

- Limited impacts to traffic
 - Limited impacts to utilities
- Cons:
 - Short-term solution
 - Reduction in hydraulic capacity
 - No improvement to aquatic passage
- Bridge replacement
 - Pros:
 - 75 year design life
 - Size for hydraulics
 - Open bottom structure for aquatic passage
 - Cons:
 - More expensive than rehabilitation
 - Significant impacts to traffic
 - Potential historic components
- Accelerated Bridge Construction techniques could be used to mitigate impacts to traffic-full bridge closure or phased construction. Phased construction duration would be over twice that of bridge closure. Phased construction traffic impacts would likely queue into traffic circle. Bridge closure would require detour. Potential detour was shown. Potential phased construction traffic patterns were shown.
- Anticipated project timeline: 2019 construction.
- Reading of standard Section 106 verbiage.

John concluded presentation noting input from the Public was needed with regard to rehabilitation vs. replacement, traffic impact concerns, business impacts, etc.

General Discussion After Presentation:

- Candace Dolan (Hodgson Brook Advisory Committee) has information on Hodgson Brook. Ted Walsh of NHDOT has this data but she can provide to us.
- Resident (Larry) from adjacent Coakley subdivision has lived there for 50 years. He has never seen the water level at the bridge above the Port Inn lower parking lot.
- Larry noted that the outer culvert cells (now partially housing utilities) used to be used as a cattle crossing.
- The general consensus of the attending public was to perform bridge rehabilitation over a bridge replacement. This was primarily based on the lower costs and limited impacts to traffic. Also if the 'flyover' option was still a viable alternative for alleviating the circle traffic issues then rehabilitation was a better approach.
- Candace asked if there was a way to improve the aquatic passage, specifically removing the perched condition at the bridge outlet. It was noted that this could be included in the project.
- A question was raised regarding the replacement of the existing bridge rail. It was noted that due to the high speeds and rate of accidents that the bridge rail would be replaced as part of this project.
- The City asked if a sidewalk could be included on the upstream side of the bridge to connect Borthwick with Coakley. This may be accommodated in a replacement. If

rehabilitation was performed a sidewalk could be evaluated, however, there is very limited room on the upstream end of the bridge. B. Landry asked City to send the DOT a letter with their plan for future sidewalks in the vicinity of the project.

- The City noted that if the road was closed for construction the City would like to update some utilities at that time.

Submitted by:

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