

Town of Milton
BOARD OF SELECTMEN WORKSHOP MEETING
May 22, 2023

ATTENDANCE:

Members: Humphrey Williams (Chair), Claudine Burnham, Andy Rawson

Staff: Chris Jacobs -Town Administrator, Chief Richard Krauss- Police Department, Bruce Woodruff- Planning, Pat Smith- Public Works, Chief Nick Marique- Fire Department.

Lebanon Selectmen: Chip Harlow, Paul Philbrick

Presenters: Matt Lampron – NHDOT, Ron L. Kleiner, Jr – NHDOT, Nick Caron, PE - HDR, Audrey G Beaulac, PE – HDR, Devan C. Eaton – Maine DOT.

Public: Norman & Melissa Albecht, Kevin Murray, Yvonne Manning, Mike Bergeron, Mark Cruzar, B. Mahoney, Susan Bishop, Dan Scott, Ron Curtis, Deb Chase, Roxane Weymouth, Corinna Cole.

Humphrey Williams, Chair, opened the public session at 6:00PM.

1.) Pledge of Allegiance: Humphrey Williams, Chair, led the meeting in the Pledge of Allegiance.

2.) Workshop Session with Lebanon, ME Selectmen, NH DOT and ME DOT:

The purpose of the meeting is for the Selectmen from both boards to meet with the Transportation Departments to see the progress on the preliminary plan.

Mr. Williams explained the workshop is for the Lebanon and Milton Selectmen to receive updates to the concept drawing for the bridge replacement. Matt Lampron from NHDOT is currently

serving as a project manager and the Departments of Transportation from New Hampshire and Maine are involved, along with design consultants from HDR. The bridge is a locally owned bridge vs. a state-owned bridge; the interstate bridge is jointly owned by Lebanon, ME and Milton, NH. Ron Kleiner, also with NHDOT, said they are currently at the engineering study phase.

The goal for the bridge replacement would be to connect Townhouse Road and New Bridge Road. The bridge has been closed since 2010 and all structure was removed by 2015.

Options were presented.

Alternative 1: - single span girder allowing 1'1" clearance

Alternative 2: - pony truss with 3' clearance

Both Alt 1 & 2 match the existing roadway guides limiting the impact on abutter's driveways, marina, etc.

Alternative 3: single span, pony truss with 5'6" clearance (would have to raise the road)

Alternative 4: 4-span girder

Both Alt 3 & 4 match the pre-existing clearances

Alternative 5: single span girder – the impacts are not considered good so there is no provided profile

Alternative 6: 4-span girder as requested by Milton PD to increase the clearance to 7'6"

The environmental impact to local resources will depend on which option is ultimately selected. In addition, wetlands permits will be required as there may be two species which are considered threatened or endangered.

The project schedule was then presented with the final design to be selected by summer/fall 2024 and scheduled to go out to bid by March 2025. DOT asked for input from both boards.

Mr. Rawson asked which alternative would be the best to meet the PD boat clearance of 7'6". To best meet this would require raising the roadway to come up to the bridge. Mr. Rawson said the impact of Rt. 16 on the community was very hard. Getting the bridge back open would have a positive impact on the town. The safety aspect also needs consideration.

Chip Harlow – the 4-span option with 5'6" clearance would impact the ramp. Who incurs any of the "add-on" costs? DOT response: All costs to erect the bridge will be the responsibility of the towns. To relocate a fuel tank, changes to the boat ramp and roadway, etc. are not currently in the budget. The towns need to consider what they can support financially. There has been no impact study on the marina by the 4-span option.

Mr. Williams said because the add-on costs are not known, there is difficulty in selecting an alternative. Is the plan to have all projected costs by the time of the public meeting held in the summer? DOT – yes, the plan is to have the towns determine which alternative is selected by this time.

Chip Harlow – if there are project delays, who bears the cost of any delays as a result of increased

prices? For Maine, the state is responsible for 80% and the town the remaining 20%.

Mr. Jacobs noted the original assumptions for Alternatives 1 & 2 are not valid:

- 1.) NH & ME DOTs will have to bear some of the costs;
- 2.) Safety aspect regarding the location of the marina vs. the bridge location – the boat ramp will need to be moved (at the owner's expense). Bridge replacement should not proceed with the boat ramp's current location;
- 3.) Bridge should include fencing on both sides to prevent jumping-off – there is a definite safety/traffic hazard;
- 4.) With alternatives 4 or 5 is a balancing act between function and form, taking cost, required clearance, etc. into consideration.

Public comment: There has been no mention of salt run-off. The lake is already over-salted. In addition, it's not wise to erect a steel structure and should be pre-cast concrete with special additives for salt prevention. Matt Lampron – coatings can now be used on steel structures which help to minimize negative mineral impacts.

Ms. Burnham continued on safety aspect and the need for additional height – the PD have indicated they need a higher clearance to accommodate the top of the light bar on their patrol boat. Mr. Williams said the 5'6" option will fit the majority of boats. The PD clearance requirement is 7'6". Chief Krauss said they would work with whichever alternative is ultimately selected understanding which alternative has the least amount of impact and is already budgeted for by both states. The bridge is not planned for replacement before 2025. That gives enough time to determine the kind of boat to use and will work for emergency responses. If the alternative selected only allows for 5'6" clearance, the town will work to figure out the boat situation. Mr. Williams – we need an understanding of any impacts and cost increases associated with final alternative selection. Based on discussion it sounds like alternative 4 may be the target range to focus on.

Bruce Woodruff:

- 1.) Question on why the 12ft lane design – a design exception could be requested and make the road 20ft instead of 24ft.
- 2.) There is nothing wrong to ask for vertical design exceptions – this was discussed about 8 years ago with the state.
- 3.) 80/20 meaning the town has to increase the 20%? This is addressed in the municipal agreement which puts a cap on the 20% match, plus 10-20% increases. If the municipal agreement is not re-negotiated, both states will have to find some other money.

This is over-engineered – costs and other impacts to properties. He recommended looking at this logically for what the road is, has been and what it should continue to be; get the design exceptions to help bring the overall costs down.

Mr. Williams said he doesn't understand why options 1 & 2 were even brought forward as they have been very clear on what the clearances need to be; definitely need to be looking at an option that includes the 4-span girder; make the span 20 ft instead of 24 ft which should help lessen the impact on neighboring properties.

MaineDOT: We understand the frustrations and can see why people may think they are not being listened to. The baselines are provided for comparison of estimate purposes. We are not trying to ignore anyone; this is a process that can take a long time. Municipal projects can take a long time, especially when working with the state.

There are state, federal and municipal minimums for roadway width. 24ft is a typical state minimum. It is tough since there are roadway curves on both sides of the bridge. Vertical is important from a clearance perspective; however, horizontal curves are really tough. We are trying to address all issues; it is tough. We don't want this to drag out and want to move forward. Mr. Williams – the frustration is felt by the public as well; they have been waiting for a long time and we all thought we would have the concept drawing information by February and by now the public meeting would be occurring. Everything was pushed back and now the public meeting is to be this summer. Whatever happens, it has to meet the needs of those on the lake and those who use the bridge.

Chip Harlow asked why isn't the baseline to the clearance to the water? Baseline is clearance, not grade. MaineDOT: baseline is a generic term. The previous structure did not meet the new required criteria because of the age and materials used. Every project is different; because of the curves and proximities the process has taken longer to generate the alternatives.

Maine public comment: The width of the Maine road – the standard is 50ft wide. All properties are pinned for that. No one should lose any property.

DOT: Bruce Woodruff is correct about the municipal agreements and because of all of them it did take longer than they would have liked. Every phase has a 10% cap. Example: if the engineering phase is to go over the 10% cap, they have to bring it back so everyone has an opportunity to discuss.

Mr. Rawson said it seems like alternative 4 is the closest to fitting our needs and wants. If we would move forward with alternative 4, seems like the way to go. Ms. Burnham asked about the existing boat ramp. It has been there since 1919 and was never designed for what is needed today. Chief Krauss – if alternative 4 is the one that gives the required height and the least impact to roads, residents and the budget, which would be the one to look at the hardest.

Lebanon/Milton BOS, Chris Jacobs, Chief Krauss, Bruce Woodruff all indicated alternative 4 seems at this point to be the best option.

DOT recommended possibly looking at both alternatives 3 & 4, especially if clearance and cost are the most important issues. Chief Krauss said to build the grade to accommodate the road speed; if the speed is 30MPH, build the grade based on that; however, the road was not originally built with 30MPH in mind. The current designs meet the existing grades. Mr. Rawson said there has previously been a speed and traffic study on the roadway. Bruce Woodruff's comments also need to be taken into consideration – 24ft down to 20ft; the 24ft can accommodate pedestrian and bicycle traffic.

Mr. Williams thanked everyone for their time.

Matt Lampron – if anyone has comments or concerns, they should let him know. They will advance alternatives 3 & 4.

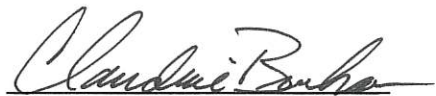
Meeting Adjournment:

Meeting adjourned at 7:20PM.

Given under our hands this 5th day of June 2023.



Humphrey Williams – Chairman BOS



Claudine Burnham - Board Member



Andrew Rawson - Board Member

END OF MINUTES – May 22, 2023