

STPMM21.4 - Bridport Middle Rd. Culverts Scoping Study  
Local Concerns Meeting October 7, 2021  
Bridport DPW conference room

**Attending:** From Bridport - Tim Howlett, Bob Sunderland, Joan Huestis, Steve Huestis, Dusty Huestis. From Fuss & O'Neill - Shannon Beaumont and Josh Robinson. From ACRPC - Mike Winslow

**Minutes:**

- F&O noted that the point of the meeting is to get the town's input on replacement options, traffic control, and any other issues that should be discussed.
- F&O described the project area, the outcomes of the kickoff meeting, and the existing conditions.
- Residents noted that a pond northwest of the project area identified on the base maps is actually a manure pit and should not show a hydrologic connection to Dead Creek.
- F&O identified two traffic control options. 1. Use phased construction and maintain one lane of alternating traffic through the project duration. This option would require temporary signals to be installed, would increase construction time, and would require a longer culvert leading to increased costs, but maintaining traffic flow. 2. Close the road for the duration of the project and reroute traffic. This would require a maximum 5.3 mile, 10-minute detour. Town officials and F&O agreed that option 2 was preferred. Town officials recommended rerouting traffic to Crown Point Road rather than Swinton Rd. Crown Point Rd. is a little bit farther, but is in better condition.
- F&O identified three construction options and noted they are not considering rehabilitation of the existing structures. 1. At-grade rigid frame culverts. 2. At-grade box culvert. 3. Buried steel-plate pipe(s). The buried pipes would allow over-topping during high flows, but their advisability is dependent upon the results of a yet to be completed hydraulic study. Dusty asked which options ANR would approve, to which Shannon noted that is part of the next step in analysis.
- The alternatives meeting is scheduled for December 9. At that meeting F&O will present probable costs, pros and cons of each alternative, and a construction schedule. Feedback from the alternatives meeting will be used to finalize the scoping project report.
- Dusty noted that the bridge and road standards will drive what is allowed at the location, and that F&O should consult with Jaron Borg, the district river management engineer. Shannon said the preliminary bankfull width assessment suggests it is less than 20'. If that holds, all options discussed would still be feasible.
- Additional information
  - Middle Road is a school bus route
  - The detour was not expected to be a significant impediment to farm equipment
  - Summer would be the best time for the project to avoid issues with the school bus, farm harvesting, and potentially to take advantage of drier conditions
- Tim asked how construction would take place in the wetlands. Shannon described how pumps and a sedimentation basin would be used to manage water.

- Bob asked about the relative advantage of a culvert vs. a bridge. Shannon said they would try to avoid a bridge due to costs and believed they would be able to do so based on their assessment of bankfull widths. A bridge would only be necessary if required by permitting.
- Dusty described how Middle Rd., Swinton Rd., and Crown Point Rd. all had similar features of a similar age. He is hopeful that the design for Middle Rd. can be used as a model for replacing those culverts as well.
- Tim asked how often over-topping occurs now at the site. Dusty mentioned a 1996 ice jam and a 2019 rain storm that caused overtopping. In both cases, the duration of overtopping and the extent of flow were minimal. The low point for overtopping is not at the culverts, thus they are protected during overtopping.
- Tim asked what the remaining life expectancy of the culverts was. Shannon said there are no visible holes and no deformation, so they need not be replaced immediately. Dusty suggested they have about 6-8 years of useful life yet, which is about the time it would take to get to construction using a federal grant.
- The question of guardrail was raised. Shannon noted they will be required by codes and standards. Dusty requested they be as short as possible to avoid catching drifting snow.

Meeting adjourned 7:02 PM

Minutes by Mike Winslow