

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

CONFERENCE REPORT

PROJECT: New Ipswich, 14465
X-A000(403)
NH 123 / NH 124 bridge over Souhegan River

DATE OF CONFERENCE: January 6, 2010

LOCATION OF CONFERENCE: New Ipswich Town Office

ATTENDED BY:

Project Lead Team

Eric Smith – Southwest Regional Planning Commission
Michael Dugas – NHDOT Highway Design Preliminary Design Chief
(Absent) David Scott – NHDOT Bridge Design In-House Design Chief
Jason Tremblay – NHDOT Bridge Design Senior Project Engineer

Project Advisory Committee

David Leel – New Ipswich Fire Chief
(Absent) Ed Rogers – New Ipswich Resident
Garrett Chamberlain – New Ipswich Police Chief
Gary Somero – Mascenic Regional School District
George Lawrence – New Ipswich Selectman
Marie Knowlton – New Ipswich Town Administrator
Peter Goewey – New Ipswich Road Agent
(Absent) Woody Houston – Warwick Mills
(Absent) Greg Hanselman – New Ipswich Historical Society
Donald Lyford – NHDOT Project Manager
Matt Urban – NHDOT Environmental Manager
(Absent) Robert Greenwood – Sharon Resident

Others

Millie Henault – New Ipswich (Highbridge) Resident
Benjamin Henault – New Ipswich (Highbridge) Resident
Earl Somero – New Ipswich Moderator
Ed Somero – New Ipswich Resident

SUBJECT: Project Advisory Committee Meeting #6**NOTES ON CONFERENCE**

Eric welcomed committee members and everyone introduced themselves. The minutes of the December 2, 2009 meeting were accepted with the addition of Mary Fish's and Lee Somero's names added to the attendance. The revised meeting minutes will be posted to the website.

Eric quickly showed the problem and vision statement as well as the revised alternative screening criteria showing "poor", "fair" or "good" as options.

Mike Dugas reviewed the detour options to construct the new Highbridge. He explained that the upstream detour encroaches upon nearby properties. The construction of the new bridge, along with its traffic implications, would take place over two construction seasons. The Mill Street Detour, which was shown at the December 2 PAC meeting, had been looked at again to limit impacts to the historic bridge, Ypya Lane as well as Mill Street.

Conversation ensued after discussion of the detours and the following comments and questions were brought up.

Earl asked if it would be possible to have an alignment that totally bypasses this area to the north. Mike Dugas answered that this would be cost prohibitive for the construction and purchase of new Right-of-Way and permitting would be a problem.

George liked the idea of having the Mill Street detour because it eliminates the traffic signal.

Peter mentioned limiting the impacts at the Citgo intersection and that the impact to traffic on River Road and Lower River Road would be minimized once the bridge is closed.

A thought was to limit traffic on the Mill Street detour bridge to emergency vehicles and school buses. Garrett asked if traffic on the Mill Road detour could be minimized. Perhaps time frames can be established when cars can use the detour.

Marie mentioned contacting the Tree Warden if we are to remove any trees along Ypya Lane.

Earl asked if the Town could keep the temporary bridge. Mike Dugas answered that since the contractor supplies the temporary bridge it would be up to the Town to coordinate with them about this issue.

Garrett mentioned that the Mill Street detour option, because it would allow the new Highbridge to be built in one season, seems to be the preferred alternative.

Earl asked if there would be a pull off on Highbridge Road near the bridge to see the stone arch bridge and wall. Mike Dugas answered that it hasn't been shown yet on the plans, but it appears to be feasible.

The question of a sidewalk was raised. David Leel thinks there shouldn't be one since the Town would have to maintain it. Marie thought there should be one. Don mentioned building the bridge with the potential of adding a sidewalk in the future.

No formal screening was deemed necessary by the PAC to reach a consensus on a preferred alternative although the pros and cons of the few options available were discussed throughout the process. All in attendance felt that due to the lack of feasible

alternatives, the preferred alternative was evident. A consensus was then reached selecting the on-line bridge option with the Ypya Lane detour as the preferred alternative.

Mike then discussed the upcoming Public Officials/Public Informational meeting and mentioned that he would make a similar presentation at it. He recommended that PAC members attend the meeting.

Submitted by:

Jason A. Tremblay, P.E.

JAT/jat

NOTED BY: D. Lyford, E. Smith, M. Dugas,

cc: D. Lyford

M. Dugas

D. Scott

J. Tremblay

M. Urban

Bill Cass, Director of Project Development

D. Graham - District 4

E. Smith – SWRPC

PAC Members