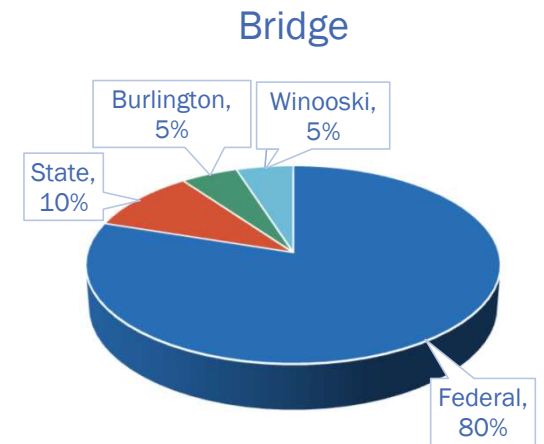


Final  
Conditions

\* Southbound to Riverside Avenue Only

# Project Costs and Funding

- Bridge Project Received a Federal RAISE Grant worth approximately \$24.8-million
- Total Bridge Project costs are estimated to be conceptually \$70 - \$80-million
- Total Intersection Project costs are estimated to be conceptually \$8 - \$9 million



# RFP Considerations



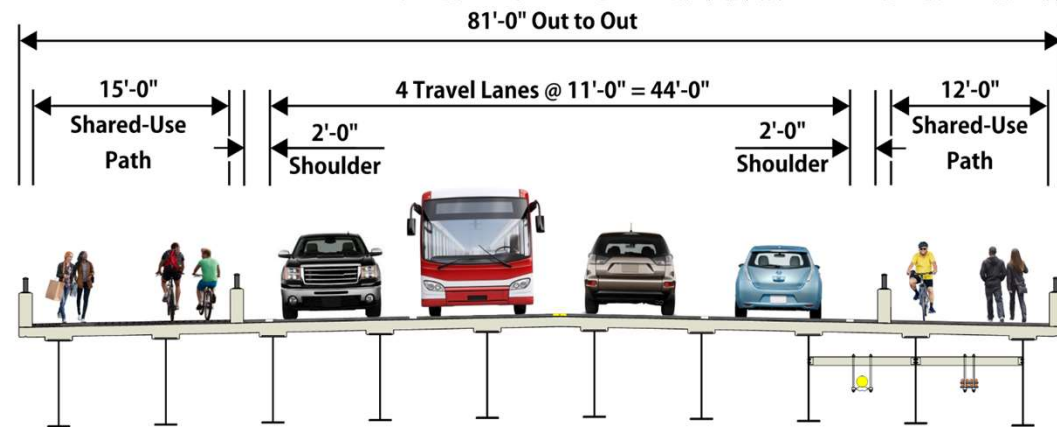
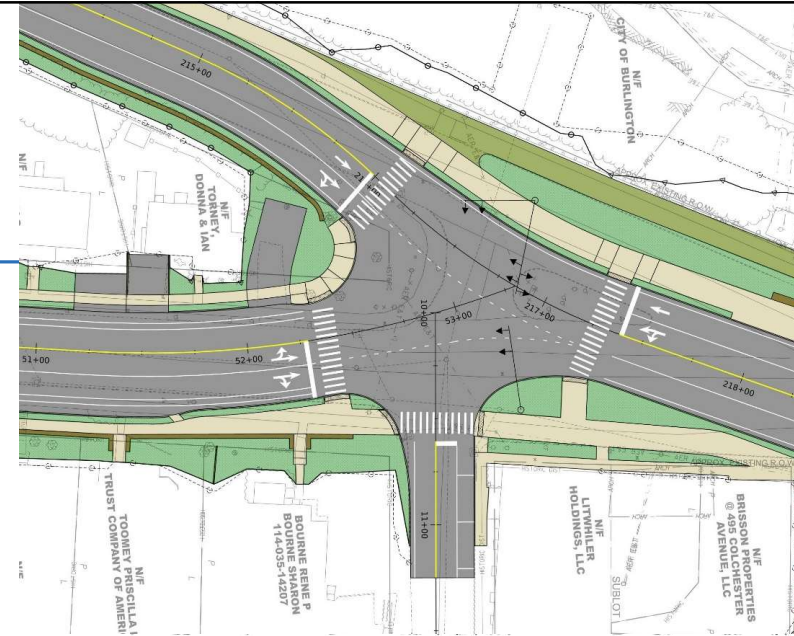
# Prescriptive vs Flexible Requirements

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- **Prescriptive**: Items or actions that are required within specifically defined parameters, without exception.
- **Flexible**: Items or actions that represent the nature and goals of the project and have established boundaries, but are not prescriptively defined.

# Prescriptive Requirement Examples

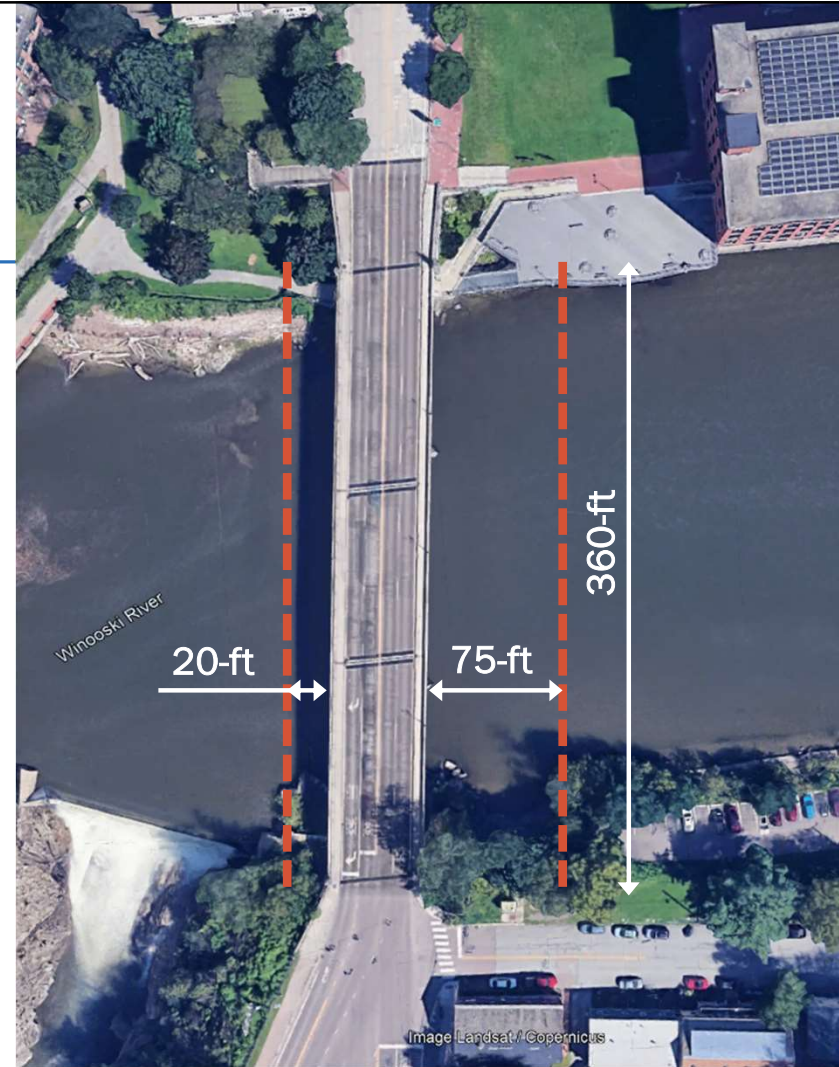
- Bridge Cross Section
- Two Span Bridge
- Minimum Hydraulic Opening
- Historic requirements
- Signalized Intersection

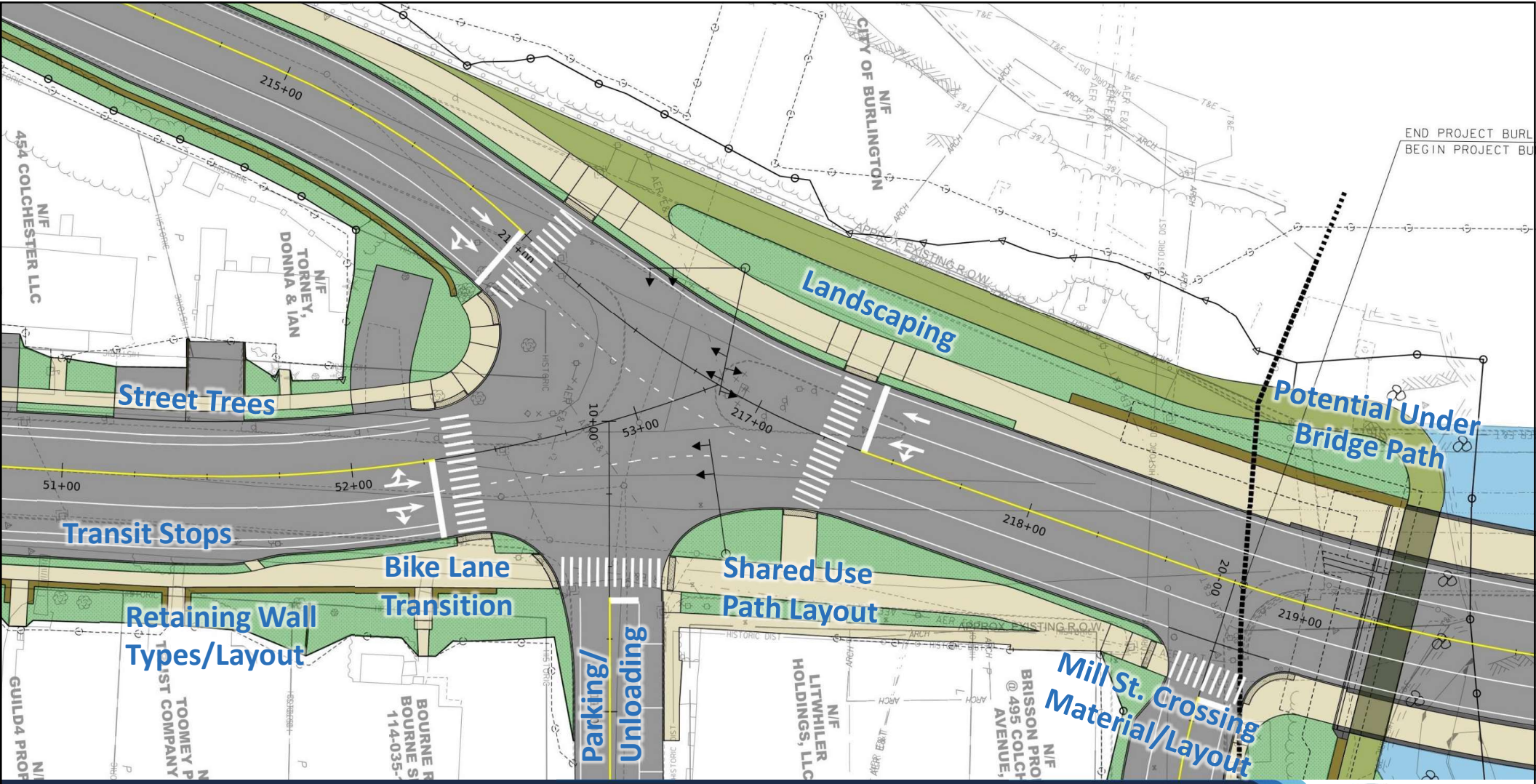




# Flexible Requirement Examples

- Approximately 360-ft Long
- Bridge Location/Alignment
- Girder Spacing
- Traffic Control/Schedule
- Pedestrian Phasing
- Sidewalk/greenbelt/shared use path materials
- Stormwater features





# Additional Considerations





Conceptual Shifted/Curved Alignment



Conceptual On-Alignment



**Intersection View**

# Next Steps



## Next Steps

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- Public Open House
- RFQ and RFP Development
- Continued Coordination for:
  - Right of Way
  - Environmental Commitments
  - Utility Relocation

# Questions?



**BURLINGTON  
WINOOSKI  
BRIDGE**



<https://burlingtonwinooskibridge.vtransprojects.vermont.gov/>

