

# ROAD BUSINESS

A newsletter for municipal employees, public and private road-related organizations, and citizens.

## On the Road in NH:



### Hancock Public Works Replaces Antrim Road Bridge

Submitted by Kurtis J. Grasset, Director of Public Works, Town of Hancock



Unloading the east end of the pre-cast arch, Antrim Road over Moose Brook, Hancock NH

The Hancock Department of Public Works began the process of replacing Antrim Road Bridge, over Moose Brook during the summer of 2009. The old “bridge” was a set of 60 inch twin culverts that were installed around the 1940s.

Work began during the last week of June 2009 and challenges arose quickly. First, there was a lot of large stone rubble due to an old railroad crossing next to the site. Worker’s discovered that one of the old bridge’s stone abutments had been used to fill in the gully to raise the road. Since the site needed to be fully de-watered, the crew removed all the boulder rubble and diverted the water in a system as water-tight as possible. At one point the crew calculated over 700 GPM of water running back through the boulders! After the site was dewatered, they began the excavation for the footings.

A second challenge was a very high ground-

water table for July. The pumps worked overtime, but the crew was able to get the footings poured and cured before any serious issues arose.

Third, this project involved full reconstruction of about 900 feet of roadway, and the installation of a closed drainage system. This work took the crew between three and four weeks, and was finished just as the bridge structure arrived.

In early September, the new structure was in place and crews were rebuilding the rest of the roadway over the new bridge. By mid-September all that remained to do was install the bridge and approach rail and finish paving.

The entire project was completed by October 1, 2009. Traffic was closed for 13 weeks and the job was completed in 15 weeks. (*“Hancock” is continued on p.3*)

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UNH Technology Transfer Center Mission: To provide technical and management information about roads and bridges to municipal officials and road-related organizations.

## Master Roads Scholars (Cont.)

seven children. Three of his children are currently enrolled in college, two live in Virginia, and two live at home with himself and his wife. In addition, Steve has four grandchildren. Steve enjoys gardening, running, bicycling, taking trips to college sporting events, and riding motorcycles.

*Master Roads Scholar is the fourth and final achievement level in the UNH T<sup>2</sup> Center Roads Scholar Training Program. It requires completing 100 contact hours plus the requirements for Roads Scholar Two: 5 hours in basic road construction, 5 hours in supervision or personal development, 5 hours in environmental, 5 hours in tort liability or safety, and 20 hours in other technical areas.*

UNH T<sup>2</sup> Roads Scholar Program: [www.t2.unh.edu/training/rdsclr.html](http://www.t2.unh.edu/training/rdsclr.html)

UNH T<sup>2</sup> Training Calendar: [www.t2.unh.edu/training](http://www.t2.unh.edu/training)

## New Public Works Supervisor Mentor Program



- Are you a new Road Agent or Public Works Director? Do you have field-related questions, and could you benefit from the expertise of a seasoned public works supervisor?
- If yes, your neighboring communities want to help you in your transition!
- If interested in being a mentor or mentee, please call the UNH T<sup>2</sup> Center at 800-423-0060 or email [t2.center@unh.edu](mailto:t2.center@unh.edu).

*("Hancock" continued from p.1)*

Like other communities, Hancock prefers to maintain their bridges using their own personnel and equipment. Grasset reports they have found this to be beneficial financially and also in terms of employee morale. However, for some projects Hancock does rely on local contractors to assist with needs outside of their resources. On this particular job, Hancock had assistance from Portadam Inc., Mathewson Companies, Don Hardwick and Sons, Wilson Foundations, Able Crane, Contech Construction products, M&W Soils, CWS Fence, Holden Engineering, and Central Concrete.

The cost of this project, including design, was \$377,186. The Town of Hancock put about \$51,000 in labor and equipment into this project.

Those funds were used as matching funds toward the Town share of the 20% match required by NHDOT's Bridge Program. The remaining cost to the town was \$24,437, with NH Bridge aid picking up 80% of the total cost.



*Footing pour for a precast arch, Antrim Road over Moose Brook, Hancock NH.*