

March 4, 2013

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

CONFERENCE REPORT

PROJECT: Ossipee
X-A000(490)
14749
NH 16/NH 25; Replace three Red List bridges, 137/299, 137/297, 152/268
& Resurface approx 3.2 miles.

DATE OF CONFERENCE: January 15, 2013

LOCATION OF CONFERENCE: Ossipee Town Hall

ATTENDED BY: DEPARTMENT OF TRANSPORTATION

SUBJECT: Ossipee Public Official/Informational Meeting

NOTES ON CONFERENCE:

A. Vogt opened the meeting with a brief description of the project and read the Environmental Statement. J. Tremblay presented the proposed bridge improvements and M. Marshall presented the proposed roadway improvements. The scope of this project includes replacing three red listed bridges along NH Routes 16/25. The bridges carry NH 16/25 over the Lovell River, the Bearcamp River, and the Bearcamp flood relief area. The roadway will also be resurfaced beginning at the Lovell River Bridge and extending north 3.2 miles to the Chocorua River Bridge in West Ossipee. The existing roadway through the project area consists of two 12-foot travel lanes and 4-foot shoulders. In 2017 and 2037, projected daily traffic will be 11,000 and 14,000 vehicles per day, respectively. The posted speed limit is 45 mph. New bridges and roadway will provide 12' travel lanes and 5' shoulders. This project is federally funded.

During construction of the bridges, two lanes of traffic will be maintained on temporary bridges and roadways. The construction schedule will minimize disruption to traffic. The project will include public outreach to inform the public of the project's impact to traffic.

The existing bridges are summarized as follows:

Lovell River (Bridge No. 152/268)
Single span I-beam concrete bridge
Constructed in 1950
58' long; 31' wide curb-to-curb
Deck is in poor condition
Sufficiency rating: 32.4%

Bearcamp River (Bridge No. 137/297)

5 span I-beam concrete bridge

Constructed in 1955

392' long; 28' wide curb-to-curb

Deck and superstructure are in poor condition

Sufficiency rating: 40.6%

Bearcamp River Relief (Bridge No. 137/299)

4 span I-beam concrete bridge

Constructed in 1955

168' long; 28' wide curb-to-curb

Deck is in poor condition

Sufficiency rating: 11.4%

In order to maintain two lanes of traffic during construction of the bridges, temporary diversions will be required at the Lovell River Bridge and at the Bearcamp River/Relief bridges. The Lovell River detour will be located to the west of the existing bridge in order to avoid impacting the golf course located along the east side of the roadway. The location of the Bearcamp River detour has not yet been determined. On the west side of the existing roadway, there are a larger number of properties, with houses that are closer to the road (although none would be directly impacted by the temporary roadway). On the east side of the existing roadway, there are utility lines and large areas of wetlands.

Even though the substructure and superstructure are not in poor condition, it is recommended to replace these bridges. The new bridges would have a 75 to 100 year design life. Minimizing impacts to traffic was also taken into consideration in the decision to replace the bridges and the diversions would shift traffic to maintain the two lanes of traffic thru the project.

The project would also be taking into account the need for drainage rehabilitation along the entire 3.2 mile project area. Drainage structures in this area are approximately 60 years old. The need for repairs and replacements will be assessed as the project moves forward.

Comments from the Ossipee Public Official/Informational Meeting:

- The flooding at Lovell River tends to occur earlier than at the Bearcamp River. Flood waters at the Bearcamp River can rise almost to the bottom of the steel girders. Many houses upstream have been flooded into the first floor. The overflow channel needs to be kept open during any diversion and must be retained in the final configuration. Suggestions to build the new bridges off line at the Bearcamp River were made on either side of the existing bridges.
- Verify the sight distance and proposed elevation at Captain Lovewell Lane. The Boat shop owner is concerned that raise in profile of the Lovell River Bridge will flood his parcel. Be cautious of the drainage design near this bridge. Look at

original as-built plans to verify the original drainage design. Property owners say the proposed pipes from the original plans were not installed and there is a drainage problem in this area.

- A dry hydrant was requested at the Lovell River Bridge for both north and southbound. This can be coordinated into the project but would be a Town cost.
- Accidents have occurred at NH 16/Newman Drew Rd due to sight distance concerns related to the NH 16 curve, the narrow northbound shoulder on NH 16, and the grade on Newman Drew Rd as it approaches NH 16. Turning lanes were suggested. This intersection will be reviewed to make appropriate improvements.
- Concerns were expressed at NH 16 and Pine River Road intersection south of the project area. Also a concern with a passing zone on NH 25 (east) at Long Sands Road is a concern with the left turning traffic. These issues will be relayed to Operations, District and Traffic.
- It was discussed which side of the existing Bear Camp bridges the diversion should be placed: the west side has more houses and the east side has more environmental impacts, which may reduce the amount of mosquitoes.

Submitted by:

Michelle Marshall
Preliminary Design

Mem /mem

NOTED BY: M. Dugas

cc: Project file

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