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STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF BRIDGE DESIGN

CONFERENCE REPORT

PROJECT: Winchester, 12906
DPR-BRF-X-0111(005)
NH Rte 10 over Ashuelot River
Br. No. 152/181

DATE OF CONFERENCE: May 28, 2009

LOCATION OF CONFERENCE: Swanzey Town Office

ATTENDED BY:

Project Lead Team

J. B. Mack – Southwest Regional Planning Commission
Neel Patel – Southwest Regional Planning Commission
Donald Lyford – NHDOT Project Manager (PAC Member)
David Scott – NHDOT Bridge Design In-House Design Chief (PAC Member)
(Absent) Jason Tremblay – NHDOT Bridge Design Senior Project Engineer (PAC Member)
Laurel Kenna – NHDOT Environmental Coordinator

Project Advisory Committee

Bob Gray, Winchester Town Administrator
Bruce Bohannon, Swanzey Emergency Management Director
(Absent) Bruce Tatro, Swanzey Selectman
Carol Keene, Westport Village Resident
(Absent) Cindy Richard, NH Dept of Safety, Bureau of Homeland Security & Emergency Management
Clyde Keene, Westport Village Resident
(Absent) Dale Gray, Winchester Highway Superintendent
Gus Ruth, Winchester Selectman
Herb Stephens, Winchester Emergency Management Director
(Absent) Jeremy Laplante, NH Dept of Safety, Bureau of Homeland Security & Emergency Management
(Absent) John Gomarlo, Town of Winchester, SWRPC Board of Directors
Lee Dunham, Swanzey Public Works Director
(Absent) Nancy St. Laurent, NH Department of Safety, Bureau of Homeland Security & Emergency Management
(Absent) Norman Skantze, Swanzey Fire Chief
Richard Busick, Swanzey Police
(Absent) Sara Carbonneau, Swanzey Planner

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Others

Gary Phillips, Winchester Police Chief
Beth Fox, Swanzey Town Administrator (attending for Sara Carbonneau)
Daniel Carr, State Representative, Cheshire County District 4, & ARLAC

SUBJECT: Project Advisory Committee Meeting #3 Minutes

NOTES ON CONFERENCE:

On May 28, 2009 approximately 16 people gathered at the Swanzey Town Hall for a meeting facilitated by the Southwest Regional Planning Commission (SWRPC). The intent was for the PAC members to continue with development of the Vision Statement for the NH 10 bridge replacement over the Ashuelot River in order to reach a consensus. Once a consensus is reached, this Vision Statement will be used to develop screening criteria for the project.

DESCRIPTION

J. B. Mack of the SWRPC welcomed everyone and asked that the committee members introduce themselves. J. B. also asked that all members sign the sheet being passed around.

J. B. then asked if everyone had a chance to read the minutes from the previous meeting (PAC Meeting #2). A motion to accept the minutes was raised and seconded, and the meeting minutes were passed. The minutes will be posted on the website at <http://www.nh.gov/dot/projects/winchester12906/index.htm>

At PAC Meeting #2, a preliminary Vision Statement for the project was developed. The draft Vision Statement was discussed. Those discussions included a request from J.B. for NHDOT to explore the issue of sidewalks. Laurel Kenna mentioned that the NH Department of Historical Resources would have some input into the appearance/layout of a new bridge. Also, the possibility of a left turn lane onto Westport Village Road was mentioned. After some edits were made, a motion to accept the Vision Statement was raised and seconded, and the Vision Statement was approved as follows:

Vision Statement

NH Route 10 is a major north-south arterial road providing access to and from southwest NH and the region. The corridor in the vicinity of the Winchester-Swanzey town line will be enhanced by the construction of a new bridge with improvements to the adjacent approaches to the bridge including:

- *Improvements to roadway travel width*
- *Capacity for turning movements to Westport Village Road*
- *Break-down lanes*

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- *Allowance for safe bicycle and pedestrian travel*
- *Improvements to roadway drainage*
- *Access to water supplies for fire control*
- *Access to the river for recreational opportunities*

The bridge and its approaches will enhance safety, be aesthetically pleasing, and environmentally sensitive, in keeping with the rural character of southwest NH.

The Vision Statement will be posted on the website at <http://www.nh.gov/dot/projects/winchester12906/index.htm>

Next, screening criteria were discussed. Screening criteria are objective statements used to evaluate whether a proposed alternative meets the goals of the Vision Statement. The screening criteria from the Walpole-Charlestown 14747 project were presented as a sample and starting point. From those criteria, the group developed the following draft screening criteria for the Winchester 12906 project. See the end of these minutes for the product of these preliminary discussions.

During the discussion, there was discussion regarding the distinction between Access and Mobility. Also, Laurel Kenna will determine whether there are any prime agricultural soils within the project limits, prior to the next meeting.

Don mentioned that at the next meeting, the committee would continue refining the screening criteria and design alternatives would be discussed.

The next meeting will be held on Thursday, June 25, 2009 at 5 PM at the Winchester Emergency Operations Center.

Submitted by:

David L. Scott, P.E.

DS/ds

NOTED BY: D. Lyford, J. Tremblay, J. B. Mack

cc: D. Lyford

D. Scott

J. Tremblay

L. Kenna

Bill Cass, Director of Project Development

D. Graham - District 4

J.B. Mack – SWRPC

PAC Members

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Alternative Screening Criteria

Winchester-Swanzey, 12906, NH Route 10 Context Sensitive Solutions

Access	Very Poor	Poor	Adequate	Good	Excellent
• Does the alternative provide efficient vehicular access to residences along Route 10?					
• Does the alternative provide efficient vehicular access to businesses along Route 10?					
• Does the alternative enhance access to Westport Village Road?					
• Does the alternative improve pedestrian and cyclist access to the Ashuelot River for recreational purposes?					
• Does the alternative improve vehicular access to the Ashuelot River for recreational purposes? (e.g. parking)					
• Does the alternative preserve or enhance access to employment, goods, emergencies and other services in the Keene area for passenger and commercial vehicles?					
• Does the alternative provide access to water supplies for fire control?					
Aesthetics	Very Poor	Poor	Adequate	Good	Excellent
• Would the alternative result in an aesthetically-pleasing passage in keeping with the rural character of southwest NH?					
• Would the alternative preserve views of the Ashuelot River?					

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Environment	Very Poor	Poor	Adequate	Good	Excellent
<ul style="list-style-type: none"> Does the alternative preserve bank stability along the Ashuelot River? 					
<ul style="list-style-type: none"> Does the alternative minimize impacts to the waters, aquifers, wetlands, and floodplains of the Ashuelot River? 					
<ul style="list-style-type: none"> Does the alternative minimize impacts to the habitat of endangered, threatened, or special concern wildlife species in the Ashuelot River basin? 					
<ul style="list-style-type: none"> Does the alternative minimize impacts to the habitat of endangered, threatened, or special concern plant species in the Ashuelot River basin? 					
<ul style="list-style-type: none"> Does the alternative minimize impacts to unfragmented forest lands, existing farmlands, and prime agricultural soils? 					
<ul style="list-style-type: none"> Does the alternative minimize impacts to potential archaeological sensitive areas? 					
Implementation	Very Poor	Poor	Adequate	Good	Excellent
<ul style="list-style-type: none"> Is the alternative feasible given the budget for the project? 					
<ul style="list-style-type: none"> Does the alternative minimize impacts to abutting properties? 					
<ul style="list-style-type: none"> Does the alternative discourage detour traffic through Westport Village Road during construction? 					
<ul style="list-style-type: none"> Does the alternative provide for effective emergency vehicle and emergency evacuation passage during construction? 					
<ul style="list-style-type: none"> Does the alternative provide a safe road surface for cyclists (including motorcycles) during construction? 					

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Mobility	Very Poor	Poor	Adequate	Good	Excellent
<ul style="list-style-type: none"> Does the alternative improve the mobility of passenger vehicles in southwest NH? 					
<ul style="list-style-type: none"> Does the alternative improve the mobility of commercial vehicles in southwest NH? 					
<ul style="list-style-type: none"> Does the alternative improve mobility of turning movements? 					
<ul style="list-style-type: none"> Does the alternative provide continuous mobility at the intersection of Westport Village Road? 					
<ul style="list-style-type: none"> Does the alternative improve the mobility of cyclists and pedestrians in southwest NH? 					
Safety	Very Poor	Poor	Adequate	Good	Excellent
<ul style="list-style-type: none"> Does the alternative improve safety for automobiles traveling Route 10? 					
<ul style="list-style-type: none"> Does the alternative improve safety for commercial vehicles traveling Route 10? 					
<ul style="list-style-type: none"> Does the alternative improve safety for pedestrians traveling Route 10? 					
<ul style="list-style-type: none"> Does the alternative improve safety of turning movements? 					
<ul style="list-style-type: none"> Does the alternative improve safety of thru traffic at the intersection of Westport Village Road? 					
<ul style="list-style-type: none"> Does the alternative improve safety for cyclists (including motorcycles) traveling Route 10? 					
<ul style="list-style-type: none"> Does the alternative reduce conflicts between different modes of transportation? 					

Overall	Unreasonable	Reasonable
<ul style="list-style-type: none"> Does the alternative address the problems identified in the Problem Statement and reflect the vision outlined in the Vision Statement? 		

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