

Rockingham Select Board Project Presentation

Arch Bridge Over Connecticut River, Bellows Falls, VT – Walpole, NH / 42277

Date/Time: October 1, 2019 / 6:00 PM
Place: Rockingham Town Hall, Lower Theater
Next Meeting: October 3, 2019
Attendees: Rockingham Select Board: Peter Golec, Gaetano Putignano, Stefan Golec, Susan Hammond, Benjamin Masure
 NHDOT: Jason Tremblay, David Scott
 VTrans: Jonathan Griffin
 Stantec: George Bogue, Israel Maynard
Absentees:
Distribution: Jason Tremblay, David Scott, Jonathan Griffin, George Bogue, Israel Maynard

Item:	Action:
<p>Project Introduction – David Scott Introduced team members; David Scott, Jason Tremblay, Jonathan Griffin, George Bogue and Israel Maynard</p> <p>Project is 74% in NH and 26% in Vermont</p> <p>NHDOT has a budget for preservation of high investment bridges that includes bridges with a deck area greater than 30,000 square feet. This bridge is not on the State’s Red List but is being funded for preservation due to size and to extend the life of the structure.</p> <p>David Scott read a statement from the NHDOT’s Bureau of Environment explaining that the project is undergoing NEPA process for resource review. NHDOT is evaluating Historic, Natural and Cultural resources. This is being done in conjunction with the Vermont Agency of Transportation. Requested that anyone with information about historic and archeological information regarding the project to forward it to NHDOT.</p> <p>NHDOT has completed the natural resource review for the project area in NH and is coordinating with Vermont Agency of Transportation on additional potential resources.</p>	<p>None</p>
<p>Project Presentation – Jason Tremblay Reviewed project location and indicated that Vermont side would be referred to as west side and NH side would be referred to as east side. Upstream is north side and downstream is south side.</p> <p>Existing bridge constructed in 1983 and due for preservation work to extend the life another 40 to 80 years.</p> <p>The project need was discussed including expansion joints are damaged from plows and there is deteriorated pavement indicating damaged membrane and deck.</p>	

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<p>Scope of the project is to replace expansion joints, remove membrane and pavement, repair concrete deck, replace membrane and pavement, and remove the light poles on the south side of the bridge.</p> <p>The Project is proposed to be constructed in three phases. In the first phase traffic will be moved to the north side of the bridge in two 11'-6" lanes. Traffic will be separated from the workzone with concrete barrier. There will be a 14'-10" workzone, and pedestrian traffic will be maintained on the existing sidewalk and separated from the workzone by a temporary fence. To replace the expansion joint in the sidewalk pedestrians will be temporary displaced through the workzone but separated by fencing and concrete barrier.</p> <p>In the second phase eastbound traffic will be in an 11'-6" lane on the south side of the bridge. Westbound traffic will be in an 11'-6" lane on the north side of the bridge and there will be a 12'-10" workzone in the center of the bridge.</p> <p>In the third phase traffic will be shifted to the south side of the bridge in two 11'-6" lanes. The 14'-10" workzone will be on the north side of the bridge and separated by a concrete barrier.</p> <p>The truck turning movements were shown for phase 2 that showed the trucks would not be able to turn onto the bridge without encroaching into the workzone. Phases one and three have similar issues.</p> <p>Due to the required barrier locations truck turning movements on the west side of the bridge will be difficult if not impossible to accommodate. This means that a truck detour route would be required. The proposed detour route for trucks would be along NH Route 12, to NH Route 11, to VT route 5 and onto I-91.</p> <p>Audience member noted that the graphic indicates the wrong exit numbers. The exits should be 6 and 7 not 4 and 5.</p> <p>Current anticipated schedule is to advertise for construction in 2020 with construction between April and September of 2021. Each phase of construction would last approximately 1.5-2 months. It is difficult to precisely predict phase length due to the unknown deck condition.</p>	<p>Stantec to update presentation to reflect correct exit numbers</p>
<p>Questions/Comments</p> <p>Comment (select board member): Lighting levels have been decreased on the bridge over the years, The bridge has significant pedestrian traffic and lighting levels should be increased.</p> <p>Response (Jason): NHDOT issued a discontinuance memo in 2012 to remove lighting from bridges. Lighting can only be maintained on the bridge if the town(s) agree to maintain lighting equipment and supply the power to the lighting.</p> <p>Follow-up Comment (select board member): If Towns got together and were willing to take on the maintenance of the lights and the electrical supply could they be kept?</p>	

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<p>Response (David Scott): Yes if the towns enter into a maintenance agreement they could remain and be reactivated.</p> <p>Comment (select board member): Trucks coming from south on the Interstate would be inconvenienced by the northern detour route. Is it possible to detour trucks further south?</p> <p>Response (Israel): The current plan is to sign the detour on the interstate so that trucks would not come into town before being notified of the detour. The next bridge to the south on NH Route 123 cannot accommodate trucks due to height restrictions. Additional signage further south can be considered.</p> <p>Comment (select board member): Some businesses just south of Rockingham deliver to North Walpole and would be significantly impacted by the detour. Comment: Is there going to be a temporary signal on the Vermont side? With the phasing changes at the intersection there will be confusion about whose turn it is to go.</p> <p>Response (Israel): The current intersection configuration is a three way stop. The proposed condition with the phasing is to maintain a three way stop condition. While added distraction of a construction zone may result in some delays a signalized intersection is not warranted.</p> <p>Comment: There is a material plant in North Walpole that will be impacted if all trucks are detoured. Can 10 wheel dump trucks be allowed on bridge during construction?</p> <p>Response: In the current plan all commercial trucks would be required to use the detour. The standard signing is not setup to distinguish between truck types.</p> <p>Follow up: Not allowing 10 wheel dump trucks would be a hit to towns and contractors due to the material transportation needs in the area.</p> <p>Response: Signing options will be reviewed to determine if it will be possible to specify the detour for tractor trailers while still allowing dump trucks.</p> <p>Comment: Will signage be located far enough from the site to allow trucks to make a decision to use an alternate route if desired?</p> <p>Response (Jason): We will check with the Traffic Bureau about further signage.</p> <p>Comment: There was work done on the bridge last year. What was it for?</p> <p>Response (Jason): We will check with the Maintenance Bureau to determine what was repaired.</p>	
<p>Conclusion</p> <p>David Scott concluded the meeting by notifying the audience that additional meetings will be held on Thursday October 3rd in Walpole and Tuesday October 8th back in Rockingham.</p>	

Item:	Action:
Select Board Member questioned if meeting notices were posted. David Scott responded that the meeting notices were sent to NHDOT's media outreach group for posting.	

The meeting adjourned at 7:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

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Attachment:

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