



Meeting Notes

Attendees: NHDOT: Bob Landry, Bob Juliano,
Ron Crickard
VHB: Steven Hodgdon, Julie Whitmore
Public: Attendance Sheet included

Date/Time: 4/29/2015, 6:30pm – 8:00pm

Location: Franconia Town Hall
421 Main Street
Franconia, NH

Project: Franconia 24497 (Br. No. 089/099)
Bridge Rehabilitation or Replacement
NH Route 18 over Lafayette Brook
Public Informational Meeting

Notes by: Julie Whitmore

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- At 6:30 pm, the Town Hall was opened to the public where several presentation materials, including the proposed conditions plan, detour maps, aerial, and site photos were set up and provided for initial viewing and discussion prior to the meeting and presentation
 - The formal presentation for the public informational meeting began at 7:00pm
 - Bob Landry introduced NHDOT and VHB representatives and consultants present at the meeting:
 - Bob Landry – NHDOT Bureau of Bridge Design, Consultant Design Chief
 - Bob Juliano – NHDOT Bureau of Bridge Design, Project Engineer
 - Ron Crickard – NHDOT Bureau of Environment, Chief, Project Management Section
 - Jim McMahon – NHDOT District 1 Highway Maintenance
 - Steve Hodgdon – VHB Project Manager
 - Julie Whitmore – VHB Project Engineer
 - Bob Juliano began the PowerPoint slide presentation:
 - A general overview of the original public meeting was presented.
 - Bob identified the project location and displayed several photos of the existing bridge and site.
 - Bob briefly discussed the components of the bridge and mentioned the Red List status.
 - An audience member asked about the priority of the bridge and the length of the Red List
 - Bob Landry explained that there are 130 bridges on the list and the bridge is priority #78.
 - Bob Juliano recapped the results of the inspection, discussing the poor quality of the concrete core samples taken from the deck. He mentioned that although the

superstructure is in poor condition, the substructure concrete is in good condition and ideally would be reused.

- Other considerations were also discussed, including the roadway width on the bridge, the bridge railing, and intersection sight lines.
- An audience member, owner or manager of the Lovett's Inn, mentioned that a bridge closure would impact his business and is a big concern.
 - Bob Landry acknowledged the concern and mentioned that the bridge closure would be discussed later in the presentation.
- Bob recapped the major concerns from the initial public presentation:
 - Aesthetics
 - No major issues with the intersection
 - No major issues with the roadway width
- Bob stated the purpose of this meeting is to present the preferred alternative and described the alternatives:
 - Bridge rehabilitation
 - Superstructure (beams, deck, rail, and pavement) replacement
 - Retains abutments, wingwalls, and pilasters
 - \$1.1 million estimated construction cost
 - Bridge rehabilitation and widening
 - Replace superstructure and railing with 32' wide superstructure
 - Widen to the west of the existing to minimize impacts to the pond and intersection
 - Retain and widen existing abutments, retain eastern wingwalls
 - \$1.9 million estimated construction cost
 - Complete bridge replacement
 - New structure widened to the west
 - Longer construction duration
 - \$2.2 million estimated construction cost
- The preferred alternative is a bridge rehabilitation
 - Bob presented the concept and discussed the details
 - Highlights include:
 - Upgrades the railing
 - Retains some aesthetic features of the existing bridge
 - Reuses substructure, which reduces construction duration
 - Improves hydraulic opening

- Limits approach work
- A concrete parapet with an architectural treatment will be used and the existing capstone will be reset
 - The presented architectural treatment is exposed aggregate, which is the most cost-effective and requires the least time to complete
- Bridge approach rail and terminal units will be provided on 3 of the 4 corners of the bridge
- Beams will be precast box beams with a recessed arch shape along the exterior face
- An audience member suggested using “fake-looking” stones
 - Bob Landry responded that a form-liner could be used to achieve the look of the stones, but that a stain would need to be applied to achieve a non-uniform look and that this is more costly than the exposed aggregate
 - Another audience member asked about the height of the railing
 - The proposed railing height will meet the requirements for pedestrians and cyclists using the bridge at 39 inches
- Traffic control was discussed
 - A detour is required as the bridge is not wide enough to accommodate traffic during construction
 - The bridge will be closed for 8 weeks
 - An audience member mentioned that a closure in the summer (June to August) would be detrimental to his business and would prefer the closure to begin in April
 - NHDOT will need to coordinate with school district to discuss bus routes to make the schedule work with April start date and completion in June
- Bob J. discussed the next steps for the project
- Bob briefly discussed cultural resource requirements
 - Ron elaborated more and mentioned that the evaluation of impacts is ongoing and the historical survey is complete
 - 2 properties were found eligible – Lovett’s Inn and the bridge
 - Ron also mentioned that anyone who is interested may become a consulting party to voice any concerns throughout the process
- Ron briefly discussed natural resources
 - Wetlands have been identified in the project area and the evaluation of impacts is ongoing
- Bob mentioned the overall schedule, with contract plans complete in fall 2016
 - Funding and construction are anticipated to happen in 2023

- Funding is through the state and federal with no Town of Franconia match
- If funding becomes available earlier, the bridge could potentially be constructed sooner, hence the early contract plan date of 2016
- An audience member asked if the bridge is eligible for historic status, how does it become listed and would its listing benefit the community?
 - Bob L. responded that the owner (NHDOT) is responsible for completing the registration process
 - If the town would like the bridge to be listed, they may acquire the bridge from the state and complete the process. This would include addressing the current structural concerns
 - Bob also mentioned that NHDOT is evaluating impacts to historic properties (Lovett's Inn) from a visual point, because the bridge and the Inn are eligible
- Maintenance issues were discussed
 - Plows are about 13ft wide, which is why the standard roadway width in NH is 32 feet (11 feet lanes and 5 feet shoulders)
 - Maintenance would prefer a wider bridge, but is not practical for this bridge due to site constraints and adjacent features (the approach roadway width and pond)
- An audience member asked about repairs to the bridge in the interim
 - Bob L. replied that because the bridge is on the Red List, it is inspected every 6 months, according to state laws
 - If any issues or damage is noted, it will be addressed as needed, but a specific schedule of maintenance or repair has not been assigned
- The end terminals and bridge rail transitions were discussed as several audience members expressed concern over the lack of aesthetic value
 - Steve explained that the end terminals cannot be concrete as this is a very rigid material and would cause more damage and harm to any potential vehicular impacts
 - Steve mentioned that the terminals could be painted or coated similar to the rail on the Parkway, but that this costs more money and could be a potential maintenance issue. Since the roadway width is narrow, the rail could be scraped by plows, which could remove the coating.
 - The terminal cannot be separated from the concrete parapet as the connection provides a safe transition from a flexible railing system (designed to absorb impact and deflect) to a rigid railing (designed to stop impact and will not deflect). Removing the connection has not been tested for safety.
 - The guardrail beam connection could be recessed into the parapet to improve aesthetics
 - Although accident history is minimal, guardrail is required
- Town events were discussed to help determine a better construction schedule

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- Old Home Day in July
 - Triathlon in August
 - The two events listed above, along with other townspeople preferences favors construction beginning in April as opposed to June
 - NHDOT asked if emergency responders (fire and ambulance) were full time or volunteer
 - The town confirmed that fire and ambulance staff are volunteer
 - North Woodstock is the nearest backup responder if needed
 - Improvements to NH 141 were briefly discussed to address an audience members concern
 - Improvements include guardrail, new pavement, and armored embankment along the brook along NH 18 as there was a concern with vehicles on NH 141 stopping at the stop sign during winter conditions
 - No major roadway improvements are anticipated
 - NHDOT is not doing any work to Lafayette Brook as this is not part of the scope of this project
 - The orange patch just south of the bridge on the proposed plan indicates a driveway match at the Lovett's Inn property.
 - Meeting adjourned at 8:00pm.

Attendance

Franconia 24497 - Public Informational Meeting

Franconia Town Hall --- April 29, 2015

Name (please print clearly)	Affiliation	Phone #	E-mail
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