

**Wentworth Select Board  
Meeting Minutes  
September 1, 2020**

**Those present:** Arnold Scheller, Omer Ahern, Jordan King, Paul Manson, Francis Muzzey, Deb Ziemba, and Linda Franz.

Select Board signed the following documents just prior to meeting starting:  
Minutes for August 25, 2020  
2020 MS-535  
DOT Municipal Work Zone Agreement

**Called to Order:** Arnold Scheller, Chairperson, called the meeting to order at 5:00pm.

**At 5:02 pm, O.Ahern made a motion to enter into a non-public session pursuant to RSA 91-A:3, II(c) *Matters which, if discussed in public, would likely affect adversely the reputation of any person, other than a member of this board, unless such person requests an open meeting. This exemption shall extend to include any application for assistance or tax abatement or waiver of a fee, fine or other levy, if based on inability to pay or poverty of the applicant.* Seconded by J.King. By roll call vote, A.Scheller voted yes. O.Ahern voted yes. J.King voted yes. All voted in the affirmative and the motion carried.**

Re-entered public meeting at 5:44pm

**A.Scheller made a motion to seal the minutes of the just concluded non-public session. Seconded by O.Ahern. All three voted in the affirmative and the motion carried.**

**A.Scheller made a motion that the Town take two (2) properties by Tax Collector deed, 10-4-4 and 10-4-18. Seconded by J.King. All three voted in the affirmative and the motion carried.**

Francis Muzzey, Cemetery Trustee, asked that if there were any town-owned properties suitable for a cemetery that the Select Board should consider.

J.King gave an update on the East Side Road bridge. We received a report from HEB Engineers, and it is a part of these minutes. HEB presented three (3) options for repair or replacement ranging in price from \$150k to \$500k. This will be discussed further and will be included on a warrant article for 2021. This is not a FEMA claim as there is no storm damage, just age deterioration. The state may be able to offer some assistance as East Side Road is used to reroute traffic from Route 25 in emergency situations. Immediate action is to get the bridge rated for a lower weight limit to avoid potential liability. This will cost the Town approximately \$4,200. L.Franz and P.Manson will look at budget items to determine where Town can fund this expense.

**A.Scheller made a motion to authorize HEB Engineers to go ahead with reposting load limit rating for the East Side Road bridge at the approximate cost of \$4,200. Seconded by J.King. All three voted in the affirmative, and motion carried.**

J.King gave an update on the gravel pit. HEB Engineers is interested in doing a feasibility study. This would be done in four (4) phases: 1. Deed research. 2. Land Survey 3. Reclamation plan including topo shots to determine amount and worth of available gravel. 4. If project is worth pursuing, permitting and engineering. This may also be included on a warrant article for 2021.

P.Manson reported that he put together a committee of local residents to advise on a plan for replacing/repairing Highway Dept. equipment and trucks. They will hold meetings on Mondays before scheduled Select Board meetings and report to the Select Board at the meetings. He also has someone that may be able to help him with a Capital Improvement Plan. A list of committee members is a part of these minutes.

**A.Scheller made a motion to adopt the list of members for the Highway Dept. Equipment & Truck Committee. Seconded by O.Ahern. All three voted in the affirmative, and motion carried.**

J.King advised that he took a look at the Town-owned property for which we have a request to purchase. He feels that it may not be buildable and not of great value. He will make another assessment. L.Franz will contact Richard Gowen Realty to discuss market value.

**At 6:30 pm, A.Scheller made a motion to enter into a non-public session pursuant to RSA 91-A:3, II(c) *Matters which, if discussed in public, would likely affect adversely the reputation of any person, other than a member of this board, unless such person requests an open meeting. This exemption shall extend to include any application for assistance or tax abatement or waiver of a fee, fine or other levy, if based on inability to pay or poverty of the applicant.* Seconded by J.King. By roll call vote, A.Scheller voted yes. O.Ahern voted yes. J.King voted yes. All voted in the affirmative and the motion carried.**

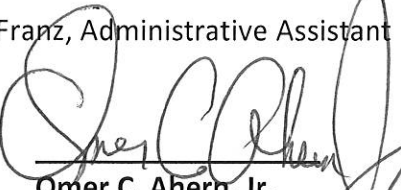
Reentered Public Meeting at 6:37 pm.

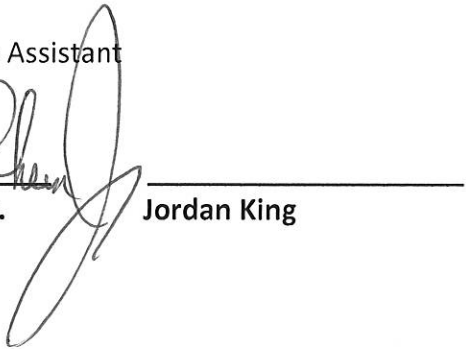
**A.Scheller made a motion to seal the minutes of the just concluded non-public session. Seconded by O.Ahern. All three voted in the affirmative and the motion carried.**

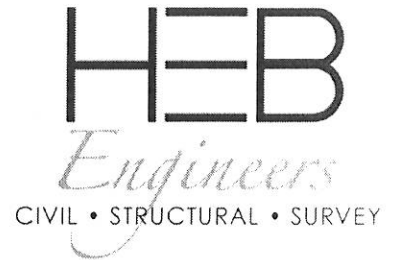
**A.Scheller made a motion to adjourn. Seconded by J.King. All three voted in the affirmative, and meeting was adjourned at 6:40 pm.**

Respectfully submitted by: Linda Franz, Administrative Assistant

  
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Arnold Scheller, Chair

  
\_\_\_\_\_  
Omer C. Ahern, Jr.

  
\_\_\_\_\_  
Jordan King



August 31, 2020

Paul Manson, Road Agent  
Wentworth Highway Department  
PO Box 2  
Wentworth, NH 03282-002

**Re: East Side Road Bridge, Wentworth, NH  
Bridge Assessment Letter Report  
HEB Project #2020-073**

Dear Paul,

In early July, you expressed concern about the condition of the East Side Road Bridge abutments. We met on-site on July 16, 2020, with the Select Board to observe the bridge structure and discuss the intended outcome of our proposed services. We later provided a letter agreement dated July 22, 2020, and executed on August 6, 2020. A second phase, to perform a load rating of the bridge structure, was not authorized, but may be based on the recommendations of this report.

This letter report was prepared to provide an assessment of the bridge (primarily the abutments) and provide options and recommendations for consideration in next year's municipal budgeting process.

Prior to the site visit, we reviewed the latest NHDOT Bridge Inspection Report, which was performed on September 24, 2019. The bridge is a 25-foot-span steel stringer superstructure with wood deck bearing on a concrete abutment substructure. Overall, the bridge was given a sufficiency rating of 57.1%, with condition ratings for the primary components of: deck 6-satisfactory, superstructure 6-satisfactory, and substructure 5-fair. The bridge rail was noted to be substandard. NHDOT reports that the bridge was built in 1940 and rebuilt in 1994. At that time, the superstructure rating jumped from a 4 to an 8; therefore, it can be concluded that the steel stringers were installed in 1994. At the element level, NHDOT has determined the stringers and abutments to be in State 3, that is, generally in need of rehabilitation.

NHDOT was contacted and provided data from the Form 4 Load Rating. The full load rating and calculation package was not available due to limited access to NHDOT archives. The bridge was last rated in 1994 when the current superstructure was installed. At that time, no load posting requirement was recommended.

### **Observations**

At the site visit, you reported that the 4x6 pressure treated transverse deck was likely replaced 6 to 7 years ago and that the 3-inch by 8-inch timber runners would be replaced soon. The bridge width is approximately 14 feet, 8 inches from rail to rail, allowing one-lane use (see Photo 1 in Appendix A). The bridge rail is comprised of small w-shaped posts with 3-inch by 8-inch timber rails between, approximately 27 inches from the deck surface (see Photo 2 406). The approach roadway has a variable width but is approximately 18 to 19 feet wide. Four W16 weathering steel stringers approximately 27 feet long have significant section loss, enough to likely significantly reduce the load rating of the bridge and cause a load posting below that of legal loads (see Photos 3 & 4). This is typical of bridges with a wood deck as moisture permeates through to the steel.

The abutments and wingwalls appear to be unreinforced mass concrete abutments (see Photo 5). They appear to be original from the 1940 construction. It appears the abutments have a 2-foot deep footing whereas the wingwalls do not (see Photos 6 & 7). The concrete has eroded over time with the damage enhanced by freeze thaw action at the waterline (see Photo 8). Concrete loss is up to 6 inches deep from the face in spots (see Photo 9). The face of each abutment was sounded with a hammer and in some locations where the concrete remained in place were easily removed up to 3 inches deep. In some locations, especially with the south, scour has undermined the abutment and wingwalls (see Photo 10).

## **Discussion**

The bridge does not need to be immediately closed because of the abutment deterioration. However, it does need repair before the abutments become unstable. While the steel stringers were not a concern of the Town prior to the site visit, the level of rust and material loss, observed during the site visit, is significant and the superstructure has a reduced capacity from that of its original construction. Until repairs can be made to the superstructure, an updated Form 4 Load Rating should be performed to understand its current load carrying capacity. This will likely result in a load posting recommendation of 20 to 30 tons, which may not be acceptable for its current use.

## **Repair Options**

### **Option 1 – Abutment Repair**

The most common repair for instances of scour and abutment erosion has been to install a scour wall. A scour wall is a reinforced concrete wall that is pinned to, and cast against the front face of an existing abutment. It normally extends approximately four feet below the channel, to mitigate most, but not all scour events. Prior to installation, water is diverted away from the abutment, and the existing abutment is prepared by removing deteriorated concrete to sound surfaces. New concrete then fills the areas removed to restore the original integrity of the abutment. The scour wall does not increase the abutments load carrying capacity, it only serves to restore and mitigate against future scour.

However, NHDES Wetland Rules no longer permit this type of repair, as it further constricts the channel that has already exhibited signs of scour. Attempting to permit a scour wall repair would require a waiver to be granted by NHDES. In conversations with NHDES about this instance, NHDES could not commit to granting such a waiver, without geomorphological and hydraulic data and justifications in a full application. It is unknown at this time, without a Hydrologic and Hydraulic Study, if such justifications could be made with regards to sediment transport, aquatic life passage, and geomorphic compatibility.

Should the scour wall be determined to be unpermittable by NHDES, adjustments can be made to design the scour wall to be embedded into the existing abutments, thereby eliminating encroachment into the channel. This alternative solution would add complexity, cost, and time to the construction.

In preparation to enact this option, several professional services would need to be performed including: field survey, wetland delineation, geomorphological assessment, hydrologic and hydraulic study, repair design and specification, function and values assessment, NHDES and USACE permitting, NHDHR cultural resource permitting, bidding assistance, and construction observation/administration services.

Installation of typical scour walls would involve closure of the bridge during the duration of construction which would likely occur over four to six weeks as performed by a general contractor experienced in bridge construction. Adjusting the design as noted above could add two weeks to this duration.

This option does not include repairs to the superstructure or deck. Therefore, an updated load rating of the bridge should be performed and the bridge posted accordingly.

At this time, an amount of \$150,000 to \$200,000 should be budgeted for this option. This option should be considered to have a 25-year lifecycle, with likely a reduced load posting.

### **Option 2 - Abutment Repair and Superstructure Reinforcement**

The option builds upon the work proposed in Option 1, by also addressing the likely reduced load carrying capacity of the bridge superstructure. This would involve demolition of the timber deck and bridge rails, repair and reconfiguration of the existing steel stringers, and the addition of two additional steel stringers to improve the capacity of the superstructure. It is recommended that a transverse glued-laminated (glulam) deck be installed with

a waterproof membrane and pavement to prevent future water penetration to the steel structure. A new crash-tested glulam bridge rail with approach rails would be incorporated.

Similar, but expanded professional services are needed for this option.

This would involve closure of the bridge during the duration of construction which would likely occur over nine to eleven weeks as performed by a general contractor experienced in bridge construction.

At this time, an amount of \$300,000 to \$350,000 should be budgeted for this option. This option should be considered to have a 25-year lifecycle, with a full load rating.

### Option 3 - Bridge Replacement

This option is provided to understand a longer lifecycle project that addresses both the substructure and superstructure. Considering the current geomorphology of the stream and scour issues with the current bridge, this option assumes a slightly longer span bridge, approximately 30 feet.

Without specific requirements from outside funding sources (such as NHDOT and FEMA), as is the case with the current Frescoln Road and Cross Road Bridge projects, the Town could, in this case, streamline the design process and opt to move forward with a less-than-standard, one-lane bridge width. Based on our experience with other bridges of this magnitude, a precast concrete rigid frame bridge with cast-in-place reinforced concrete abutments is likely the most cost-effective replacement alternative.

With this option the Town would further benefit with an adequate guardrail system, full load carrying capacity, elimination of frequent replacement of the timber deck, among other benefits.

Similar, but more involved professional services are needed for this project.

Bridge replacement would likely occur over a twelve to sixteen week timeframe, with several months of lead time to procure the precast concrete bridge components as well as standard bridge rails. Engagement of a general contractor experienced in bridge construction is highly recommended.

In years past, enrollment in the NHDOT State Bridge Aid (SBA) Program would be recommended. However, the Program is currently closed to new enrollment and funds are unlikely available until 2040 at the earliest based on current legislation, as clarified during conversations with NHDOT staff who administer the SBA Program.

At this time, an amount of \$500,000 should be budgeted for this option as a fully Town-funded project. A higher amount should be considered if the Town were to decide on a two-lane bridge replacement. This option should be considered to have a 75-year lifecycle.

### **Recommendation**

First, we recommend that the Town move forward with load rating the existing bridge, as it is likely the current load posting is not an accurate representation of the safe capacity of the bridge. We assume significant time will pass between now and when repair/replacement of the bridge can be performed. With heavy truck traffic as a frequent user of the bridge this is especially important.

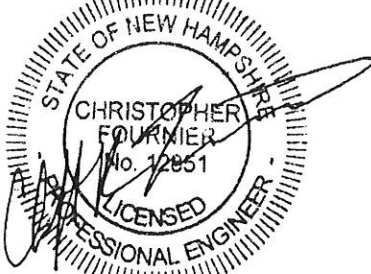
Secondly, we recommend the Town move forward with one of these three options during the upcoming year. With funding of the repair/replacement not likely available until Town Meeting in March 2021, only Option 1 and Option 2 have a realistic opportunity to be completed in the 2021 construction season. Even so, we recommend that the professional field services be authorized to be performed before snow flies in 2020, so delays are not experienced in early spring 2021. Option 3 could be advertised for bids in November 2021/January 2022 for 2022 construction. Should this recommended schedule not be enacted, inflation should be accommodated in budget considerations.

Consideration of the timing of the Cross Road Bridge and Frescoln Road Bridge replacements should be made.



I am more than willing to discuss the findings of this report with the Town as you work through the budgeting process, please do not hesitate to contact me.

Sincerely,  
**HEB Engineers, Inc.**



Christopher R. Fournier, PE, SECB  
Vice President / Lead Structural Engineer

Enclosures: Appendix A – Photo Pages

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# **APPENDIX A**

**Photo Pages**

Town of Wentworth  
East Side Road Bridge Assessment Letter Report  
Wentworth, NH  
Photo Page 1 of 5



Photo 1: East Side Road bridge.

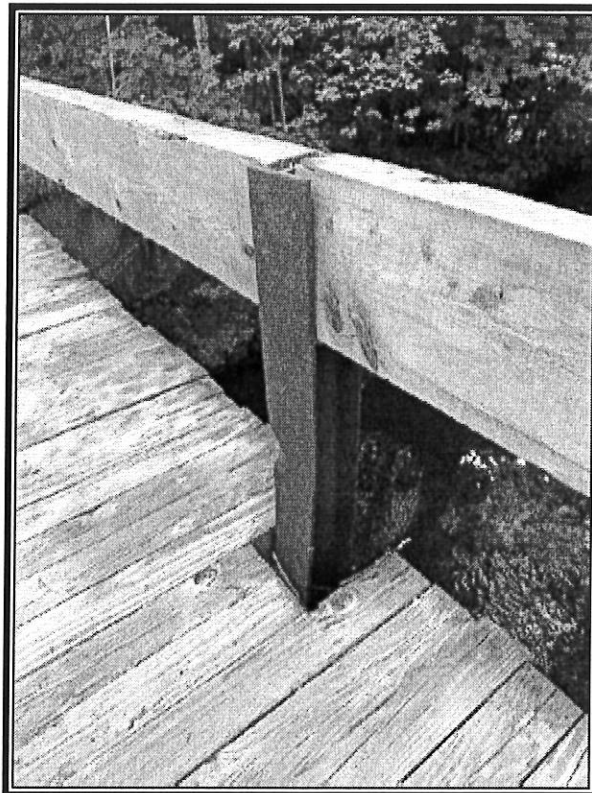


Photo 2: The bridge rail, approximately 27 inches from the deck surface.





Photo 3: Steel stringer with significant section loss.



Photo 4: Steel stringer with significant section loss.

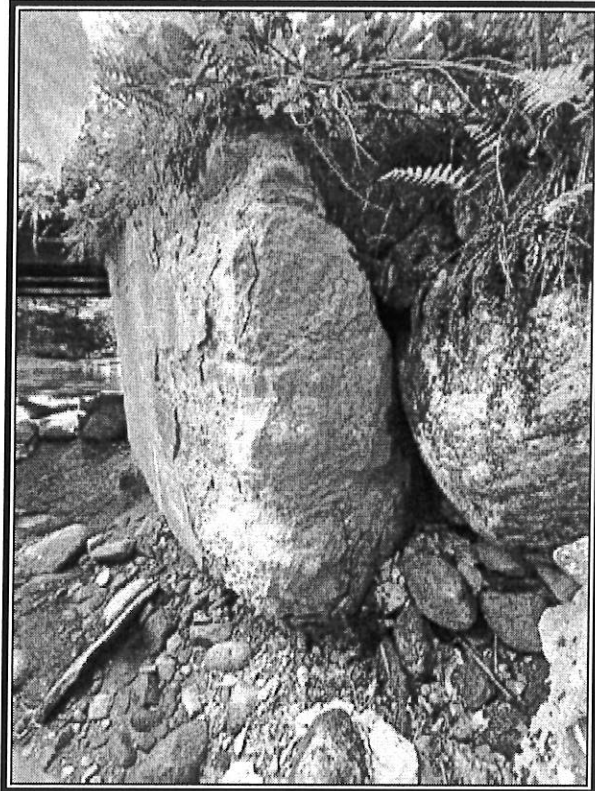


Photo 5: Concrete wingwall.

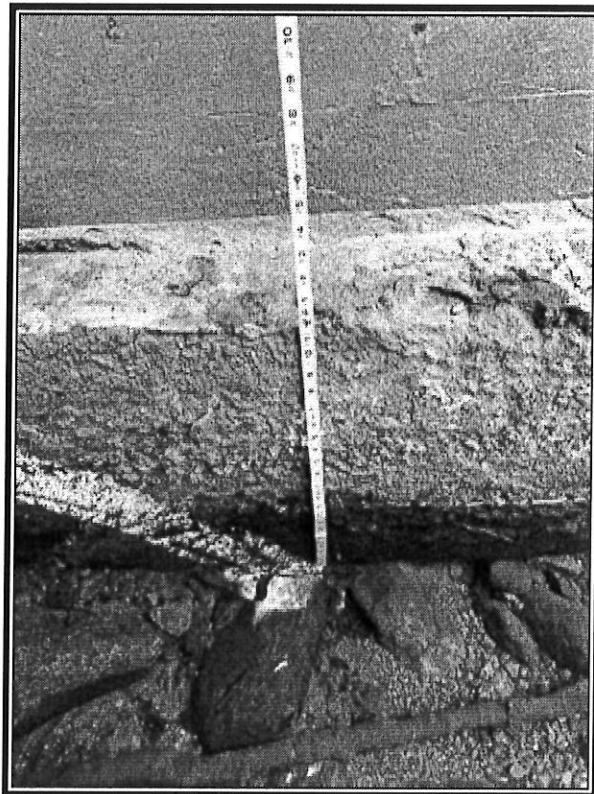


Photo 6: Footing on abutment.

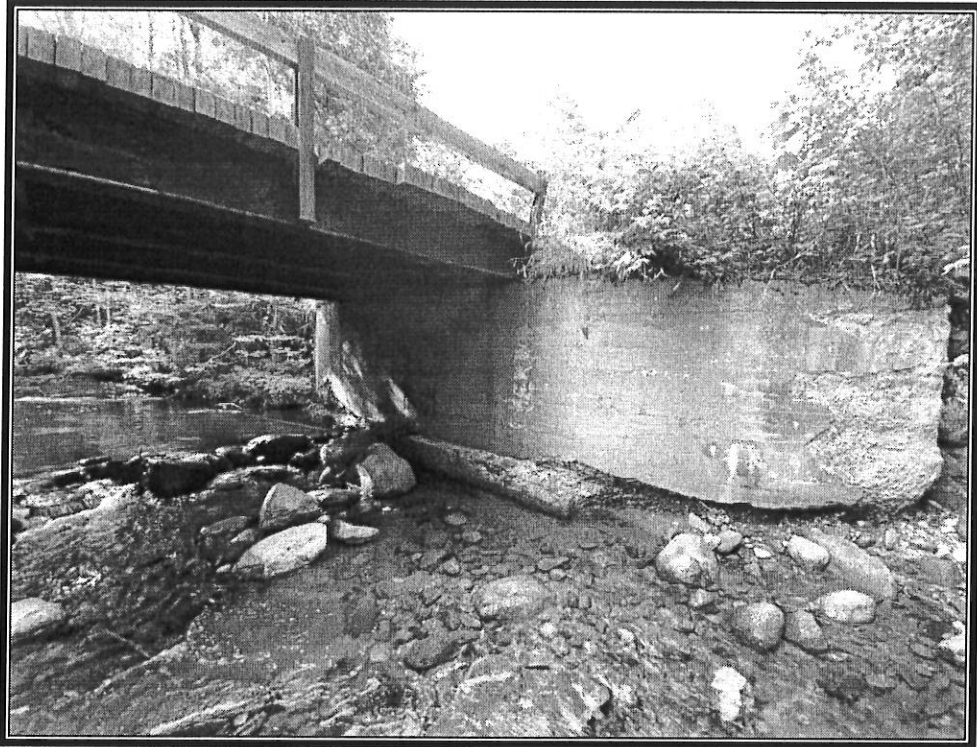


Photo 7: Concrete abutment and wingwall.



Photo 8: Eroded concrete due to freeze thaw at waterline.





Photo 9: Concrete loss up to 6 inches.



Photo 10: Undermined abutment and wingwall.

# Wentworth Highway Department Equipment & Truck committee

1. Andrew Lasser - [andrew@lasser.co](mailto:andrew@lasser.co)
2. Francis Muzzey - [francismuzzey@gmail.com](mailto:francismuzzey@gmail.com)
3. Rick Descheneau - [townplumber@comcast.net](mailto:townplumber@comcast.net)
4. Jarod King - [jkloggingllc@gmail.com](mailto:jkloggingllc@gmail.com)
5. Travis Heathe - [14theath@gmail.com](mailto:14theath@gmail.com)
6. Brian Dubois - [bd44315@gmail.com](mailto:bd44315@gmail.com)
7. Adam Patten - [mechanix2ap@gmail.com](mailto:mechanix2ap@gmail.com)
8. Paul Manson - Road Agent

We will be meeting once a month , September – November . All meetings will take place at the highway department. I will appoint a liaison that will report to the board once monthly on any progress and any decisions that we make in our meeting. The purpose to to bring the selectmen our recommendations , so that I can write a warrant article.

**Wentworth Select Board  
Meeting Minutes  
September 22, 2020**

**Those present:** Arnold Scheller, Omer Ahern, Jordan King, Paul Manson, Chief Trott, Chief Ames, Palmer Koelb, Adam Patten and Linda Franz.

**Called to Order:** Arnold Scheller, Chairperson, called the meeting to order at 5:00pm.

The Select Board approved and signed the following:

Payroll and vendor checks  
Abatement for Pine Haven Campground  
Land Use Change Tax for Kewley and Boisvert/Demers  
Driveway permit-A.Patten

**J.King made a motion to sign the request to authorize budgeted expenditure for tree removal on Buffalo Road and Town Common. Clark Tree Service will do the work with a quote of \$4,600. Seconded by O. Ahern. All three voted in the affirmative, and the motion carried.**

**A.Scheller made a motion to accept and sign the Personnel Policy and Handbook as written. J.King seconded. All three voted in the affirmative, and the motion carried.**

A. Scheller reported that he spoke with NHDOT and was informed that the state will put culverts and drainage along Route 25 where it meets Atwell Hill Road. It will be a perforated drain, and the area will be widened.

He also advised that Wentworth may be able to get some help with acquiring the services of someone with a boom mower to clear the area between the Common to the Veterans Memorial.

Additionally, he noted that the bridge projects' estimated completion dates are, Frescoln in the late fall of 2021 and Cross Road in the late spring of 2022. Select Board action item is to read the HEB studies and touch base with Chris Fournier.

A.Scheller commented that the Highway Department Equipment Committee members have a good knowledge of working on roads and equipment needed. The International is gone and needs replacing. The backhoe is working and can be used as a loader and for backup. They will continue to discuss needs and maintenance.

Chief Ames presented his report for the Fire Department, and it is a part of these minutes. We are currently in a high fire situation called "Red Flag Days". The WFD will not be issuing any new brush pile or campfire permits.

Chief Trott presented his report for the Police Department, and it is a part of these minutes. He noted that the crime rate seems on the increase and for residents to be more diligent in reporting to police.



Road Agent, P.Manson, reported that the Highway Department has been busy gravelling and widening Atwell Hill Road. There was a lot of ledge to cut through, and he wishes to thank Larry Bixby for his work and responsiveness with this. The cost for the ledge removal is \$3,500. They will continue to work on Atwell Hill into next week.

In regard to the Highway Department Equipment Committee, Paul reported that out of the eight initially interested, only four showed up for the first meeting. He said that it would be ideal to purchase a wheeled excavator and loader instead of a backhoe, but it will be too expensive (approx. \$200k). It is probably better to replace backhoe. He is also getting machines undercoated for the winter.

J.King reported that HEB is willing to take on the gravel pit project. It will be further discussed and put to a town vote via a warrant article at next Town Meeting.

Regarding the town-owned property that a town resident is interested in purchasing, Richard Gowen, Realtor, estimated the market value of the parcel to be between \$18,000 and \$24,000.

**J.King made a motion to have L.Franz write a letter to the attorney handling the request. A.Scheller seconded. All three voted in the affirmative, and the motion carried.**

L.Franz gave an update on the Town audit. All went well, and we received financial statements in a timely fashion. Auditors had a few recommendations regarding policies and procedures, and L.Franz is following up. This is not time sensitive. She also informed that she will participate in a Tax Rating and Equalization webinar on Sept. 24, 2020.

L.Franz reported that claims through the CARES Act for covid-19 related expenses have been filed, and we should expect reimbursement soon. Total grant was for \$21,777, and we had claims of \$6,206. Another grant for election expenses for \$2,723 will be available after November elections.

Palmer Koelb inquired about using the Select Board meeting room for band practice one evening a week. He will need a key for the building.

**A.Scheller made a motion to allow the Baker Valley Band to practice at the Select Board meeting room on Thursday evenings at 6:30pm and to provide a key to the Town Offices building to Palmer Koelb. Seconded by O.Ahern. All three voted in the affirmative, and the motion carried.**

O.Ahern informed of a request by resident Don Adams to have the brush cut out around the Town Hall building to reduce further deterioration of the foundation. He discussed the possibility of having the Grafton County Correctional Facility do the work. He will look into that further.

**At 6:42 pm, O.Ahern made a motion to enter into a non-public session pursuant to RSA 91-A:3, II(i) *Consideration of matters relating to the preparation for and the carrying out of emergency functions, including training to carry out such functions, developed by local or state safety officials that are directly intended to thwart a deliberate act that***

*is intended to result in widespread or severe damage to property or widespread injury or loss of life.* Seconded by J.King. By roll call vote, A.Scheller voted yes. O.Ahern voted yes. J.King voted yes. All voted in the affirmative and the motion carried.

Re-entered public meeting at 6:56pm

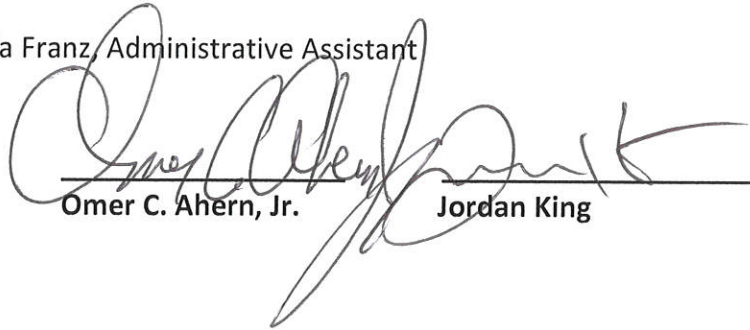
O.Ahern made a motion to seal the minutes of the just concluded non-public session. Seconded by A.Scheller. All three voted in the affirmative and the motion carried.

O.Ahern made a motion to adjourn. Seconded by A.Scheller. All three voted in the affirmative, and meeting was adjourned at 6:40 pm.

Respectfully submitted by: Linda Franz, Administrative Assistant



Arnold Scheller, Chair



Omer C. Ahern, Jr.



Jordan King

Wentworth fire

Calls for service

Technical rescue to aid Orford in removing a patient off from mount cube

Orford 3 alarm brush fire river road

Brush fire on Moose mountain area in Hanover

Smoke in the building Thayer mountain rd Wentworth, had a down draft into wood stove

Training Water source and shuttle operations 7 000 gallons to the race track Wed night at our meeting

Then on Saturday we did another source and shuttle operation moving approx. 18 thousand gallons of water to the track

We will be doing more shuttle and pump operations then moving onto some basic landing zone operations for med flights night and day time ops. To include mocked radio communications to chopper needed for same. Our training schedule is full and never ending.

Personnel We are feeling lucky to have some new members on board they are now being trained in aspects of level one fire fighting with multiple evolutions in front of them.

Meetings, our normal first and third wed of every month we also have mutual aid meetings in Laconia and, Safety meetings at the school in the very near future

High Fire danger. and the steps being taken to help prevent forest fires here in town, We have banned brush pile burning and no permits will be given for same and asking people to refrain from campfires and also no new campfire permits will be given We will post on social media as often and update as often as we can on this situation

**WPD Activity Report**  
**Presented 09/22/2020**

**Please note that the following is a summary of notable activity conducted by the Wentworth Police Department, (WPD), but does not reflect “all” of WPD’s activity during this time frame.**

The WPD continues to take part in in the scheduled conference calls held during the week regarding updates concerning COVID-19, as well as Law Enforcement Update calls. These calls remain a priority for us.

Chief Trott attended two trainings in Manchester one called Racism in New Hampshire and the other Psychological Survival. These trainings count as mandated yearly training for Chief Trott and were put on by the NHCOPA and were at no cost to the town of Wentworth.

Chief Trott has taken two illegal dumping complaints where household items to include hundreds of cans of old can food were discarded on the side of Mount Moosilauke Highway. These matters are still under investigation. If anyone has and information as to who may be responsible for the illegal dumping, they are encouraged to contact Chief Trott. Thank you to the Highway Department for assisting in cleaning that up.

Chief Trott also took a report of an attempted phone scam. A Wentworth resident received a call stating that they won the Publishers Clearing House and was then instructed to send in some money so that her winnings could be processed. The WPD is reminding people NOT to send monies to anyone without verifying first that the people and or business that they are dealing with is legitimate.

Chief Trott continues to conduct OHRV patrols and has made numerous contacts with OHRV riders during those patrols. There were no reported issues and Chief Trott conducted several safety checks during those patrols. The Poker Run was cancelled due to the Governors new order, Order # 63, so OHRV traffic was not as high as anticipated for that weekend.

The WPD has had an increase in activity consisting of both calls for service and arrests.

The WPD has made several arrests over the last few weeks. One for driving after suspension/revocation, another for operating without a valid license, and another person was arrested on an arrest from the WPD for conduct after an accident.

The WPD is asking the Wentworth community to keep an active eye out for any unusual suspicious activity and to report it to the WPD or Grafton County at 787-6202. We want to thank all that have called us to make reports because the information that some people have provided to us has proven beneficial in following up on criminal investigations.

Chief Trott would once again remind the community to be please be cautious when using social media to talk about criminal activity as this also serves as a warning to the people who have committed crimes and sometimes gives them a heads up that the police may be looking for them and or stolen property. This can be counterproductive for law enforcement. They are again encouraged to contact their local law enforcement or Grafton County or State Police depending on the severity of the report.

Chief Wallace Trott

A handwritten signature in black ink, enclosed within a hand-drawn oval. The signature is stylized and appears to read 'W. Trott'. A long, thin line extends from the right side of the oval towards the top right corner of the page.