STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF BRIDGE DESIGN
C O N F E R E N C E R E P O R T

PROJECT: Stewartstown 16312
X-0001(240)
NH 145 over Bishop Brook
Br. No. 121/114

DATE OF CONFERENCE: November 16, 2015

LOCATION OF CONFERENCE: Stewartstown Town Office, Stewartstown, NH

ATTENDED BY:

NHDOT	PUBLIC
David Scott	See Attached Sign-In Sheet
Jason Tremblay	
Michael Licciardi	
Rebecca Martin	
Trish Morrison	

SUBJECT: Public Officials/Public Informational Meeting

NOTES ON CONFERENCE:

Introduction

D. Scott, Bureau of Bridge Design, introduced himself and the other NHDOT staff in attendance at the meeting. The purpose of this meeting is to explain the work proposed by NHDOT and gather feedback from the public regarding the project.

Presentation

R. Martin read a prepared statement from the Bureau of Environment (BoE) of the NHDOT. The NHDOT has the responsibility for investigating the potential impacts that our projects will have on the surrounding natural, cultural, and social environment. Identifying key resources early in the project development process enables the Department to avoid or minimize impacts as the design proceeds. The bridge itself has been determined not to be eligible for the National Register of Historic Places but the Keazer-Flanders Farm has been determined to be eligible for the National Register of Historic Places. Section 106 of the National Historic Preservation Act allows interested parties to become "consulting parties" if they indicate so in writing to the Federal Highway Administration. Wetland permits will be needed from the NH Department of Environmental Services. The NHDOT will coordinate closely with the US Fish & Wildlife Service regarding potential impacts to the Northern Long-Eared Bat. A recent survey indicated that no bats are roosting on or in the bridge. A future survey just prior to construction will be completed to re-verify.

M. Licciardi, Bureau of Bridge Design, discussed the specifics of the project. Presentation plans were oriented and the color scheme explained.

The existing bridge superstructure is a 38 foot span with a curb to curb width of 20 feet. It was built in 1940 and re-decked in 1960. The substructure is dry laid stone, faced with concrete. The bridge is structurally deficient, on the State's Red List and is currently number 6 on the Priority List. The proposed bridge is an 80 foot span (in late December, 2015, the span was changed to 50 feet due to cost considerations) with a curb to curb width of 27 feet. It will consist of reinforced concrete abutments that support steel girders and a reinforced concrete deck with steel bridge rail. Stone fill slopes will be constructed for scour protection.

The existing roadway is built on rolling mountainous terrain with deficient horizontal and vertical alignments. The proposed alignments will be similar to the existing, slightly raised near the bridge. The grade across the bridge is 7 percent and increases to 15 percent immediately north of the bridge. Approximately 250 feet of roadway will be reconstructed on each side of the bridge. The roadway will have two 11 foot wide travel lanes and two 3 foot wide shoulders. Drainage improvements include constructing two catch basins and a new culvert on the south approach. Various drainage and treatment swales will also be constructed on both approaches. .

ROW easements for slope, drainage, channel and temporary construction will need to be acquired on several properties.

The project is currently scheduled to advertise on August 23, 2016. Clearing and utility work will take place in the fall and winter months of 2016 and the bridge will be closed to traffic for six months beginning spring of 2017. A 30 mile detour on State routes will be signed. However local roads to the west and east would shorten the detour length.

The project is on the state's Ten Year Plan and is federally funded. The current estimate for the project is $1.8 million.

Public Comments

D. Scott opened the meeting to questions and comments. The following comments and questions were discussed:

- Arthur Daniels III, whose property is just north of the bridge, mentioned that for emergency services, EMTs would come from the north on Route 145 but that the Colebrook Fire Department would be coming from the south. Chief Young mentioned that the Beecher Falls Fire Department comes from the north to Sullivan Road which is approximately three-quarters of a mile from the bridge. He thought that providing the additional coverage down to the north side of the bridge during the bridge closure would be feasible.

- Nancy Dodge mentioned that North Hill Road, which is one of the legs on the detour to the east, is narrow and bumpy. A. Daniels mentioned that North Hill Road is a Class 5 road owned by the Town and is not maintained in the winter.

- Richard Johnsen asked about the feasibility of keeping the road open during construction. D. Scott mentioned that with the condition of the substructure, phasing traffic by removing half of the abutment would not be safe. A temporary bridge would require extensive excavation since the temporary bridge would be located at the low point of the beginning of a steep grade in the roadway.

- A. Daniels III asked if the slope work on the northwest corner would impact his septic system. After locating the area on the base plan, it was determined that it would not but D. Scott asked about the abandon leech field that is within the project's impacts. A. Daniels mentioned that he thought this system had failed and it was abandoned.

- There was concern of additional traffic on North Hill Road. D. Scott mentioned that the signed detour would be Route 3 so that vehicles, including tractor trailers, in Colebrook would know that Route 145 is closed and they would take Route 3 to get to Pittsburg. It is anticipated that only local residents would be using the east and west detours that are shown on the plan.

SUBMITTED BY: _____

Jason A. Tremblay
Senior Project Engineer

WPS
Noted By: David Scott, Michael Licciardi, Rebecca Martin
Distribution: File, Town of Stewartstown