

Meeting Notes

Subject	Peirce Island WWTF Upgrade – Monthly Public Construction Meeting
Date	September 21, 2016
Time	11:00 AM
Location	Portsmouth, NH

A public meeting was held at 11:00 AM on September 21, 2016 at the Portsmouth City Hall for the subject contract. A record of the discussion follows:

John Bohenko, City Manager, gave a brief introduction to the meeting, stating that this is an important project for the City and the intent of these project meetings is to provide an update on the status of the project work and take input from the public. Terry Desmarais, City Engineer, then spoke briefly and introduced the project team, including:

- Terry Desmarais, City Engineer
- Peter Rice, Director of Public Works
- Brian Goetz, Deputy Director of Public Works
- Suzanne Woodland, Deputy City Attorney
- Brenna Woodman, Public Outreach Coordinator
- Don Song, Wastewater Project Manager
- Jon Pearson, AECOM Project Manager
- Erik Meserve, AECOM Project Engineer
- Greg Galbraith, Methuen Construction Project Manager
- Andy Brodeur, Methuen Construction Superintendent

Terry gave an introduction to the presentation. The presentation materials can be found on the City's Wastewater Website and video of the meeting can be found on the City's website under Meetings and Agendas. The paragraphs below summarize the main points of each slide in the presentation.

Don Song, Wastewater Project Manager, spoke about how to obtain information about the project. He explained that information about the project, including the Report Form, is posted on the Portsmouth Wastewater Website, which can be accessed via the "Wastewater Facility Information" link or the "Public Works" tab on the City of Portsmouth Website. The website will be updated weekly and will include recreational impacts and expected truck impacts.

Jon Pearson, AECOM Project Manager, explained that the project is mandated by the EPA, and as part of that mandate, the City has entered into a Consent Decree that has a series of milestones. In order to comply with the Consent Decree, these milestones have to be met, and there are associated monetary penalties if they are not. The first project milestone was the Notice to Proceed, which was issued prior to September 1, 2016, so that date is in compliance. Following the Notice to Proceed, there will be two interim milestones that will be identified and submitted to the EPA for approval and incorporated into the contract schedule. The last milestone is roughly four years after the notice to proceed.

Jon discussed the project schedule for the month ahead, and noted that there are a number of activities that are either ongoing or planned. There is ongoing Peirce Island Bridge work including repair to the bridge deck and repair and lining of the force main that is hanging under the bridge. There have been a series of temporary lane closures that will extend until the week of October 3, when the bridge work is expected to be completed. Andy Brodeur, Methuen Construction Superintendent, stated that next week Methuen will start installation of the temporary construction fence that will divide the work area from the public area. They also expect to have trailers coming on site next week to set up their field offices. They will begin to set up roadway signage that will mark the routes for the construction vehicles, and they will pull back the curb radius at the corner of Mechanic and Marcy Street. Once the signage and traffic work is complete, they will begin utility relocation and installation inside the plant gate. They will also install a gate and guard shack at the entrance to the site, which will be located adjacent to the pool.

Andy discussed a figure of what plant will work like at the end of the project and the areas they will be working on over the next six months. One of the first items that they will construct is the new headworks building, which is where wastewater flow from the Mechanic Street Pump Station will be directed. In the next few months they will also begin construction of new electrical facilities and the excavation for the sludge thickener.

Jon then discussed the designated traffic routes for construction vehicles entering and exiting the facility. There will be signage installed at each key intersection to clarify the construction routes. Vehicles that are longer than 55 feet and not able to navigate the corner from Marcy Street to Court Street will use the Strawberry Bank parking lot as their exit route. There will be limitations on the hours that the parking lot can be used for the exit route.

Jon noted that as part of the project there will be restrictions for safety. Dog walking on the island will be restricted and the current off-leash dog area will close next Monday. Pedestrian and staging fencing will be installed. During all periods, the state fish pier will remain open and the pool and boat launch will remain open seasonally.

Jon discussed a figure of the overview of the island depicting the traffic routes, staging areas, and protected areas. There is a copy of this figure in the library and in City Hall for public viewing.

He discussed the incoming traffic route, including locations where parking will be restricted during the work day, and a pedestrian detour around the Player's Ring Theater that will be used during the work day (during non-work hours the sidewalk will be open). At the corner of Marcy and Mechanic Street the curb line and sidewalk will be pulled back to allow for two vehicles to pass. Across the street from that corner, there will be a curb cut installed to allow the larger vehicles to enter the Strawberry Banke parking lot as part of their exit route. Initially a series of cones will be installed along Peirce Island Road for pedestrian safety, but they will be replaced with a chain and post pedestrian fence which will serve as a guide not to step off the curb in that area.

He noted that the closure point for public access will be located on the island, adjacent to the pool. There will be a gate with an attendant located at that point during the work day, and during the non-work day that gate will be closed. Within the next couple of weeks, fencing will be installed around the protected areas depicted on the figure in order to isolate those areas. Because the current pool parking lot will be used as a staging area, the City is currently working on the design and permitting for additional parking areas, with the intent to maximize the amount of temporary parking spaces.

Jon then discussed construction mitigation items. The construction contract has limitations that are imposed on the contractor for construction mitigation. For example, any vehicles carrying dusty materials will be required to be covered, and vehicles that are covered in mud will be washed down before they leave the island. The project is filing for coverage under the Construction General Permit issued by the EPA, which requires a stormwater pollution prevention plan. The stormwater pollution prevention plan is currently being developed and its goal is to address items that will minimize the impact of construction in the area. There have been extensive archaeological investigations undertaken during the design phase that have been submitted and reviewed by the NH Department of Historical Resources. Archaeologists will be involved during certain phases of the work; for example, during the installation of the protective fence in the areas that were identified as potentially sensitive. An archaeologist will also be on call should anything unexpected be encountered as the work progresses. The City has had an independent safety consultant review the proposed plans, and during the course of the work a number of safety reviews will be conducted by that independent safety consultant. The City intends to have parking improvements to the Four Tree Island parking lot and the parking lot adjacent to the boat launch complete by next spring, in time for next year's pool season.

Jon discussed that they are aware of the importance of Peirce Island to community events and there are dates on which work is not allowed to occur so as not to interfere with these events.

A public question and answer session then occurred, and is summarized below:

Paige Trace, 27 Hancock Street, asked the following:

Q: Steel plates placed at Strawberry Banke have not been discussed, will they still be installed?

A: The steel plates at Strawberry Banke were initially recommended by the archaeologist to protect what is underground at Strawberry Banke, but concerns were raised about the practicality of maintaining these over the course of four years. Temporary pavement is currently being considered instead of steel plates to distribute the weight of construction vehicles as they travel through parking lot.

Q: Can you confirm that the Fort Washington berm will be fenced off before construction?

A: One of first actions undertaken by the Contractor will be to fence off sensitive items, including the Fort Washington berm, and there will be no entry to these areas by the Contractor during construction once they are fenced off.

Q: Can you confirm that the magnetic markers on island will be protected?

A: The magnetic markers will be protected. There are none that the project team is aware of within the construction area.

Q: Will the EPA be advised of the change from steel plates to temporary pavement at Strawberry Bank?

A: The City stated that they would advise the EPA of the proposed change.

Blair McCracken, 212 Pleasant Street, asked the following:

Q. Can you confirm whether or not City will be documenting the status of basements along haul routes for condition prior to and after construction, and if City will pay for repairing damage to basements as a result of construction traffic?

A: No documentation has been found indicating that construction type truck travel would impact property. The City will be conducting a periodic observation of roadway conditions along the prescribed haul routes. It is recommended that if a homeowner is concerned with property damage due to construction traffic, that they obtain their own

photographic evaluation. However, should property damage occur, it may be difficult to determine the cause. There are many other construction projects in the City. There is also a written response to this concern on the Portsmouth Wastewater homepage.

- Q. When is heavy truck traffic anticipated to begin, particularly trucks that will be routed through Strawberry Banke?
- A. There will not be a lot of truck travel for at least a month. Truck traffic will probably begin toward the middle and end of next month. After that there will be consistent, but not heavy, truck traffic.

Joanna Brode, 122 Mechanic Street, asked the following:

- Q. The cost shown in the presentation did not include the Mechanic Street Pump Station. What is the agenda for the work on the Mechanic Street Pump Station and the demolition of the nearby seawall; will they be done at the same time as the WWTF upgrade?
- A. The City will be conducting a Master Plan for the Mechanic Street Pump Station and concurrently they will be managing the dock and houses on the pier that is collapsing. The City will move forward with the removal of the pier, and then do the Master Plan with public input after the conclusion of the Peirce Island WWTF Upgrade project. There is no schedule yet for the pier removal because there is no contractor in place to do the work. The neighborhood will be given notice prior to the demolition of the pier.
- Q. What will traffic conditions be like for demolition of pier and Master Plan improvements?
- A. Minimal trucks will be required for the demolition of the pier. Final implementation of the Master Plan is not anticipated to be done until after the completion of the treatment plant.
- Q. There are 3 events at Strawberry Banke that were not mentioned earlier in the presentation. Can you confirm that work will be coordinated so as not to interfere with these events?
- A. The City is aware of the events scheduled at the museum and is in close coordination with Strawberry Banke.