



Nottingham 40612 – Public Informational Meeting

January 22, 2024
Nottingham Town Offices

Report of Meeting

Attendees:

Jason Tremblay, NHDOT
Josh Brown, NHDOT
Rebecca Martin, NHDOT

Tom Levins, GM2

Nottingham Select Board:

Chairman, Ben Bartlett
Steven Welch
John Morin

Tim Dabrieo
Matt Shirland

Nottingham Staff:

Ellen White, Town Administrator
Fawn Woodman, Police Chief
Steven Rollins, Public Works Director

The purpose of the meeting was to reintroduce the project to the public and describe the purpose and need along with the proposed work and traffic control. Jason T. presented the project.

1. The proposed bridge typical section is 11-foot lanes and 4-foot shoulders. The preliminary proposed bridge span is 30 feet. The preliminary bridge is a concrete rigid frame on concrete spread footings.
2. The proposed traffic control is to close the road for 28 days and replace the bridge using Accelerated Bridge Construction (ABC). Traffic will be detoured 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)
3. The state route detour 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 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 greater than 50 years old with proposed layout.
6. Natural Resources: North River and Wetlands (designated river, protected shoreland, Priority Resource Area), Federally listed species (NLEB), State listed species (turtles,



snakes, and fish), Wildlife Corridor (wildlife shelf under bridge will be constructed), Society for the Protection of New Hampshire Forests has a conservation easement within the project area.

7. NHDES and ACOE permits will be required, along with coordination with NH Fish & Game, US Fish and Wildlife, and water quality agencies.
8. Project Funding: This has been funded by SB 367. No Town funds required.
9. Next Steps:
 1. Conduct Public hearing sometime in February 2024.
 2. Construction scheduled for 2024-2025.

Questions/Comments from the Public:

1. Ben Bartlett – Why is closure the best alternative? Town is concerned about response time and condition of local town roads getting increased use.
 - a. Phase construction is not feasible due to the type of substructure of the existing bridge; A temporary bridge alternative costs more and would increase impacts to adjacent PRA wetlands.
 - b. The signed detour will be on State routes only and will be signed accordingly at each end of Route 152. The closure will be during summer when local schools are not in session.
2. John Morin – The local road detour is gravel. It gets quite rough in springtime.
 - a. Closure of Route 152 will take place in summer.
3. Tim Dabrieo – Are there any alternatives to closure?
 - a. Two other alternatives, phased construction and temporary bridge, were presented at prior meetings. It was determined that closure of the road was the alternative to move forward with.
4. Steven Welch – Is construction of the bridge even possible in 28 days?
 - a. Bridges of this type and size have been completed in less than 28 days. The proposed design uses precast concrete elements which allows faster construction than standard cast-in-place concrete elements.



5. Fawn Woodman, Police Chief – Wants to be on record stating that she disagrees with road closure which will significantly affect response time and police services in the areas north of the bridge.
 - a. Ben Bartlett requested that all information on traffic control alternatives previously presented be sent to the Town via the Town Administrator.
6. Steven Rollins – Concerned about increased traffic on local gravel roads during closure. More grading will be required.
7. Dr. Ronna HasBrouck, Superintendent of Schools – Wanted to make sure closure would not affect school bus schedule/student arrival time.
 - a. Closure will take place during summer recess.
8. Matt Shirland – Understands that funding is established for the project. Some questions regarding stream crossing rules. Why not constructing the compliant span length of 66 feet?
 - a. Stream crossing rules were established for bridge projects but compliant spans are not always practicable. The proposed 30-foot span meets all the rules for alternative design criteria.
9. Town citizen – How will town gravel roads hold up to firetruck travel? Are there any culvert issues? Can there be load postings on the gravel roads?
 - a. Steven Rollins stated firetruck would not pose a problem to the gravel roads and there are no culvert issues. Roads are load posted only once a year in the spring. Once the posting is lifted it cannot be posted again in the same year.
 - b. Jason T. stated he would check with District to see if they could grade gravel roads after closure period.
10. Steven Welch – Wanted to confirm that temporary bridge alternative was out of the question.
 - a. The temporary bridge alternative would have too many wetland impacts.
11. Colin Lentz, Strafford Regional Planning Commission – Asked if the 28-day closure can be guaranteed.
 - a. No guarantees per se, but very feasible considering use of precast concrete elements to expedite the construction.