



Spaulding Turnpike Improvements Newington-Dover

NHS-027-1(37), 11238



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GOVERNOR KICKS OFF CONSTRUCTION

Governor Lynch, Commissioner Campbell and Executive Councilor Hollingworth kicked off the start of construction for the Newington-Dover project on September 9, 2010 by holding a groundbreaking ceremony. The ceremony was held in Hilton Park adjacent to the construction site where the new Little Bay Bridge is to be constructed between the existing Little Bay Bridge and the General Sullivan Bridge. The \$50 million construction contract, Contract L, will continue through the fall of 2013 when the new Little Bay Bridge will be opened for traffic. Governor Lynch indicated that "Today is the beginning of the end of traffic backups here on the Little Bay Bridge".

Contract L starts an eight year period of construction to improve the Spaulding Turnpike from north of Exit 1 to just south of the Dover Toll Plaza (north of Exit 6). Upon completion of the construction, the Spaulding Turnpike will be six to eight lanes in width with full service interchanges provided at Exits 3, 4 and 6. These improvements and the closure of Exits 2 and 5 will greatly reduce the congestion along the Spaulding Turnpike and provide for improved local connectivity. The General Sullivan Bridge will be rehabilitated for pedestrian and recreational use. For additional information on Contract L, see pages 2 and 3.

ENVIRONMENTAL MITIGATION

Environmental impacts are part of most projects and Newington-Dover is no exception. Through the Environmental Impact Statement, many design alternatives were evaluated to achieve the transportation purpose and need of the project. The environmental impacts for these alternatives were evaluated to balance the transportation needs and impacts to the environmental resources. The environmental impacts for a project of this magnitude require mitigation and is further described on pages 4 and 5.

DESIGN

The final design of the roadways and bridges is ongoing with consideration and incorporation of roundabouts within the project occurring. See page 5 for more information on roundabouts evaluated within the project. However, those are not the only design elements that the NHDOT and the VHB Design Team are undertaking with this project. The construction of this \$250 million project requires several contracts that (con't pg 2) must be phased and sequenced to minimize the disruption



Contract L Groundbreaking Ceremony

to the travelling public while considering the overall cost of construction. A revised construction contract breakout graphic and schedule can be found on pages 6 and 7.

This heavily travelled segment of the Spaulding Turnpike in conjunction with an eight year period of construction requires that traffic management and incident management scenarios be considered. Therefore, a Traffic Management Plan and an Incident Management Plan are being developed and revised throughout design and construction. These plans assess and develop solutions throughout the project to minimize traffic disruption and incidents that occur near the Little Bay Bridges. More information on these design are described below.



Upper Right: Proposed View Looking East After Contract L



View from Hilton Drive - Existing



View from Hilton Drive - Proposed After Contract L

Traffic and Incident Management Plans

The NHDOT has developed a Traffic Management Plan for the Newington-Dover project and is updating the Incident Management Plan for the Little Bay Bridges as part of the project. These documents are being developed to provide the public with a safe experience with minimal delays on the Spaulding Turnpike during the lengthy construction period. These documents will be modified periodically throughout the design and construction of the contract to address traffic and incident management concerns identified during design and construction.

The construction of this large project will be completed utilizing five construction contracts, with major traffic shifts over the Little Bay Bridges. The individual contract schedules are being sequenced to provide an economical and concise construction schedule. The construction contract breakout, schedule and description of each contract can be found on pages 6 and 7.

During design and construction of the project, the Traffic Management Plan (TMP) provides the NHDOT and the VHB Design Team with a tool to assess the location of traffic during critical traffic shifts between contracts. This tool provides the Department with information to share with the public to inform them of important traffic related activities throughout the corridor. The TMP consists of three parts, with the first being individual contract traffic control plans that identify the construction sequencing throughout the contract. The second part implements transportation operations elements such as Smart Workzones, 511 telephone services, Traffic Management Center coordination and Intelligent Transportation Systems to inform the travelling public on corridor traffic issues and to reduce work zone delays through the corridor. The third part of the TMP is public outreach through public meetings, the website, email blasts, newsletter, etc. The implementation of the TMP will reduce frustration created by inherent construction related delays by providing information for the travelling public to make long and short term decisions on traveling through the corridor.

The Incident Management Plan (IMP) addresses incidents that occur on and near the Little Bay Bridges. Eleven (11) different scenarios were identified that address simple incidents such as a flat tire to a catastrophic incident that requires the long term closure of the Little Bay Bridges requiring a major detour. The original IMP was developed in 2003 by the NHDOT and the NH Department of Safety (NHDOS) in association with local and regional emergency responders. The solutions for the various scenarios include single lane closures, double lane closures, temporary crossovers, roadway closures and detours. When an incident occurs the NHDOS and NHDOT arrive at the scene, make an assessment as to the severity of the incident and initiate the appropriate response. During construction, various scenarios require modification to address the opening, closing and shifting of various roadways within the corridor. The NHDOT and the VHB Design Team will assess and modify the various responses to the specific scenarios to provide a safe and efficient solution to these incidents.



SB Little Bay Bridge Construction Project

Contract L Project Fact Sheet

Project Description:

This project involves the construction of a new bridge to carry two northbound and two southbound lanes of the Spaulding Turnpike over Little Bay in the Town of Newington and the City of Dover at the completion of this contract. The new bridge will be constructed between the existing Little Bay Bridge and the General Sullivan Bridge. The new Bridge is a nine-span structure with a total length of 1639 feet. A 75-foot wide reinforced concrete deck will be supported on seven lines of weathering steel plate girders. This bridge will ultimately carry four lanes of southbound traffic after the rehabilitation of the existing Little Bay Bridge is completed in a future contract. The substructure consists of concrete abutments supported on concrete filled steel pipe piles and eight multi-column concrete piers supported on drilled shaft foundations and aligned with the piers of the existing Little Bay Bridge. The project also includes the following work:

- Construction of approximately 400 LF of roadway on the Newington approach to the bridge to match into the future 11238M contract;
- Construction of approximately 2,300 LF of roadway on the Dover approach to the bridge to match into the existing Turnpike just north of Exit 5;
- Construction of a new pedestrian approach structure to access the existing General Sullivan Bridge from Hilton Park West in Dover;
- Modifications to the existing General Sullivan Bridge abutment in Dover;
- Realignment and reconstruction of approximately 2,600 LF of Hilton Drive (Hilton Drive is defined as a section of Dover Point Road, beginning at the intersection of Leighton Road on the west side of the Spaulding Turnpike, and continuing southerly, easterly (under the Little Bay Bridge) and northerly to the Exit 5 ramps). This roadway will be named Wentworth Terrace at the completion of the project;
- Construction of approximately 700 LF of mechanically stabilized earth retaining wall, and approximately 700 LF of wood panel sound wall on a crash barrier and concrete slab, along the west side of the Spaulding Turnpike north of the new bridge;
- Reconstruction of approximately 2000 LF of the pedestrian trail along Pomeroy Cove to accommodate emergency access.

Construction Data:

Construction Bid Price: \$50,311,876.31

Roadway Total: \$13,833,308

Contractor: Cianbro Corporation of Pittsfield, ME

NHDOT Construction Office: 400 Dover Point Road Dover, NH (formerly Adaptations)

Total Construction Cost (include Engineering): \$52,511,681

Bridge Total: \$38,678,373

Intermediate Completion Date #1 – April 29, 2011: Completion of Dover Pedestrian Bridge Structure to the General Sullivan Bridge with a closure of the existing access permitted from November 1, 2010 until April 28, 2011.

Intermediate Completion Date #2 – August 2, 2013: Opening of new SB Little Bay Bridge to SB traffic only in conjunction with future 11238M Contract traffic shift in Newington.

Completion Date: November 15, 2013: Final traffic shift of NB traffic onto the new SB Little Bay Bridge in conjunction with future 11238M Contract in Newington.

Anticipated Roadway Closures:

General Sullivan Bridge Access from Dover: Closed from November 1, 2010 to April 28, 2010 to allow for construction of the pedestrian bridge structure.

Hilton Drive: Hilton Drive will be closed between the Hilton Park driveways from October 2010 until August 2013 to provide unobstructed access and cost effective construction of the Little Bay Bridge and Dover Point. The Pomeroy Cove Emergency Access Trail has been constructed prior to the closing of Hilton Drive.

Exit 5 Ramps: The reconstruction of the ramps requires ramp closures in September and October of 2013. Hilton Drive will be opened to two-way traffic to provide access to the Wentworth Terrace neighborhood prior to these ramp closures.

Marine and Fishing:

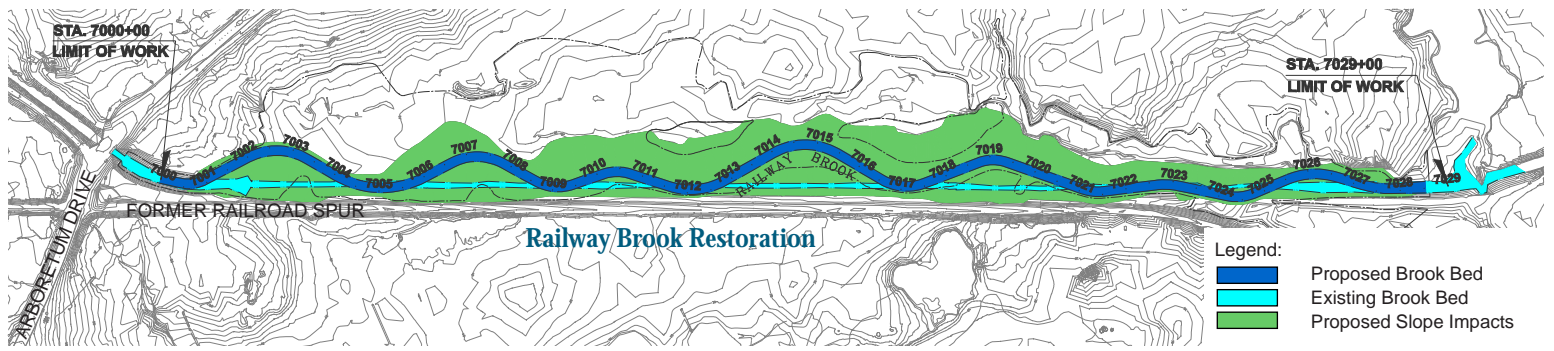
- The main navigational channel will be maintained during construction
- Temporary structures, barges, boats, causeways and work trestles are anticipated for the construction of the Little Bay Bridge
- Fishing off the General Sullivan Bridge will be permitted off the west side only to avoid construction conflicts
- Precautions and construction methods have been taken that minimize construction impacts to the existing shellfish beds and the shad migration

Hilton Park:

- Hilton Park and the picnic pavilion on the west side will remain open during construction
- The boat launch at Hilton Park will remain open during construction
- The sidewalk connecting Hilton Park beneath the General Sullivan and Little Bay Bridges will be closed during construction for safety reasons

Environmental:

- All appropriate and required permits have been obtained. Coordination efforts have occurred and are ongoing with EPA, USACOE, USF&G, USCG, NHDES, NHDHR, NHF&G and local conservation commissions during construction
- The contract has conditions that address Water Quality, Erosion Control and Sediment, Soils and Invasive Species Management



WETLAND MITIGATION

As part of the Spaulding Turnpike Improvements, the FHWA and NHDOT have worked with officials in Newington and Dover, as well as a number of local, State and Federal resource agencies, to develop a “mitigation plan” that compensates for the unavoidable wetland impacts resulting from the construction of the project. In total, about 20.4 acres of wetlands will be impacted by the project.

COMPONENTS OF THE WETLAND MITIGATION PACKAGE

The wetland mitigation is package comprised of five mitigation sites. These sites include both environmental restoration as well as the preservation of ecologically valuable parcels within Newington and Dover:

- Restoration of the perennial stream known as “Railway Brook” in Newington, including preservation of about 23 acres of land surrounding the restoration site (underway);
- Preservation of a 38.4-acre portion of the Hislop Parcel along Knights Brook in Newington (being acquired);
- Preservation of the 26-acre Saba Parcel along Knights Brook in Newington (being acquired);
- Preservation of approximately 109 acres of the Tuttle Farm on Dover Point (acquired); and
- Preservation of approximately 40 acres of the Day Parcel in the Blackwater Brook area of Dover (acquired).

RAILWAY BROOK RESTORATION - NEWINGTON

The restoration component of the mitigation package involves approximately 2,900 linear feet (0.55 mile) of Railway Brook and approximately 3.0 acres of wetlands and floodplain, together with preservation of approximately 23 acres of land within the Pease International Tradeport property in the Town of Newington to permanently protect the restored stream reach. The existing stream is very heavily impacted by past land use activity associated

with the former Pease Air Force Base.

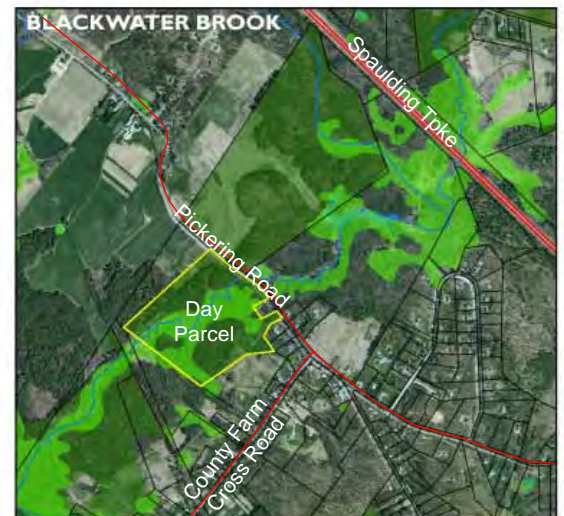
Railway Brook was once a part of the Pickering Brook system and flowed north and east to discharge directly to the Piscataqua River. The stream system was severely altered during the development of the former Pease Air Force Base, with diversion of part of the stream through a deep, straight channel and its eventual connection to Flagstone Brook, which discharges into Trickys Cove on the Little Bay.

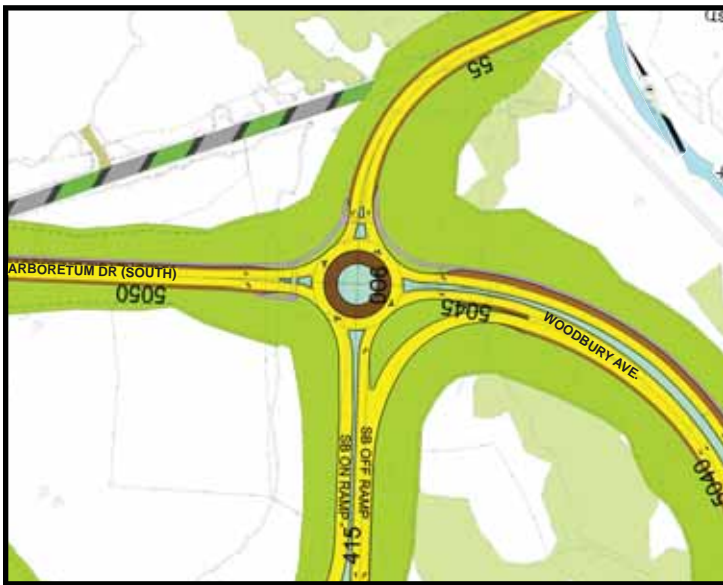
The stream restoration is been designed using “natural channel design principles” and aims to create a more natural, meandering, sand-dominated, riffle/pool channel within a well-developed floodplain. It will be necessary to entirely re-grade the existing stream valley due to the highly altered nature of the existing channel. The restored stream will greatly improve habitat and water quality within and downstream of the restoration reach. The Rockingham County Conservation District, has agreed to hold the easement on the Railway Brook mitigation area and to provide support for monitoring of the restoration site.

PRESERVATION OF THE TUTTLE FARM & DAY PARCEL - DOVER

The NHDOT has contributed to the acquisition of the Tuttle Farm easements on Dover Point and has acquired easements on the Day parcel along Blackwater Brook in the northern part of Dover. The Tuttle Farm parcel is preserved by the purchase of a conservation easement granted to the City of Dover that will provide protection to critical aquatic resources within the Bellamy River watershed and will maintain wildlife habitat continuity. The Day parcel is preserved by conservation easement granted to the City of Dover (with executory interest by NHDOT) that will provide protection to the Blackwater Brook system and maintain wildlife habitat.

(con't pg 5)





Newington Roundabout



Dover Roundabout

Roundabouts:

The NHDOT continues to consider non-traditional solutions to traffic intersection challenges to improve the efficiency, capacity and safety at roadway intersections within the Newington-Dover project. Roundabouts provide an alternative solution to signalized and unsignalized intersections to manage traffic through roadway intersections. A roundabout is a type of circular intersection with yield control of entering traffic, islands on the approaches and appropriate roadway curvature to reduce vehicular speeds.

Benefits of roundabouts can be as follows:

1. Improve safety by reducing accidents and the severity of accidents through slower vehicle speeds
2. Reduced congestion as there is typically less delay in traversing through the intersection
3. Reduced pollution and fuel usage by reduced stopping, idling time and hard accelerations
4. Save money by not installing and maintaining signals, reduced right-of-way needs and less pavement surface
5. Complement community values by providing a quieter solution and a more aesthetically pleasing solution
6. Reduced environmental impacts by reducing the overall footprint at the roadway crossing

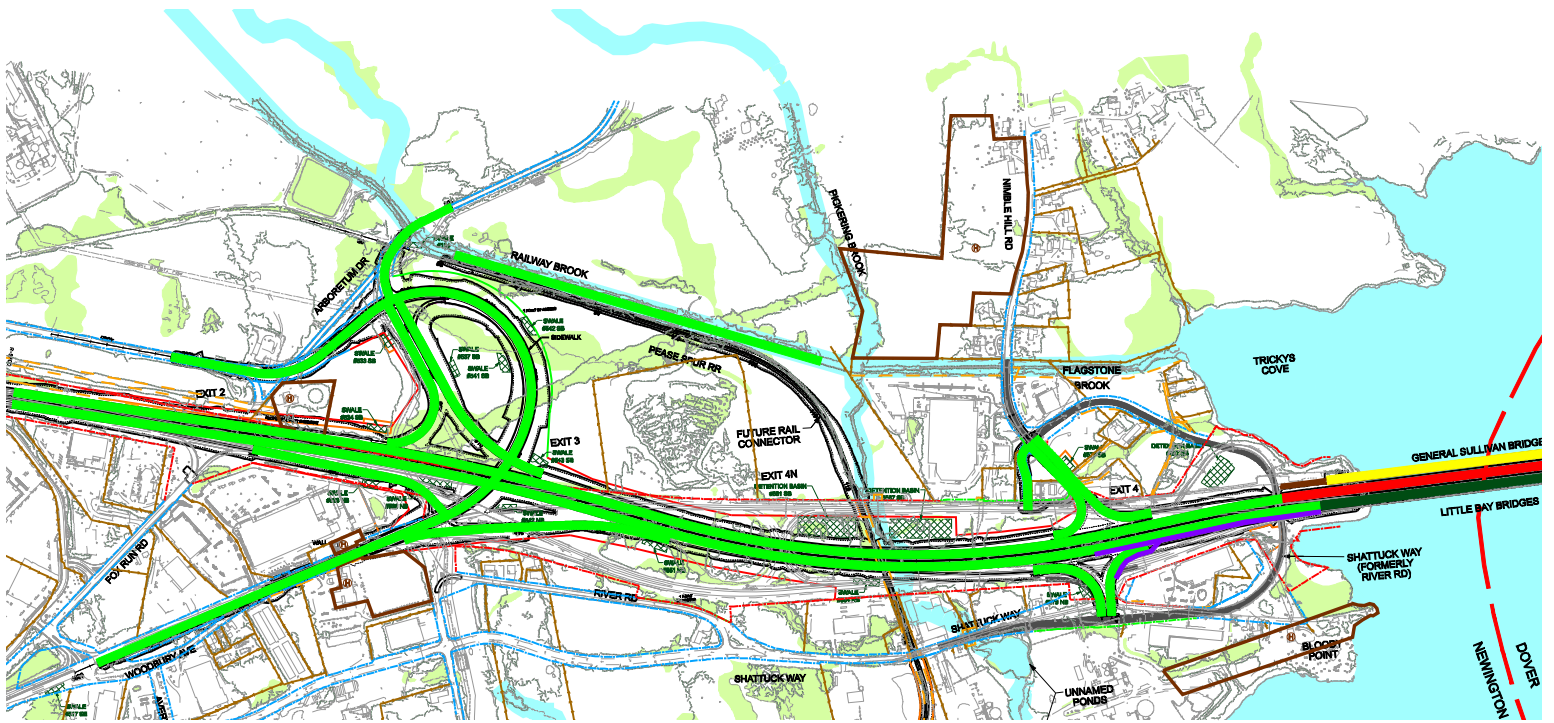
During the final design process the NHDOT and the VHB Design Team have evaluated roundabouts at the Exit 3 and 6 areas. A roundabout at the intersection of Woodbury Ave, the Exit 3 SB ramps and Arboretum Drive is being incorporated within the final design based on the engineering evaluation and strong public support. This roundabout replaces the proposed signalized intersection that was presented through the Public Hearing. This roundabout is a single lane roundabout, shown above, that includes a slip ramp for the heavy SB off ramp traffic that wants to head onto Woodbury Avenue. The roundabout alternative improves safety and traffic efficiency while reducing pavement area, water quality concerns and overall costs.

Roundabouts were also considered along US Route 4 at the intersections with Spur Road/Boston Harbor Road, the SB on ramp and the NB ramps. The traffic analysis of this corridor revealed that the proposed roundabouts at the intersections with the ramps was not the correct solution due to the heavy conflicting traffic movements entering and exiting ramp traffic with the US Route 4 traffic. Therefore, the ramp intersections will be designed as signalized intersections. The traffic analysis at the Spur Road and Boston Harbor Road intersection with US Route 4 proved to be a viable alternative as a two-lane hybrid roundabout. This alternative has two lanes for the east and west movements and a single lane for the north and south movements. This alternative reduces wetlands impacts, pavement area, water quality concerns, maintenance needs and overall costs. The traffic operations are similar to the preferred alternative presented at the Public Hearing and there is a small increase in right-of-way required for the roundabout. The NHDOT has had several public meetings in the City of Dover on the roundabout with local support for the overall alternative with concerns for effective movements of pedestrians and bicycles through the roundabout. The NHDOT is incorporating the roundabout into the project with support from the City of Dover.

Additional information on roundabouts can be found on the NHDOT website at: www.nh.gov/dot/org/projectdevelopment/highwaydesign/roundabouts/index.htm

PRESERVATION OF THE SABA & HISLOP PARCELS - NEWINGTON (con't from pg 4)

The NHDOT is currently in discussion to protect portions of the Hislop parcel and the Saba parcel in Newington. The Hislop parcel is a 38.4 +/- acre tract, while the abutting Saba parcel is approximately 26 +/- acres. The Hislop and Saba parcels abut each other and provide riparian buffer protection to a long segment of Knight Brook, a tributary to Great Bay. The Knight Brook wetland system has been designated as a Prime Wetland by the Town of Newington because of its outstanding functional values and importance to the Town. The protection of the Saba and Hislop parcels advance Newington's efforts to protect this system.



	2009					2010					2011					2012				
	J	F	M	A	M	J	F	M	A	M	J	F	M	A	M	J	F	M	A	M
11238L - CONTRACT L - NEW LITTLE BAY BRIDGE AND HILTON PARK CONNECTOR																				
11238O - CONTRACT O - REHAB LITTLE BAY BRIDGE																				
11238M - CONTRACT M - NEWINGTON EXIT 3/4																				
11238Q - CONTRACT Q - DOVER AND EXIT 6																				
11238S - CONTRACT S - GSB																				

CONSTRUCTION CONTRACT BREAKOUT

During 2009 and 2010, the Department and the VHB Design Team advanced the final design of the project including an independent value engineering study. The design advancement and the value engineering study suggested the following benefits could be realized by reducing the number of construction contracts:

- Reduction in construction time which decreases the duration required for traffic to travel through a work zone
- Reduction in contractor construction coordination which increase the potential for schedules to be met
- Reduction in interim contract connections which decreases construction costs and scheduling conflicts
- Reduction in construction contract costs
- Reduction in construction administrative costs

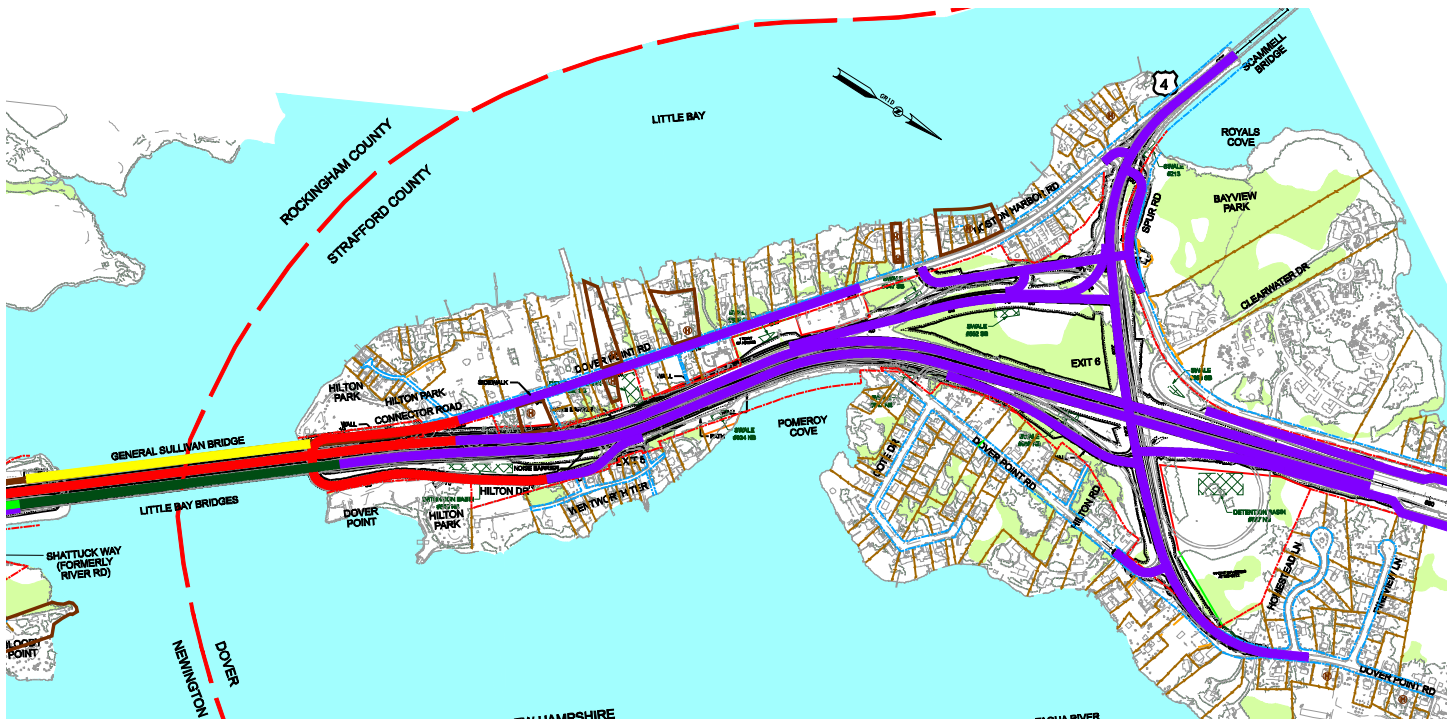
Due to these potential benefits it has been determined that reducing the number of construction contracts from eight to five was possible and makes sense from a project development, construction and financial standpoint. The construction contract breakout graphic and schedule above depict the current direction the project team is advancing. The following are the revised construction contract descriptions:

CONTRACT L

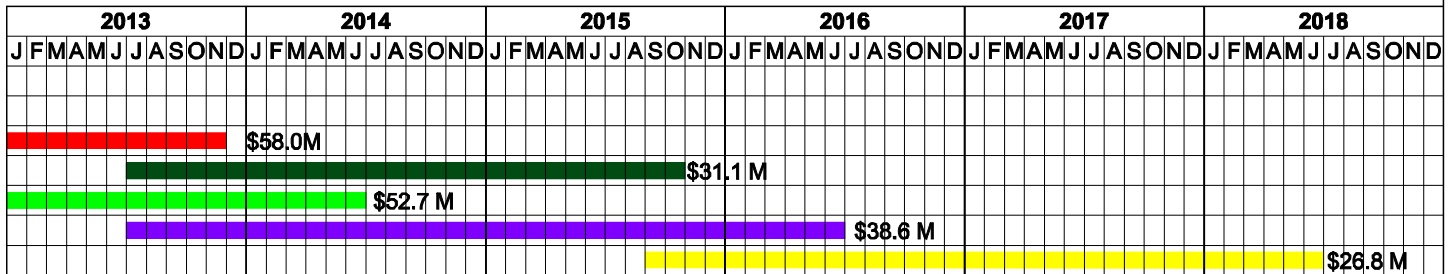
This Contract's major element is the construction of the proposed Little Bay Bridge (LBB), which is located between the existing Little Bay Bridge and the General Sullivan Bridge (GSB). The Hilton Park Connector Road will be constructed and opened to two-way traffic from the west side of the Spaulding Turnpike beneath the LBB and tie into the existing roadway prior to the exit 5 ramps, which will remain open following this contract. The pedestrian & bicycle bridge structure will be constructed to provide access to the GSB from Hilton Park. This requires modifications to the GSB Dover abutment. The proposed SB barrel of the Spaulding Turnpike will be constructed from just north of the Shattuck Way bridge to the LBB in Newington. The proposed SB barrel of the Spaulding Turnpike will be constructed from the LBB in Dover approximately 800 feet north at which point an interim roadway transition will be constructed to match into the existing Spaulding Turnpike near Exit 5. A major traffic shift occurs during this contract to relocate the SB and NB traffic from the existing Little Bay Bridge to the proposed SB Little Bay Bridge. This traffic shift is anticipated to occur in the fall of 2013 and requires coordination between the Contract L and M Contractors.

CONTRACT M

Contract M has been combined with Contract N so that the majority of the proposed construction in Newington occurs within one contract. The previous Contract M constructed the project from the southerly limit of work through the Exit 3 area with Contract N



CONSTRUCTION SCHEDULE



NOTE: CONSTRUCTION SCHEDULE INCLUDES ADVERTISING, BID PERIOD, AND CONSTRUCTION DURATION COSTS ARE DEPICTED IN 2010 DOLLARS.

TOTAL COST ALL CONTRACTS = \$207.2 M

constructing the Exit 4 area. Now, Contract M constructs the entire Exit 3 interchange, discontinues Exit 2, constructs Spaulding Turnpike from the southerly limit of work to the Exit 4 area and completes the Exit 4 SB ramps and the NB off ramp to their final condition. The Exit 4 NB on ramp requires an interim match to the proposed SB barrel of the Spaulding Turnpike while the existing Little Bay Bridge is being rehabilitated. A major traffic shift occurs during this contract to relocate the SB and NB traffic from the existing Little Bay Bridge to the proposed SB Little Bay Bridge. This traffic shift is anticipated to occur in the fall of 2013 and requires coordination between the Contract L and M Contractors.

CONTRACT O

This Contract rehabilitates the existing Little Bay Bridge while the traffic is shifted on the proposed SB Little Bay Bridge constructed in Contract L. The approach work along the Spaulding Turnpike is also included within this contract. At the completion of this contract, the contractor for Contract Q will be responsible for shifting traffic back onto the rehabilitated bridge which is scheduled to occur in the fall of 2015.

CONTRACT Q

Contract Q has been combined with Contracts P and R so that the majority of the proposed construction in Dover occurs within one contract. The previous Contract Q constructed the Exit 6 ramps, the US Route 4 improvements and the Dover Point Road sidewalk.

Contract P constructed the soundwalls and associated roadwork north of Exit 6. Contract R constructed the improvements to the Spaulding Turnpike, discontinued Exit 5 and completed the improvements to Hilton Drive near Exit 5. Now, Contract Q completes the majority of the Spaulding Turnpike improvements in Dover, discontinues Exit 5, completes Exit 6, constructs the soundwalls north of Exit 6 and completes the Exit 4 area for the NB barrel in Newington. Contract Q shifts the NB traffic into its final condition onto the rehabilitated Little Bay Bridge and opens the SB barrel to three lanes of traffic over the Little Bay Bridge to provide temporary pedestrian and bicycle access over the SB Little Bay Bridge during the rehabilitation of the General Sullivan Bridge.

CONTRACT S

Contract S remains unchanged from the previous contract breakout scenario. This contract rehabilitates the General Sullivan Bridge for pedestrian and recreational users. During the rehabilitation, the pedestrians and recreational users will be directed to utilize the SB Little Bay Bridge to cross Little Bay. There will be a temporary barrier system placed on the SB Little Bay Bridge to separate SB vehicular traffic from the pedestrian pathway across the bridge. The pedestrian pathway will be connected to the proposed pathways on both sides of the bridge. Upon completion of the General Sullivan Bridge rehabilitation, the contractor shall construct the final roadway and soundwall improvements near the bridge and open the SB barrel to the final condition.

Frequently Asked Questions

- Q. Property Acquisition – When during the project development process can I expect to have the Bureau of Right-of-Way contact me on the impacts to my property?**
- A. The final design for the highway and bridge designs need to advance to approximately the 60% design stage, where the highway grading, drainage requirements, and slope impacts can be confidently defined. At that time, the Bureau of Right-of-Way (ROW) initiates the appraisal process to identify a value of the impacts on each individual property. ROW plans for Newington and Dover are targeted to be completed in the Winter of 2011. Owners of properties impacted by the project will be contacted during the appraisal process. The Department will prioritize property acquisitions according to when the contracts are scheduled to be constructed, as well as in response to owner's requests.
- Q. Funding – Why isn't the proposed construction of the Dover portion of the project and the General Sullivan Bridge funded and do you expect it to be funded?**
- A. The Dover portion of the project was not included in the approved Ten Year Transportation Improvement Plan 2009-2018 (TYP) due to financial constraints with a commitment that funding be identified for the unfunded portions in subsequent Ten Year Plan processes. The Department is presently evaluating various bonding and financial scenarios to fully fund the entire project's construction.
- Q. Traffic Operations - When will the ramps at Exits 2 and 5 be closed?**
- A. Based on the preliminary review of the construction sequencing, the Exit 2 ramps will remain open until the eastern portion of the proposed NB barrel is being constructed. Based on the current construction schedule, the ramps are anticipated to be closed in 2012. The Exit 5 ramps and the Cote Drive NB on ramp will be closed when the Exit 6 NB ramps are opened so that the NB movements onto and off of the Spaulding Turnpike can be retained. The current construction schedule anticipates these ramps to be discontinued in 2015.
- Q. Traffic Operations - When will the interchange at Exit 3 be fully operational?**
- A. Based on the preliminary review of the construction sequencing, the Exit 3 interchange will be fully operational in 2013. The realignment of the Spaulding Turnpike, the construction of the Woodbury Avenue bridge over the Spaulding Turnpike, the removal of the existing left hand SB off ramp and the construction of all the ramps at Exit 3 must be completed prior to the interchange being fully operational.
- Q. Traffic Operations - When will Hilton Park Connector Road be opened to 2 way traffic?**
- A. Hilton Park Connector Road is planned to be constructed in Contract L, the first construction project. The construction of the Hilton Park Connector Road and the new Little Bay Bridge is constrained by an extremely tight construction zone which requires Hilton Park Connector to be closed from Fall 2010 to Summer 2013. Therefore, it is envisioned that the Hilton Park Connector Road will be opened to two-way traffic at the end of the L-contract's construction, which is currently scheduled to be Fall 2013.
- Q. Soundwalls - When will the soundwall meetings with the various neighborhoods be held and will they be constructed early in the project?**
- A. The NHDOT held a neighborhood meeting for the soundwalls south of Exit 6 in the spring of 2010 and will hold a meeting for the neighborhoods located north of Exit 6 in 2011. The Department and Consultant Team are evaluating the advanced construction of the soundwalls as part of each contract to determine if the construction of the soundwalls can be integrated cost-effectively and not complicate future construction contracts.
- Q. Marine Navigation - Will marine navigation be impacted by construction?**
- A. The construction of the Little Bay Bridge and the General Sullivan Bridge will have temporary impacts to the Little Bay channel. The US Coast Guard has jurisdiction over navigation through the area and to be in compliance with the permit, that the main navigation channel shall be maintained at all times.
- Q. Are the park and rides identified in the FEIS being constructed?**
- A. The Department has completed the construction of a 416-space park and ride and bus facility at Exit 9 in Dover. The facility is fully operational with C&J Trailways operating nearly 30 daily trips leaving Dover and connecting to Portsmouth and further locations south. The Department has initiated discussions with the City of Rochester and several property owners regarding the construction of a 200-space park and ride lot with a bus shelter in the vicinity of Exit 13 in Rochester. The Department has also progressed discussions with an owner/developer concerning a 50-space park and ride lot with bus shelter as part of a multi-use development in Lee.
- Q. Will the Hilton Park Boat Launch be reconstructed with this project?**
- A. This project does not impact the boat launch, therefore it will not be reconstructed with this project. The NH Department of Fish and Game maintains and operates the boat launch and they can be contacted at 271-5829 on any future reconstruction plans, which may come forward.

