

June 18, 2013

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF BRIDGE DESIGN**

**CONFERENCE REPORT**

**PROJECT:** FARMINGTON  
16146  
NH 153 Bridge No. 096/140 over the Cocheco River

**DATE OF CONFERENCE:** April 4, 2013

**LOCATION OF CONFERENCE:** Farmington Town Hall, 531 Main Street

**ATTENDED BY:** R. Landry, NHDOT  
R. Kleiner, NHDOT  
N. Spaulding, NHDOT  
C. Perron, NHDOT  
J. Fryer, CLD Consulting Engineers, Inc.  
See attached list for attendees

**SUBJECT:** Public Informational Meeting

**NOTES ON CONFERENCE:**

A public informational meeting was held to inform residents of the project, present conceptual alternative designs and to gather public input and comment on the project. R. Landry facilitated the meeting, opening the presentation and answering questions. R. Kleiner presented the following two alternatives:

1. Replace existing bridge “on-alignment” with temporary bridge downstream to maintain two lanes of traffic during construction; and
2. Replace existing bridge in phases maintaining one lane of alternating traffic with signal throughout construction.

Both alternatives include a 71-ft single span bridge with precast prestressed beams. C. Perron presented information regarding the environmental resources and impacts for the project. She noted that the bridge is a historic structure and further study is underway to determine if additional historic resources exist in the project area. She explained that Section 106 of the National Historic Preservation Act offers owners of historic properties directly affected by the project, or agencies that possess a direct interest in the historical resources, an opportunity to become more involved in an advisory role during project development as Consulting Parties.

Questions from the public:

1. Who is impacted by the project?

A: The potential needs for ROW acquisition were reviewed for each alternative. The temporary bridge alternative has more temporary impacts on the downstream side.

2. Once the project starts will there be enough money to finish?

A: Yes.

3. Will the temporary bridge alternative have a longer time frame?

A: No, it is anticipated that both projects will have a schedule of approximately 15 to 18 months. The temporary bridge will be built downstream while traffic is maintained on the existing bridge, during the first construction season. Traffic would be shifted at the beginning of the second construction season and it is expected to take the entire season to construct the new bridge. For the phased construction alternative, traffic would be placed on half of the existing bridge for the first season while the first half of the new bridge is built. The second half of the bridge would be built in the second season.

4. Will there be separate truck detours?

A: Legal vehicles will be allowed on either alternative throughout construction.

5. What are the project costs?

A: The alternative costs are very similar. Phased construction generally increases the cost by approximately 25% to allow for traffic control, cofferdams and additional mobilizations. For this project, that cost increase is similar to the cost of the temporary bridge.

6. What is the length of delays for the traffic light?

A: The signal timing and queue calculations have not been completed at this early stage of the project. Only basic traffic data has been provided to date.

7. Several residents expressed significant concern with the delays for the phased alternative. Where would the signals be located?

A: This has not been investigated at this early stage in the project.

8. It was noted that cars park on the road for the gas station, and the NH 153 and NH 75 intersection is very chaotic. Concern was raised for the location of the approach to the temporary bridge coming very close to the gas station, and also for the impacts of the temporary approach to the apartment building property and driveway. Can the temporary approach location be adjusted to stay off that property and tie further away from the gas station?

A: We can review the alignment to see if this can be minimized.

9. Would there be a signal at Route 75 and Route 153?

A: This is a bridge project, so that intersection would be outside the scope of the project.

10. Regional Traffic Planner noted that there is a significant amount of freight traffic that comes through here and would recommend the temporary bridge. He also noted that modifications to the Sunoco Station are planned for a SRTS project.

R. Landry asked for a general consensus on the alternatives. A majority of people favored the temporary bridge alignment. The most vocally opposed resident to the temporary bridge felt that he could support that alternative if the temporary alignment could be adjusted to reduce the impacts to the apartment property and move away from the gas station.

Following the public informational meeting, CLD and NHDOT staff discussed the results of the meeting and agreed upon the following to proceed:

1. Given the input from the meeting, the vote by Selectmen at the previous meeting to support the temporary bridge alternative, and the cost estimates showing the two alternatives at approximately the same cost, the recommended alternative to proceed forward from this date will be “on-alignment” replacement with temporary bridge downstream.
2. Super-elevation transition begins on the bridge. This should be acceptable with a variable depth pavement overlay. CLD will investigate required overlay depth, and will minimize depths by placing the beams on the cross-slope. Detailed information on the variation in depth of overlay will be provided to NHDOT for final confirmation on this issue.
3. It appears that we will need to use a 40D beam (rather than 36D) to provide sufficient depth for the 12” water main requested by the Town. Based upon preliminary design, it appears the 36D will be sufficient for strength. The 40D will still provide the required hydraulic clearance. It was agreed that we would proceed with the 40D.
4. Public Hearing – it appears that we can move forward with scheduling the public hearing.

Submitted by:



JoAnn L. Fryer, PE  
CLD Consulting Engineers, Inc.

JLF/kb

cc: NHDOT

## MEETING ATTENDANCE

**PROJECT** FARMINGTON NH 153 Bridge Replacement over the Cocheco River

**LOCATION** Farmington Town Hall

**PROJECT NO.** X-A000(152) 16146

Federal

State

Name	Contact Information	Comments
SEN SAM CATALDO	120 HORNETOWN RD	STATE SENATOR
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