

REPORT OF THE COMMISSIONER

DANBURY, X-A001(230), 16303

REHABILITATE OR REPLACE BRIDGE CARRYING US 4 OVER NHRR

(BRIDGE NUMBER DANBURY 156/104)

**Commission
PUBLIC HEARING**

FEBRUARY 13, 2019

7:00 PM

DANBURY TOWN HALL

The following decisions are the Department's resolution of issues as a result of the testimony presented at the February 13, 2019 Public Hearings and written testimony subsequently submitted for the DANBURY, X-A001(230), 16303 project described as:

Proposed rehabilitation or replacement of the Red List bridge carrying US Route 4 over the New Hampshire Railroad Bridge, bridge number Danbury 156/104, and improvements to the intersection of Spear Hill Road.

1. Mr. Ladd, resident, 138 & 124 Old Turnpike Road, expressed opposition to the bridge replacement project. He and his wife Bonnie also submitted a letter expressing their opposition. Reasons for their opposition are as follows:

- a) No record of safety issues at the bridge. – Mr. Ladd noted that his research indicates that there have been no accidents since he bought the property in June 2014.

Response: The accident data shows that there were two accidents involving three vehicles from 2004-2013. Also, the vertical geometry of the road in the vicinity of the bridge meets design requirements for 30 mph versus the posted speed limit of 35 mph. The proposed alignment meets design requirements for a speed of 50 mph.

- b) Loss of privacy due to the roadway centerline moving approximately 75 feet closer to the Ladd house. – Mr. Ladd noted that he is surrounded by a woodland barrier that acts as a visual barrier to the current bridge and US 4.

Response: The proposed relocation of US 4 does require the permanent acquisition of nearly 10,500 square feet of the Ladd's property, and trees from this area will be removed. The preferred alternative provides the best overall solution when considering short and long-term safety implications and impacts on resources within the project area while meeting the purpose and need for the project. The preferred alternative will maintain approximately 340 feet of treed buffer between the house and the road.

- c) Visual impacts – Mr. Ladd noted that the loss of trees will cause him to see the proposed bridge from both his front porch and master bedroom.

Response: Although the removal of trees will likely cause US 4 to be more visible from the Ladd house, the new bridge, which is proposed to be a precast concrete arch under 5 feet of fill, will be oriented such that the bridge openings will be unrecognizable from the Ladd house. A portion of the bridge substructure (wingwall) within the northeast quadrant will be the only portion of the new structure that may be visible from the Ladd house.

- d) Noise impacts – Mr. Ladd noted that the loss of trees will cause him to hear more road noise from US 4.


Response:

The project, when complete, will have an indiscernible noise impact on the Mr. Ladd's property. The road will move approximately 75 feet closer to the Mr. Ladd's home which is approximately 1000 feet from the existing centerline of US Route 4. The proposed road shift will leave approximately 340 feet of treed buffer between the house and road.

2. Mr. Timothy Martin, landowner (Parcel 4), expressed opposition to the bridge replacement project. He co-owns the property with his brother and is concerned about an increase in noise due to the loss of trees.

Response: The project, when complete will have an indiscernible noise impact on Mr. Martin's undeveloped parcel of land. The road will move approximately 70 feet closer to the parcel.

Date: 05/09/2019



Victoria F. Sheehan
Commissioner
N.H. Department of Transportation