

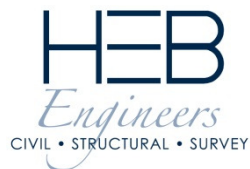


Center Harbor - New Hampton Bridge #080/040

Waukewan Road over the Snake River

Public Informational Meeting

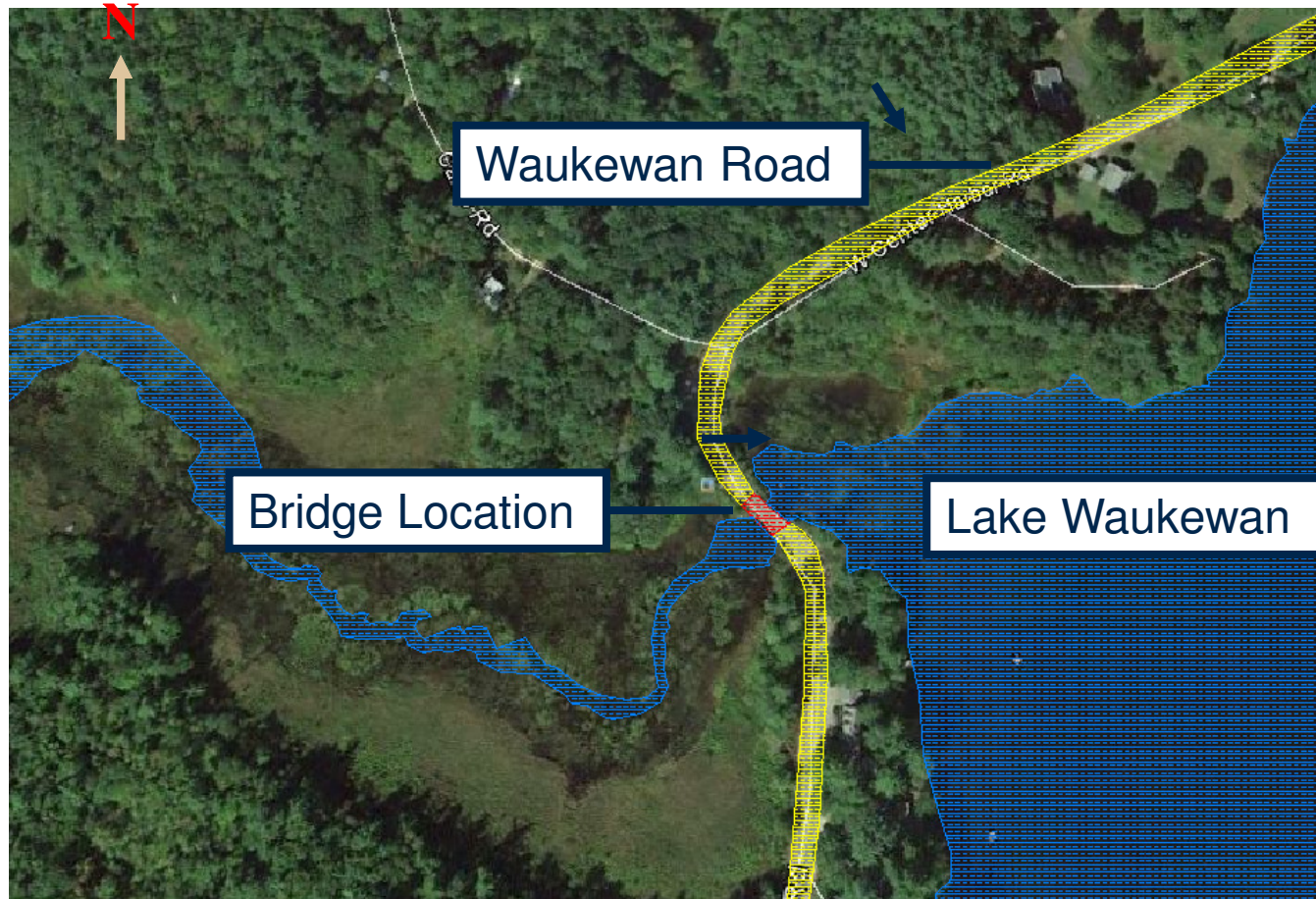
October 27, 2015



Agenda

- Welcome and Introductions
- Site Photos
- General Purpose and Outline of Overall Project
- Existing Bridge Information and Inspection Photos
- Potential Options (Do nothing, Rehab, and Replace)
- Resource Agencies
- Traffic Control Options (Close, One-Way, Two-Way)
- Next Steps
- Input Needed from You
- Comments and Questions

Bridge Location



View looking towards Center Harbor (North)



View looking towards New Hampton (South)



View to the East from above



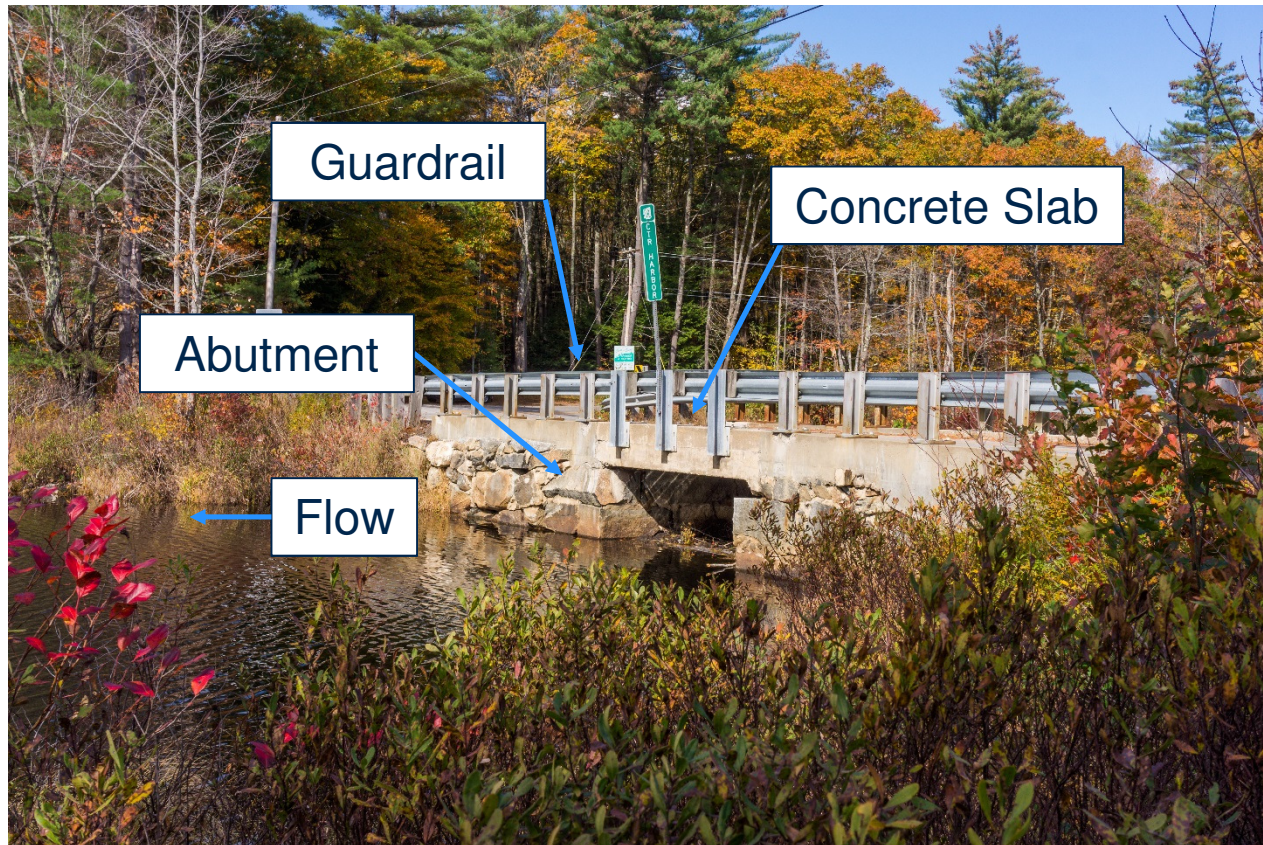
View to the West from above



View from Above



Bridge Components

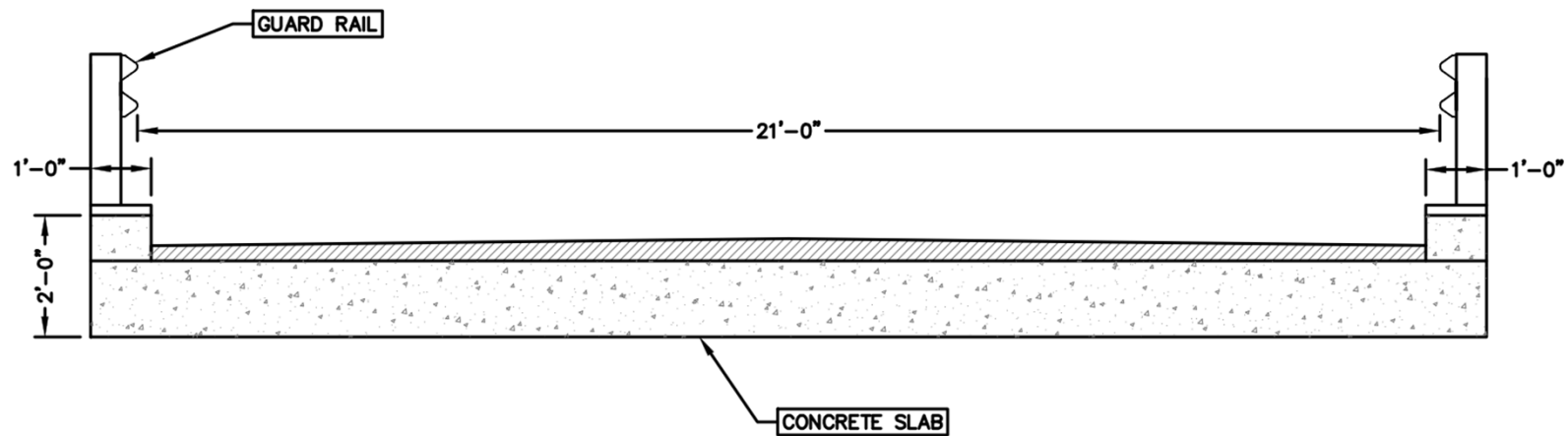


Bridge Information

- Built in 1928
- 13 foot-span, concrete slab bridge
- Mortared cut stone abutments
- 21 foot-width, face of rail to face of rail
- On the State Red List since 2010
- Poor condition
- #73 on 2015 Bridge Priority List
- Construction funding in FY 2021 per Draft 10-year plan

- Purpose of the project is to address the Red List Bridge

Existing Bridge Cross Section



Inspection Photos



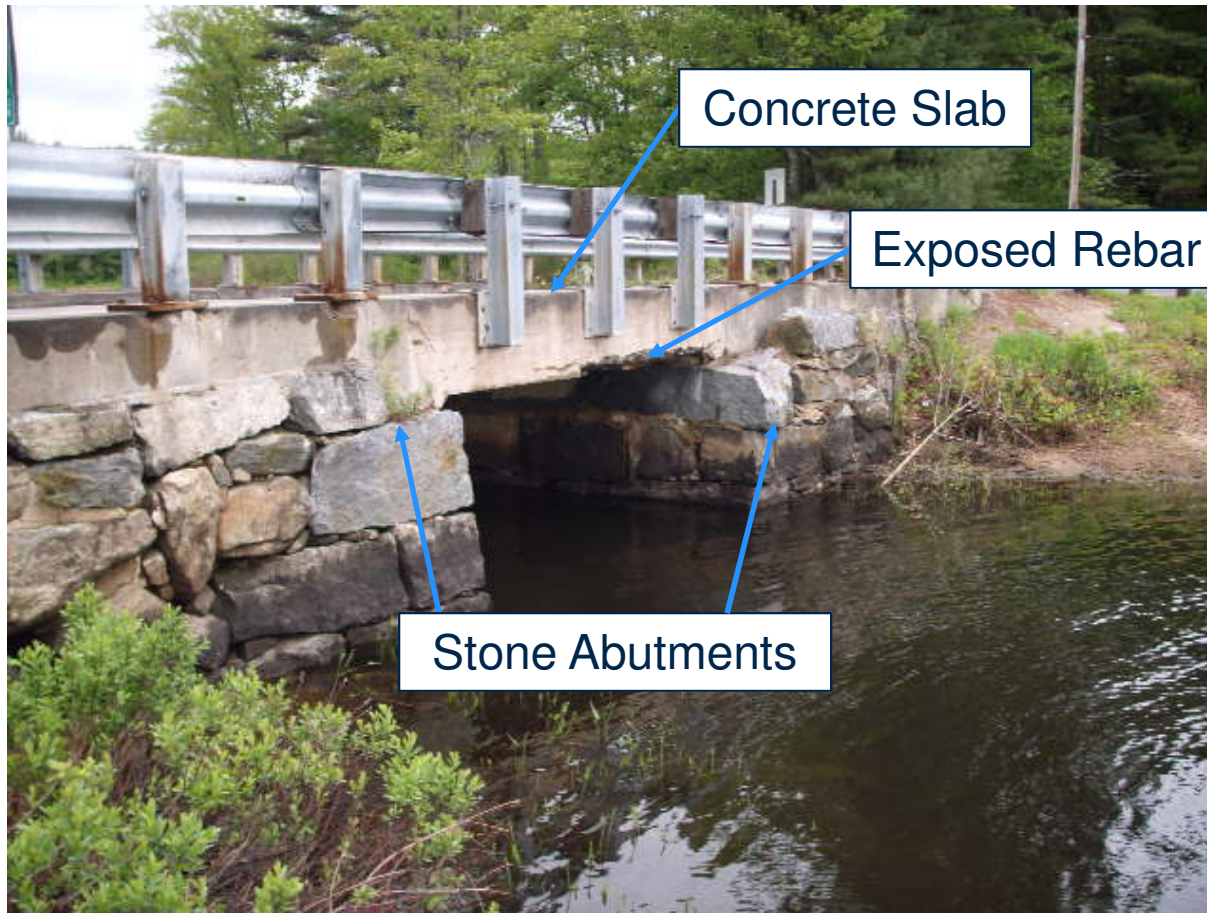
Inspection Photos



Concrete Slab

Stone Abutment

Inspection Photos



Inspection Photos



Inspection Photos



Cultural Resources

- Project must follow Section 106 of the National Historic Preservation Act
- Section 106 requires consideration of cultural resources, including historic buildings, structures, and archaeological deposits
- The NH Division of Historical Resources (NHDHR) acts as the State Historic Preservation Office (SHPO)
- For this project, the Federal Highway Administration (FHWA) will be the Lead Federal Agency

Cultural Resources

- Architectural Historian: Reviews the project area to identify potentially historic buildings or structures
 - Bridge – May be historic, under further study
- Archaeologist: Present to NHDHR to see if they have any archaeological concerns within the anticipated project area

Cultural Resources

- Information reported to NHDOT and NHDHR for technical review and consultation, including a Determination of Effect
- Interested persons or organizations may request “Consulting Party” status from FHWA
- Contact Jamie Sikora, 603-401-4870 or jamie.sikora@fhwa.dot.gov

Natural Resources

- Delineate wetlands
- Determine Stream Crossing Rules bridge length
- Review means to minimize impacts to Water Quality during Construction and after Completion of the project
- Review project and gather input from the Natural Resource Agencies

Next Steps, Cultural and Natural Resources

- Review project with Cultural Resource Agencies to get their input and comments
- Review project with Natural Resource Agencies to get their input and comments
- Develop and evaluate bridge alternatives
- Complete NEPA process (National Environmental Policy Act) for environmental permitting

Alternatives for Addressing the Deficient Bridge

- Rehabilitation
 - The condition of the bridge abutments are probably too poor to consider rehabilitation as a viable alternative
- Replacement
 - Consider longer span to limit environmental impacts and meet NHDES Stream Crossing Guidelines
 - Typical bridge width for this type of a roadway is 11-foot lanes and 4-foot shoulders to allow for proper winter maintenance (Plow truck and wing is 14' wide)
 - Complete construction within one construction season (Summer School vacation?)

Potential Replacement Condition



Traffic Control

- During construction:
 - Maintain One-Lane of Traffic with Traffic Signal
 - Maintain Two Lanes of Traffic with Temporary Bridge
 - Close Bridge and Detour Traffic

Traffic Control, Maintain One- Lane Option

- Existing bridge is too narrow to maintain a minimum lane
- Requires a shift in the roadway alignment
- Past experience shows this to increase construction costs by approximately 25% compared to closing the bridge
- Typical duration is two construction seasons
- **Not Recommended**

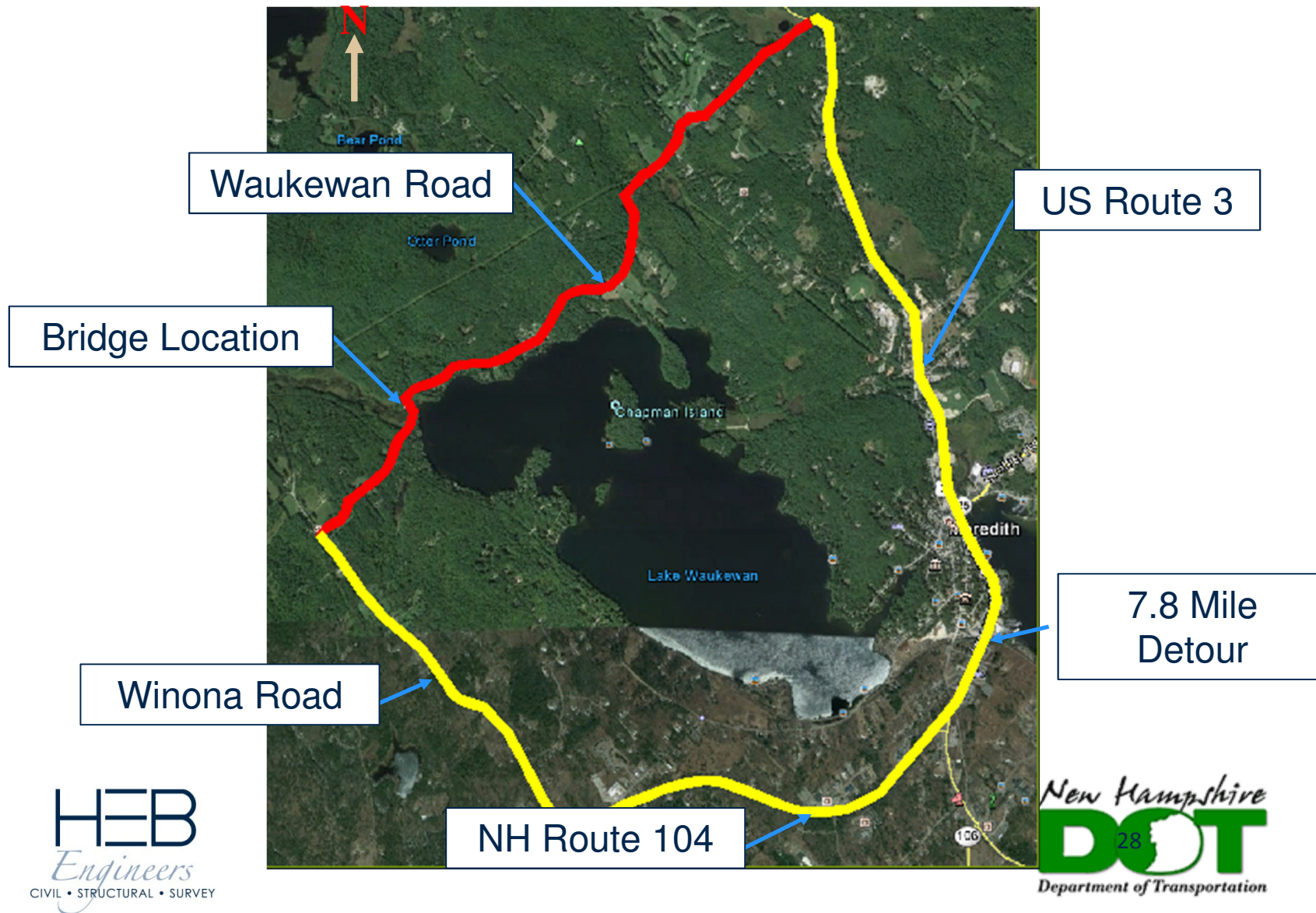
Traffic Control, Maintain Two-Lanes Option

- Requires a shift in the roadway alignment
- Requires significant wetland/environmental impacts
- Past experience shows this to increase construction costs by 50% compared to closing the bridge
- Typical duration is two construction seasons
- **Not Recommended**

Traffic Control, Close Bridge Option

- Coordinate with Emergency Response Providers
- Coordinate with School(s) for Bus Route Concerns
- Duration is one Construction Season
- Some Alternatives May Allow for Closure to Begin After School Year Ends and Open before School Year Begins
- Pedestrian / Bicycle use
- **Recommended if concerns can be addressed**

Signed Detour



Next Steps, Design

- 2nd Public Informational Meeting (spring or early summer 2016) to present findings of alternative analysis and to present the preferred alternative based on input tonight and from Resource Meetings
- Preliminary Plans Completed Spring 2017
- Contract Plans Completed Fall 2018
- Funding in Fiscal Year 2021 (Draft Ten-Year Plan)
- Construction Starts in 2021
- Estimated Construction Cost \$1.0 Million Based on Replacement and Closed Bridge During Construction (Funding is State & Federal - No Town Funding)
- Could Construct in 2019 if Funding Becomes Available

Your Input is Needed

- Emergency Response Routes
- Mutual Aid from/to Adjacent Towns
- School Bus Routes
- Historic Concerns
- Past Flooding Concerns with Snake River
- Roadway Site Distance Concerns
- Pedestrian / Bicycle use
- Recreational Boating use
- Environmental Issues
- Presence of Conservation Land
- Water Quality Concerns
- Abutters, nearby businesses (golf course)
- Other Concerns

Concerns, Comments, and Questions

