TOWN OF HILL
SELECTMEN'S MEETING

January 22, 2019

Selectmen Present: Tom Seymour, Mike Brady, Bob Dupuis & Lisa Seymour (Administrative Assistant)

Selectmen Absent: None

Public: Frank Snow, Alan Brown, Chief Williamson, Carol Asher-Snow, Lucy Natkiel and James Hall.

Tom Seymour brought the meeting to order at 6:31 pm.

PUBLIC SESSION:

Jim Hall, of Dubois & King, explained the plan for the reopening the Bunker Hill Road Bridge. A site observation was conducted in August 2018. The engineers visited the site and made visual observations of the existing bridge, roadway approaches, streambed conditions, site constrictions and documentation of any utilities that were present.

A condition assessment of the existing abutments was performed to determine the feasibility of reusing the existing abutments, as well as what repairs would be necessary to extend the service life of the abutments. Through the testing of the abutments there were small areas of both abutments identified that require repairs. It is recommended that both abutments be retained and repaired. The required repairs on the west abutment would be the repair of the spalled area on the upper south corner. On both abutments a repair of cracks running from footing to bridge seat, repair spalled areas of the footings below the weep holes. A repair spalled area on upper south corner of the east abutment is also needed.

Bridge type alternatives was discussed. Jim Hall mentioned that two superstructure types were considered and both types would be paired with a substructure repair which would keep the substructure largely unchanged.

> Option 1) Precast non-voided slab – this option uses 7 adjacent precast slabs, three of the slabs would be 3 feet wide and four of the slabs would be 4 feet wide, in order to make up the total required width of 25 feet.
>
> Option 2) Cast in Place Slab – this option uses a single, full width, cast in place concrete slab. The total width would be 25 feet. The slab would be constructed of high-performance concrete. It would be cast and cured in place.

Dubois & King's recommendation is to continue to use the existing substructure. It is in good condition. Because it is founded on bedrock, scour is not an anticipated problem. The study indicated that the substructure is stable under the anticipated loading conditions. Its anticipated remaining service life is 50 years. Their recommendation is option 1 with the existing superstructure being removed and replaced with a new, pre-cast, voided slab structure. This superstructure would consist of seven, non-voided, pre-cast concrete slabs with a six-inch concrete overlay. Their recommendation for the bridge rail is to use NH T-2 rail, which is a surface mounted, steel tubing rail, with steel posts. An approach rail of at least 29 feet in length would be needed on each corner of the bridge.

Public comments –

Bob Snow inquired what is the span? Jim replied 22' – 23'.

Bob Dupuis asked where these might come from? Jim replied JP Carrier from Precast Beams in Vermont. Jim also mention Old Castle – Mass. The NH DOT requires Precast Beams.

Mike Brady asked what do we need to do now? Jim Hall stated the everything is NH DOT – Ron Kleiner for final approval.

Mike Brady made a motion to go with the Pre-Cast non-voided slab, Bob Dupuis seconded the motion. All were if favor.

Mike Brady will draft the Warrant Article to move forward on the Bunker Hill Road Bridge Over Needle Shop Brook.

After this has passed, a Project Schedule will be available.

With no further business to conduct, motion was made and unanimously approved to adjourn at 7:09 pm.

Respectfully Submitted,

Lisa Seymour

Tom Seymour, Chairman

Robert Dupuis

Mike Brady