

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

CONFERENCE REPORT

PROJECT: Manchester 14170
Island Pond Road over I-93 NB & SB
Bridge Replacement and Soundwall Extension
Br. Nos. 166/124 and 166/125

DATE OF CONFERENCE: June 13, 2007

LOCATION OF CONFERENCE: City of Manchester Weston School

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|---------------------|--------------|----------------------------|
| ATTENDED BY: | <u>NHDOT</u> | <u>PUBLIC</u> |
| | R. Landry | See Attached Sign-In Sheet |
| | M. Licciardi | |
| | C. Hood | |
| | S. Liakos | |
| | J. Evans | |
| | C. Dusseault | |
| | P. Metcalf | |

SUBJECT: Public Officials/Public Informational Meeting

NOTES ON CONFERENCE:

R. Landry opened the meeting with introductions and explained that funding has become available and this project has moved forward from fiscal year 2011 to fiscal year 2008. The project needs to advertise by September 16, 2008 to qualify for fiscal year 2008 funds. The ROW acquisition process normally takes 18 to 24 months after a public hearing. Assuming the road can be closed for construction of the bridges, we will not have any ROW impacts for the bridge replacement and since the easements for the soundwall is voluntary, we should be able avoid a public hearing and advertise in early 2008.

M. Licciardi outlined the bridge project details as follows:

This project will replace the two bridges that carry Island Pond Road over I-93 .
The bridge site is located immediately north of the 293 ramps and south of Candia Road.
East Industrial Park Drive and the Comcast property are to the east. Mammoth Road is to the west.

The existing bridges were built in 1961. Both bridges are on the Department's Redlist due to deteriorated concrete. The bridges are currently safe, but due to their condition, they are inspected twice per year instead of the normal two year cycle.

The existing bridges are identical, each having three spans totaling 170 feet. They are constructed of steel girders, with reinforced concrete deck, abutments and piers. A five-foot wide sidewalk is on the northerly side. Both proposed bridges are single spans, 136 feet long. They will be constructed of steel welded plate girders, reinforced decks and reinforced concrete abutments. They will carry two twelve-foot wide travel lanes, two three-foot wide shoulders and a five-foot wide sidewalk on the northerly side. Steel 4 bar and 2 bar bridge rail with protective screening will be provided for safety. The abutments will be set back from I-93 travel lanes 34 feet and guardrail along the highway in the vicinity of the bridge will be eliminated.

The drainage culverts behind the easterly bridge will be replaced with a reinforced concrete culvert.

The grade and profile of the road will closely match what is there presently.

Sight distance will be improved at the westerly intersection of Island Pond Road and Cohas Ave.

The Department's preference is to close the bridges during construction and utilize a detour. The detour begins at the bridge and follows along East Industrial Park Drive, Candia Road, Mammoth Road, Cohas Ave, Island Pond road back to the bridge. The detour has a total length of 3.8 miles and would be in place for a duration of nine months, from March, 2009 to November, 2009.

The bridge and approach roadway work is estimated to cost \$4.7 million.

C. Hood outlined the soundwall details as follows:

The soundwall begins at the end of the existing soundwall to the north and extends south approximately 2,800 feet. It will be constructed generally in the area of the existing chain link fence. In some locations, the soundwall will extend onto private property. The height of the wall will vary from 14' to 23'. The soundwall will protect the exterior ground level and first floor deck areas in back of the homes. The noise levels are expected to be reduced by 7 to 13 decibels. This will be a very noticeable reduction, but residents will still hear the traffic from the highway. At this time the Department anticipates that the soundwall will consist of concrete posts and pressure treated wood panels. Construction will require removal of a good portion of the vegetation along both sides of the existing chain link fence and may require sheds to be moved.

Construction of the wall will require the department to obtain easements from abutting property owners to allow access on the properties to do the test borings and then construct the wall. As soon as the impacts to each property are known, the Department will meet with the property owners to review these impacts and have the appropriate easements signed.

The meeting was opened to questions and comments and the following items were discussed:

Q: The intersection of Island Pond Road and Cohas Avenue on the west side of the bridges is dangerous. What about putting a mirror at this intersection?

A: This is a City of Manchester operational issue and not a NHDOT issue. The NHDOT will investigate shifting the proposed guardrail back to improve driver sight distance.

Q: Can a three-way stop sign be put at this intersection?

A: This again is an issue for the appropriate City officials.

Q: What if someone doesn't want the sound wall?

A: Charlie Hood replied that the proposed sound wall couldn't have gaps in it to function properly, so getting all property owners "on-board" is very important.

Q: Is the existing gas line in the back yards of residents of Pinebrook Place going to be an issue?

A: No, the construction zone for the proposed sound wall does not impact the existing gas line

Q: Can the sound wall be raised to further protect the roads behind Pinebrook Place?

A: No. Charlie Hood gave a detailed explanation on how the "formula" for sound wall criteria is established. The sound wall will provide protection for basically the first floor and deck of the houses on Pinebrook Place. It would be cost prohibitive to protect upper floors of these houses or roads behind Pinebrook Place.

SUBMITTED BY: _____

Michael Licciardi, PE
Project Engineer

Noted by: SCL____ LRL____ CHH____

MGL/mgl

cc: NHDOT Attendees

Front Office

M. Richardson

File