

REPORT OF THE COMMISSIONER

OSSIPEE 14749, X-A000(490)

NH 16/25

December 8, 2016 – Ossipee Town Hall – 6 PM

Ossipee 14749, X-A000(490) - This project will replace 3 red list bridges and reconstruct approximately 3 miles of NH 16/25, from south of the Lovell River to just south of the Chocorua River Bridge. The Lovell River, Bearcamp River, and Bearcamp Relief bridges will be replaced with this project.

The reconstruction will involve replacing the Lovell River Bridge on existing alignment, with a temporary bridge and diversion west of the existing structure. The Bearcamp and Bearcamp Relief structures will also be replaced in their existing locations, using a slide-in-bridge construction technique. The pavement on NH 16/25 throughout the project will be reconstructed. The typical section will result in a consistent roadway width of 11 foot lanes, and 5 foot shoulders throughout. Shoulders at Deer Cove Road, and Newman Drew Road will be widened to allow vehicles to go around left turning traffic.

The following decisions are the Department's resolution of issues as a result of testimony presented at the December 8, 2016 Public Hearing and written testimony subsequently submitted.

1. Representative Mark McConkey (verbal testimony) thanked us for the shoulder width improvements and proposed boat access. He stated he likes the 5 foot shoulder width, and asked if the lanes could be 10.5 feet instead of 11 feet.

Response: The Department appreciates the support for the project design. The 11 foot lane proposal will balance traffic safety with property impacts and costs. It is the Department's practice to maintain a minimum lane width of 11' on arterial highways, to better accommodate truck traffic. Furthermore, safety research has shown that narrowing a lane from the standard 12' width to 11', accompanied by widening the shoulder from the standard 4' width to 5', would result in a slight improvement to the safety of motorists. However, at lane widths less than 11' motorist safety could be adversely impacted.

2. Representative Lino Avellani, (verbal testimony) was concerned with the intersection of NH 171 and 28 during the weekend closures of NH 16. He commented that there should be increased enforcement at that intersection during the time when the detour is in place. He wants left turn lanes at the intersections along NH 16/25, and compensation for business owners if business is lost during construction.

Response: The project will incorporate bridge construction techniques to accelerate construction and reduce the overall duration of the closure. This construction approach will minimize the potential for loss of business

during construction. The project will include notification for the traveling public during construction, and incorporate appropriate safety features as needed for those weekend closures.

The project proposes to widen shoulders at the Newman Drew Road and Deer Cove Road intersections, based on public input. This widened shoulder will allow vehicles adequate room to go around a left turning vehicle. Widening for a left turn lane would have increased ROW, wetland, flood plain and floodway impacts, as well as construction cost, and is not considered reasonable or warranted at this time.

Access to property will be provided throughout construction. Property impacts as a result of the roadway improvements are eligible to compensation, but business impacts due to construction activity are non-compensable. We have developed a Stakeholder group (business owners, Greater Ossipee Chamber of Commerce), and will be working with them to develop tools for businesses to more easily manage the construction period.

3. Tim Otterbach (tax map/lot, 27/29, 27/35) (Grizzley Road) (verbal testimony) was concerned with vibration associated with driving piles during construction and its impact to his home. He inquired as to what recourse he would have for damage that may occur. He also commented that he is a year-round resident and requires access throughout construction.

Response: The Department will have a Contract Administrator on sight throughout construction. If the owner has concerns during that time, they can contact the Contract Administrator. Complaints regarding vibration will be communicated through the Contract Administrator to the construction contractor, who is responsible to respond to vibration complaints and any associated implications. Mr. Otterbach's home is located several hundred feet from the project work, and though it is recognized he may feel some vibration, no permanent damage is anticipated.

Access to the Grizzley Road properties will be maintained throughout construction.

4. Charlie Kinney (tax map/lot, 27/25) (Grizzley Road) (verbal and written testimony) was concerned with tree clearing between his property and NH 16. He recognizes some of the trees that will be removed are not on his property. Mr. Kinney requested the intersection of Grizzley Road (an unmaintained class VI road) be relocated northerly along NH 16.

Response: Clearing limits for the project have not yet been finalized, but the area in question is anticipated to be within a temporary construction easement for the bridge contractor to work within, so clearing is likely. The Department will replant some evergreen plugs, as well as plant a seed mix containing indigenous tree varieties as a buffer along the westerly edge of the temporary construction easement. Over time, this will provide a natural buffer of vegetative growth once the construction project is complete.

The Grizzley Road intersection will be reconstructed in its existing location, and the vertical alignment will be improved to flatten its approach to NH 16/25. Adequate sight distance from Grizzley Road along NH 16/25 will be provided as we progress design for the project.

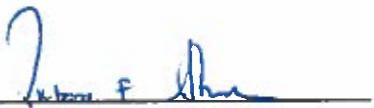
5. William Mckay (parcel 6) (verbal testimony) noted his well is in his front yard, between his home and NH 16. He asked for clarification of the proposed drainage easement on the northerly edge of his property.

Response: The location of the well will be verified and shown on the plans. The drainage easement proposed will contain a water quality treatment swale.

6. Donald Meader (parcel 4, 5 and owner of Pizza Barn map/lot, 38/19) (verbal testimony) was concerned that the length of the passing zone on NH 16 was not being increased and culvert work near his properties. He also commented that his property near Pine Hill Road is being flooded due to a culvert that carries a stream under Route 16. He would like this culvert to be properly maintained.

Response: The passing zone has been reviewed and determined to be adequate. The project will perpetuate the passing zone. Final Design will look at the area on the inlet side of the culvert to make sure that the project work limits will not adversely influence the existing drainage patterns and flows. The culvert is appropriately sized to carry the flow beneath NH 16/25. We will ensure the culvert is clear of any obstruction and functioning as intended. There has been clearing of the land above the culvert over the last few years, and perhaps this clearing has changed the rainfall runoff patterns.

Date: 2/3/17



Victoria F. Sheehan

Commissioner

N.H. Department of Transportation