

**Town of New Haven Selectboard
Local Concerns Meeting
On the Nash Bridge
7:00 pm
Town Hall Cafeteria
Tuesday, April 12, 2011**

Present: Chair, Kathy Barrett, Vice Chair, Pam Marsh, Roger Boise, Kathleen Ready and Clerk, Pam Kingman
Absent: Charlie Roy

Katie Reilley, Highway Staff; Rick Kehne, ACRPC; Aaron Guyette project Manager from Vanasse Hangen Brustlin, Inc., and Keith Donington from Parsons Brinkerhoff

Visitors: Phil Livingston, Diane Livingston, Mary Manley, Susan Smiley, Jerry Smiley, Iva Menard, Matt Ford, Fabian Bourgeois, Jane Aube, Mark Livingston, Phil Livingston, Jr., Andre Cloutier, Mike Bowdish, Marty Ewell, Marilyn Ewell, Jim Collier, Jaden Collier, Glen Ash, George Crane, Lori Stone, Robert Bachand, Mary McGuire, Michael Audy, Lewis Barnes, Becky Hutchins, Bruce Many, David Holbrook, Margaret Carothers, Gail Regan, and Bob Regan

Statement of purpose: To solicit input and comments from municipal officials, regulatory personnel and members of the general public in order to guide development of the Nash Bridge replacement project.

Aaron Guyette: The first initial step is the project definition survey, along with a hydrology analysis.

This local concerns meeting information is taken into consideration to go along with the survey, hydrology analysis, etc. while in the study phase.

The bridge replacement will be a 3 phase project:

1. Rough design of the new bridge
2. Getting more detailed information. The layout would come from conceptual design.
3. Construction. The project is advertised for contractors to bid on.

Time frame: Start on project definition through the summer, hold another public input meeting in the fall. The design work takes about 1 year; construction is about 2 years down the road. VTRANS has asked to accelerate the design and push the project through sooner if possible.

Adam Stockin, Lead Engineer from Parsons Brinkerhoff gave a brief power point presentation.

- The current bridge was built in 1934. It is a 3 span bridge that is 170' long and 20" wide from curb to curb and constructed with steel girders.

Concerns about current bridge from Parsons Brinkerhoff include:

- Poor condition
- Deck is rated at a 3, substructure is rated at a 4 and the steel beams are rated at a 6. **Note**** VTRANS rating system is 1 – 10, with 10 being a brand new bridge.**
- Poor sight distance in both directions
- There is a utility pole close by on Halpin Road that will need to be taken into consideration.
- No room for a temporary bridge, traffic control would be an issue
- Replacement bridge would have a 26" deck curb to curb
- Snowmobile traffic will need a wider bridge along side the new replacement bridge, they will accommodate as best they can; nothing is definite.

Question and Answer period:

Q: Will there be an alternate route for Halpin Road?

A: Hopefully

Q: Will the current bridge last another 2 years?

A: Yes

Q: Will the new bridge have to meet State and Federal standards?

A: Meeting State standards is the goal.

Q: How long will construction take, how long will bridge be closed?

A: VTRANS construction season, which runs from April 15th – December 15th

Q: Will this bridge remain open during construction?

A: No

Q: River Road is used by many in Addison County. Have there been any recent traffic studies?

A: Roughly 1600 cars / trucks per day

Q: Environmentally, can the river be moved?

A: No

Q: Can there be any improvements mad for flood control?

A: There may be alternatives, can look at the hydrology analysis to make sure the new bridge is not impeding the river flow. The bridge will need a proper size opening and proper rip rap protection.

Q: Will snowmobile ROW be reserved, and who pays for the snowmobile bridge?

A: VTRANS may restore to same functionality

Q: Will new bridge still be on a curve?

A: Yes. The entrance to Halpin Road will have to be built up.

Q: Would the weight limit change for the new bridge?

A: Possibly

Q: Will there be a temporary bridge?

A: Very expensive cost to the town. It is not their first choice, VTRANS would rather close the Nash Bridge and have people use alternate routes. Travelers would take the most direct route, which would cause an increase in traffic on the alternate routes.

Q: Who pays for the project?

A: 80% Federal money, 10% State and 10% local match. Total time frame is 3 - 4 years.

Q: Is there a way to lower weight limit on the current bridge?

A: The State makes the judgment on load capacity. Weight restrictions are not based on volume, they are based on the capacity of the bridge. The State will continue to assess the weight limit as part of its periodic inspections of the bridge.

Discussions about the speed limit on River Road, hiring the Sheriff to sit by the Nash Bridge between 6 -9 am, flood control, etc.


Adjourn: 8:05 pm


Respectfully submitted:

Pam Kingman

Approved:


Chair, Kathy Barrett


Vice Chair, Pam Marsh


Roger Boise

Kathleen Ready