
DRAFT MEETING MINUTES

PUBLIC INFORMATIONAL MEETING LACONIA 16144 PROJECT

PROJECT: Laconia 16144 project

TO: L. Robert Landry, P.E., NHDOT Bridge Design Bureau
John Sargent, P.E., NHDOT Bridge Design Bureau
Jennifer Riordan, CWS, CPESC, The Smart Associates

FROM: Jason Gallant, P.E., CMA Engineers

MEETING DATE: Thursday June 23, 2015, 7:00 PM

ATTENDEES: See sign-in sheet

DATE ISSUED: July 8, 2015

Mark Richardson introduced John Sargent who gave a PowerPoint presentation providing an overview of the Laconia 16144 project including discussion about bridge facts; design considerations; utilities; right-of-way; environmental considerations; closure vs. phased construction alternatives for bridge superstructure replacement; schedule / anticipated next steps; and request for public input. Jennifer Riordan joined John for presentation of project environmental. Presentation points included:

- Timing of the construction phase was noted at 30-45 days for road closure and 120 days for phased construction with an alternating lane of traffic on the bridge controlled by a temporary signal.
- Phased construction would add an approximate 25% cost increase to the project over the road closure alternative
- Some concrete deterioration of the substructure units (northwest wingwall) was noted, but not beyond the point of repair; substructure units will be retained based on suitable condition.
- The Department is evaluating temporary relocation of utilities as needed to facilitate superstructure replacement.
- Temporary easements are likely to be required for construction access, but the permanent work to be completed will be within the existing right-of-way.
- The current advertisement schedule for the project is fall of 2019 with construction planned for spring 2020.
- The timeline for construction is anticipated to be limited to end of April 2020.

Comments received from the public after the presentation are bulleted below:

- A one-month closure is preferred to a four-month phased construction project; concerns were expressed about business impacts during a four-month construction period.
- Local businesses prefer the project to be constructed as quickly as possible.
- A six-week duration in winter is preferred over four weeks in spring.
- A question was asked if the project could be completed in March instead of April.
- It was suggested that Channel Lane be further reviewed for local emergency detour. There is currently a diagonal crossing of the track passable by tractor-trailer trucks used for boat hauling.
- It is possible that an easement for right-of-way may be pursued from Thurston's property across Drive-In property; in addition to negotiations, the grading would have to be verified for viability.

- There is a second possible temporary track crossing location further to the south that can be evaluated also.
- Traffic counts were queried for winter as the Route 3 corridor is an important link for winter recreation activities. Winter traffic counts were estimated at 4,500 daily with best opportunities for minimal disruption in the March-April timeframe.
- A suggestion was offered to evaluate long-distance detour signage to the north and south of the project to defer motorists to alternate routes well in advance of the project site.
- A question on timing of the project and commitment of funding was posed. The project was noted to be in the 10-Year Plan for 2020 based on current funding levels.
- A question was posed that if nothing is done to the bridge, is there likelihood of failure? The bridge was noted to have inherent structural redundancies based on type of construction (single unit slab) contributing to its durability. There are currently no weight restrictions on the bridge. It is inspected two times per year based on its Red List status. There are no immediate concerns of bridge failure.
- Further discussion of the proposed local detour route ensued. A question was asked about consideration for using the local detour for more than emergency vehicle access. It was noted that the traffic volumes were probably too high for more than emergency vehicle access, but that winter traffic volumes would be reviewed again.
- A question was asked about increasing horizontal and vertical clearances to the existing railroad tracks. It was noted that both horizontal and vertical clearances were previously determined to be adequate and that the issue would be reviewed again with the Rail and Transit Bureau. It was noted that the City may have an agreement with Rail and Transit Bureau that precludes double-stack trains on the line based on the scenic rail use.
- Discussion ensued about the option for fall (October / November) timing of construction instead of March / April. It was noted that the fall tourist season extends through the month of October, concluding with the local pumpkin festival. Thurston's Marina is typically done moving boats over the road for storage by November. Construction may be able to begin in earnest at the beginning of November, but it was noted that asphalt plants close in the fall and that early winter could cause delays in construction. Fall timing will be reviewed again, but spring timing seems to be most viable.

Attachments:

Sign in Sheet

Business Cards of Attendees

Public Information Meeting Plan Sheet

Laconia Citizen Article posted following the meeting

END OF MINUTES