

**Town of Newport, New Hampshire
Board of Selectmen**

**Minutes for Meeting of January 18, 2016
6:30 pm, Municipal Building**

SELECTMEN PRESENT: David Hoyt; William Wilmot; Jeff Kessler

STAFF PRESENT: Shane P. O’Keefe, Town Manager; Larry Wiggins, Public Works Director

COMMUNITY MEMBERS PRESENT: Dan Buehler; Chris Scott; Dave Ahlmquist; and Scott McCoy

CALL TO ORDER: Acting Chairman Kessler called the meeting to order at 6:30 p.m. followed by the Pledge of Allegiance.

AGENDA REVIEW: accepted as presented.

MINUTES FROM PREVIOUS MEETING: January 4, 2016. On a motion by Selectman Hoyt, seconded by Selectman Wilmot; *the Board approved the minutes of January 4, 2016 as presented. The motion passed 3-0-0.*

CONSENT AGENDA: On a motion by Selectman Wilmot, seconded by Selectman Hoyt; *the Board approved the Consent Agenda of January 18, 2016.*

OPEN FORUM: none

COMMUNICATIONS:

Board of Selectmen

Selectman Wilmot had nothing to share at this time.

Selectman Hoyt had nothing to share at this time.

Selectman Kessler spoke about the ongoing School District budget process, noting that during the budget hearing the Town’s Finance Director found an error in the tax rate calculations that is not to the advantage of the taxpayers, and the School Board is discussing this matter and will hold a follow-up hearing the next week to review options. He encouraged residents to pay attention and follow along with the School Board budget process.

Town Manager

Town Manager O’Keefe stated that he has received departmental budgets for FY2017 and is reviewing them at this time, and plans to provide the Board with his proposed budget by the end of the month as required.

He also distributed to the Board the preliminary year-to-date budget through December 31, 2015.

Responding to an inquiry from Selectman Hoyt regarding donations received from the estate of Virginia Parker, which were accepted by the Board on October 5, 2015, the Town Manager noted that these funds have not been expended as of yet and that he was working with the Police and Fire/EMS departments on how the funds, totaling \$15,000, would be allocated.

INFORMATIONAL: None

ACTION ITEMS:

PUBLIC INFORMATIONAL MEETING – Oak Street Bridge Replacement

Public Works Director Larry Wiggins gave an overview of the proposal to either renovate or replace the aging Oak Street Bridge over the Sugar River in North Newport. He noted that the Town is in the engineering study phase of the project and that this meeting was intended to solicit public input. Notice of the meeting had been published in several newspapers and on the Town website. Wiggins introduced Thom Marshall, P.E. of the Kleinfelder engineering company, the project consultant, who gave a detailed overview of the project; its existing conditions and five project alternates. The overview presentation provided as follows:

Project Background

Purpose of Local Concerns Meeting

- Provide Project Overview
- Obtain Initial Public Feedback
- There will be follow-up meetings

Funding

- Approximately 80% Reimbursement
- Design –NHDOT Municipally Managed State Bridge Aid Program
- Construction –Federal Highway Administration (FHWA)(Currently Programmed for FY18)

Project Status

- Engineering Study Phase (Report Submittal 2/29/16)

Existing Bridge Information

Existing Conditions Plan

- History
- Riveted Steel Warren Through Truss
- Originally Constructed in 1937
- Rehabilitated in 1971 & 1989

Approximate Dimensions

- Design Span Length =108'
- Overall Width = 22'-10"
- Overall Height = 21'
- Roadway Width = 19'-1"
- Vertical Clearance = 13'-6"

Condition

- Red Listed -Structurally Deficient
- Posted E-2 (Legal Loads)
- Inv. Rating = HS16.4 (29.5 T)
- Overall NBIS Condition Ratings
 - Deck = Satisfactory (6 out of 9)
 - Superstructure = Poor (4 out of 9)
 - Substructure = Poor (4 out of 9)

Existing Condition (Deck)

- Asphalt
- Several Longitudinal Cracks
- Concrete Filled Steel Grid Deck
- Rusted in Exterior Bays
- Rusted Through (Holes) in Some Locations

Existing Condition (Stringers)

- Light to Moderate Section Loss in Most Stringers
- Exterior Stringers Most Severely Deteriorated, Particularly in End Bays

Existing Condition (Floor beams)

- Minor Section Loss at Connections to Truss Bottom Chords
- Holed Connection Plates under Floor beams

Existing Condition (Trusses)

- Bottom Chords
- Most Lateral Bracing Connection Plates to Lower Chord Heavily Rusted and Holed
- Bottom Chord Heavily Rusted with Major Section Loss at NE Quadrant
- Remainder of Truss
- Batten Plates Heavily Rusted and Holed at NW and SE
- Portal Cross Bracing Damage at Both Ends

Existing Condition (Abutments)

- Stringer Bridge Seats (East Abutment)
- Cracked and Spalled
- Loss of Bearing at Exterior Stringers
- Top of East Back wall Cracked and Delaminated
- West Abutment and SW Wing wall Spalled

Maintenance of Traffic – Detour

Traffic will be detoured during construction using:

- Barton Whitney Road and Blueberry Ridge Road for truck traffic
- Corbin Road for local vehicular traffic under 6 tons

Structure Alternates

Structure Alternate	Superstructure	Abutments	Roadway Width	Design Load
1	Rehabilitation	Modify/Repair Existing	19'-1"	Legal Loads
2	Rehabilitation	Modify/Repair Existing	18'-0"	AASHTO HL-93
3	Rehabilitated & Widened Truss	New	24'-0"	AASHTO HL-93
4	Replacement –Context Sensitive	New	24'-0"	AASHTO HL-93
5	Replacement –Stream Crossing Compliant	New	24'-0"	AASHTO HL-93

Roadway Alternates

- Alternate 1
 - “Matches” existing roadway width
 - Accommodates structure alternates 1 & 2
 - Creates positive drainage across the bridge (Currently Flat)
 - Total project length approx. 475 feet –Governed by profile
- Alternate 2
 - Increases roadway width (24’)
 - Accommodates structure alternates 3 & 4
 - Creates positive drainage across the bridge
 - Increase in profile needed to meet minimum hydraulic capacity requirements
 - Eliminates “Kink” on east approach
 - Same project limits as Alternate 1

It was mentioned that alternate 3 is likely the most expensive. While alternative 1 is likely the least expensive in the short term, alternative 4 is the least expensive long-term. It was noted that repainting the existing structure is estimated to be at least \$250,000 in today’s dollars due to containment and other construction concerns. The bridge construction timeframe is estimated to take at least one construction season. There was discussion about several alternatives for the construction process based on which alternative is ultimately chosen. There was also discussion about historic resource review and mitigation, which is related to federal funding of the project.

It was stated that the engineer would return to meet with the Board on February 15, 2016 to review recommended alternatives for further exploration. The Public Information Meeting concluded at 7:40 p.m.

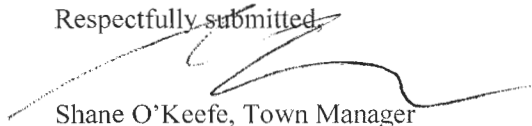
APPOINTMENTS: none

ADJOURNMENT:

There being no further business in the public meeting, on a motion by Selectman Wilmot, seconded by Selectman Hoyt; *the Board voted to adjourn at 7:41 pm.*

The next regular meeting of the Board of Selectmen is scheduled for Monday, February 1, 2016 at 6:30 p.m.

Respectfully submitted,



Shane O'Keefe, Town Manager

Approved on February 1, 2016.