

State of Vermont
PDD/Structures Design Section
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Agency of Transportation

April 15, 2014

Randall Terk, Chair
c/o Andrew McLean, Town Clerk
Town of Dover
PO Box 527
West Dover, VT 05356

Matthew Mann, Transportation Planner
Windham Regional Commission
139 Main Street, Suite 505
Brattleboro, VT 05301

Re: Dover BF 013-1(20) VT 100, Bridge 59 over the North Branch of the Deerfield River

Dear Mr. Terk and Mr. Mann,

A Regional Concerns Meeting for the above-referenced project was held on February 19, 2014 to present several alternatives to the public (see attached attendance sheet). Representatives from the town of Dover attended the meeting as well as several adjacent property owners and other members of the public. The purpose of this letter is to inform you of the decisions that have been made and how we will advance this project after receiving this public input.

At the Regional Concerns Meeting, VTrans made a recommendation to replace the entire bridge rather than trying to maintain any of the existing structure. A four week bridge closure was proposed while traffic was routed onto an off-site detour on local roads while the reconstruction was underway. A detour using State-owned roads was ruled out since it has an end to end distance of 64.7 miles. Since the only acceptable detour route is on locally-owned roads, this recommendation was conditional on the towns of Dover and Wilmington agreeing to allow the detoured traffic onto their roads. If either of the towns did not agree, our recommendation would be to maintain traffic using a two-way temporary bridge adjacent to the existing bridge.

The decision to recommend a short-term closure was primarily based on the desire to expedite the project development process to allow construction to take place sooner. A bridge closure typically minimizes impacts to adjacent property owners and environmental resources and can be expedited due to the smaller scope. A short project delivery time was considered very important since it is impossible to anticipate when conditions will worsen and require an emergency closure in the event that public safety is compromised in any way. Additional details

of the recommended scope of work and an evaluation of other alternatives considered is included in the Scoping Report which is available for viewing at:

<https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/13B058>

There was a lot of good discussion and many valid comments made by the Town, abutters to the project and the general public at the meeting (see attached meeting notes). The general consensus was that the bridge closure was not acceptable to the attendees. Toward the end of the presentation, a member of the Dover Selectboard stated that the Selectboard had met the night before the meeting and had no intention of allowing their roads to be used for the detour route.

The Town of Dover sent us a letter dated March 10, 2014 (attached) stating that they would not allow the detour on their local roads stating that a temporary bridge would best serve the town and its businesses. The Town of Wilmington sent us a letter dated March 25, 2014 (attached) also stating that they would not allow the detour on their local roads and requesting that a temporary bridge be used to maintain traffic.

A meeting was held with Structures management to discuss the comments received at this meeting and to decide on the best way to proceed. As a result of that meeting, the decision has been made to not continue with the bridge closure as originally proposed but to maintain traffic using a two-way temporary bridge adjacent to the existing bridge. Without the approval of the towns to use their roads and considering the detour length if traffic was detoured onto State roads, the temporary bridge is the only available option.

In the near future we will be submitting Conceptual plans for a complete bridge replacement with traffic maintained on a temporary bridge. A public meeting will be held to review those plans when they are available.

If you have any questions, comments or concerns please feel free to contact me at the above address or by email at chris.williams@state.vt.us or by phone at (802) 828-0051.

Sincerely,



Christopher P. Williams, P.E.
Structures Senior Project Manager

Attachments

cc: Rob Faley - DTA #1 (via email)
Jackie Cassino - VAOT Planning Coordinator (via email)
Doug Bonneau – Design Project Manager (via email)
Town of Wilmington

ATTENDANCE SHEET – REGIONAL CONCERNS MEETING

Project: Dover BF 013-1(20)	Meeting Date: 2/19/2014 @ 6:30 pm
Description: VT Route 100, Bridge 59 over the North Branch of the Deerfield River	Meeting Location: Dover Town Hall 189 Taft Brook Road Dover, VT

Name	Title	Company	Phone	E-Mail
Chris Williams	Project Manager	VTrans	(802) 828-0051	chris.williams@state.vt.us
Laura Stone	Civil Engineer	VTrans	(802) 828-3413	laura.stone@state.vt.us
RANDY TERK	SELECTBOARD CHAIR		802 348 7977	RCTERK@EMAIL.COM
Michael Eldred	TV NEWS		802 464 3288 X 116	
Ed Barber	E. L. Barber	Barber Const	464 5792	—
Eithne Eldred	STORE MGR	WW Building Supply	464-3022	EELDREX@WWBUILDING.COM
Linda A. Howard				
Ray Howard				
Randy Schenck	DVA GM		464 8480	rands@macon.com
Ken Blau	DIRECTOR ECON DEV	TOWN OF DOVER	464 5700 x 4	DOVERREDS@SOVER.NE.
Rich Caplan	OWNER	Dover Forge	464-3055	RAK@DoverHeritage.com
MARK WALLACE	BUSINESS OWNER	FIRST TRAK	461 3464	MARK@FIRSTTRAKSPORTSHOP.com

Dover BF 013-1(20)

Regional Concerns Meeting – Notes

2/19/2014

-Concern about fire/police station needing to use detour in the event of an emergency

-valley rail trail is being scoped right now to pass over the bridge (we were given a rough sketch of the trail through the project area which can be found in memos/received). The Town asked if we could build a cantilevered trail path off the side of the bridge (funded by the Town).

-Concerns from local public transit company. Bus from Wilmington to Mt. Snow serves as a hub route to connecting routes north and south. Transit has 3,000 rides per week. There is concern that a closure would significantly disrupt service and kill the non-profit business. There are riders that are picked-up/dropped-off all along the 5 mile stretch of round affected by the detour. Company cannot afford to run an additional bus along this stretch during a closure period.

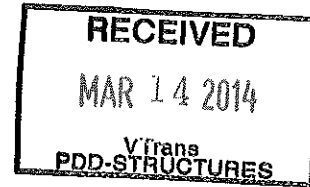
-Down time in Dover is April and late in October after foliage. There is no time between June 1 and September 1 that would be convenient for a closure.

-The majority of businesses in Dover are located in the 5 mile stretch affected by the detour route.

-The town would like to pursue the temporary bridge option. There was concern about an upstream temporary bridge passing over a 44 year old sewer line.

Town of Dover

P.O. Box 428
West Dover, VT 05356-0428
Tel. (802) 464-8000
Fax (802) 464-8721



March 10, 2014

State of Vermont
PDD/Structures Design Section
One National Life Drive
Montpelier, VT 05633-5001

RE: Dover BF 013-1(20) VT 100, Bridge 59 over the North Branch of the Deerfield River

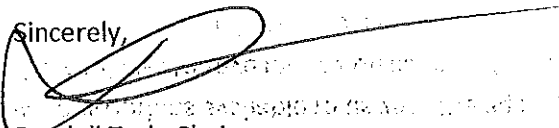
On February 19, 2014, Mr. Christopher Williams, the senior project manager for Structures, held a public meeting at the Dover Town Hall to receive public information on VT 100 bridge project. We discussed various options available to us with the agency pushing to close the bridge while under construction. The goal was to save money on construction cost and lessen bridge closure time using faster construction techniques and incentives to complete the project sooner.

On March 5, the Selectboard met to discuss these options at a scheduled public meeting.

After listening to lengthy public discussion, we decided that setting up a temporary bridge was, in fact, the best approach having the least impact on daily traffic volumes and local businesses. Despite arguments, presented by Mr. Williams earlier.

The Selectboard unanimously approved Option 1 as their choice, convinced the temporary bridge would best serve the town and its businesses. The other choices were not acceptable, recognizing that traffic control would be costly, and time-consuming to set up a temporary bridge.

Since Option 1 is what the people want, the Town will not support traffic access to any other road, including Tannery Road and Handle Road as a detour, except VT 100 during this project:

Sincerely,

Randall Terk, Chair
Town of Dover Selectboard

Town of

Wilmington

(802) 464-8591 (Voice)

(802) 464-8477 (FAX)

www.wilmingtonvermont.us

March 25, 2014

Vermont Agency of Transportation
Program Development Division
One National Life Drive
Montpelier, VT 05633
Attn: Chris Williams, Structures Project Manager

Re: Dover BF 013-1 (20)

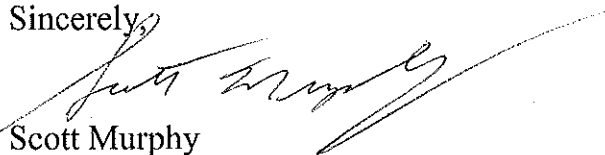
Dear Mr. Williams,

The Wilmington Select Board has authorized me to send you this letter on behalf of the Town of Wilmington opposing the re-routing of traffic through the roads of Dover and Wilmington as an option for traffic control during the repair or replacement of the above referenced bridge in Dover. The Town received a scoping report last month showing one of the options was to detour traffic through the streets and roads of Wilmington as an alternative to setting up a temporary bridge. The Selectboard feels that the additional traffic would cause many concerns on these lightly traveled roads including increase response time in the event of an emergency. The report lists other options for traffic control and the Town of Wilmington hopes that VTrans considers these alternatives including setting up a temporary bridge instead of redirecting traffic through our streets.

If you need additional information or comments please contact me at the number listed below.

Thank you.

Sincerely,



Scott Murphy
Wilmington Town Manager