

PUBLIC INPUT SESSION MINUTES



Date:	July 29, 2024	Time:	6:00 – 7:00 PM	Project #:	2024-032
Project Description:	Forest Road Bridge #105/035 over Great Brook			NHDOT #:	44523
Meeting Location:	Town Hall, Acworth, NH			Federal #:	X-A005(517)
Owner:	Town of Acworth				
Prepared by:	Trevor Ricker				Page 1 of 2

Attended By:

- » HEB Engineers, Inc.: Chris Fournier – Project Manager, Trevor Ricker – Staff Structural Engineer.
- » Town of Acworth: Charlotte Comeau – Town Administrator, Collin Crosby – Road Agent, Jim Jennison – Chairman of Select Board, Kathi Bradt – Select Board Member, Ryanne Schoonover – Select Board Member.
- » New Hampshire Department of Transportation (NHDOT): Julie Avenant – Project Manager.
- » Members of Public – see Sign-In sheet attached.

Purpose of Meeting:

- » Provide a general introduction to the project and receive public input.
- » Meet the requirements of the NHDOT Local Public Agency (LPA) Manual for the Public Input Session (also known as the “Local Concerns Meeting”).

Items discussed:

- » Chris Fournier presented a general overview of the project (see presentation slides attached).
- » A member of the public asked if the project would require realignment of the stream, similar to the Bowers Brook project. How do we make sure the replacement bridge is not damaged during a future storm?
 - Chris stated that HEB will be performing a hydrologic and hydraulic study as part of the Engineering Study. This will allow us to determine the proper hydraulic opening, based on current design standards. The replacement bridge will likely be significantly bigger than the existing crossing. Scour protection will also be designed and installed as part of the project.
 - The public member followed up, asking what storm event the replacement bridge would be sized for.
 - Chris stated that the bridge will be sized based on current NHDOT and New Hampshire Department of Environmental Services (NHDES) standards. NHDOT requires that the bridge pass the 50-year storm event with 1-foot of freeboard. NHDES requires that the bridge pass the 100-year storm event.
 - The public member asked about the recurrence interval of the 2021/2023 storm events that led to flooding in Acworth.
 - Chris stated that this has not been investigated, but will be as part of our analysis. If these storm events are deemed significant, consideration should be given to designing the bridge to accommodate larger storms.
 - A member of the public commented that the 2005 storm event should also be considered in this investigation, as this was supposedly a 100-year storm event, and led to significant damages.

- » A member of the public asked if HEB would also look into climate change models while designing the bridge.
 - Chris stated that it is not typical to include climate change modeling in the hydrology for a bridge. However, the US Forest Service (USFS) requires their bridges to be designed with 3 feet of freeboard over the 100-year storm event. This design criteria could be considered for this project, as a method of future-proofing the bridge design and/or accommodating for significant debris. The above-mentioned frequency analysis will help educate these decisions.
- » A member of the public asked if the brook will need to be widened below the existing culvert.
 - Chris stated that the existing culvert is a constriction in the stream. By opening up the bridge, the constriction will be removed. No significant widening of the stream up or downstream of the culvert is anticipated.
- » A member of the public asked about the project schedule. Are there time limits for the project reviews?
 - Chris stated that yes, there are time limits for the reviews.
 - NHDOT reviews are typically completed within 8 weeks.
 - NHDES also has a prescribed review period, which includes:
 - A period for the application to be deemed administratively complete.
 - A period for initial review.
 - Additional review period if a Request for More Information (RFMI) is issued.
 - The public member followed up by asking if the proposed schedule, with construction in 2027, assumes things go smoothly.
 - Chris stated that this schedule is built based on our experience with similar projects. The current schedule is realistic, with some flex time built in to accommodate unforeseen issues.

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