

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 15, 2020

LOCATION OF CONFERENCE: Meredith Community Center and Zoom Teleconference

RECORDED ATTENDEES:

P. Brogan	NHDOT (Presenter)
J. Adams	NHDOT (Presenter)
S. Ireland	McFarland Johnson (Presenter)
M. Mozer	NHDOT (Panelist)
R. Martin	NHDOT (Panelist)
S. White	McFarland Johnson (Panelist)
C. Poire	NHDOT (Moderator)
P. Warren	Meredith Town Manager
N. Torr	Meredith Selectboard
M. Faller	Meredith Public Works Department, Director
K. Jones	Meredith Fire Department, Chief

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 bridge in Meredith, 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 Meredith public officials at a regularly scheduled Selectboard meeting on June 15, 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.

Meredith bridge number 184/138 was built in 1947 and underwent a rehabilitation project in 1983. Current areas of deterioration on the bridge include deterioration of the bridge deck expansion joint, separation of the granite curb from the safety walks, corrosion of the steel bridge

bearings, cracking and spalling of the concrete bridge deck and beams, deterioration of the concrete wingwalls, and deterioration of the bridge drainage system. 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, cleaning and painting the bearings, replacing the granite curbs with concrete, replacing the bridge deck expansion joint, repair of the drainage structures, and replacement of the southern approach guardrail.

Construction will take place in two phases, each being in place for six to eight weeks. Traffic will be reduced to one lane on the bridge for each phase. Lane closures will only be in place in an April-May window prior to Memorial Day and/or in October and November after Columbus Day. Three alternatives for traffic control were proposed: Alternative 1 would maintain traffic on the bridge in both directions, alternating traffic directions using temporary signals. With this alternative, traffic queue lengths in each direction are anticipated to be nearly one mile, with delays of five minutes in the morning and nine minutes in the afternoon. Alternative 2a would maintain northbound traffic on the bridge and would detour southbound traffic along a 28-mile state route detour, following NH Route 25B, US Route 3, I-93, and NH Route 104. Alternative 2b would maintain northbound traffic on the bridge and would detour southbound traffic along a half-mile local detour, following Mill Street, Maple Street, S. Main Street, and Lower Ladd Hill Road. Pedestrians will be directed safely through the work zone using temporary crosswalks in any of the above alternatives.

The bridge is considered a historic resource that is eligible for listing on the National Register of Historic Places, and is located over the former Boston, Concord, and Montreal Railroad, which is a National Register eligible historic district. P. Brogan explained that those interested in formal involvement in historic resource review as “consulting parties” may do so by contacting Jamie Sikora at FHWA.

The project will complete environmental review and 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 this bridge in Meredith, as well as the two bridges in Gilford, so the contractor will be permitted some flexibility with the schedule.

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

M. Faller discussed the rehabilitation of “Mosquito Bridge” and the potential detour down Waukewan Road. He asked NHDOT to sequence these bridges so that construction is not occurring at both locations at the same time.

M. Faller mentioned that tractor trailers exiting Middleton Building Supply have a difficult time making the right hand turn onto Lower Ladd Hill Road and Route 3. In response, S. Ireland noted that temporary striping on Route 3 could be considered to give the trucks more room to turn coming off Lower Ladd Hill Road onto Route 3. It was also noted that there is a 16” water main going down Lower Ladd Hill Road. Meredith would like to keep detoured traffic off this road. The Selectboard also instituted a 12,000-pound weight limit on the road.

N. Torr asked if construction could wait to begin until after 8:00am to allow for busses to get through the work zone. Subsequent discussion after the meeting resolved this issue.

P. Warren had three comments:

- 1) The Town does not support the use of a local road detour.
- 2) The Fire Department is concerned about response times to and from the Fire Department.
- 3) NHDOT needs to maintain access to local merchants and coordinate with the schools.

K. Jones also had three comments:

- 1) There is a private ambulance company located on Route 104 that uses Route 3 frequently.

- 2) EMS for three towns north of Meredith utilize Route 3 to transport to Lakes Region General Hospital.
- 3) Ambulances and police will need Opticom devices for the temporary signals.

P. Warren indicated that he would like to see state road detours and not use local roads. The Town understands that locals will use local roads.

P. Warren and M. Faller indicated that the Winnepesaukee Scenic Railroad typically begins service just prior to Bike Week (early June). Prior to that, it is mostly maintenance runs. The schedule typically runs through the fall until around Columbus Day.

Following the meeting, P. Brogan and M. Mozer discussed the traffic control further with P. Warren and M. Faller. It was clarified by P. Warren that the Town not only does not support implementation of a detour on local roads, but also does not support any detour which would close the bridge for one direction, since traffic would effectively detour along local roads with such a closure. The Town is amenable to the idea of installing signage on Route 25B to alert drivers and detour them to I-93 Exit 24. M. Mozer also proposed the idea of installing Variable Message Boards and detour signs on I-93 northbound alerting motorists of delays in Meredith. The Town agreed that this may be a good idea as well.

Submitted by:

Philip A. Brogan
Bridge Design

NOTED BY: P. Brogan, M. Mozer