

**FALLS BRIDGE ADVISORY COMMITTEE MEETING
MINUTES
12/21/17**

IN ATTENDANCE:

Bridge Advisory Committee (BAC) Members: Facilitator Jim Schatz,
Deborah Brewster, John Chapman, Bill Cousins, Vaughn Leach,
Lori Sitzabee, Karen Wyatt

Department of Transportation (MDOT): Andy Lathe, Wayne Frankhauser

Federal Highway Administration (FHWA): Cheryl Martin

HNTB: Kevin Brayley, Tim Cote

Fire Chief: Matt Dennison

Public: Greg Bush, Chris Guinness, Dick Marshuetz, Scott Miller, Anne
Nevin, Jennifer Mitchell-Nevin, Madelyn Woods, S Wright

Maintenance of Traffic

- Traffic Volume Summary
Average Annual Daily Traffic
Route 175 1867 vehicles per day (vpd)
Route 172 1447 vpd
Hales Hill Road 388 vpd
Hales Woods Road 173 vpd
High Street 270 vpd

- Traffic Maintenance Strategies

Off-Site Detour

Traffic would use an alternate route following directional signs
Route will use State-aid or Town roads; route to be determined.

On-Site Temporary Bridge

Temporary bridge would be built on site for traffic to use
Bridge would be single-lane temporary bridge controlled by traffic signals.

Driveway entrances between the automated signal heads would also need
signal heads to show which way traffic is flowing.

Times varied for Off-Site Detour Routes using State-aid or Town roads,
with consideration given to Hales Hill Road (which has a narrow 20' bridge
and is seasonally posted in the Town of Sedgwick) and Hales Woods
Road to Hales Hill Road (which has a sharp turn, small radius
intersection), as well as roadway width and intersection suitability for
larger trucks, and EMS response times.

- Cost

Off-Site Detour (re-routing traffic) Construction Costs:

\$50,000 +/- cost associated with detour signage & labor to set up signage

Off-Site Detour (re-routing traffic) User Costs:

\$1.5M/year cost associated with additional time and mileage for passenger vehicles and trucks (detour route assumed to be local roads)

On-Site Temporary Bridge Construction Costs:

\$700,000 +/- cost associated with temporary roadway, signal, temporary bridge construction

On-Site Temporary Bridge User Costs:

\$399/day for time spent at the temporary signal, or
\$0.14M/year

Based on 24-month bridge closure:

\$3.22M for Total Traffic Management Costs for Off-Site Detour

\$0.99M for Total Traffic Management Costs for Temporary Bridge

Temporary Bridge Set Up: approximately 2 ½ months to build

Temporary Bridge Removal: approximately 2 ½ months

QUESTIONS

John Chapman corrected the response time for the ambulance to be 40 minutes round trip, adding 12 minutes each way.

Karen Wyatt asked about anchoring of the temporary bridge within the Salt Pond and what permanent impacts may be. Steel H-piles would be drilled and socketed into place with grout. When bridge is removed, the steel piles would be cut as flush to surface of ledge as practicable.

Jim Schatz asked about the time frame for getting permits (to get in the water).

Deb Brewster asked about clearance on roads or at the intersections if the Department were to detour traffic onto Town-owned roads. Andy responded that trees would be cleared if necessary, but the State would likely not impose their clear-zone standards for any Town-owned roads considered for a detour.

Blue Hill Ambulance is a private NFP business.

Group discussion on the ability of Towns to post their own roads to prevent heavy truck use during detour.

Group discussion on the difficulty of using State Route 172 in Sedgwick due to sharp corner at the intersection of High Street & Reach Road. A true State Road detour would still likely require the use of High Street in Sedgwick, which is a Town-owned road.

Group discussion on use of Hales Woods Road, as the 4-way intersection with Hales Hill Road is very sharp and may be difficult for trucks.

Group discussion on hard, right turn from Route 175 onto Wharf Road for large trucks.

Greg Bush asked the life span of the temporary bridge. It depends on what it is constructed from. The temporary bridge is not pedestrian-friendly (railings, etc.). A temporary bridge would not be a long-term solution.

John Chapman reminded the Committee that the off-site detour would have an impact to the community, rental properties, fishermen, emergency personnel, and the snow plowing of the streets.

Vaughn asked if opinions would change if we had information on a replacement bridge.

Scott Miller asked about bridges being built in 2-4 months (accelerated bridge construction). Wayne Frankhauser commented that there are limitations with the in-water work that may stretch the project out into multiple seasons. Mr. Frankhauser also commented that the Department looks for opportunities to accelerate bridge construction and there may be some options involving prefabricated items, but the scope of rehabilitating the existing substructure, in addition to the work involved in rehabbing or replacing the existing superstructure, does not lend itself to accelerated bridge methods.

Andy Lathe commented that there have not been any public comments made through the website since the last Bridge Advisory Committee meeting.

NEXT MEETING: 01/25/18, 6 pm

Adjourned at 7:45pm