New Castle-Rye 16127
Preliminary Design

New Hampshire DOT
Department of Transportation

New Castle-Rye Bridge
Public Information Meeting
January 30, 2014

HDR Hoyle, Tanner & Associates, Inc.

Meeting Agenda

- Welcome & introductions
- Today's presentation – review recommendations and progress update
  - Project Background
  - Review of Alternatives
  - Comparison of Alternatives
  - Recommended Alternative
- Moving Forward

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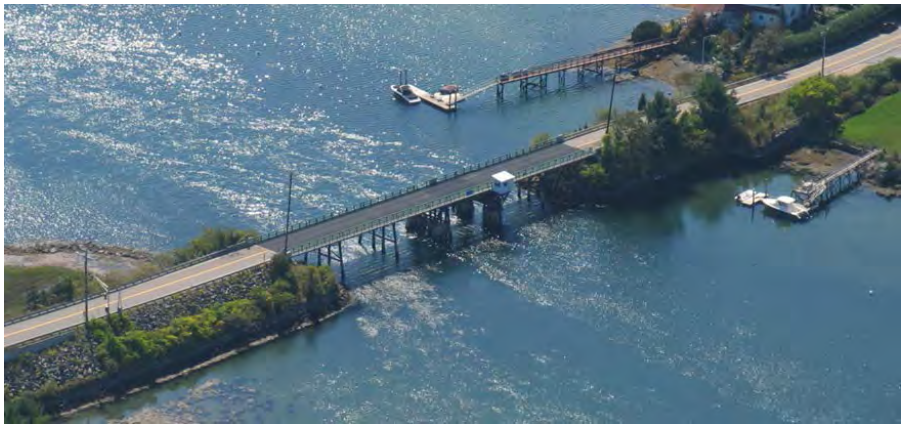
Project Background

- Completed Inspection and Condition Report of Bridge in 2011
- Began investigating rehabilitation/replacement options in 2012
- Four alternatives introduced in July 2012
  - Alternative 1 – Rehabilitation
  - ~~Alternative 2 – Raised Profile, Replacement with Fixed Bridge~~
  - Alternative 3 – Replacement with Bascule
  - ~~Alternative 4 – Off-line Construction, Replacement with Bascule~~

Project Background

- Raised Profile and Off-Alignment Alternatives previously recommended for elimination due to unreasonable impacts to environment, surrounding areas and community
- Major Rehabilitation (Formerly “Alternative 1”) and Replacement with a bascule structure (Formerly “Alternative 3”) under on-going consideration
- Designs are heavily informed by the Public Involvement process



Project Background

- PAC and Public meetings in Summer 2013
- PAC meeting January 9, 2014
- Key focal points voiced:
  - Minimizing bridge closures is critical
  - Winter closure preferred
  - Provide a solid deck on the bridge
  - Move sidewalk to the east side of the bridge
  - Bascule preferred type of moveable span
  - Replacement Alternative overwhelmingly supported by public
- Additional concerns voiced:
  - Minimize impacts to marine environment
  - Coordinate project with Sagamore Bridge
  - Protect vegetation

Natural Resources Review

- Initial coordination with environmental agencies in spring 2013
- Consultation identified threatened and endangered species in the vicinity of the bridge
- Wetlands in northeast, southeast and northwest quadrants

Natural Resources Review

- Completed Wetland Delineation Report
- Undertook initial field survey to verify location of eelgrass beds
- Will do additional eelgrass survey in spring growing season
- Met with environmental review agencies earlier this month
- Will be working with agencies to define window for the in-water work (likely Nov. 15th - March 15)

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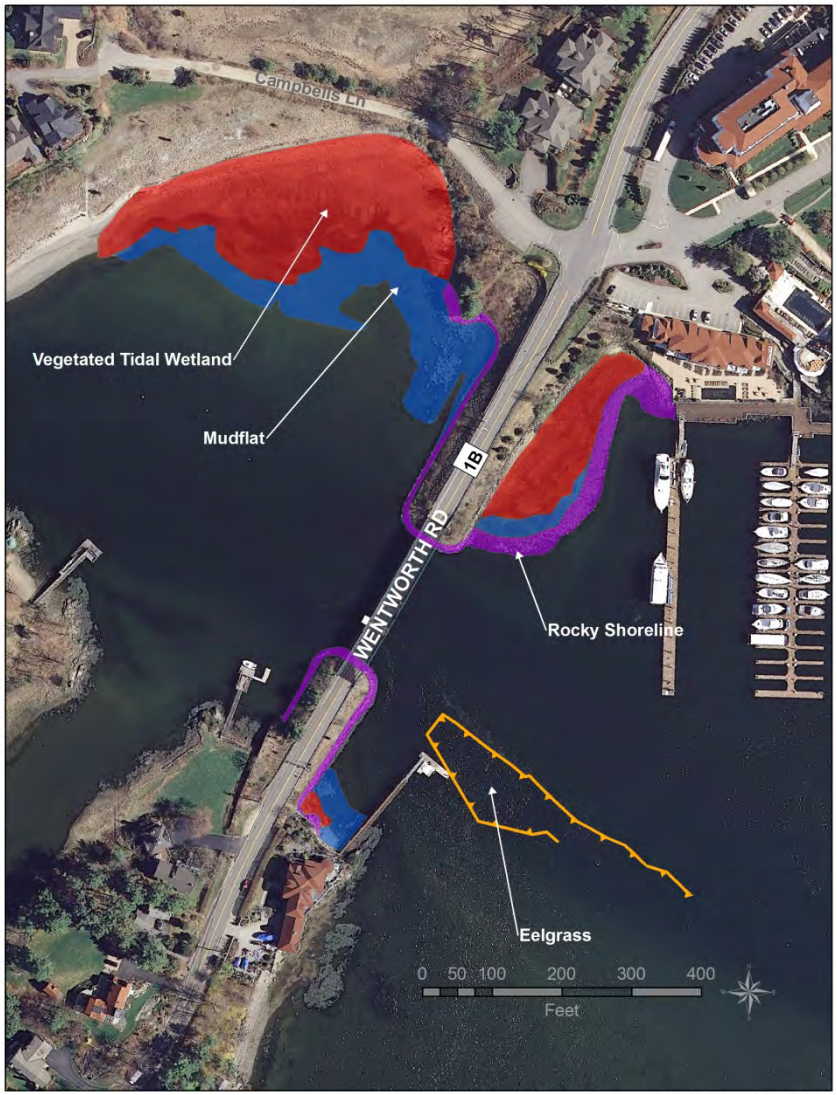

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Eelgrass Bed

Cultural Resources Review

- New Castle-Rye Bridge determined eligible for the National Register
- Significant for its association with Naval Defenses in WWII
- Also significant as one of two remaining bascule bridges in the State of NH

Cultural Resources Review

- Scammell Bridge was a bascule span in Dover, NH
- In 1994, NHDOT and FHWA signed Memorandum of Agreement (MOA) with NH Department of Historic Resources (NHDHR)
- Committed to maintaining New Castle-Rye Bridge and replacing only “under exceptional circumstances” such as natural disaster

Cultural Resources Review

- MOA inconsistent with language in 1994 letter from NHDOT Commissioner
- Letter suggested excessive costs or impacts to environmental resources could be reasons for replacement of New Castle-Rye Bridge

Archaeological Resources Review

- Phase 1A Archaeological Survey complete
- Area is largely fill
- Closest archaeological site is 1874 Bridge Abutments
- Archaeological resources would not be affected by Major Rehabilitation or Replacement on same alignment

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Bridge Background

- Constructed 1941
- Carries two lanes of traffic over a USACE-maintained federal channel
- Narrow shoulders (1') and Sidewalk (4' max)
- Rehabilitated 1975, Repairs in 1978
- Extensive Maintenance, Rehabilitation and Repair work performed since 1994:
  - Two major pier rehabs since 2000
  - Complete re-painting in 2000
  - Major repairs to machinery, electrical systems and housing
  - Frequent repairs to grid deck
  - Repairs to beams 2002, 2008, 2011
- Currently posted at a 15 Ton Weight Limit

Overview of Alternatives

- Major Rehabilitation
  - Requires intensive structural analysis of existing structure
  - Bridge must carry modern truck loads
  - If possible, bridge should be updated with wider shoulders and sidewalk, and given a solid deck surface
- Replacement with bascule
  - Other moveable structure types eliminated
  - Structure designed with sidewalk and shoulder widths meeting modern standards, and given a solid decking surface
  - Structure layout considers both aesthetics and constructability, minimizing construction duration – a key concern of the community

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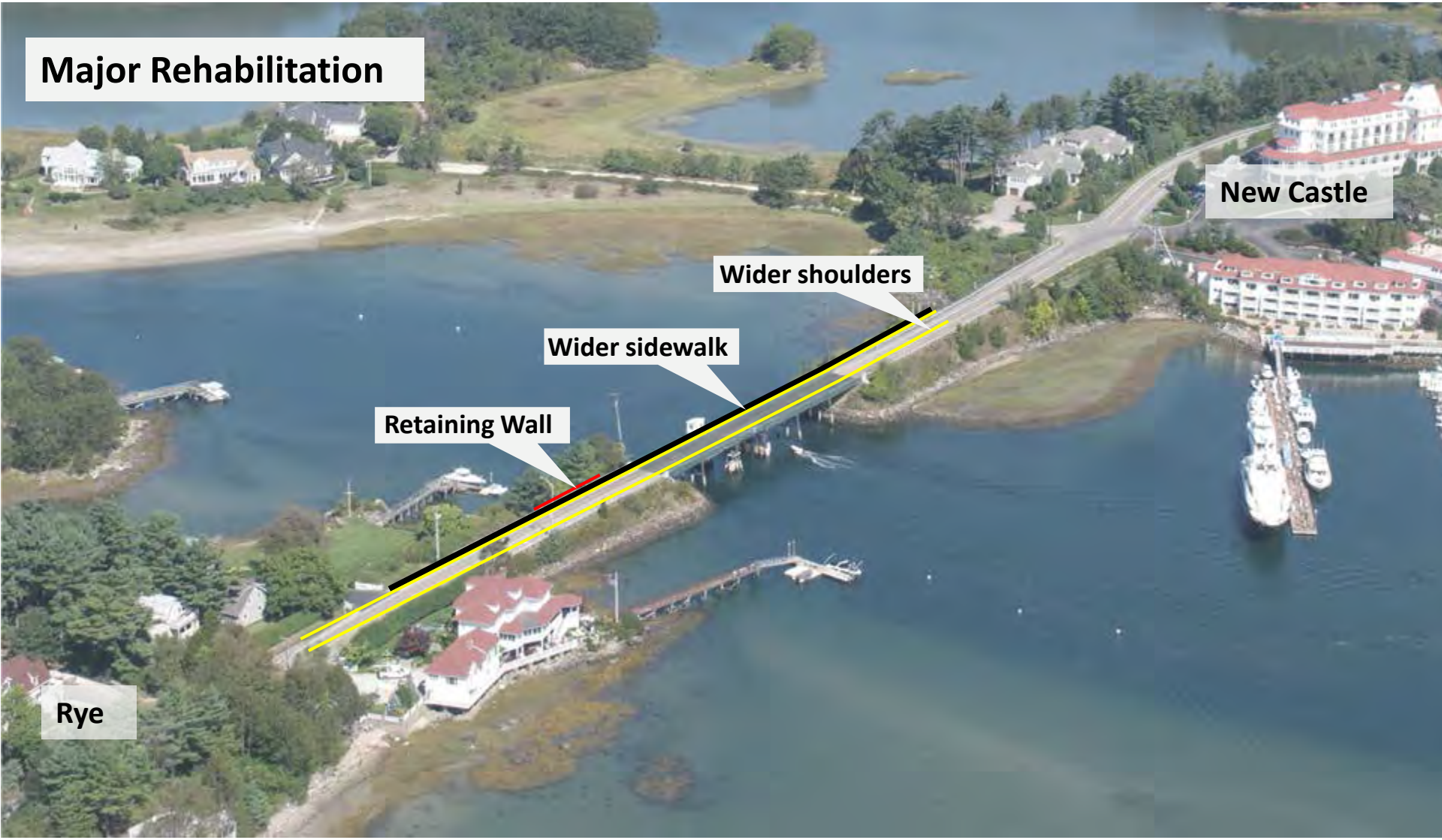

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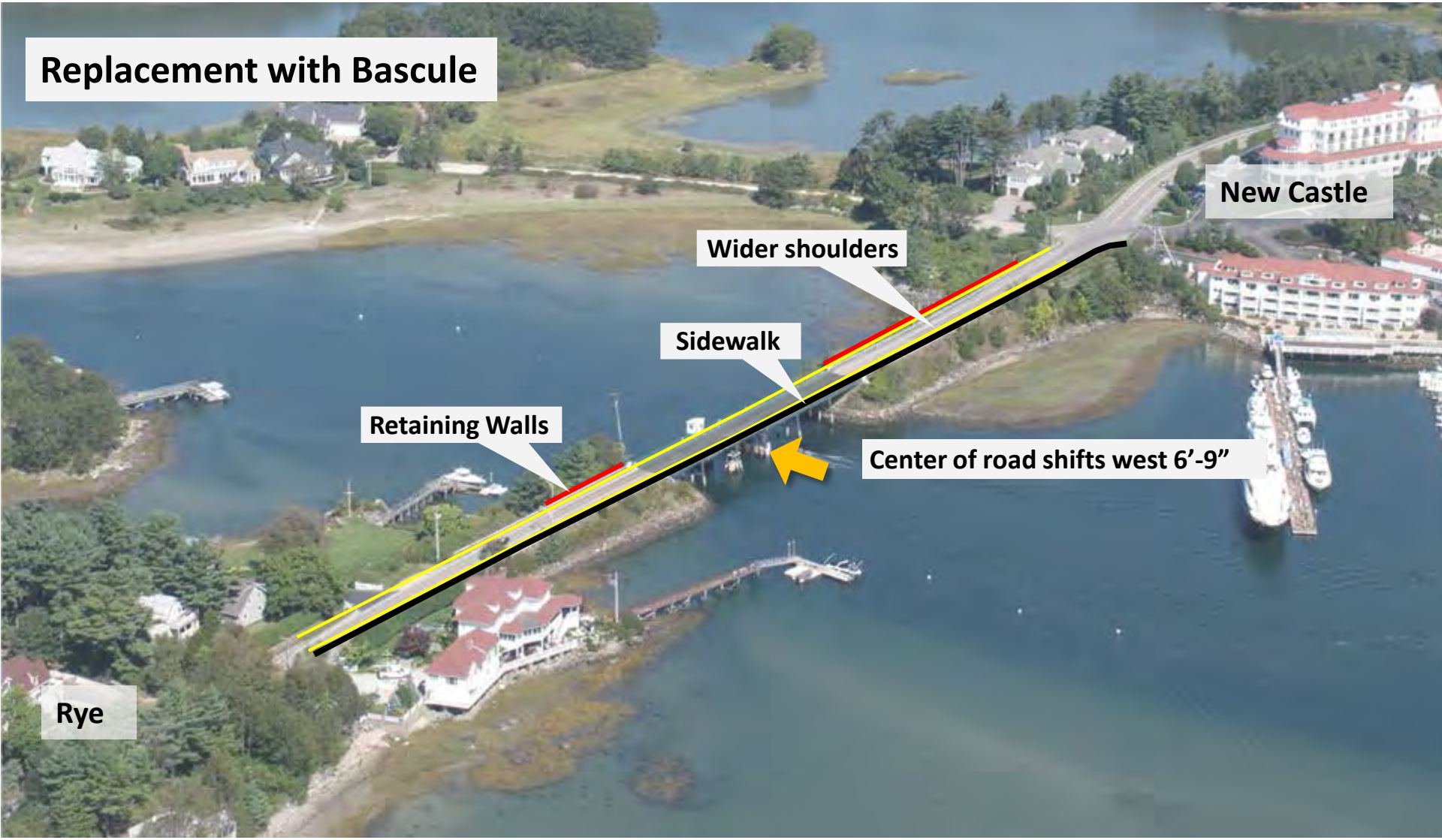

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Major Rehabilitation

- First step: analyze the existing structure
- Initial analysis assumed existing bridge sustaining modern statutory loads – did not include additional weight for wider roadway or closed deck
- Analysis determined that virtually all members are inadequate
  - Bridge designed for “H20” Truck – 20 tons
  - Bridge required to carry “HL93” Loading – a 36 ton truck plus 64 pounds/square foot (roughly 25 tons per span)
  - Additionally, requirements for seismic activity are much greater
  - Deterioration of bridge further reduces its capacity

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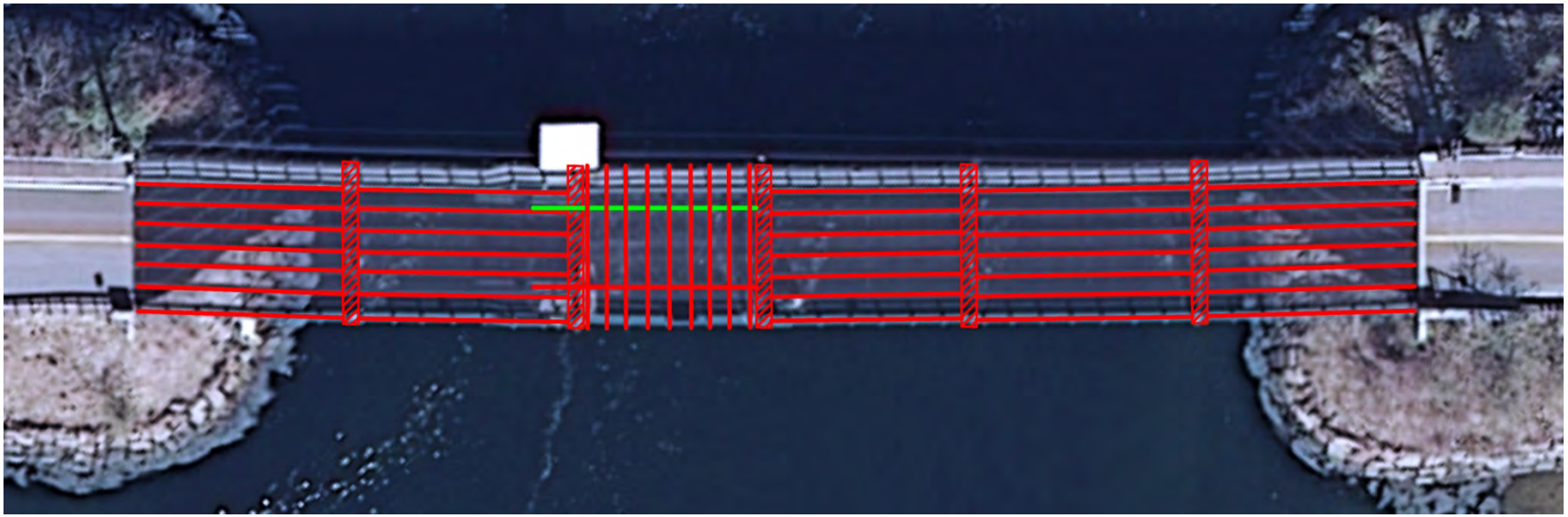
Structural Condition of the Bridge

- Paint masks current condition of bridge
- Stringers, floorbeams and bascule girders exhibit advanced section loss
- Pier caps and piles exhibit advanced section loss; Some piles are buckled
- Machinery is obsolete

Major Rehabilitation

- Analysis determined that virtually all members are inadequate



Major Rehabilitation

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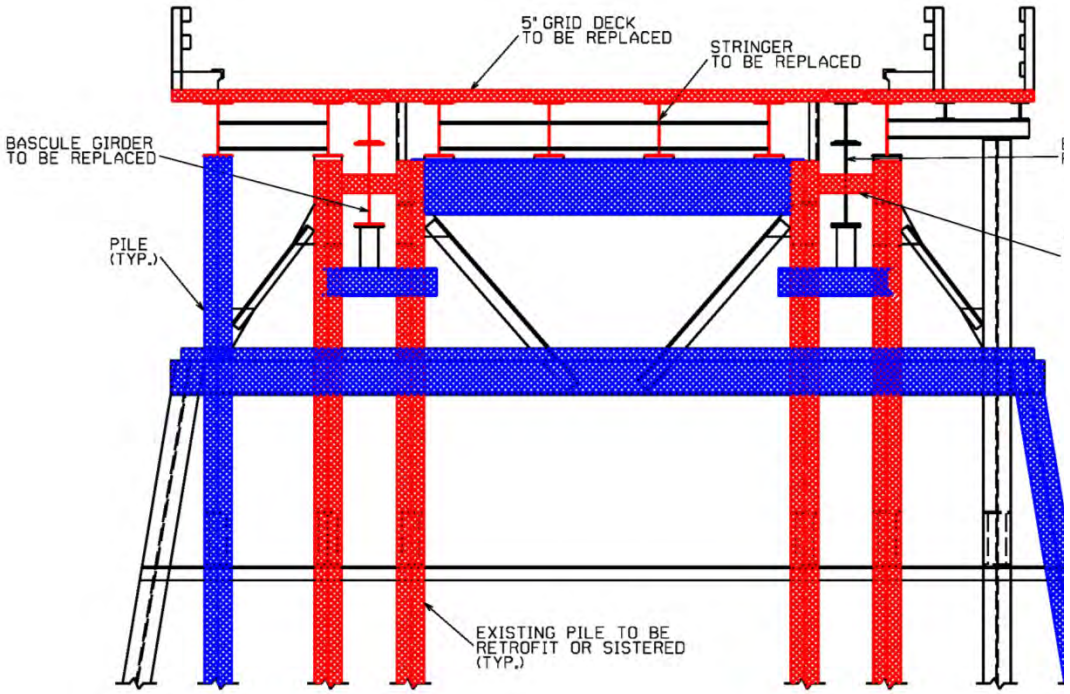
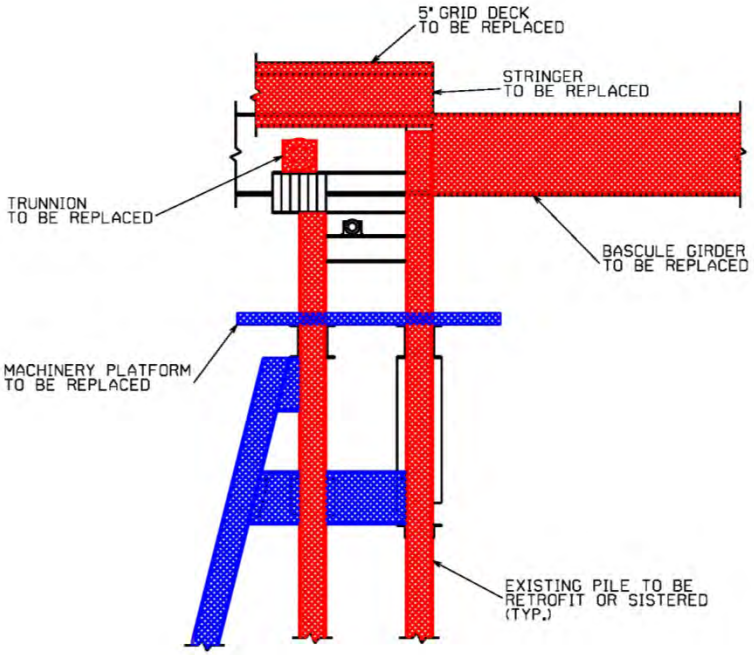




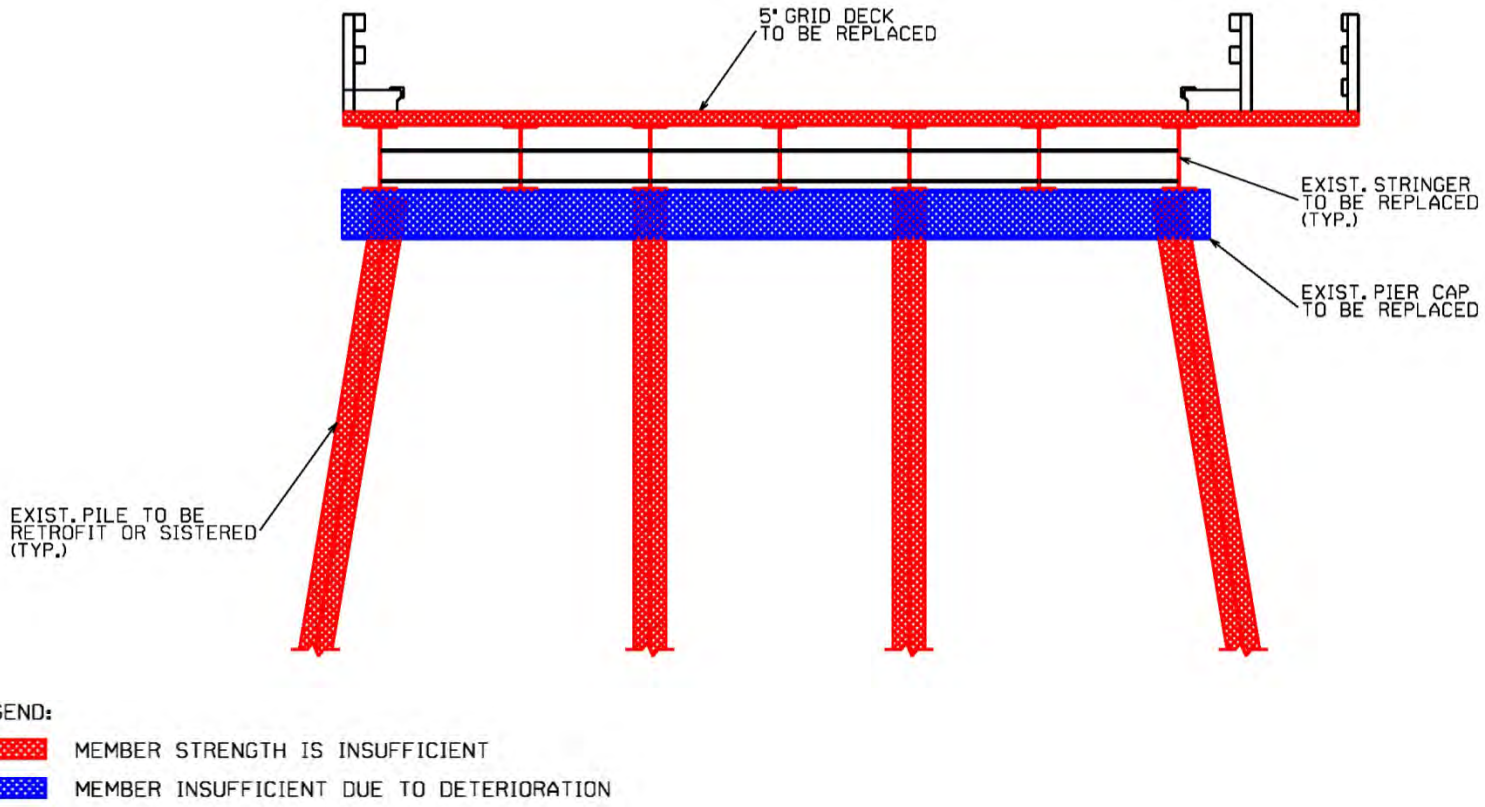
LEGEND:

MEMBER STRENGTH IS INSUFFICIENT

MEMBER INSUFFICIENT DUE TO DETERIORATION

Major Rehabilitation

- Analysis determined that virtually all members are inadequate



Major Rehabilitation

- Rehabilitation would require a complete dismantling of the structure
  - All approach stringers and caps are inadequate
  - Existing piles require retrofit or replacement
  - Machinery platform and trunnions are inadequate
  - Existing machinery requires replacement due to condition and obsolescence
  - Existing operator house is too small, and cannot fit required electrical controls
  - Rehabilitation is effectively construction of a replica bridge

Major Rehabilitation

- A Rehabilitated Structure:
  - Should provide roadway shoulders that are at least 2’ wide (increase of 1’)
  - Should provide a sidewalk that is at least 5’ wide (increase of 1’-2’±)
  - Requires retaining walls on approaches due to widening
- The existing bascule span cannot support a solid deck
- Because rehabilitation would maintain the structure’s location, the sidewalk cannot be moved to the east side
- A new, larger operator house will be required

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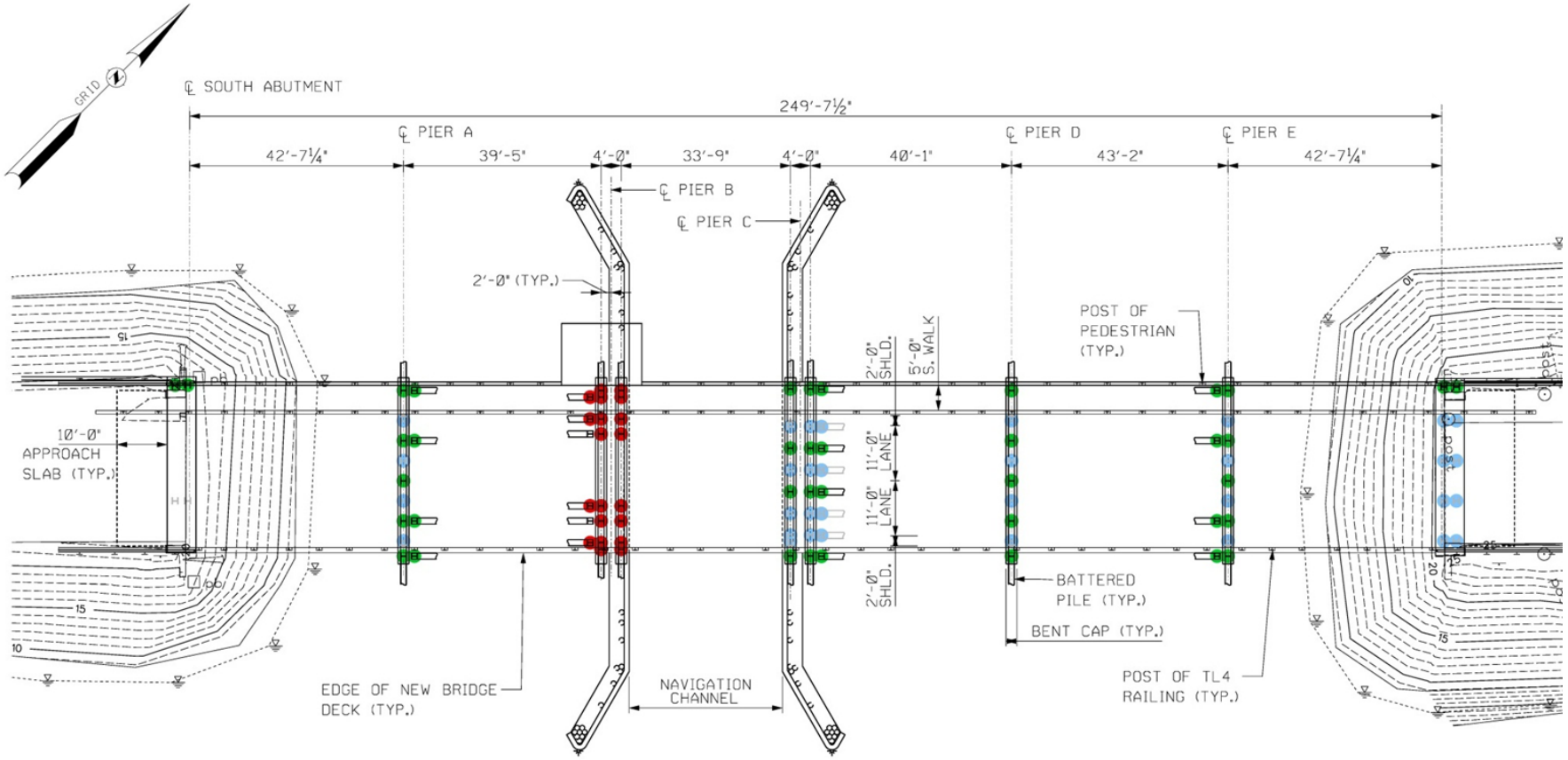
Major Rehabilitation



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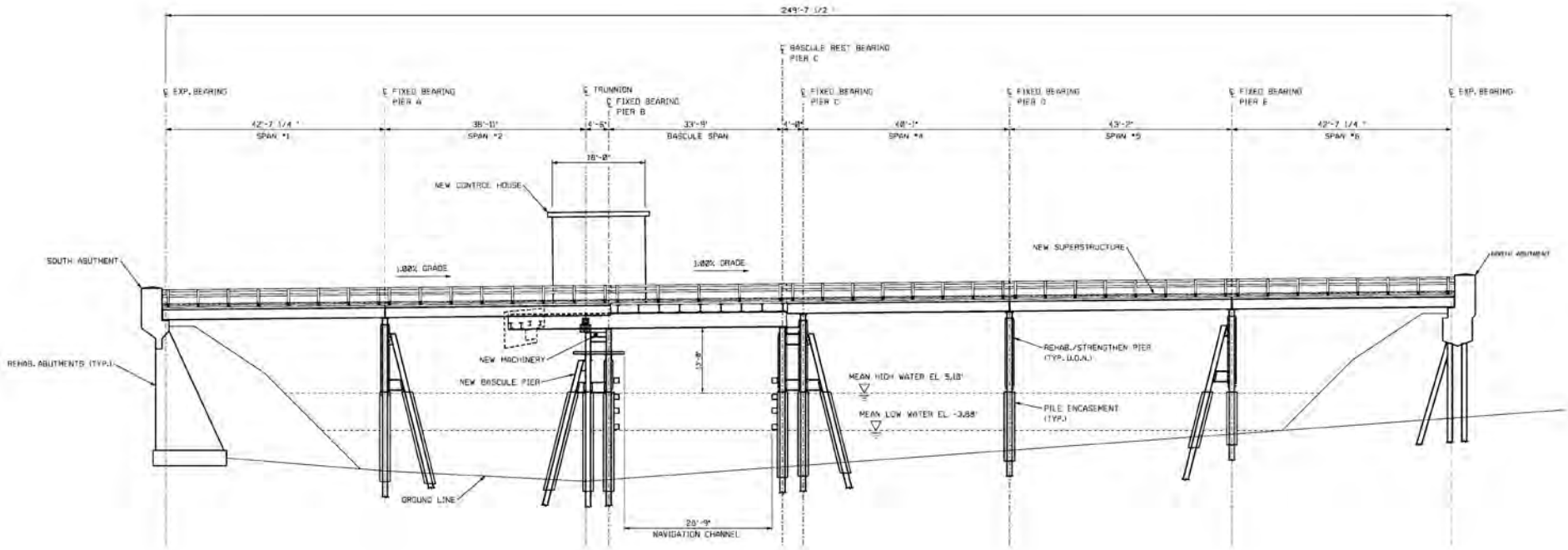
Major Rehabilitation



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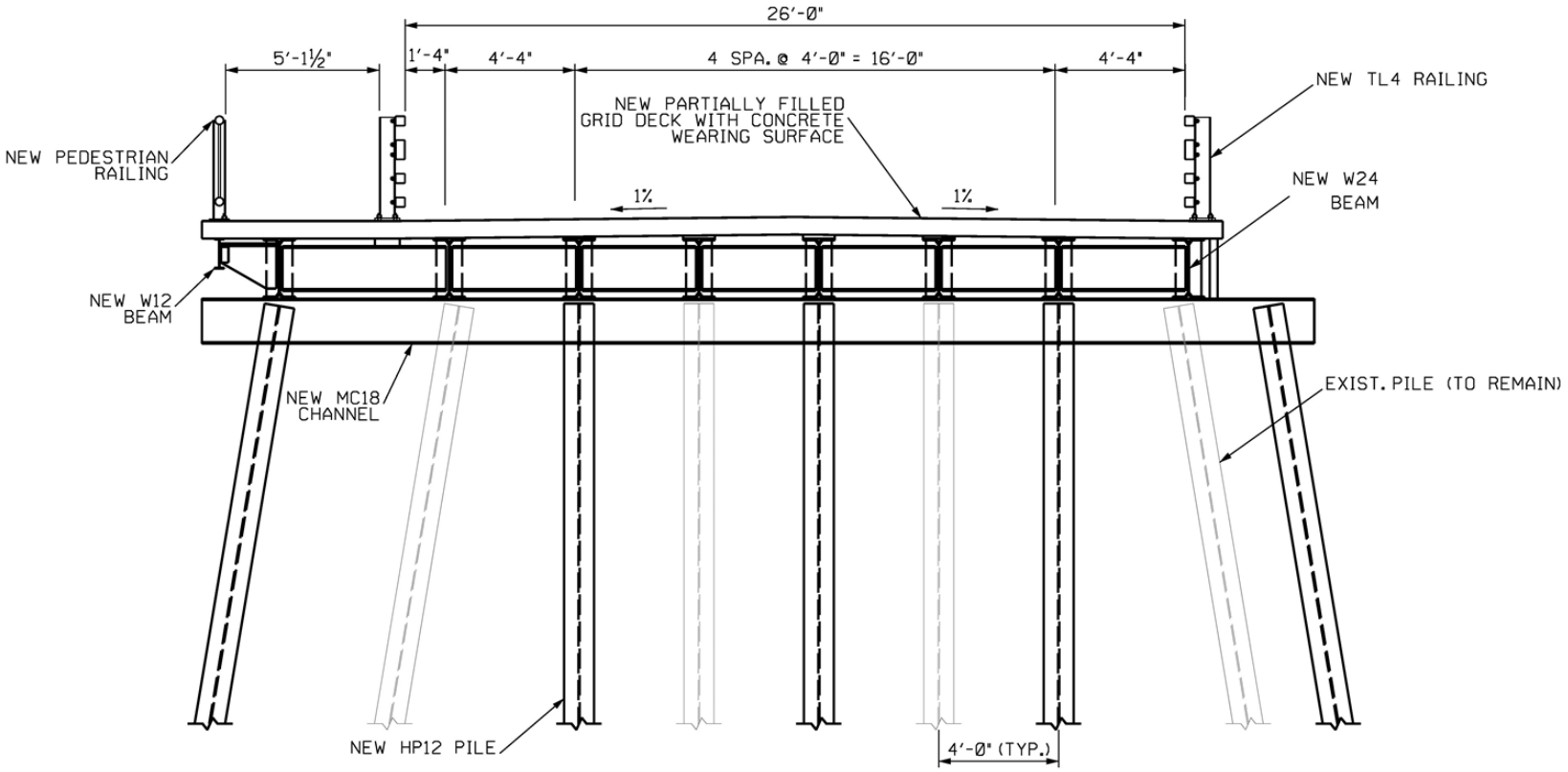
Major Rehabilitation



Bridge Replacement

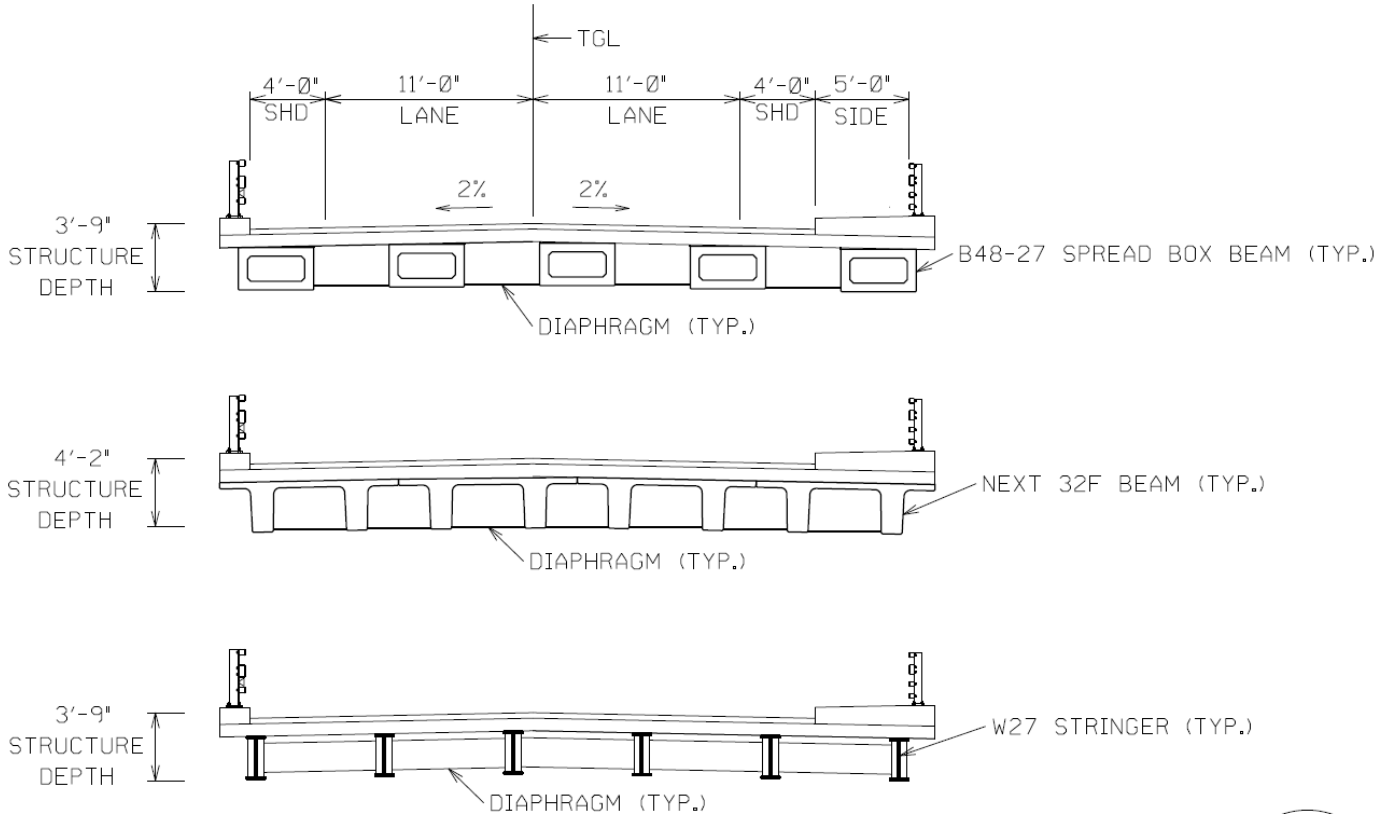
- Replacement with bascule structure
  - Maintains 2 bascule bridges in the state of New Hampshire
  - Maintains existing navigable channel clearances
  - Maintains aesthetic of the existing bridge as much as practical
  - Preferred by the public
- Four foot wide shoulders are preferred – increased safety for vehicles and bicyclists
- Sidewalk moved to east side of roadway,

  thereby improving pedestrian safety
- Closed deck permitted

Bridge Replacement – Design Features

- Three structure types under consideration for approach spans
  - Steel stringers
  - Precast concrete box beams
  - Precast concrete "NEXT" beams – similar in shape to Greek symbol "pi" – π
- NEXT beams recommended
  - Lowest Cost
  - Least maintenance required
- Scenic Overlook added to bridge sidewalk
- Closed bridge deck permitted
- New Operator House is a modern house influenced by the original design

Bridge Replacement



Bridge Replacement - Design Features

- Founded on drilled shafts and with precast abutments behind existing
  - Allows for much of the foundations to be installed before bridge closure
  - Silt and underwater noise control minimizes effect on wild life
- Precast pier caps and bascule pier
  - Avoid use of cofferdams for concrete placement
  - Can install caps under existing bridge, prior to closure
- Bridge approaches retained by Mechanically Stabilized Earth (MSE) walls, behind existing rock piles
  - Use buried cables in ground to support wall – no large footing required
  - Minimize footprint of walls
  - No in-water impacts

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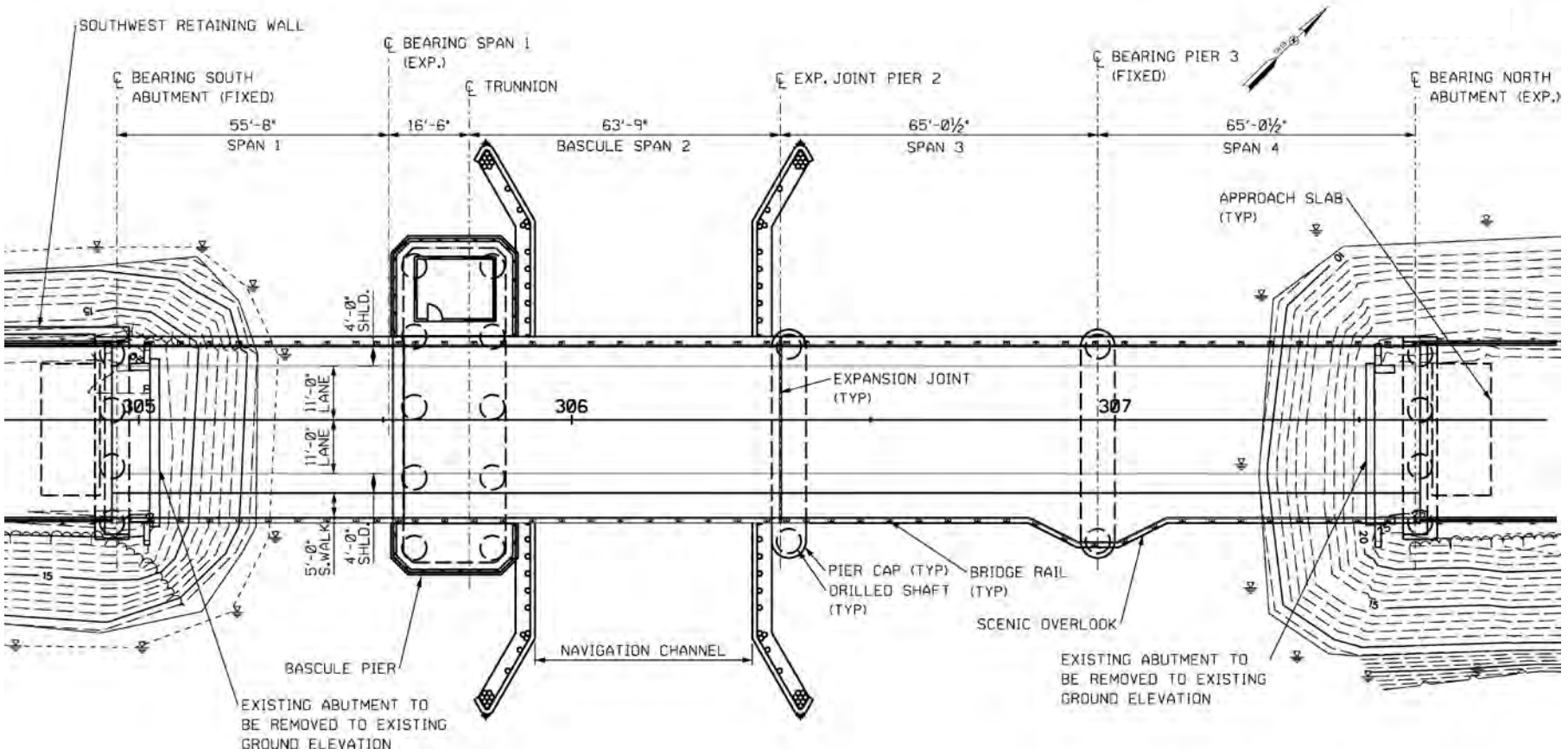
Bridge Replacement



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Bridge Replacement

[FLYOVER VIDEO]

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Bridge Replacement

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Bridge Replacement

Comparison of Alternatives

- Impact considerations:
  - Both Major Rehabilitation and Replacement would be wider than the current layout, and both would impact approaches
  - Neither alternative permanently impacts private property
  - Both alternatives would require in-water work at piers
  - Both alternatives would minimize impacts to sensitive natural resources
  - Both Alternatives require approach roadway construction in spring (1-way alternating traffic for approx. 5 weeks)

Comparison of Alternatives

- Major Rehabilitation
  - Would require replacement of virtually all of bridge's original fabric, resulting in a "replica" bridge
  - Indirect visual effects anticipated to be negligible
  - Would require longer closure (approximately 5 months)
  - Would not resolve pedestrian and bicycle safety concerns
  - Guardrail at curb line a potential hazard to vehicles
  - Costs in the order of $15.3 million, with lifetime costs in the order of $41.6 million over 75 years (calculated assuming 2013 expenditure)
  - Shorter life-span (35-40 years)
  - Is not favored by public
  - Adheres to Scammell MOA as much as possible
  - This alternative would likely result in an Adverse Effect under Section 106

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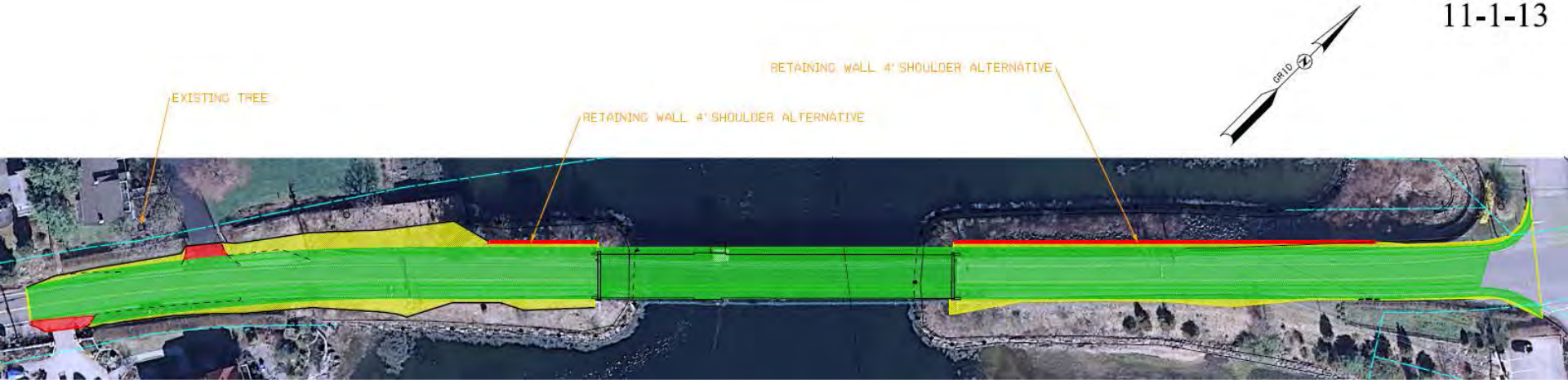
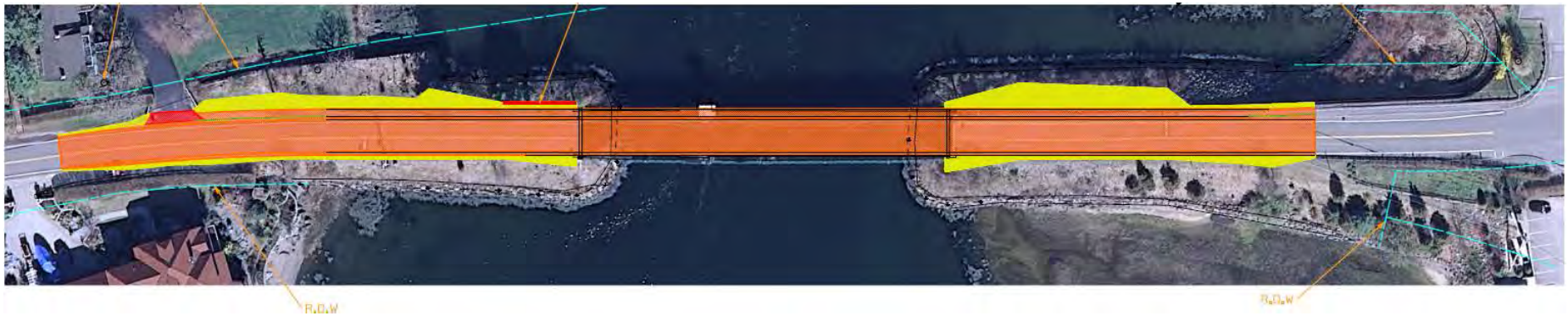


Bridge Replacement Impacts



Major Rehabilitation Impacts

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Comparison of Alternatives

- Replacement
  - Would replace with bascule span – similar in profile to existing
  - Indirect visual effects anticipated to be minimal
  - Would require shorter closure (3 months)
  - Flexibility in construction season limits impacts to public
  - Would improve pedestrian and bicycle safety
  - No guardrail at curb line
  - Cost in the order of $15.8 million, with lifetime costs in the order of $24.3 million over 75 years (calculated assuming 2013 expenditure)
  - Longer life-span (75 years)
  - Unanimously supported by Project Advisory Committee
  - Not in accordance with Scammell MOA
  - This alternative would result in an Adverse Effect under Section 106

Comparison of Alternatives

Alternative	Capital Cost	Life Cycle Cost (Present Day Expenditure)
Major Rehabilitation Alternative	$15.32 million	$41.6 Million
Replacement Alternative with NEXT Beam Approaches	$15.82 million	$24.3 Million

- Cost comparisons
  - Life cycle cost of Major Rehabilitation is much greater
  - Capital costs of Major Rehabilitation is less than Replacement primarily because bridge is narrower
  - If Major Rehabilitation Alternative was a wider structure, capital costs would be much greater than the Replacement Alternative

Recommendation

- Replacement meets needs of community
  - Shorter closure times are required, allowing construction to take place in the winter with closures from January to March
  - Closed deck system
  - Sidewalk on east side of bridge
  - Scenic overlook
- Replacement is cost effective
  - Lowest life-cycle costs - $24.3 million with present-day expenditure
    - Rehabilitation - $41.6 million with present day expenditure
  - Longer service life (75 Years)
- Replacement increases safety
  - Roadway shoulders would be 4’ wide
  - Eliminates railing at curb line – crash hazard

Moving Forward

- Historic Resources
  - Identifying potential mitigation measures
  - Coordination meeting with SHPO Feb 6th
  - Address 1994 Memorandum of Agreement
- 30% Design Submission July 2014
- Construction advertised late 2016
- Construction 2018

Thank You