

**Town of Proctor
Special Selectboard Meeting
North Street Railroad Bridge Replacement
Public Informational Meeting
November 27, 2017
5:30 p.m. – 6:35 p.m.**

Board Members Present

Bruce Baccei
Bill Champine, Chair
Tom Hogan
Bob Protivansky

Employees Present

Lisa Miser, Recorder
Stan Wilbur, Town Manager

Other Guests Present

Frank Beyette
Kevin Blongy
Mary Cohen
Jeff Duchesne
Pauline Hogan
Lyle Jepsen
Dan Kearney
Rick Moreno
Carol Protivansky
Josh Webb
Kathy Riley
Douglas Bonneau, VTrans Project Manager
Laura Stone, VTrans Scoping Engineer
David Peterson, VTrans Design Engineer

Agreements/Approvals

- Consensus to approve agenda as presented.
- Unanimously agreed at 6:35 p.m. to adjourn the November 27,2017 Selectboard meeting.

Action Items

I. Call to Order

The meeting was called to order at 5:30 p.m. by Bill Champine and began with a pledge of allegiance to the flag.

All motions passed unanimously, unless noted. Four Selectboard members were seated for the Special meeting.

II. Review and Approve Agenda

Consensus to approve agenda as presented

III. North Street Railroad Bridge Replacement

Douglas Bonneau, VTrans Project Manager, opened the meeting by describing the VTrans Development Process, the North Street Bridge was constructed in 1936, and is the property of the State of Vermont, as it crosses a railroad track.

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It is anticipated the replacement of the bridge would occur in 2021 or 2022, there is no match from the town for this project.

A slide show about the North Street Bridge Project was shown along with several interactive questions and polling of the audience.

Given the substandard railroad clearance, age of the structure, site constraints and poor condition of the deck and superstructure components, a full bridge replacement on a raised vertical alignment with traffic maintained on an offsite detour is recommended.

The proposed new bridge would have two 9-foot travel lanes with 2-foot shoulders, for a total curb-to-curb width of 22-feet. A 5.5-foot sidewalk on the eastern side of the bridge. The vertical grade would be raised approximately 3-feet, to provide a 23-foot vertical clearance for the railroad.

Concerns from the audience; the width of the bike lane- would prefer the lane to be 3-feet instead of the standard 2-feet. Cost of relocating the water line. The detour along Pleasant Street and the height of the trestle.

The VTrans representatives thanked the audience for their thoughts and insights and will consider all ideas.

XIII. Adjourn

Bob Protivansky made the motion to adjourn the November 27, 2017 Special Selectboard Meeting at 6:35 p.m. The motion was seconded by Tom Hogan, unanimously approved.

Meeting notes prepared by David Peterson, VTrans Design Engineer and dated 11/27/17 are attached and made a part of these minutes.

The meeting was held at the Proctor Free Library on November 27, 2017 at 5:30pm and ended at approximately 6:45pm.

Attendance was taken.

The audience was introduced to the Project Manager Doug Bonneau, P.E., Scoping Engineer Laura Stone, P.E., and Project Engineer David Peterson, P.E.

Doug and Laura performed the presentation fielding some questions/comments/concerns as he went though most were saved until after the presentation. Those questions/comments/concerns are listed below;

Resident asked if the shoulder width could be increased for and “ADA compliant bike lane”. The Town has applied for grants to improve bike/ped facilities in the Town but has been denied.

- Laura responded that the 2’/9’/9’/2’ lane and shoulder configuration meets the Vermont State Standards for this road. Laura/Doug stated that we would investigate increasing the lane width to 3’ but that we are providing a sidewalk that is 5’ wide which meets the ADA criteria.

What constituted the need the replace the bridge and who owns the bridge?

- Bridges are inspected by trained bridge inspectors on a bi-yearly bases. Based on the ratings for the deck (3-serious) and superstructure (4 – poor).
- This bridge is owned by the State because it is over a Railroad. That means that funding wise the Federal Government pays for 80% of the new bridge and the State pays for 20%. The Town do not have a share of the funding.

Will this new bridge be designed the same as a bridge on VT Route 3 and who maintains the new bridge is work is needed in the future?

- Laura responded that this bridge will be designed to the same codes and loads at a bridge on Route 3.
- Because the bridge is owned by the State, it is the responsibility of the State to provide the necessary future maintenance.

Which properties near the bridge are considered historic properties and how do they make this determination?

- Laura responded that the Green House (NE corner) and the White house (SE corner) we both deemed historic by the State Historic Preservation officer. The Green house was preliminarily noted as historic but the Historic Preservation Officer did say the Green house may not qualify as historic upon a more in-depth analysis.

- Comment from the librarian that she was concerned that the Green house was determined to be historic when no one came in to the library looking for history on the property.

There was a comment about the condition of the existing bridge and if it would last until the new structure could be built.

- The response was that there will probably need to be some maintenance done between now and construction to keep the bridge open and safe for the public.

A member of the Select Board overheard workers making repairs to the existing bridge saying this is the worse bridge, condition wise, in the Southeast region. Could the project get moved up? Should they ask their local legislators to help get it moved up?

- Doug responded that the timeline for the project is mainly based on the ROW process and Funding from both the State and Feds.
- The sense from the Select Board members was that ROW from the nearby property owners should not be a problem.

Has the State been in contact with the Railroad about accommodating larger trains?

- We set the height requirement based on the standard 23' from the top of the rail set by AREMA, but will be in contract with the railroad about possibly lowering this to match lower heights along the same rail line.

Doug asked if the Town was aware of any utilities underground at the railroad underpass on Pleasant Street. The State may consider lowering the road at the underpass to increase the height so that larger trucks and the Fire department's ladder truck could fit under it.

- There are no utilities that anyone from the Town were aware of. Only a small culvert a little ways down from the underpass.
- The Fire Chief was very concerned about not having access to the house in the area below the bridge with the ladder truck, so increasing the height under the underpass would be acceptable. Also the Covered Bridge on Gorham Bridge road is weight restricted.

Could a traffic signal be provided at the underpass since it is only one lane wide and traffic volumes would be increased when the detour is in place?

- Yes, VTrans would be open to providing a temporary signal at the underpass.

A resident who lives on Terrace Hill road asked if access would be maintained to this road. A second resident whose property abuts the project was concerned about access also, since she is on call all the time.

- Doug responded that yes traffic will be maintained on Terrace Hill as well as all driveways in the project limits.
- For the resident who is on call, Doug stated that we will have language in the contract about maintaining access to drives and that the Contractor for the project will be able to work with the resident during times when work may temporarily impact access.
- It was mentioned that the Contractor can notify the property owner when their driveway may be inaccessible for a period of time and that property owner could park their vehicle up the street away from the construction area until the work is done. The property owner, seemed agreeable to this option.

A member of Fire department stated that the Covered bridge frequently floods during the spring so starting the project during mid-May would be best. Also noted there are fewer forest fires after this date that they respond to.

There was a question about how wide the sidewalk is on the bridge.

- Laura stated that the side walk will be 5' wide plus a 6" curb, which meets ADA.

How will the increase grade affect Terrance Hill road?

- The grade increase should actually improve Terrance Hill road based on its current configuration.
- It was stated that making a left turn off of Terrance Hill can be difficult currently, and that an improvement here would be great.