



## Nottingham 40612 – Public Informational Meeting

November 19, 2021

Nottingham Town Offices

### Report of Meeting

#### Attendees:

David Scott, NHDOT

Anthony Weatherbee, NHDOT

Jason Tremblay, NHDOT

George Robinson

Tim Dunn

Tom Levins, GM2

Brandon Loiselle, GM2

Jaye Vilchoc, Town of Nottingham Fire Chief

The meeting purpose was to introduce the project to the public and describe the purpose and need along with the proposed work and traffic control alternatives. Anthony W. presented the project and David S. gave the environmental statement and added that NHDES and ACOE permits will be required, along with coordination with NH Fish & Game and US Fish and Wildlife and water quality agencies.

1. The proposed bridge typical section is 11-foot lanes and 4-foot shoulders for all alternatives. The preliminary proposed bridge span is 30 feet. The actual foundation type has not been determined yet.
2. There were three maintenance of traffic alternatives discussed:
  - a. Alternative 1: Bridge replacement using Accelerated Bridge Construction (ABC) with a 1-month closure and detour on state routes (22 miles, which is the total loop length from one side of bridge to other). Local roads will likely get used by residents to decrease detour distance. (1 construction season)
  - b. Alternative 2: Bridge replacement using phased construction maintaining one lane of traffic in each direction on NH Route 152 (2 construction seasons); Anthony W. explained why this alternative is not desirable regarding the condition and type of substructure and cost. Due to the stone rubble foundation, it will be difficult to drive sheet pilings in order to maintain the integrity of the existing abutments while trying to construct new abutments in phases.
  - c. Alternative 3: Bridge replacement using conventional construction and a temporary on-site diversion with a temporary bridge to maintain alternating two-way traffic with signals (2 construction seasons). This alternative would significantly increase impacts to the wetlands and North River (which is a Designated River as part of the Lamprey River Watershed) and also add significant cost to the project.
3. The state route detour for Alternative 1 would be completely signed and would have vehicles travel on NH Route 152 to US Route 4 to NH Route 125.



4. The local detour for Alternative 1 would not be signed and vehicles would likely take Priest Road (gravel) to Freeman Hall Road.
5. Cultural Resources: The bridge is classified as “Not eligible for the register of historic places” so full bridge replacement is an acceptable solution. No further archeological surveys required. No impact to properties > 50 years old with proposed layout.
6. Natural Resources: North River and Wetlands (designated river, protected shoreland, Priority Resource Area), Federally listed species (plant and bat), State listed species (turtles, snakes, mussel, and fish), Wildlife Corridor (wildlife shelf under bridge being considered).
7. Cost Estimate: The cost estimate for Alternative 1 is \$800,000. This has been funded by SB 367.
8. Next Steps:
  1. Develop and evaluate alternatives based on the Town’s input.
  2. Present findings to the Cultural and Natural Resource Agencies to get their input and comments.
  3. Complete the NEPA (National Environmental Policy Act) process for environmental permitting.
  4. Construction scheduled for 2024-2025.

#### Questions/Comments from the Public:

1. Tim Dunn, Resident – Is the proposed width of 30’ an adequate width for future to accommodate phasing in future bridge projects?
  - a. Yes, the width is adequate for phased construction in the future. A modern substructure will allow the typical phasing procedure to be executed safely and effectively.
  - b. This type of bridge design (precast concrete frame with gravel infill) is a durable, long-lasting solution that has a typical life-span of 70-100 years. In addition, this type of superstructure is very low maintenance and would not require significant rehabilitation to maintain the life of the bridge.
2. George Robinson, Owner of All Aboard Preschool & Childcare – Is the elevation of the roadway going to be increased? The North River has previously flooded over the road.
  - a. The roadway elevation will increase by about 12”. However, the increase of the overall hydraulic opening will significantly improve flow under the bridge. Based on hydraulic analyses, the 100-year flood elevation does not cause flooding over the roadway.



3. George Robinson, Owner of All Aboard Preschool & Childcare – There are catch basins on the edge of Route 152 near the daycare and the elementary school that consistently flood, because of snow plowing and heavy rain storms. In the winter, the water freezes and creates a hazardous condition. Is this something that will be addressed in this bridge project?
  - a. These catch basins are most likely outside of the project limits.
  - b. Dave will notify State Highway Maintenance of this problem. Reach out to the NHDOT if the problem persists.
4. Jaye Vilchock, Fire Chief – Is closure the only option for this bridge? A closure to this bridge will affect ~1/3 of the town. In 2021, the average response time was 8’-46”. This detour will add about 3-4 minutes to the emergency response time to 2/3 of the affected area, up to a 50% increase. Nottingham gets 586 calls per year and 1/3 of these calls will be affected by this detour. In Nottingham, about 50% of the calls are EMS related, where 3-4 minutes become even more imperative. Mutual aid for this affected area would likely not be effective either. In this part of town, the closest manned fire station is 10 miles away from bridge location. Mr. Vilchock is not concerned about time it takes to reconstruct the bridge, but is heavily concerned about additional response time.
  - a. The full closure is the only reasonable alternative without significant additional cost, time, and impacts. As discussed in the meeting, phased construction is no longer a reasonable option due to the width of the bridge and stone substructure. A temporary bridge cannot be located feasibly due to surrounding wetlands and roadway alignment.
5. Jaye Vilchock, Fire Chief - Could the time of closure be reduced?
  - a. It could be reduced some, however, this would be dependent on weather among other factors. Heavy rain could delay construction by multiple days, thus, delaying the reopening date.
6. Tim Dunn, Resident – The Route 4 over Bunker Creek Bridge in Durham was only closed for 14 days. Is there any reason why that would not be feasible for this project?
  - a. The Route 4 over Bunker Creek project had the advantage of utilizing phasing for much of the construction to setup the ABC closure.
7. George Robinson, Owner of All Aboard Preschool & Childcare – There is both significant residential and commercial traffic over the bridge. Would there be advance notice of closure for traffic?
  - a. The project is not slated to begin construction until 2024 at the earliest. NHDOT will provide advance notice and proper signage.
8. Jaye Vilchock, Fire Chief – What is the timeframe for construction?



- a. Ideally the project would start and end within the summer season. The closure would be during a period when school is not in session.
9. Tim Dunn, Resident – Route 152 is a popular cycling road because Route 4 and Route 125 are not nearly as bicycle friendly. Advance notice and signing would be helpful for cyclists in the area.
  - a. Noted by NHDOT.