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ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

Scott M. Bourcier, P.E.
Project Manager

LAND USE OFFICE
OCT 25 2012
RECEIVED

MEMORANDUM

TO: Marcia Gasses, Town Planner

RE: Green Hill Road Bridge (NHDOT bridge No. 109/162)

DATE: October 24, 2012

The purpose of this memorandum is to document the above-referenced project's on-site meeting held on October 10, 2012.

Attendees

Stephen Liakos	NHDOT, District 6 Bridge Engineer
John Scruton	Barrington Town Manager
Marcia Gasses	Barrington Town Planner
Peter Cook	Barrington Road Agent
Richard Conway	Barrington Police Chief

Minutes

1. **Bridge Review**
   A. Per the request of the Town of Barrington, the above-listed group met on-site to review the existing condition of Green Hill Road bridge.

   B. Stephen Liakos provided the Town with the New Hampshire Department of Transportation's (NHDOT) Bridge Inspection Report related to the Green Hill Road Bridge (NHDOT bridge No. 109/162). Stephen informed the group that the bridge is eighteen (18) feet in width, measured from face of curb to face of curb, which categorizes the bridge as a two-lane bridge. Stephen continued by stating that although the bridge is categorized as a two-lane, it is on the smaller side of a two-lane bridge definition. Stephen reported that the bridge structure is currently in satisfactory condition, but is concerned with the 6-inch concrete deck. According to Stephen, bridges should consist of an eight (8) inch concrete bridge deck, at a minimum. That stated, Stephen continued by noting the deck is in satisfactory conditions.

   C. Peter Cook inquired from Stephen if the existing bridge structure would have the capacity to handle truck traffic with gravel loads. Stephen responded that the bride structure is currently rated as a C2, which indicates Caution Crossing Bridge. Therefore, Certified Vehicles (both Single Unit and Combination Vehicles) are required to wait until they can cross the bridge with no other trucks on the bridge. With respect to determine the impact of the new truck route over Green Hill Road Bridge, Stephen recommended that the Town request specifications of the proposed truck that will be utilizing the bridge. Once truck information is obtained, Stephen noted to the Town that the District could perform a structural calculation to determine the anticipated impacts on the bridge structure.

2. **Traffic Maintenance**
   A. Peter inquired from Stephen if there were any postings that should be added within the vicinity of the bridge to prolong the life of the structure during the period of the added truck traffic. Stephen reported that the speed limit of Green Hill Road is posted at 45 m.p.h. and

recommended that the speed be reduced to 20 or 30 m.p.h. Stephen stated that the reduction in speed would minimize the impact force of the vehicles (especially trucks) on the bridge. The last recommendation that Stephen made is probably post "One Lane Bridge Ahead" signs on either side of the bridge structure, located approximately 100 feet from the structure.

B. Richard Conway requested to the group that a stop bar pavement marking be installed at both sides of the bridge. Scott Bourcier added to Richard's request by recommending that in replace of a stop bar installing a "Yield" (R1-2) sign and yield pavement markings (in accordance with Section 3B.16 of the Federal Highway Administration Manual on Uniform Traffic Control Devices). Peter noted that centerline pavement striping should be removed from the bridge to the yield location.

3. Roadway Subsurface Investigation

A. Peter requested from Scott for a recommended soil program. Scott responded by recommending soil borings at 800-foot intervals, plus at areas of concern, as marked by the Town from the proposed project site to a NH Route road of every truck route identified by the Applicant. Peter agreed with the recommended boring program.