

Agenda Summary June 24, 2026

Agenda Item No. B-3

Weeks Hill Road Bridge – Emergency Repairs, Load Restrictions and Reconstruction Recommendations

Summary: On June 11th at approximately 3:30PM, a localized structural failure of approximately a 3'x 4' piece of concrete bridge deck occurred in the southbound lane near the northern abutment of the Weeks Hill Road bridge over the West Branch (next to Mayo Farm Road and Quite Path bridge). Thankfully no injuries or vehicular damage have been reported. Highway Forman Daren Small deserves our thanks for both initial recognition and prompt action to immediately close the bridge to traffic. Upon further inspection, significant deterioration of the concrete deck along the underside of the center two of four bridge deck bays for the length of the bridge, compromising load transfer integrity and structural capacity was noted. Our initial response, with helpful assistance from Chip Percy and Dale E. Percy, Inc., was to deploy available steel plates, along with temporary signals, to reopen 1 lane with alternating one-way traffic. Then in conjunction with CCS Contractors, Inc., our current contractors on the North Hollow Rd bridge project, we devised and on 6/17, implemented additional steel plates and other interim measures to allow the re-opening to two lanes. **However**, with the additional dead load of the steel plates and a conditions-based load rating assessment and of the existing bridge was undertaken and a 5-Ton load restriction (10,000 LBS Gross Vehicle Weight - Passenger Vehicles Only) has been temporarily implemented and is recommended. Trucks will need to use Cape Cod, Mayo Farm and West Hill Roads as the primary truck detour route. To effectuate and enforce this weight restriction, the Selectboard need to pass a motion to restrict the weight limit, post the weight limit signs on the bridge and file a Notice of Weight Restriction with the Town Clerk.

The existing conditions have been studied further. We advise that the existing bridge deck is not salvageable. At a minimum, a full deck replacement is required. We further advise that the existing structural steel girders, which are 68 years old, have moderate levels of deterioration and minor section loss. These elements, without rehabilitation, reinforcements and development as composite sections with a new bridge deck, are deficient of current AASHTO Bridge Design Load Standards. The foundations are generally sound and in functional condition. A new cast-in place bridge deck on rehabilitated existing steel girders would also require a longer bridge closure period or a temporary bridge. Although possibly feasible, this is not deemed to be the most prudent project approach.

The other alternative considered, conceptually developed and recommended, is to undertake a superstructure reconstruction by removing the existing bridge deck and steel girders and replacing with 32" deep prestressed concrete NEXT beams, similar to those used on the Stagecoach Road and Nebraska Valley Road bridges, hopefully to be implemented in the late fall using accelerated bridge construction with a full bridge closure for approximately 4-6 weeks. We have secured a proposal (copy enclosed) from J.P. Carrara, Inc. of Middlebury, the only VT based manufacturer of the proprietary NEXT Beams, and they can accommodate a late fall delivery. Developing final design details and finding a bridge construction contractor willing and available to undertake the desired late fall construction, which could be a challenge and is not assured.

Town Plan & Policy Impact: N/A

Fiscal & HR Impact:

Cost Estimate:

Initial Emergency Response:	\$20K
Restoration of Two Lane:	\$50K

Maintenance of Two Lane – Equipment Rental:	\$50K
Design, Manufacture and Deliver PC NEXT Beams:	\$310K
Installation of Temporary Protections (River):	\$50K
Removal and Disposal of existing Bridge Deck:	\$80K
Removal and Salvage of existing Steel Girders:	\$20K
Abutment Modifications-Bearing Pedestals:	\$50K
Bearing Assemblies:	\$30K
Installation of PC NEXT Beams	\$50K
Closure Pours and Approach Slabs:	\$30K
Bridge Railings:	\$50K
Bridge Membrane:	\$20K
Bituminous Paving:	\$80K
Restoration:	<u>\$20K</u>

SUBTOTAL: \$910,000

10% CONTINGENCY: \$91,000

TOTAL ESTIMATED COST: \$1,001,000

SAY \$1.0M

HR Estimate:

This has been a significant HR event since discovery. The initial response included an estimated 60 person-hours of Highway and 20 for Public Works. The work associated with the Restoration of Two lanes was approximately 40 person-hours for both Public Works and Highway. Public Works has an estimated additional 40 person hours associated with condition assessments, load rating analysis, conceptual design and cost estimating to advance to this point. It has pretty much been all hands-on-deck for Public Works since discovery on 6/11 and, will be a significant effort going forward.

The uncommitted balance of the General Fund Capital Fund would be reduced by \$1,000,000 to \$802,927.

Recommendations:

Motion #1: Move to establish a Load Rating of 5 Tons on Town Highway Bridge #52 - Weeks Hill Road bridge over the West Branch and, direct staff to post the bridge and file the Notice of Load Restriction with the Town Clerk in accordance with state statutes.

Motion #2: Move to appropriate \$1.0M from the General Fund Capital Reserves for the Weeks Hill Road Bridge Superstructure Replacement Project.

Motion #3: Move to waive the bid requirements of the Purchasing Policy, award the proposal from JP Carrara & Sons, Inc for the Prestressed Concrete NEXT Beams in the amount of \$308,614 and, authorize staff to solicit and negotiate proposal(s) from VTrans prequalified bridge contractors for the proposed construction.

PROPOSAL

Date: June 19, 2026

To: **Town of Stowe, VT**
Attention: *Harry J. Shepard III, PE*
PO Box 730
Stowe, VT 05672

Telephone: 802-730-3773
email: *hshepard@stowevt.gov*

Project: **Weeks Hill Road Bridge over West Branch Little River**
Stowe, VT

Architect:
Engineer: Calderwood Engineering

WE PROPOSE TO design, fabricate and deliver F.O.B. jobsite the required structural prestressed concrete NEXT beam components for the Weeks Hill Road Bridge project located in Stowe, VT in accordance with project scope information received on 6/18/26 from the town of Stowe, VT, except as noted below for the total sum of Three Hundred Eight Thousand Six Hundred Fourteen & 00/100 (**\$308,614.00**).

SCOPE OF WORK:

Item No. 510.26 - Prestressed Concrete NEXT D Beams

- ♦ (02) Prestressed concrete NEXT 32D x 9'-6" wide x 63'-0" long with integral backwalls and 10"x24" curbs (wt = 134,000 lbs)
- ♦ (01) Prestressed concrete NEXT 32D x 9'-6" wide x 63'-0" long with integral backwalls (wt = 118,000 lbs)

Total Base Price F.O.B. Jobsite: \$308,614.00

INCLUSIONS:

1. Design and shop drawings of precast NEXT beam components with VT PE seal are included.
2. Lifting device design calculations with VT PE seal are included. **NOTE: All NEXT beams require a minimum 70-degree sling angle with the horizontal for handling and require equal loading on all lifters. Purchaser shall provide erection rigging materials and equipment to lift the components in this manner as required.**
3. Epoxy coated rebar is included for the NEXT beams, backwalls, and curbs.
4. Black prestressing strand is included for the NEXT beams.
5. VTrans approved 8,000 psi concrete mix is included.
6. Exposed aggregate finish is included at all grout joints.
7. ½" dia. coil inserts spaced at 3' o.c. in bottom of NEXT beam flange closure pour joints (each side) and (03) on each side of backwall closure pour joints are included for the attachment of formwork in the field.

RUTLAND, VT
Administrative Offices
Ready Mix and Aggregates
P.O. Box 60, Route 7
North Clarendon, VT 05759
TEL 802-775-2301
FAX 802-775-1048

MIDDLEBURY, VT
Precast/Prestressed Concrete
Ready Mix and Aggregates
2464 Case St.
Middlebury, VT 05753
TEL 802-388-6363
FAX 802-388-9010

CROWN POINT, VT
Ready Mix and Aggregates
TEL 518-597-3680

8. Freight to job site is included. All loads must be scheduled a minimum of (20) working days from the anticipated delivery dates established by the purchaser to allow sufficient time to obtain DOT permits, route surveys, police escorts and pilot cars as required. Purchaser shall provide firm, level, unrestricted access to and from the jobsite for JPC delivery trucks to operate under their power. This proposal is based upon on-time delivery of all precast components “to the hook” during normal business hours Monday thru Friday. Each load is allowed one hour on-site for unloading. Shipping is subject to all DOT permit restrictions. Temporary ramps required to span over bridges along the delivery route are excluded.

EXCLUSIONS:

1. Off-loading and installation of product, including, but not limited to, rigging materials, off-loading, setting, aligning, jacking, leveling, grinding, welding, grouting and patching (chips and spalls sustained during the erection process) of precast components are excluded.
2. Bearing pads assemblies and leveling shims are excluded.
3. Embedded railing anchor assemblies are excluded, to be supplied by others, installed by JPC.
4. Temporary bracing/shoring assemblies are excluded. Leveling weights, shims, backer rod are excluded.
5. Caulking, silane sealers and waterproofing are excluded.
6. Epoxy adhesives/grouts are excluded.
7. Onsite cleaning of precast components is excluded. Purchaser should expect some road grime on precast units as a result of product transportation to the jobsite.
8. Architectural finishes are excluded. Jobsite mock ups are excluded.
9. Verification of field conditions is excluded. Precast concrete shall be fabricated according to approved shop drawings developed from contract drawings and documents.
10. Protection of utilities, traffic control and police details are excluded.
11. Payment and performance bonds are excluded.
12. Applicable taxes are excluded.
13. Overtime and acceleration costs are excluded.
14. Actual, liquidated and consequential damages are excluded.

QUALIFICATIONS:

1. Manufacturing tolerances shall comply with PCI MNL-116. Since prestressed product camber is a result of the required design loads and span lengths, camber tolerances shall not apply.
2. Erection tolerances shall comply with industry tolerances published in PCI MNL-127 Edition 2 “Erectors’ Manual”.
3. Patching shall be acceptable providing the structural adequacy of the product is not impaired.
4. Precast component finishes shall meet PCI MNL-116, Edition 4 Standard Grade finish.
5. Shipping and erection schedules are subject to weather.

J.P. Carrara & Sons, Inc.

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Proposal: **Weeks Hill Road Bridge over West Branch Little River – Stowe, VT**

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6. Production, shipping and erection operations are based on working Monday through Friday 8 hours/day during normal business hours.
7. In the event the project is suspended or discontinued, JPC shall be entitled to payment for engineering, drafting, materials purchased and manufactured and other costs incurred.
8. Actual, liquidated and consequential damages shall not apply to this contract.
9. J.P. Carrara & Sons, Inc. is a VTrans approved fabricator and producer member of the Precast Concrete institute (PCI) as well as a participant in the PCI Plant Certification program.
10. ***This proposal shall be included in and become part of the contract between J.P. Carrara & Sons, Inc. and the Purchaser.***

ALTERNATES:

CONTRACT TERMS

Purchaser agrees to make payment to J.P. Carrara & Sons, Inc. (JPC) promptly in accordance with the terms specified herein. JPC shall be entitled to payment monthly for value of materials manufactured and stored in its yard. Said values shall be clearly stated and identified within the contract payment requisition schedule of values and incorporated as part of the contract between JPC and the Purchaser. JPC reserves the right to cease operations at any point in the performance of this contract if customer indicates its inability or refusal to make sufficient payment to keep its account current. Purchaser agrees to pay all costs and damages to date if this contract is cancelled before completion. If legal action is required to collect amounts owed JPC, JPC shall be entitled to its reasonable cost of collection, including attorney's fees.

No Retainage shall be held on this contract. Additional work performed by JPC shall be subject to cost plus 10% O&P.

Purchaser agrees to defend, hold harmless, and fully indemnify JP Carrara & Sons, Inc. against any loss, costs, claims, damages, and expenses it suffers as a result of neglect or default by the Purchaser or its agents or other subcontractors.

Acts of God. In any case where J.P. Carrara & Sons, Inc. experiences delays caused by or resulting from Acts of God, war, civil commotion, fire, flood or other casualty, labor difficulties, shortages of labor, materials or equipment, government regulations, unusually severe weather, pandemics, or other causes beyond it's reasonable control shall not be counted in determining the time during which work shall be completed, whether such time be designated by a fixed date, a fixed time or a "reasonable time," and such time shall be deemed to be extended by the period of such delay.

J.P. Carrara & Sons, Inc.:

Purchaser:

By: Joseph P. Carrara
Joseph P. Carrara - Director of Sales & Marketing

By: _____
(Duly Authorized)

Date: 6/19/26

Date: _____