Lake Champlain Bridge  Crown Point, NY to Chimney Point, VT

The new bridge will be supported by a total of seven piers. Six of these will be located on reinforced concrete shafts, 6 feet in diameter, extending up to 30 feet into the lake bottom to anchor into the bedrock. The shafts will be topped with reinforced concrete footings up to 10 feet thick, which will in turn support the piers. The sides of the footings are sloped and they will also be clad in granite masonry, which will help protect them from ice damage and complement the historical significance of the region. On the Vermont side of the lake, the depth to bedrock is shallow enough that one of the piers will be founded directly on the rock.

The roadway over the approach spans will be supported by a superstructure comprising 5 spans of T-shaped steel girders, with a height of just over 12 feet.

The steel used for the superstructure is a special type of steel known as weathering steel, which is designed to form a thin coat of protective rust. In addition, the steel will be further protected by a process called pickling which will be used instead of paint. This result will be a low maintenance structure designed with high durability.

Since the superstructure steel has been erected, the concrete deck will be cast and the sidewalk and railings installed.

The approaches, which include the sidewalks and road leading to the bridge, will be constructed throughout the duration of the project. Once completed, the new bridge will be connected to the roadways and temporary lanes removed.

The inclusion of sidewalks and bicycle accommodations on the bridge, in addition to the selection of this specific bridge design, came about through consultation and collaboration with the people of the region who have a strong understanding of the significance of this crossing.

The New York Approach roadway will remain on the same alignment to avoid impact to the historic Fort St. Frederick and former Champlain Bridge Toll Plaza / Housing... In Vermont, the roadway will be shifted approximately 7 feet to the north of the existing alignment, smoothing the approach roadway curve and minimizing impacts to the Chimney Point Historic Site.

Approaches: On-going throughout construction

Foundations: Summer - Fall 2010

Arch Superstructure: Summer 2011

Approach Superstructure: Winter 2010 - Summer 2011

Please see the project website for more information: www.nysdot.gov/lakechamplainbridge/construction