

Meeting notes East Montpelier Bridge 68

When: 2/22/17, 6:30-8:15pm

Location: U-32 Jr Sr High School, 930 Gallison Hill Road, Montpelier

In attendance: Approximately 30 people. Project team members present were: Mark Sargent, Wayne Symonds, Tom Knight, George Bogue, Jill Barrett and Michael Levine

Purpose: This was a public informational meeting for the Vermont Agency of Transportation (VTrans) to update local residents about the revised plans for the reconstruction of bridge 68 and the associated rebuilding of US 2 east and west of the bridge.

Meeting began with introductions of project team and a PowerPoint presentation summarizing this project—background, engineering and traffic challenges, current construction plans and timeline, and steps to minimize community impact. The plan has been revised based on the 2016 construction season experience. It will make use of a temporary bridge and no longer incorporate a lateral slide design. Most of the Route 2 work will be done at night and the Route 14 closure will be no more than 14 days.

The timeline is estimated to be:

Late summer of 2016--Work began with site prep work. VTrans installed new conduits that the telecommunications utilities (phone, cable) will use to relocate their wires. Also, drainage pipes and culverts were put in under Route 2 for drainage and a retaining wall to prepare for a left turning lane (to Route 14) on Route 2.

Winter 2017—The utilities will be relocating wires and poles according to a coordinated schedule. Little to no traffic delays are expected.

Summer through fall 2017—The major re-construction work on Route 2 will take place. There may be prep work prior to July 1, but most of the activity will begin around August 1 and be completed no later than mid-December. During the same time period, the temporary bridge will be set in place upstream of the current bridge and temporary detour roads will be constructed. The current bridge is expected to remain open during the 2017 season and the temporary bridge will be put into use during the 2018 season. To minimize traffic impacts on all routes the bulk of this work will occur from about 6pm-6am throughout the period. Daytime crews will not interfere with travel lanes during the peak times of 7-9am and 3-6pm, M-F. Most of the day work will be preparing and moving materials to make sure the night shifts can work as efficiently as possible.

Spring through fall 2018 – Most of this work will take place during the day. The temporary bridge will be open for traffic and the current bridge will be demolished. New

piers will be sunk into the river bed, precast caps placed on the piers, steel beams set in place, and pre-cast decking installed. Once that is completed and the new bridge is open, the temporary bridge will be removed and the access road areas restored. During the 2018 construction, the bridge may need to be closed intermittently for up to 14 days and nights. The exact schedule is yet to be determined.

April through June 2019—Final paving layer, sidewalks, crosswalks, and landscaping will be completed in early 2019. In addition, a sand filter will be installed to clean up stormwater runoff into the river as well as restoration of Route 14 south of the bridge. Very minor traffic impacts.

During the construction, VTrans will continue to keep the community informed through weekly e-mails, roadside message boards, radio announcements, Front Porch Forum, a project web site, and other outlets. Emergency services are in the loop and will have travel priorities. The school bus company will autodial any homes if they are going to be affected by temporary route changes due to bridge closures.

The PowerPoint and other project information is posted at the website dedicated to this project: <http://vt14emontpelier.vtransprojects.vermont.gov/>. The presenters included Project Team members Mark Sargent, Tom Knight, Jill Barrett, and Wayne Symonds.

Audience questions and comments followed the presentation.

Q: What steps are you taking to minimize the night noise and construction lights?

A: We'll be requiring contractors to follow requirements for best practices including things like muffling the sounds of the back-up beepers, adding bumpers to tailgates, and that engines meet current noise standards. To the extent possible, lights will aim at the work zone and not in windows. The lights will be powered by diesel generators which will have noise skirts. We know that night work will be annoying to nearby residents. But, given what we learned about this site in 2016, we feel it is the option with the least impact for the most people. Also, we will do our best to schedule have the noisiest activities take place during the day.

Q: Will the bridge serve us for the long-term?

A: We intentionally designed the bridge with low maintenance materials to avoid having to do any major work on it for a long time. Its size will be sufficient according to our 40-year traffic projections.

Q: When will we know about the 14 day closure?

A: This is a maximum number we are allowing the contractor to accommodate using heavy equipment like cranes or setting the steel shafts in a very tight work

site. They may or may not need to close the bridge at all. If they do, we will have at least several days of advance notice to the community.

Q: What if the work damages my property?

A: We will be asking property owners if we can take video tours with them to document property conditions before the work begins. One copy will go to the landowner and we will keep one on file. We have done this on other projects and it works well to confirm any damage claims.

Q: Will you pay temporary relocation costs if the conditions are unbearable?

A: We will be able to offer vouchers for nearby hotels for nights that are expected to be the most intrusive.

The remaining questions were from individual landowners near the site about project boundaries and driveway access. VTrans staff met individually with them to explain some of the detailed project drawings.