DOT Public information Meeting 9/29/2022 Draft Minutes

Board Present Andy Guptill, Jim Delaney

Others Present

Donna Duclos, Bob Norander, Rita Norander, Ken Wells, Lee Wells, Ricker Miller, Lisa Jelleme Miller, Jacob Gilman, Loren Koron, Tina Cotton, Kent Hackmen, Bill Raocelovage, Hanz Webber, David Scott, Tim Dunn

Meeting called to order at 6pm and turned over to Tim Dunn NHDOT project manager. Dunn explained the consulting party process and that the Friends of the Northern Rail Road are currently consulting parties.

The project will receive funding from FHWA and they will continue to coordinate with other agencies,

Section of road sees approx., 2700 vehicles per day and is projected to increase to 3300 by 2036.

This project entails 2 bridges the first being bridge #206/137 a 5 span I-beam bridge built in 1929 crossing the former Northern Railroad, it is 180’ long by approx. 26’ wide curb to curb. It is misaligned and doesn’t meet current design standards. Although the slide in the presentation stated that the bridge was not on the red list Hanz Webber from NHDOT stated that has recently changed this bridge is now red listed. The second bridge is bridge #208/137. This is a concrete arch bridge crossing Sucker Brook also built in 1929. Dimensions are 103’x28’ and it also due to misalignment doesn’t meet design standards. And is also on the red list.

The state has a right of way that averages 230’ in width through this area.

There were 2 reported crashes from 2011-2021 none with serious injury.

2 proposed designs were presented the first being the northern alternative. This option would be a 3-year project to remove and construct 2 bridges and would cost approx. $9.6 million. It would involve purchasing property from 4 different landowners, installing a temporary bridge with alternating traffic for one construction season. In the event rail returned it would require raising the deck.

The second was a southern alternative which would require construction of a single bridge spanning 200’. It would be a 2-year project costing approx. $7.4 million impacting 1 property. 2 Lane traffic would continue on the existing route during construction, It would meet height requirements if rail returned and would return Sucker Brook to a natural stream bed.

Both bridges are eligible for the national registry as historic,

Per NHDHR there is no indication of archaeological concerns.

Aerial utility poles as well as AT&T buried fiber-optic cable to be relocated where necessary.

Attempts will be made to keep trail closures to a minimum during the summer and will be no winter trail impact.

Previous questions about the tell tales were answered that the western end will be restored, the one to the east requires further inspection as it appears to have been struck by a groomer.

The preferred route by DOT is the southern alternative, they would like an opinion from Selectboard.

The project would receive 80% funding from federal money and 20% from state funds and would begin in fall 2024/spring 2025.

Donna Duclos stated that the southern alternative makes the most sense

Members of the rail trail had concerns over the grade.

Laura Koron expressed concern about the extent of the slope work and impact on her sugarbush.

Following the presentation Delaney suggested that the board look into becoming a consulting party.

There being no further discussion Delaney moved Guptill seconded all in favor meeting adjourned at 7:19 pm.

Respectfully Submitted

Andy Guptill

Selectman