Meeting Notes

Place: Webster Town Hall

Date: Click here to enter a date. Notes Taken by: VHB

Project #: 52597.00 Re: Clothespin Bridge - Final Design Kickoff

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ATTENDEES: See attached sign-in sheet

This meeting serves as the official Clothespin Bridge final design kickoff with the Town. The below meeting notes closely follow the meeting agenda and PowerPoint presentation. Please see the presentation PDF for additional information.

Notes in red indicate additional discussion/remarks during the meeting, in addition to the original material presented in the agenda and presentation.

1. **Team Introductions:** *Greg provided a brief introduction of the VHB design team. The Leslie Palmer and the Select Board (Nanci Schofield, Chris Schadler, and Bianca Acebron Peco) represented the Town, as well as Theresa Larson.*

   - Project Team & Roles:

     - Leslie Palmer – Town Administrator and Primary POC
     - Nanci Schofield – Select Board Chairwoman
     - Christine Schadler – Selectwoman
     - Bianca Acebron Peco - Selectwoman
     - Greg Goodrich – VHB Project Manager
     - Julie Whitmore – Lead Project Engineer
     - Kyle D'Urso – Project Engineer
     - Pete Walker – Permitting Task Lead

   - Others not present:

     - Mike Chervincky – VHB Technical QC Engineer
     - Abigail Morgan – VHB Bridge Engineer
     - Keith Wentworth – VHB CAD Lead
     - Kris Wilkes – VHB Senior Environmental Scientist
     - Terracon – Geotechnical Subconsultant

2. **Project Location, Background, Purpose and Need:**

   - Clothespin Bridge over Blackwater River

     - Clothespin Bridge Road: Webster Br. 121/103

2 Bedford Farms Drive
Suite 200
Bedford, NH 03110-6532
P 603.391.3900

- Rehabilitated in 1939 – following flood damage in 1938
- 65-foot long, single-span, steel beam bridge w/concrete deck
- Condition Ratings: Deck = 3; Superstr. = 5; Substr. = 4
- Currently posted for load (E-2)
- Two-lane Class V road:
    - 20-foot roadway approaches
    - 18-foot bridge width (one-lane on bridge)
    - Aerial utilities run along the south side of the bridge
- ADT = 550 VPD (2015)

- Project Purpose: To replace this structurally deficient red-list bridge

3. State Aid Bridge (SAB) Process Overview (Design)

Clarification to the SAB process was noted that the preferred alternative will be selected as part of the Engineering Study and will be finalized at the culmination of that phase of design. This decision will incorporate Town and community input as appropriate.

There was discussion and come concerned with school busses being able to easily traverse the bridge (the existing bridge is narrow and has a sharp curve on the east approach). Kids also cross the road at the Detour Road intersection.

It was also noted that fishermen use the bridge which causes safety hazards on bridge.

4. Scope of Work and Project Highlights:

- Data collection and survey
- Geotechnical scope
- Roadway considerations:
    - 2015 Truck Routing Study highlights
    - Profile and horizontal alignment
    - Roadway widths and accommodations
    - Proposed pavement section
- Bridge considerations:
    - Superstructure types:

- Steel stringers
- Butted concrete box beams
- NEXT beams or NEBT beams

➢ Substructure types:

- Spread footings
- Deep foundations
- Integral vs. conventional abutments

➢ Detour Route

➢ Hydraulic study process and considerations

➢ Accelerated Bridge Construction (ABC) considerations

A few questions/concerns with existing abutment:

➢ ***Scour and deterioration are issues with the existing abutments, based on most recent NHDOT bridge inspection reports.***

➢ ***Existing Abutments are to be removed during construction, but may be used for earth retainage during construction, if feasible.***

Nanci noted that the east bridge approach has a history of sink holes at the property adjacent to the river. This will be considered and addressed as part of the roadway design.

Discussion on bridge width:

➢ ***Increased speed may result with wider roadway - this should be balanced with pedestrian needs, etc.***

Chris noted that there has been previous input from the public that they are concerned that it will look like any old highway bridge. Is there anything that can be done to soften that affect? People envisioning natural looking bridge. This will be considered during the Engineering Study, as well as with input from NHDOT (they will not likely fund aesthetic improvements, but if the cost is comparable, it may be doable. If the costs are increased, the Town would likely have to make up the difference).

Question from Chris - is it possible to have a sidewalk off the south side of the bridge, or to have protective rail between roadway bridge and a sidewalk? This will be considered during the Engineering Study. Considerations will be project impacts as well as cost.

The Town noted that logging trucks are often traveling exceedingly fast on the bridge, as well as local vehicular traffic.

There was additional discussion centered around concerns with pedestrians on the bridge. It was noted that locals often use the bridge for fishing and swimming. It was also noted that the new bridge could draw more attraction from pedestrian after constructed.

Nanci asked, with respect to hydraulics, if extreme events have been celebrated for the severity storms in recent years? Julie noted that rainfall intensities have been revised recently based on new data compiled by Cornell University.

With respect to the detour route and construction schedule, the Town asked that we avoid roadway closures during the winter as Pearson hill road not good for school busses. Greg noted that this project should be completed within one construction season, therefore winter construction should not be necessary.

- Environmental overview:
    - General site characteristics and considerations
    - Permitting submittal assumptions
    - Meetings and coordination

Nanci asked if the Northern Long eared bat is a concern for this project? Pete noted that it is not likely a roosting location, but this will be discovered during field reconnaissance and through coordination with the permitting agencies.

Pete was asked to coordinate with the Conservation Commission regarding knowledge of the Blandings Turtle in river. Pete to send a "scoping letter" to the Commission.

Chris asked if property owners would be notified prior to accessing abutter properties for field work? Pete noted that we typically send a coordination notice to the Town to send to the property owners to notify them that we will be in the field and will need to access their property for data collection. Pete will draft a letter for the Town's use. The Town will also post information regarding pending field work on the Town website.

- Right-of-Way Considerations

Chris noted that Dee, one of the main project abutters, is on the Bridge Committee and is a supporter of the project. She is aware of the possibility of ROW impacts.

- Public outreach discussion

  The Team discussed potential outreach options with the Town, and the preferred meeting format is to hold a "Local Concerns Meeting" at the end of the summer (soon after Labor Day weekend) once most people are back from vacation and school is back in session. This will provide a forum for public input prior to developing the Engineering Study.

  Once public input is obtained and vetted, the next outreach meeting will be a Public Informational Meeting which will be held either just before or after the preparation of Preliminary Plans, to highlight the final scope of the project.

  The Team will meet with the Bridge Committee between the Local Concerns Meeting and the Informational Meeting, while the Engineering Study is under development.

- Utility coordination

- Bid Phase Services FY 2023 construction assumed (award from July 1, 2022 thru Jun 30, 2023)

- Programmed project cost: ***Per the Town, the below estimate is accurate.***

  - $1,476,000 – State (80%)
  - $369,000 – Town (20%)
  - **$1,845,000 – Total**

5. **Project Risks:**

   - Stream crossing rules and span length – drives roadway and environmental impacts and cost

   - Geotechnical evaluation – foundation type and cost

   - Right-of-Way process

6. **Overall Schedule:** ***The below schedule is generally acceptable, recognizing that there is flexibility due to the construction timeframe, and that the ROW process may impact the overall schedule. VHB will look to get the plans "shovel ready" in the event that funding becomes available prior to FY 2023, however, this is not a certainty.***

   - Survey – Summer 2019

- Geotechnical Subsurface Investigation – Summer 2019
- Wetland Delineation – Summer 2019
- Engineering Study – Late summer/early fall 2019
- Preliminary Plans – Late fall/early winter 2019
- Wetland Permit Application – 1st Quarter 2020
- Final Plans, Specs, and Estimate (PS&E) – Spring/summer 2020
- Plans shelf-ready – Late summer/early fall 2020
- Advertise Fall 2022 (FY 2023)
- Begin construction – Spring 2023

7. Next Steps:

- Initiate field work and wetland delineation
- Initial permitting coordination
- Public concerns meeting (if requested)
- Develop Engineering Study (first deliverable)

8. Other/Questions?

Project Clothes Pin Bridge | Project # 52597.00

Location Webster, NH | Sheet | of

Calculated by | Date 6/19/2019

Checked by | Date

Title Project KickOFF Meeting - Attendance List

vhb

Computations

Name	Organization	Contact Info
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