## TOWN OF WAITSFIELD, VERMONT

# REQUEST FOR PROPOSALS

### Preliminary Engineering and Cost Estimate

Meadow Road Bridge Replacement — Structure No. 00024

**Issued: June 12th 2026**

**Proposals Due: July 23rd 2026, End of Day**

Issuing Authority and Point of Contact:

**York Haverkamp, Town Administrator**

Town of Waitsfield | 4144 Main Street, Waitsfield, VT 05673

york.haverkamp@waitsfieldvt.gov

(802) 496-2218

*The Town of Waitsfield reserves the right to reject any or all proposals, to waive informalities, and to cancel this solicitation if it is determined to be in the best interest of the Town.*

# Section I — Introduction and Project Overview

## 1.1 Purpose of this Request for Proposals

The Town of Waitsfield, Vermont (the "Town") is soliciting proposals from qualified civil and structural engineering firms to provide preliminary engineering services and to prepare a planning-level cost estimate for the replacement of the Meadow Road Bridge (Structure No. 00024), located on Meadow Road over the Mad River in Waitsfield, Vermont.

The purpose of this engagement is to produce a defensible, well-documented opinion of probable total project cost that the Town can rely upon to size and warn a municipal bond authorization to be placed before Waitsfield voters. This is not a final design contract. The selected firm will not be engaged to prepare construction documents under this solicitation; the sole deliverable is the preliminary engineering analysis and cost estimate described in Section II, together with the supporting presentations described therein.

The Town is the project owner. The Waitsfield Selectboard is the contracting authority, and the Town Administrator serves as the primary point of contact for all procurement activities related to this RFP.

## 1.2 Background and Existing Conditions

The Meadow Road Bridge (Structure No. 00024) carries Meadow Road over the Mad River, approximately 100 feet east of Vermont Route 100. It is a single-span steel girder structure originally constructed in 1955 and is a critical link in the Town's municipal highway network, providing access for local residents, agricultural operations, and emergency services.

The most recent inspection and load rating analysis prepared for the Town by DuBois & King, Inc. rated the structure in Poor condition (4 of 9 on the federal condition scale). Documented deficiencies include significant corrosion and section loss in the steel girders and floorbeams (with multiple perforations in the floorbeams), widespread deck cracking and spalling, failing drainage that is accelerating corrosion, and active scour undermining Abutment No. 1, accompanied by measurable settlement.

As a result of this deterioration, the bridge currently carries a posted load restriction (approximately 8 tons inventory). The analysis further indicates that, even in its original as-built condition, the structure was likely designed only to an H-15 loading standard - below the capacity required for modern fire apparatus and ambulances. If the bridge were closed to emergency vehicles, the nearest alternate crossing would require a detour of several miles.

The Town, thanks to Vtrans annual inspections and D&K load analysis memo, has determined that the existing structure has reached the end of its service life and intends to pursue full replacement with a new bridge meeting current codes and standards. Before committing to final design and construction, the Town requires a credible cost estimate sufficient to support a bond vote.

## 1.3 Project Objective

The objective of this engagement is a planning-level total project cost estimate, organized by component, that the Town can present to its voters with confidence. At a minimum, the estimate shall separately identify the cost of:

- Demolition and removal of the existing Structure No. 00024;
- Abutment and substructure work, including remediation of the documented scour at Abutment No. 1;
- Construction of a new single-lane replacement bridge with a separated pedestrian and bicycle walkway, designed to current codes and standards, with load capacity adequate for legal loads and emergency-response vehicles;
- Approach roadway, drainage, utility, and temporary traffic-control / detour work; and
- Soft costs, including final design engineering, permitting, geotechnical and survey work, hydraulic analysis, and construction administration.*

**Depending on site conditions, certain of these activities — particularly geotechnical, survey, and hydraulic investigation — may need to be performed during this engagement, rather than deferred to final design, in order to produce a reliable rebuild cost. Proposers should identify and price any such work as provided in Sections 2.1 and 3.2.*

# Section II — Scope of Work

The selected firm shall perform the following tasks. The level of engineering effort is that necessary to support a reliable planning-level cost estimate - not final design. Where the firm relies on assumptions in lieu of field data, those assumptions shall be clearly stated.

- Vtrans Bridge Inspection report: https://bit.ly/4vxPYbD
- DuBois & King Load Rating Memorandum: included as Appendix 1 to this RFP.

## 2.1 Review of Existing Information

Review the information already available to the Town, including the DuBois & King load rating and inspection materials for Structure No. 00024, any available record drawings, prior correspondence, and relevant VTrans structure data. The firm shall make full use of existing information so the Town is not charged to re-establish conditions that are already documented. The firm shall also identify any field investigations it believes are warranted to produce a reliable estimate, as further described in Section 3.2.

## 2.2 Site Reconnaissance

Conduct a site visit sufficient to confirm existing conditions, site access and staging constraints, approach geometry, utility presence, and the river and floodplain context relevant to a replacement structure and its cost.

## 2.3 Conceptual Design Basis

Develop a conceptual basis of design for a single-lane replacement bridge with a separated pedestrian and bicycle walkway, adequate to support cost estimating. The conceptual design shall reflect current applicable codes and standards, including the AASHTO LRFD Bridge Design Specifications and applicable Vermont Agency of Transportation (VTrans) standards, and shall assume a design loading and structure type that provides full legal load capacity together with reliable passage of emergency-response apparatus. The replacement structure shall provide a single travel lane meeting current town-highway design standards, together with a physically separated walkway sized for shared pedestrian and bicycle use in accordance with ADA requirements and applicable AASHTO and VTrans bicycle and pedestrian design guidance. The firm shall confirm that available sight distance on the approaches supports single-lane operation and shall identify the appropriate traffic-control treatment. The firm shall identify the recommended replacement structure type(s) and span arrangement, the typical section (travel-lane and walkway widths and the separation between them), hydraulic and scour considerations at the crossing, and the anticipated approach and roadway tie-in requirements, at a level of detail appropriate to a planning-level estimate.

## 2.4 Component Cost Estimate

Prepare an opinion of probable cost organized into the components identified in Section 1.3. Each component shall be presented as a discrete line so the Selectboard and voters can understand where the project cost originates. The estimate shall, at minimum, address:

- Demolition and removal of the existing structure, including disposal and any environmental handling;
- Substructure and abutment work, including scour remediation and any foundation improvements;
- The new superstructure and deck, sized for the single-lane-plus-separated-walkway typical section established in Section 2.3, including vehicular and pedestrian/bicycle railing, the walkway and its separation from the travel lane, bearings, and wearing surface;
- The separated pedestrian and bicycle walkway, presented as a discrete line item — including its structure, surface, railing, and separation from the travel lane — so that its incremental cost can be evaluated on its own and considered for bicycle/pedestrian or Transportation Alternatives grant funding;
- Approach roadway, drainage, guardrail, utility relocation/protection, and temporary traffic control or detour provisions; and
- Soft costs (final design, permitting, geotechnical, survey, hydraulic analysis, construction administration, and testing).

## 2.5 Contingency, Escalation, and Basis of Estimate

Because this estimate will be used to size a bond authorization, it must be appropriately conservative. The firm shall apply a contingency consistent with the planning level of the estimate and shall escalate costs to an anticipated construction year of 2028, reflecting the Town's anticipated schedule following a bond authorization vote. If the firm recommends a different escalation horizon based on the project schedule, it shall state its basis for doing so. The deliverable shall state the estimate classification and expected accuracy range (for example, an AACE-style class designation), and shall include a written basis of estimate documenting the assumptions, unit-cost sources, and exclusions on which the numbers rest.

## 2.6 Recommended Bond Figure

Based on the component costs, contingency, and escalation, the firm shall recommend a total project figure suitable for a bond authorization - that is, a figure that gives the Town reasonable assurance it will not need to return to voters for additional authorization to complete the project as scoped.

## 2.7 Deliverables

The firm shall deliver a concise written report presenting the conceptual basis of design, the component cost estimate, the basis of estimate, and the recommended bond figure. The report shall be suitable for public distribution and shall be provided in editable and PDF formats. The Town will own all deliverables upon final payment.

## 2.8 Meetings and Presentations

The firm shall include, at minimum, a project kick-off meeting with the identified Town team, a presentation of findings to the Waitsfield Selectboard, and participation in one public informational meeting in advance of the bond vote to explain the estimate to residents. Proposers shall identify the staff who would attend these meetings.

# Section III — Proposal Requirements and Submission

## 3.1 Proposal Content

To allow fair and consistent evaluation, each proposal should include the following, in order:

- A cover letter identifying the firm and an authorized signatory;
- A statement of the firm's qualifications and relevant experience, with emphasis on Vermont municipal bridge replacement and planning-level / bond-grade cost estimating;
- Identification of the project team, including the lead structural engineer and any sub-consultants, with roles and relevant experience;
- A description of the firm's proposed approach and methodology for producing the cost estimate, including how contingency and escalation will be handled;
- A proposed schedule consistent with Section V;
- At least three references for comparable work, preferably Vermont municipalities; and
- A fee proposal as described in Section 3.2.

## 3.2 Fee Proposal

Given the limited scope of this engagement, the fee proposal should be presented as a lump-sum or not-to-exceed amount, with a simple breakdown by task. Proposers are encouraged to identify any field investigations they believe are warranted to produce a reliable estimate — including but not limited to geotechnical borings, survey, hydraulic analysis, and hazardous-materials assessment of the existing structure — and to price each as a separately identified option, explaining how it improves the accuracy of the estimate. The Town is prepared to authorize investigations that meaningfully reduce the uncertainty in the cost estimate.

## 3.3 Submission Instructions

Proposals shall be submitted electronically to York Haverkamp, Town Administrator, at york.haverkamp@waitsfieldvt.gov, no later than July 23rd, 2026. The subject line shall read: "Meadow Road Bridge - Preliminary Engineering & Cost Estimate - [Firm Name]." Proposers are responsible for confirming receipt prior to the deadline. Proposals received after the deadline will not be considered. The cost of preparing a proposal is the sole responsibility of the proposing firm.

# Section IV — Consultant Selection

## 4.1 Review Process

Proposals will be received by the Town Administrator and opened in the presence of a second Town representative. The Town Administrator will compile the proposals for inclusion in a Selectboard meeting packet. The Selectboard will review the proposals, may request clarification from any firm, and will consider awarding a contract to the firm whose proposal it determines best serves the public interest.

## 4.2 Selection Considerations

In determining which proposal best serves the public interest, the Selectboard will consider each firm's qualifications and relevant Vermont bridge experience, its understanding of the project and its approach to producing a sound, bond-grade cost estimate, its proposed schedule, and its fee.

The Town reserves the right to weigh qualifications and approach more heavily than fee where doing so best serves the reliability of the estimate and the public interest.

## Section V — Project Schedule

The Town intends the following schedule. Dates are targets and are driven by the Town's goal of having a final cost estimate in hand in time to warn and place a bond authorization before the voters at November 3rd, 2026. Proposers should confirm their ability to meet these milestones or propose alternatives.

| Milestone | Target Date |
|---|---|
| RFP issued | June 12th, 2026 |
| Deadline for written questions | July 9th, 2026 |
| Proposals due | July 23rd, 2026 |
| Selection / notice to proceed | July 28th, 2026 |
| Draft cost estimate to Town | November 9th, 2026 |
| Selectboard presentation | November 30th, 2026 |
| Final estimate / public informational meeting | February |

## Section VI — Site Access and Pre-Proposal Coordination

The Town has not scheduled a formal pre-proposal site visit. The Meadow Road Bridge (Structure No. 00024) carries Meadow Road over the Mad River and is readily accessible for inspection from the public right-of-way; firms are encouraged to visit the site on their own to inform their proposals.

The Town Administrator welcomes the opportunity to meet with any interested firm at any time during the proposal period - to walk the site, discuss the project, or answer questions. Firms wishing to arrange a meeting or site walk should contact York Haverkamp, Town Administrator, at york.haverkamp@waitsfieldvt.gov. Meetings will be accommodated on a mutually convenient basis throughout the open solicitation period.

To ensure fairness to all proposers, any substantive clarification or new information provided during such a meeting that materially affects the scope, schedule, or requirements of this RFP will be documented and issued as a written addendum to all firms that have registered their interest.

## Section VII — Questions and Inquiries

All questions concerning this RFP shall be submitted in writing by email to the Town Administrator no later than the deadline stated in Section V. Questions and the Town's responses, along with any other clarifications or changes, will be issued as written addenda to all firms that have registered their interest. Only written addenda issued by the Town shall be binding; oral representations are not binding on the Town.

## Section VIII — General Terms and Conditions

Reservation of rights. The Town reserves the right to accept or reject any or all proposals, to waive informalities or irregularities, to request clarifications, to negotiate with one or more proposers, and to cancel or reissue this solicitation at any time if it is determined to be in the best interest of the Town.

No obligation. Issuance of this RFP does not obligate the Town to award a contract or to pay any costs incurred in the preparation of a proposal. All proposals become the property of the Town upon submission and are subject to the Vermont Public Records Act.

Public records. Proposers should be aware that materials submitted may be subject to disclosure under Vermont law. Any material a proposer believes to be exempt must be clearly identified; a blanket designation of an entire proposal as confidential will not be honored.

Independent contractor. The selected firm will perform as an independent contractor and not as an employee or agent of the Town. The resulting agreement will be governed by the laws of the State of Vermont.

Non-discrimination. The selected firm shall comply with all applicable federal and state non-discrimination and equal-opportunity requirements.

## Section IX — Insurance Requirements

Prior to executing an agreement, the selected firm shall provide certificates of insurance evidencing coverage in amounts satisfactory to the Town, including commercial general liability, automobile liability, workers' compensation as required by Vermont law, and professional liability (errors and omissions) appropriate to the scope of services. Specific limits will be confirmed in the contract.

*End of Request for Proposals*

ENGINEERING • PLANNING • DEVELOPMENT • MANAGEMENT

# MEMORANDUM – LOAD RATING

**To:** Town of Waitsfield (**Client**)
4144 Main Street
Waitsfield, VT 05673

**Attn:** York Haverkamp
E: york.haverkamp@waitsfieldvt.gov
T: 802-496-2218

**DATE:** 16 April 2026 **PROJECT No.:** 631281

**RE:** Meadow Road Bridge
Structure #00024
C3008 over Mad River
Waitsfield, VT

**VIA:** ☒ Email ☐ Fax ☐ Post ☐ Other

## PURPOSE & SCOPE

DuBois & King, Inc. (DK) was retained by the Town of Waitsfield (Town or Client) to perform a live load analysis of the subject bridge structure. DuBois & King, Inc. (DK) submitted a proposal (dated 16 Dec. 2025) to the above RFP.

This memorandum summarizes the current condition and load-carrying capacity of the Meadow Road Bridge and outlines potential paths forward for rehabilitation or replacement. The intent is to provide the Town with a clear understanding of the bridge's limitations relative to modern use and to support near-term decision-making.

## BRIDGE LOCATION

Meadow Road is an unpaved road that appears to be a direct East-West route between Main Street and North Road, which parallel one another. The Meadow Road bridge crosses the Mad River in the Town of Waitsfield, approximately 100 ft East of Route 100 (Main Street).

The next nearest river crossing to the North appears to be on State Route 100B, approximately 1 mile to the North of Meadow Road.

The next nearest river crossing to the South appears to be on Tremblay Road, approximately 2 miles to the South of Meadow Road. Tremblay Road also appears to be an unpaved road and the route from Meadow Road to Tremblay Road appears to require crossing a cover bridge over Pine Brook.

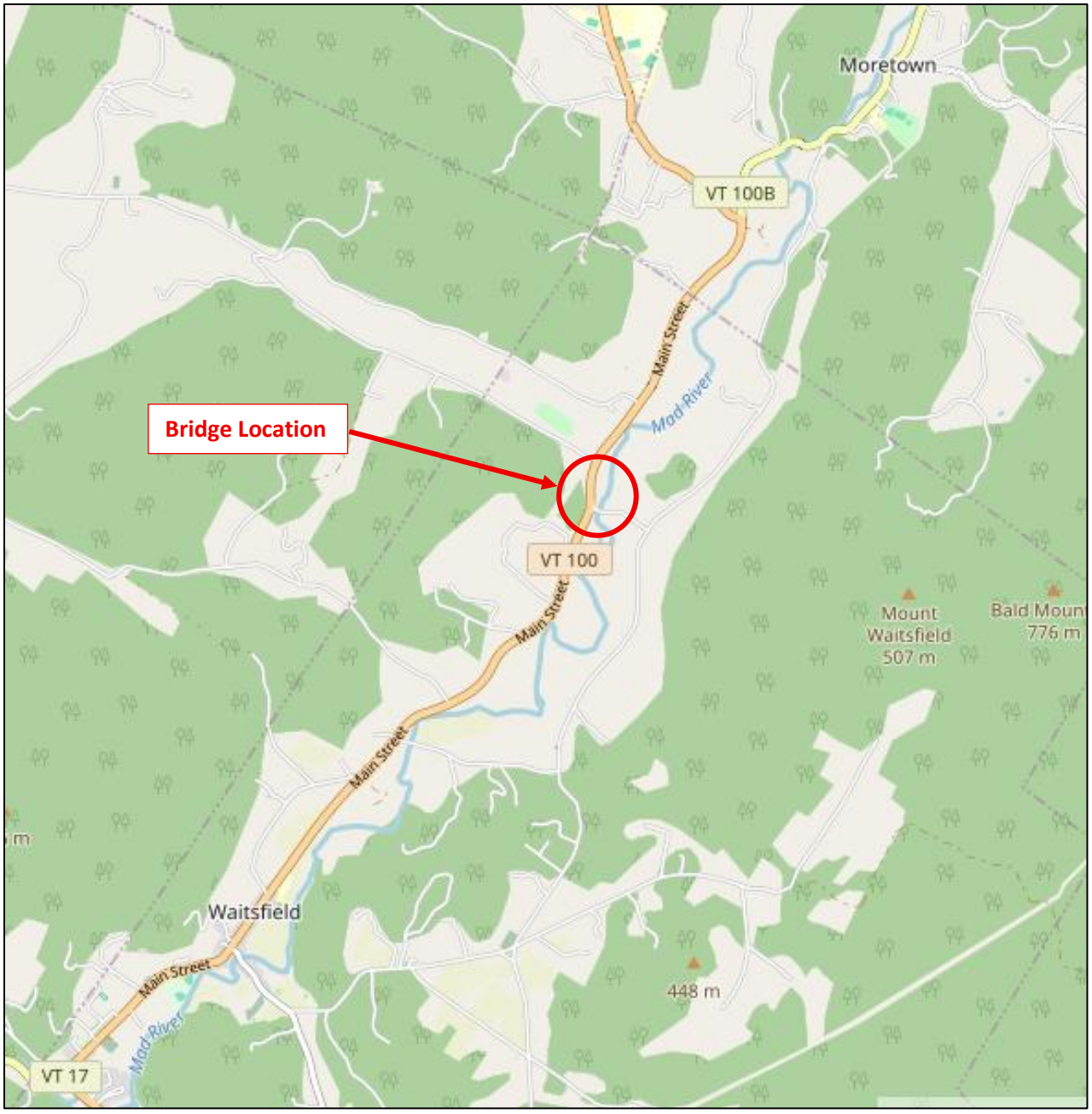


*Figure 1 Locus Map*

## EXISTING BRIDGE DESCRIPTION

Limited bridge information was available for review by DK. As-built drawings were not available. References reviewed by DK included the following:

- Inspection Report (dated 07/29/2025)
- Load Rating Summary Sheet (dated 12/04/2024)

Review of the inspection report information indicated the subject bridge is a single span, single lane girder-floorbeam structure. Traffic estimates were not included with the inspection report, but it is likely a low traffic volume bridge.

The bridge is located over Mad River in the Town of Waitsfield. Preliminary review of the location indicates that

the bridge crosses the Mad River relatively close to VT Route 100 (Main Street). The next closest crossing of the Mad River appears to be on Tremblay Road, approximately 1 mile to the South.

Pertinent information from the SNBI Data sheet is summarized as follows:

| IDENTIFICATION | |
|---|---|
| Bridge Number | 101216002412161 |
| Year Built | 1955 |
| **LOADS AND LOAD RATING** | |
| Design Load | Unknown |
| Load Rating Date | 12/6/2024 |
| Load Rating Method | LFR |
| Inventory Load Rating | 0.31 |
| Operating Load Rating | 0.53 |

| BRIDGE GEOMETRY | |
|---|---|
| Max Span Length | 78 ft |
| Bridge Width Out-to-Out | 13 ft |
| **COMPONENT CONDITION RATINGS** | |
| Deck Condition Rating | 5 – Fair |
| Superstructure Condition | 4 – Poor |
| Substructure Condition | 5 - Fair |
| Bridge Condition Rating | 4 – Poor |

The VTrans SNBI condition ratings follow the system of the NBIS / FHWA Coding Guide:

| Rating | Term | Meaning (condensed) |
|---|---|---|
| 9 | Excellent | No defects |
| 8 | Very Good | No problems noted |
| 7 | Good | Minor issues only |
| 6 | Satisfactory | Minor deterioration |
| 5 | Fair | Moderate defects |
| 4 | Poor | Advanced section loss / deterioration |
| 3 | Serious | Loss of section, local failures possible |
| 2 | Critical | Advanced deterioration, immediate action |
| 1 | Imminent Failure | Structure nearly failed |
| 0 | Failed | Out of service |

**Notable deteriorations** included in the inspection report are as follows:

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**Concrete Deck (Primary FEMA-related issue)**

- Widespread cracking with efflorescence and leakage
- Underside saturation + heavy rust staining (active leakage paths)
- Deep spalling/scaling up to ~2–3 in., with exposed reinforcing
- No wearing surface → direct deterioration of structural deck
- Unsound asphalt patches (delaminating / missing)
- Deterioration worst in wheel paths

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**Superstructure (Major concern)**

- Heavy corrosion and section loss in girders:
    - Up to ~3/16" section loss in webs/flanges

    - Corrosion concentrated at lower webs/flanges (debris zones)
- Protective coating failure (peeling, flaking - active corrosion)
- Significant deformation issues:
    - ~3-3/4" lateral sway
    - ~3/4" twist in one girder

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**Floorbeams (Critical deterioration)**

- Widespread corrosion from debris + deck leakage
- Multiple perforations at girder connections (some quite large)
- Documented examples:
    - Up to ~9" long perforations
    - Numerous smaller perforations across nearly all beams
- Ongoing section loss and active deterioration

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**Bearings**

- Rust scaling and pitting
- Heavy debris accumulation (functionally buried)
- One anchor bolt severed

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**Substructure / Scour (Abutment #1 – major concern)**

- Active undermining over ~12 ft length
    - Depth up to ~13 in.
    - Penetration up to ~2+ ft
- Measured settlement (~3/8")
- Minimal protection (silt/sand foundation, limited riprap)
- Continued scour vulnerability

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**Channel / Hydraulic**

- Minor–moderate scour at Abutment #1
- Some stone buildup upstream
- Channel generally stable but localized instability at abutment

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**Drainage System**

- Steel deck drains in poor condition
    - Heavy section loss
    - One nearly failed (about to rust off)
    - Others developing perforations
- Contributing to:
    - Deck leakage
    - Floorbeam corrosion

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**Wingwalls / Abutment #2**

- Generally fair to satisfactory
- Some voids in laid-up stone
- Not a primary structural concern

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## LIVE LOAD RATING - VTRANS

VTrans staff has performed a live load rating of the as-inspected (deteriorated) structure in December 2024. The Load Rating summary sheets comments include the following comments:

- 36WF194 girders
- 12WF40 Floorbeams
- Yield Strength = 33 ksi
- Girders braced equivalent to 1 brace at midspan
- Floorbeam #0 and #9 had significant web deterioration and were neglected from the rating
- At the rest of the floorbeams, 15% reduction was taken at the floorbeam webs

The sheet indicates that the Concrete Deck was evaluated using Load Factor methodology (LFR). And the Foor Beams and Thru Girders with Working Stress (Allowable Stress, ASR). Detailed ratings were not provided, but controlling ratings are tabulated as follows:

| Element | Design Vehicle | Rating Method | | Rating Factor | Rating Vehicle Weight |
|---|---|---|---|---|---|
| **(not indicated)** | **HS-20 (36 ton)** | **LFR** | Inventory | 0.31 | 11 ton |
| | | | Operating | 0.53 | 19 ton |

The summary sheet also indicates that the Electronic File (Excel) is available, but this information was not included with the summary sheet.

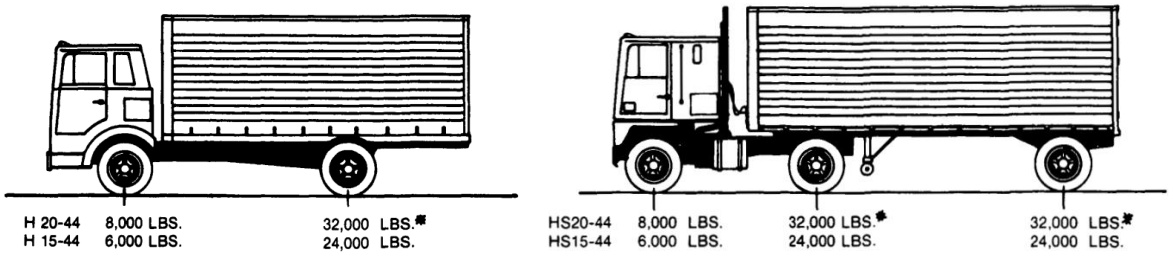
## LIVE LOAD RATING – DK (AS-BUILT)

DK performed live load rating analyses, following AASHTO Manual for Bridge Evaluation (MBE) procedures for the steel girders and floorbeams using PennDOT BAR7 software. Both Inventory and Operating ratings were calculated for the steel members in an as-built (non-deteriorated) condition.

In AASHTO, the Inventory (INV) Rating represents the load level that can safely utilize the bridge for an indefinite period without causing overstress or reducing the expected service life of the structure.

Operating (OPR) Rating represents the maximum permissible load level that can safely utilize the bridge for occasional use without causing failure.

The ratings were conducted using an assumed H-20 (a two-axle, 20 ton design truck) wheel load applied to the timber deck and both H-20 and HS-20 (3-axle, 36 ton design truck) applied to the stringers.




The calculated rating factors are summarized in the table below.

| RATING SUMMARY (AS-BUILT) | | | | | |
|---|---|---|---|---|---|
| Element | Design Vehicle | Rating Method | | Rating Factor | Rating Vehicle Weight (tons) |
| **Thru Girder** | **H-20 (20 ton)** | **LFR** | **INV** | 0.70 | 13.9 |
| | | | **OPR** | 1.16 | 23.2 |
| | **HS-20 (36 ton)** | **LFR** | **INV** | 0.52 | 18.7 |
| | | | **OPR** | 0.87 | 31.2 |
| **Floorbeam** | **H-20 (20 ton)** | **LFR** | **INV** | 0.74 | 14.8 |
| | | | **OPR** | 1.23 | 24.6 |
| | **HS-20 (36 ton)** | **LFR** | **INV** | 0.75 | 14.8 |
| | | | **OPR** | 1.23 | 24.6 |

The construction date (c. 1955) would suggest that the 1949 version of AASHO (predecessor of AASHTO) was likely used as a basis for design. The live load design vehicle common in this edition would have been the H-15 or HS-15 design truck. Based on the construction era and calculated Rating Factors and (above), the bridge was likely designed for an h-15 design truck.

## REHABILITATION RECOMMENDATIONS

The inspection report (2025) explicitly notes that the following repairs were **strongly recommended** and considered required to extend the life of the bridge.

**Superstructure (Girders)**

- Report explicitly states, "Beams should be considered for replacement or have repairs completed."

**Floorbeams**

- Report explicitly states, "Floorbeams need repairs or to be fully replaced in near future."

**Substructure (Abutment #1 / Scour)**

- Report explicitly states, "Scouring and undermining… needs to be repaired to ensure adequate foundation support and prevent further loss of material… and further settlement."

These additional recommendations are also implied in the report, though should be considered **secondary** to the above.

**Concrete Deck**

- Report implies deck repair, overlay, or replacement for the near future.

**Drainage System**

- Report implies drain replacement (root-cause mitigation of leakage) is recommended for the near future.

**Bearings**

- Report implies that cleaning, repair, possibly reset or replacement should occur in the near future.

**Protective Coatings**

- Report implies that steel (if remaining) should be blast cleaned and recoated.

## CONCLUSION / NEXT STEPS

The 78-ft single span bridge (as-built condition) appears to have been designed for an H-15 design truck. Modern emergency vehicles (e.g., fire apparatus and ambulances) are significantly heavier than this design loading—often approaching or exceeding the effects of current AASHTO rating vehicles—indicating that the bridge was not designed for typical present-day emergency response demands.

As discussed above, if the Meadow Road bridge were not passable by emergency vehicles, the location would likely require a detour between 2 and 4+ miles.

It is recommended that the Town first evaluate and rate the functional requirements of the structure. This would include desired load capacity at the crossing and determining the desired level of rehabilitative efforts.

**1. Replacement Option**

A complete superstructure and substructure replacement would likely be the most expensive rehabilitative option, but also the most extensive. This approach would likely require the following steps:

- Geotechnical (boring) study
- Hydraulic & Hydrologic study
- Preliminary bridge (complete replacement) and roadway design
- Final bridge and roadway design
- Extensive permit applications
- Roadway closure during construction

**2. Rehabilitation Option**

If the Town determines that a lower load capacity (consistent with the original bridge design intent) is acceptable for the road, rehabilitative efforts should be conducted to extend the useful life of the bridge.

This approach would be relatively less costly than a complete replacement, but would still require substantial structural repairs and may include the following efforts:

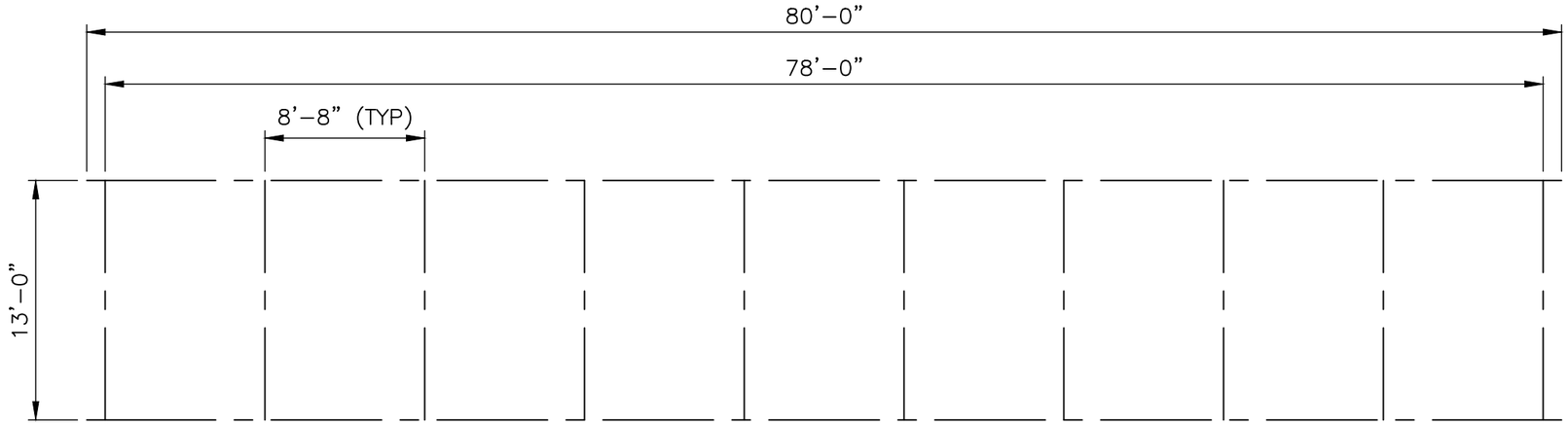
- Scour remediation design
- Preliminary bridge (in-kind superstructure replacement) design
- Final bridge design
- Likely reduced permitting efforts
- Reduced roadway closure during construction

For both options noted above, funding, live load design, and requirements should be considered and evaluated prior to selecting a particular approach.

DK is available to assist with additional design considerations.

Please let us know if you have any comments or require further information.

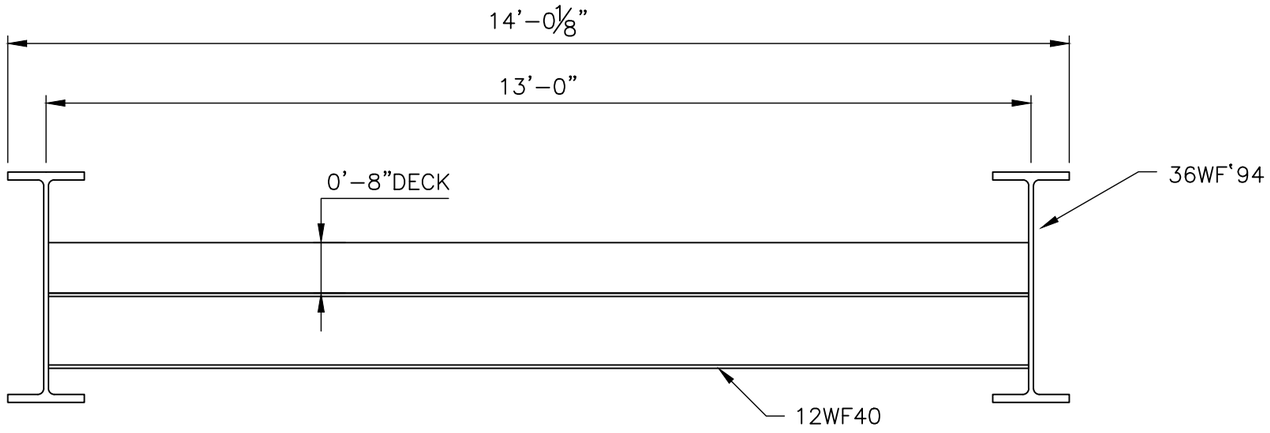
ATTACHMENTS: Bridge Sketch




## FRAMING PLAN

SCALE: 1/8"=1'-0" (IN FEET)

0 4' 8' 16'




## BRIDGE SECTION

SCALE: 1/2"=1'-0" (IN FEET)

0 1' 2' 4'

GENERAL NOTES

1. AS–BUILT DRAWINGS WERE NOT AVAILABLE AT THIS TIME. ALL DIMENSIONS AND STEEL SECTIONS ARE APPROXIMATE AND NOT BEEN FIELD VERIFIED.
2. AS–BUILT CONDITIONS ASSUMED.
3. MATERIALS
   STEEL Fy = 33 ksi

DuBois & King inc.

www.dubois-king.com



**NOT FOR CONSTRUCTION**

D&K PROJECT # 631333
DATE 27 FEB. 2026
PROJ. ENG. AKH
DRAWN BY AKH
CHECK BY ---

REVISIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 0 | --- | SUBMISSION SET | AKH |
| 1 | ----- | ----- | --- |

# INITIAL BRIDGE ASSESSMENT

STRUCTURE LOCATION
MEADOW ROAD
WAITSFIELD, VT

# BRIDGE SKETCH

MODEL
G-1

SHEET NO: 1 of 1

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