November 4, 2020

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF BRIDGE DESIGN

CONFERENCE REPORT

PROJECT: MEREDITH-GILFORD
X-A004(652)
41483
Meredith Br. No. 184/138, US Route 3 over Maple Street and NHRR
Gilford Br. No. 102/099, NH Route 11 over Gunstock River
Gilford Br. No. 138/137, NH Route 11A over Poor Farm Brook

DATE OF CONFERENCE: September 3, 2020

LOCATION OF CONFERENCE: Gilford Town Hall and Zoom Teleconference

RECORDED ATTENDEES:

P. Brogan	NHDOT (Presenter)
J. Adams	NHDOT (Presenter)
M. Mozer	NHDOT (Panelist)
R. Martin	NHDOT (Panelist)
S. White	McFarland Johnson (Panelist)
S. Ireland	McFarland Johnson (Panelist)
C. Poire	NHDOT (Moderator)
S. Dunn	Gilford Town Administrator
J. Hayes	Gilford Board of Selectmen, Clerk
S. Carrier	Gilford Fire Chief
W. Hall	Gilford Planning Board, Chairman
C. Hall	Gilford Conservation Commission, Chairman

SUBJECT: Public Informational Meeting

NOTES ON CONFERENCE:

This project involves preservation work on three bridges: Meredith bridge number 184/138 carrying US Route 3 over Maple Street and the NHRR, Gilford bridge number 102/099 carrying NH Route 11 over the Gunstock River, and Gilford bridge number 138/137 carrying NH Route 11A over Poor Farm Brook. This meeting specifically pertained to the two bridges in Gilford, with the intent of presenting the need for the preservation work and requesting input from the local community. The project was previously presented to the Gilford public officials at a regularly scheduled Board of Selectmen meeting on June 10, 2020.

J. Adams introduced the project, and P. Brogan presented further details. P. Brogan explained that bridge preservation can be likened to regular oil changes for a car, without which the repairs can be far more extensive and costly.

Gilford bridge number 102/099 was built in 1958 and has not undergone preservation work since 2000, and is beginning to show signs of deterioration. This includes damage to the bridge

rail, deterioration of the wood approach rail posts, as well as concrete cracking in the underside of the bridge deck and the supporting abutments. Preservation work will include removal of the existing pavement and deck membrane to expose any deteriorated concrete under the pavement, patching of all deteriorated concrete, repair or replacement of deteriorated rail as needed, and replacement of membrane and bridge pavement.

Construction at Gilford bridge number 102/099 will take place in three phases. The first phase will entail work on the south side of the bridge with traffic lanes shifted to the north, the second phase will entail work in the middle of the bridge with traffic lanes split on either side of the work zone, and the third phase will involve work on the north side of the bridge with traffic shifted to the south. Two lanes of traffic will be maintained throughout construction. It is anticipated that phases one and three will each be in place for about three weeks, while phase two will be in place for about six weeks.

Any temporary impacts to the Gunstock River will require a wetland permit. There are prime wetlands in the vicinity of the bridge but no impacts are anticipated. The bridge is exempt from historic resource review because of its age, and there are no other known historic resources in the project area. There are potential rare species in the project area – the northern long-eared bat and the small whorled pogonia – both of which will be addressed in accordance with Federal guidelines.

P. Brogan continued the presentation by discussing work at Gilford bridge number 138/137. This bridge was built in 1936 and has not undergone any major work since 1985, at which time the bridge was widened. Areas of deterioration include damaged approach rail, corrosion of the existing bridge drainage scupper, erosion and undermining of the northeast wingwall, cracking of the abutment concrete and spalling of the deck concrete. There is also an excess of pavement on the bridge. Preservation work will include removal of the existing pavement and deck membrane to expose any deteriorated concrete under the pavement, patching of all deteriorated concrete, repair or replacement of deteriorated rail as needed, removal of the bridge drainage scupper, and installation of erosion control to address the undermining at the northeast wing. The roadway profile will be adjusted as needed so the bridge can be repaved at the correct thickness.

Construction at Gilford bridge number 138/137 will take place in two phases. Temporary signals will be deployed for traffic control on Route 11A, as well as Area Road. Only one lane of traffic will be maintained on the bridge for each phase. The signals will control alternating two-way traffic through the work zone. Each phase of the work is anticipated to be in place for about five to six weeks.

Any temporary impacts to Poor Farm Brook will require a wetland permit. There are potential threatened species in the project area – the northern long-eared bat – which will be addressed in accordance with Federal guidelines. The bridge is not eligible for the National Register of Historic Places, but there are nearby homes greater than fifty years old which will be taken into consideration in accordance with Section 106 of the National Historic Preservation Act. P. Brogan explained that anyone with information or concerns about potential historic resources can contact the NHDOT – or to be more formally involved as a “consulting party” under Section 106, contact FHWA to request formal involvement.

The project will complete environmental review and is anticipated to proceed to final design in the fall of 2020. The project will advertise in the winter of 2021, and construction will take place in either 2021 or 2022. The same contractor will work on these two bridges in Gilford, as well as the bridge in Meredith, so the contractor will be permitted some flexibility with the schedule.

Lastly, input was requested from the Town regarding emergency response routes, mutual aid, school bus routes, historic concerns, flooding concerns, and bike and pedestrian concerns.

C. Hall inquired about the timeline for Natural and Cultural Resource Agency approvals and associated applications for permitting. P. Brogan replied that permitting will likely be processed in December 2020.

Submitted by:

Philip A. Brogan
Bridge Design

NOTED BY: P. Brogan, M. Mozer