

**Town of Auburn  
Board of Selectmen  
September 25, 2017**

**Selectmen Present:** James Headd, Richard Eaton & Dale Phillips

**Also Present:** Janice & Jim Fusco, Road Agent Michael Dross, Rene LaBranche of Stantec Consulting, and William Herman, Town Administrator

Mr. Headd called the public meeting to order at 3:03 p.m.

**Appointments with the Board**

Update on Status of Griffin Mill Bridge

Mr. Headd advised the Fuscos of the notice the NH Department of Transportation (NHDOT) has provided to the Town that they have found Griffin Mill Bridge to be in critical deficiency and recommend the posting of the bridge as closed to all traffic and that it be barricaded to prevent vehicular usage. He provided them with a copy of the correspondence from the NHDOT.

Mr. LaBranche reported as a result of the NHDOT recommendation, the Town requested Stantec Consulting to also conduct an examination of the bridge and they have concurred with NHDOT's recommendation. He indicated in closing the bridge the Town basically has two actions it could potentially take. There are temporary repairs the Town could make to support the bridge and keep it open with a 10-ton weight limit. But the temporary repair is only a band aid and would not be reimbursable as part of the overall bridge replacement project. The second action is for the Town to complete the temporary access road that brings road access to the two properties through property owned by Manchester Water Works and then across the Fusco's property. This approach would be needed when construction is to take place on the permanent bridge replacement and would be reimbursable as part of the overall bridge project.

Mr. Eaton and Mr. Herman noted the Town has enrolled Griffin Mill Bridge in the Municipal Bridge Aid program through NHDOT for funding on the permanent replacement of the bridge, but it is not scheduled until State fiscal year 2022 which would mean construction cannot begin earlier than July 1, 2021. The Town will ask for advance consideration, but due to the very limited traffic volume of this bridge, it is not anticipated to be considered a high priority compared to the approximately 500 other municipal bridges on the "Municipal Red List".

Mr. LaBranche indicated without the State funding, the Town does not have adequate funding in hand to handle the permanent repair project, so needs to put in place a temporary alternative until the funding is available.

Mr. Fusco questioned the temporary repair design for strengthening the bridge which involves placing two large steel beams in the roadway adjacent to the existing timber curbs to span over the bridge and carry the vehicle load via a transverse underslung steel beam placed at the mid-span of the existing stringers. Mr. Fusco questioned why there would not be two cross beams as opposed to one in order to gain maximum benefit to maintaining the 10-ton weight limit. Mr. LaBranche felt that was a reasonable approach and they could look at doing that. Mr. Fusco indicated they would feel more comfortable with two cross beams.

Mr. and Mrs. Fusco indicated they were opposed to implementing the temporary access road, particularly if it had to be in place for upwards of four years. Mr. Fusco indicated they are not inclined to allow this road to be built at all and that the Town will have to do all permanent repair work from the Hooksett Road side of Griffin Mill Bridge. He said he wanted no heavy equipment of any kind – cranes, trucks, excavators, etc., on their property. They would allow light trucks only.

When asked how they would access their property while the bridge is closed, they indicated they will use their field that has frontage on Route 121 (Manchester Road) as they have done in the past.

Discussion moved to the permanent replacement of the bridge and the design for the new bridge. Mr. LaBranche reported there is work to be done and the Town will be looking at multiple options included pre-cast cement bridge and a steel beam span similar to what is in place. Mr. Fusco suggested a wood truss bridge should also be looked at. Mr. LaBranche indicated they could take a look at that, but that it would be difficult to meet the HL 93 design loading required by the NHDOT with a wood truss bridge.

Mr. and Mrs. Fusco stated they prefer the temporary repair of the bridge moving forward, and do not agree or support the temporary access road. They reiterated that they would access their property through their field during the course of construction when the bridge is closed, but before the temporary repair could be made.

In response to an inquiry, Mr. LaBranche estimated it would take a minimum of two weeks to implement the temporary repair project once the decision was made to go in that direction and an order was placed with the vendors.

The consensus of the Board of Selectmen was to focus on the temporary bridge repair. Mr. Headd asked Mr. LaBranche what the expected life span of the temporary repair would be with double cross beams. Mr. LaBranche indicated he would need to secure that answer from their bridge design specialists.

The Board agreed they needed information on the life span of the temporary bridge repair and the final cost estimate for that repair before they could make their final decision on their course of action.

**Regardless of the temporary repair, the Board unanimously decided the Town would close Griffin Mill Bridge to traffic as of Monday, October 2<sup>nd</sup> and will barricade the bridge as recommended by NHDOT.**

Mr. Fusco asked if the Town could supply 10 traffic cones for him to delineate their access through their field to provide some guidance for the tenants in one of the houses. The Road Agent agreed to provide the traffic cones.

## **Adjourn**

***Mr. Eaton moved to adjourn; Mrs. Phillips seconded the motion; all were in favor, the meeting ended at 3:50 p.m.***