

NEWINGTON-DOVER

Spaulding Turnpike / Little Bay Bridge Improvements

WELCOME

Public Informational Meeting

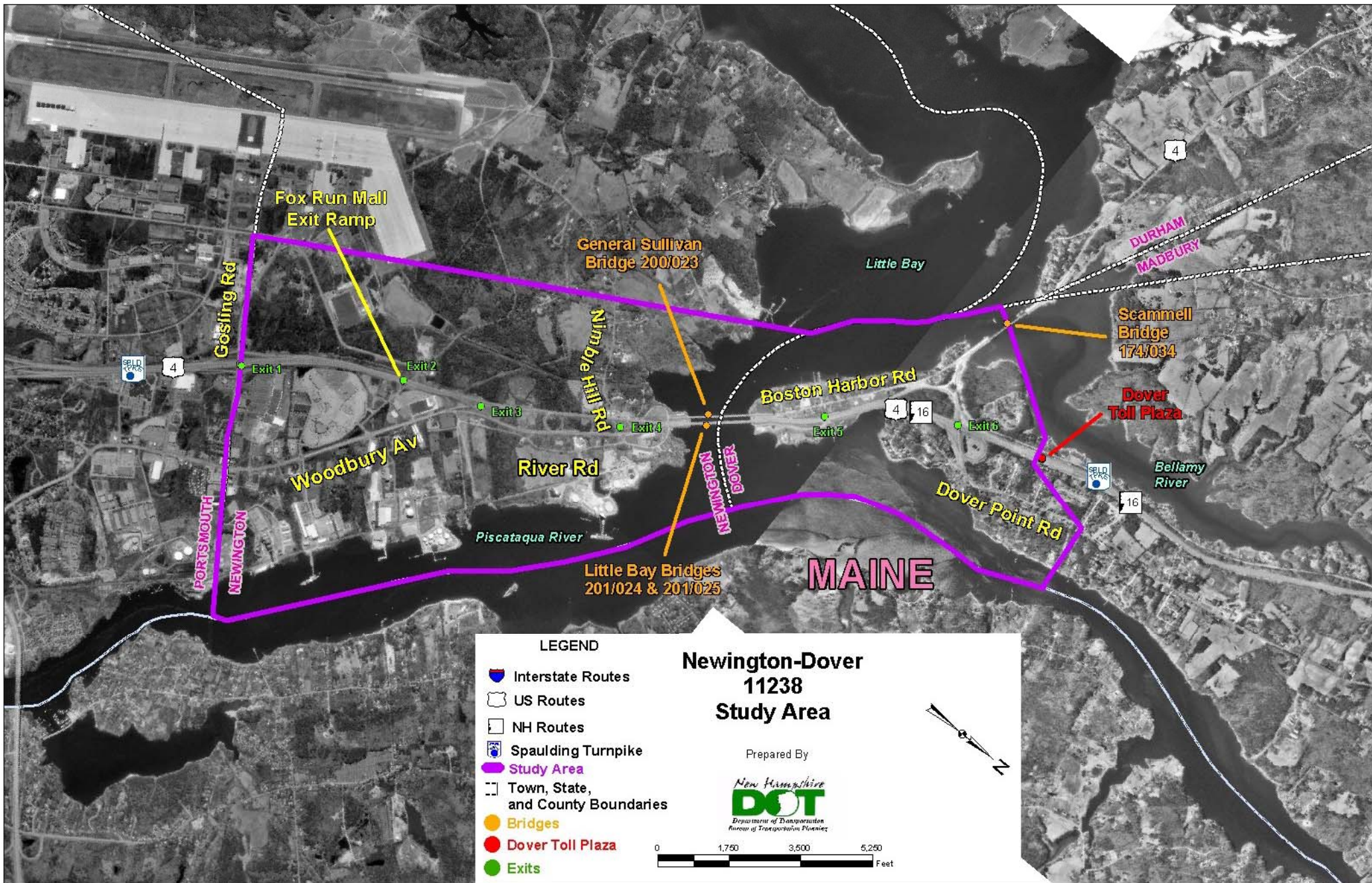
Newington Town Hall – May 27, 2009

Dover City Hall – May 28, 2009

Meeting Agenda

- Introduction
- Project Purpose, Need & Background
- Recent Project Advancements
- Project Review – Selected Alternative
- Construction Contract Breakouts & Schedule
- Project Funding & Estimated Cost
- Final Design Public Meetings & Communication
- Questions & Answers

Project Area



Project Purpose

- Reduce Safety Problems
- Improve Transportation Efficiency

Project Need

■ Spaulding Turnpike

- Limited Capacity – Chronic Congestion
 - ❖ Four Lane Facility – 2 Lanes in each direction
 - ❖ High Traffic Volumes
 - ❖ 30,000 (1980) 70,650 (2003) 71,000 (2005)
 - ❖ Projected 94,300 (2025)
- Level of Service E & F (during peak hours)
- High Number of Interchanges
 - ❖ 5 Interchanges in 2 ½ miles
- Geometric Deficiencies
 - ❖ Substandard Shoulders (Little Bay Bridges)
 - ❖ Substandard Ramp Geometry, Accel & Decel Lanes
 - ❖ Inadequate Weave Areas
- Poor Local & System Connectivity
- Accident Data – Long Delays

Project Background

- Senate Bill 152-FN-A – Authorized study in 1989
- Study Suspended in 1992 – Allow Completion of Pease Surface Transportation Master Plan
- Feasibility Study (2000)
 - Short range improvements
 - Long-term improvement alternatives
- Preliminary Engineering / Environmental Impact Statement (2003 – 2008)
 - DEIS completed & distributed in August 2006
 - Joint Public Hearing held September 2006
 - Layout Approval received August 2007
 - FEIS completed & distributed in January 2008
 - FHWA Record of Decision (ROD) received October 2008

Recent Project Advancements

- Record of Decision of FEIS (issued 10/24/08)
- TSM Work - Exit 6 SB & SB On Ramp (completed 2008)
- Selection of Final Design Consultant (NTP 12/18/08)
- Selected Alternative → Final Contract Plans
- 5 – 6 Year Final Design Duration

Newington-Dover Selected Alternative



Selected Alternative

- Reconstruct & Widen Turnpike
 - 8 Lanes (6 lanes plus auxiliary lanes) – Exit 3 to Exit 6
 - 6 Lanes south of Exit 3 (match into 6 lanes at Exit 1)
 - 6 Lanes north of Exit 6 (match into width at Toll Plaza)
- Consolidate & Reconfigure the Interchanges
 - Eliminate Exit 2 (Fox Run Road ramps)
 - Reconstruct Exit 3 (Full service interchange with northern access into Pease)
 - Maintain Exit 4 Ramps (Nimble Hill Road & Shattuck Way)
 - Eliminate Exit 5 (Hilton Park & Wentworth Terrace)
 - Reconstruct Exit 6 (Full service interchange with US 4 & Dover Point Road)

Selected Alternative (con't)

- Rehabilitate & Widen Little Bay Bridges
- Rehabilitate General Sullivan Bridge (6-Ton Loading)
- Construct Park'n'Ride Facilities
 - Exit 9 in Dover (completed 2008)
 - Exit 13 in Rochester (project initiation underway – 200 space lot with bus shelter)
 - US 4 in Lee (project initiation underway – 50 space lot with bus shelter on a multi-use site)
- Improve Intercity, Express, & Local Bus Services
- Support Expansion of the Downeaster Service & Support Increased Funding for the Seacoast TMA
- Provide Provisions for Future Rail Access into Pease

Selected Alternative Newington

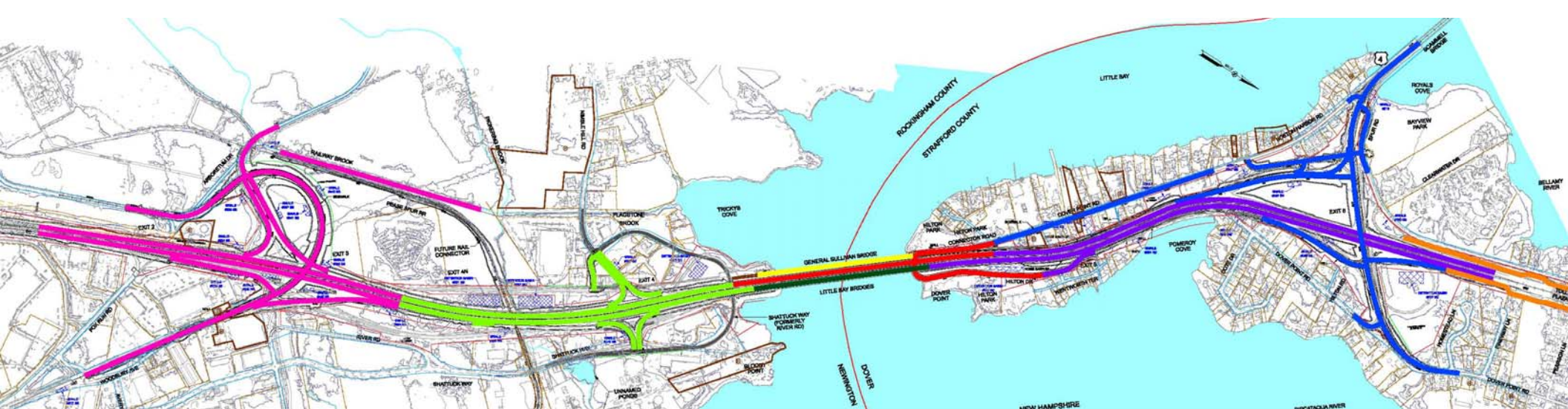


Selected Alternative Dover



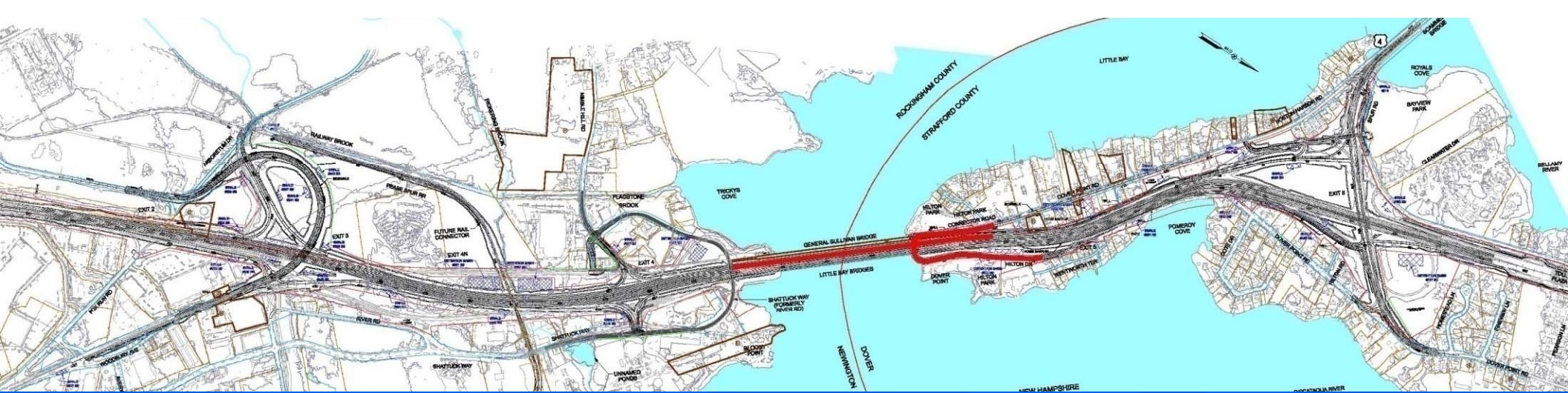
Project Review

- Value Engineering Studies
 - Part 1 – Little Bay Bridges (March 2009)
 - Part 2 – Remainder of Project (June 2009)



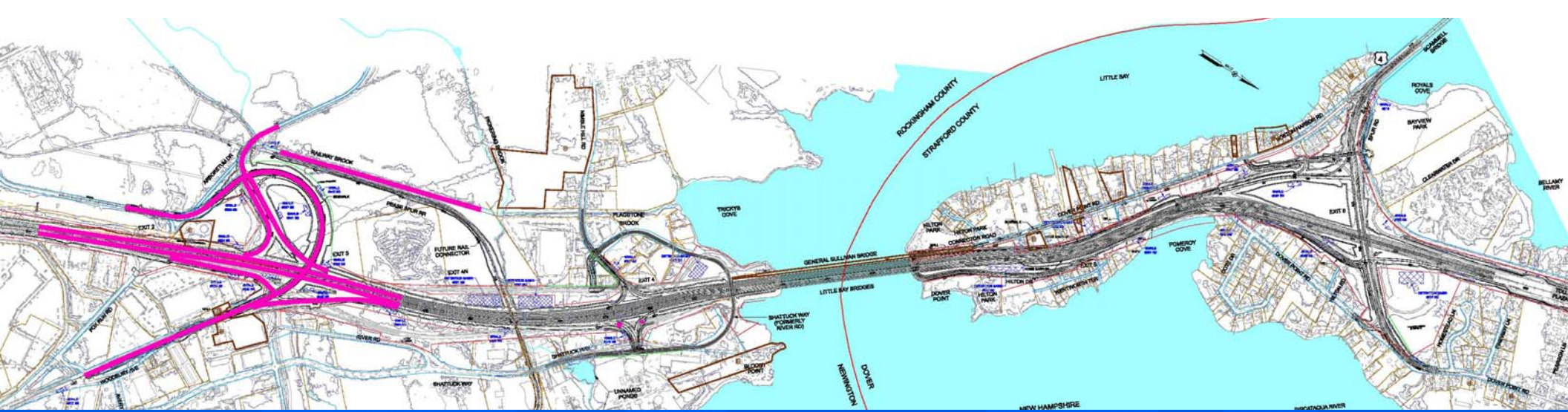
■ Overall Color Plan

- Contract L – SB Little Bay Bridge - \$49 M
- Contract M – Exit 3 - \$37 M
- Contract N – Exit 4 - \$14 M
- Contract O – NB Little Bay Bridge - \$28 M
- Contract Q – Exit 6 - \$29 M
- Contract R – Dover Mainline - \$12 M
- Contract P – Soundwalls (North of Exit 6) - \$2 M
- Contract S – General Sullivan Bridge - \$26 M



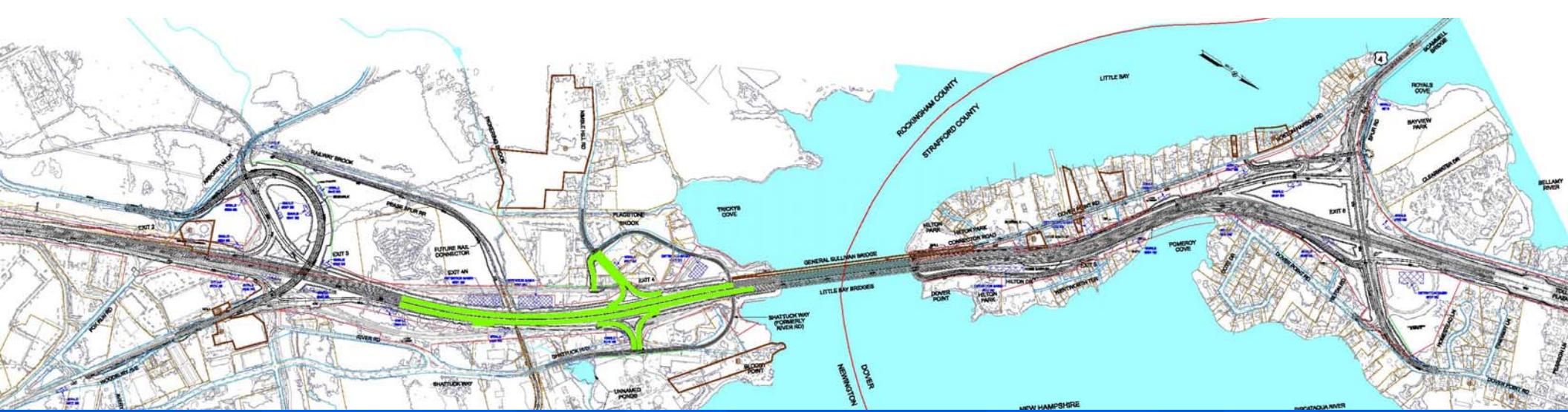
■ Contract L - SB Little Bay Bridge - \$49 M

- Targeted Advertising Date: March 2010
- SB Little Bay Bridge
- Hilton Park Connector Road
- Dover Interim Roadway Connections
- General Sullivan Bridge Dover Abutment
- Pedestrian & Bicycle Structure
- Newington Roadway Approach

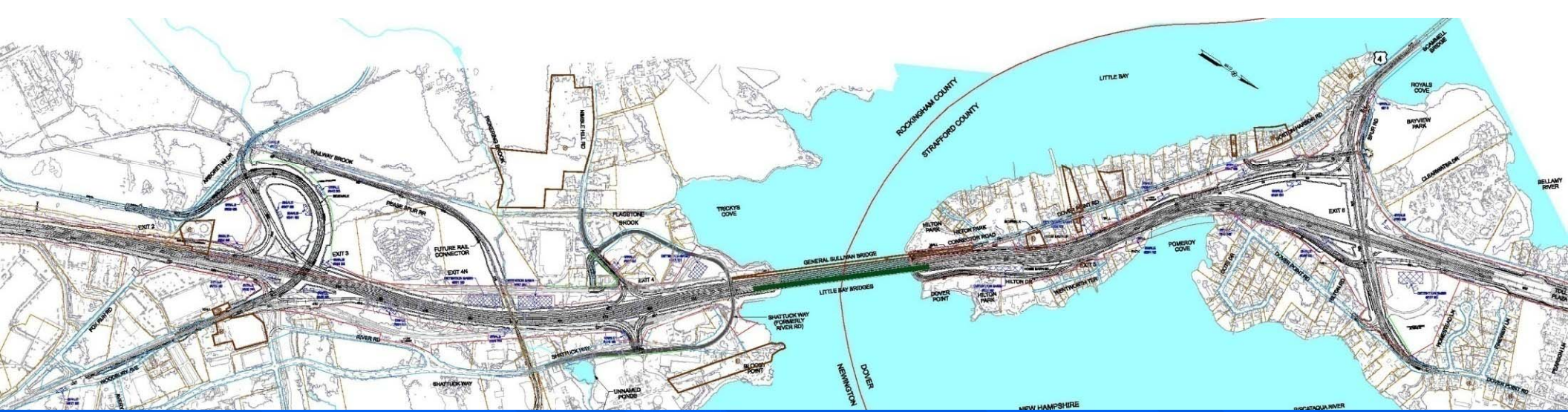


■ Contract M – Exit 3 - \$37 M

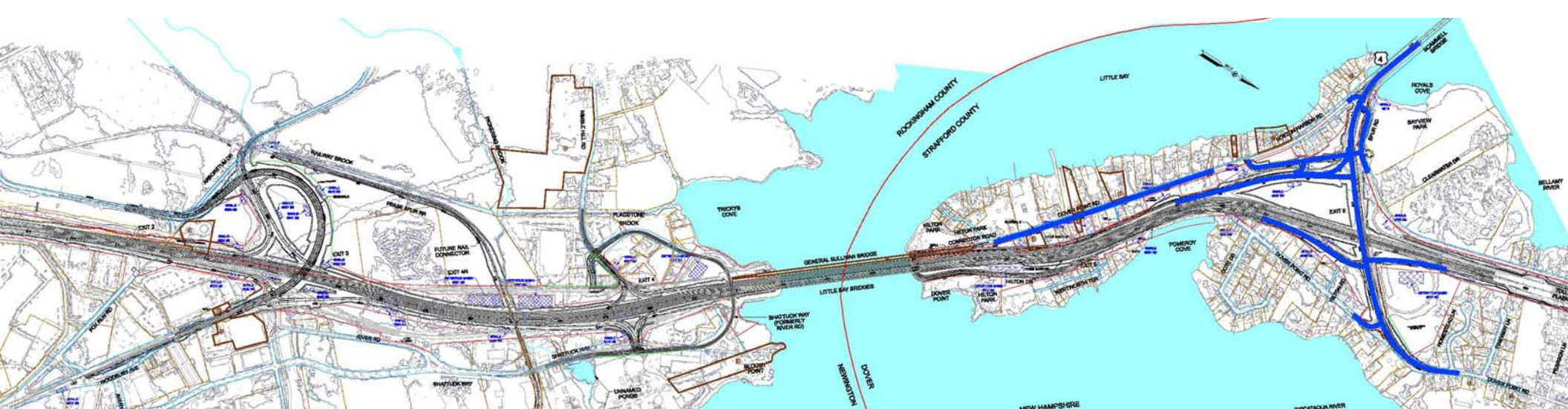
- Targeted Advertising Date: January 2012
- Full Exit 3 Interchange
- Northern Access to Pease
- Woodbury Avenue
- Exit 2 Closure
- Railway Brook Restoration



- Contract N – Exit 4 - \$14 M
 - Targeted Advertising Date: July 2012
 - Maintain Full interchange
 - Connector Road to Existing SB Barrel
 - Shattuck Way Bridge

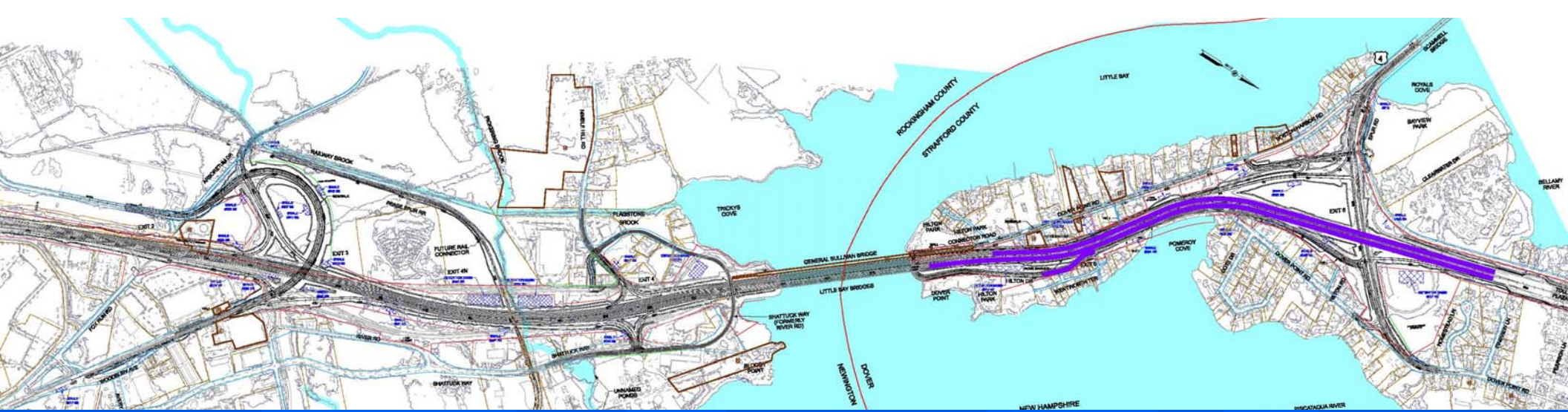


- Contract O – NB Little Bay Bridge - \$28 M
 - Targeted Advertising Date: October 2013
 - Rehabilitation of Existing Little Bay Bridge
 - Approach Roadwork for NB Barrel
 - Traffic on SB Little Bay Bridge

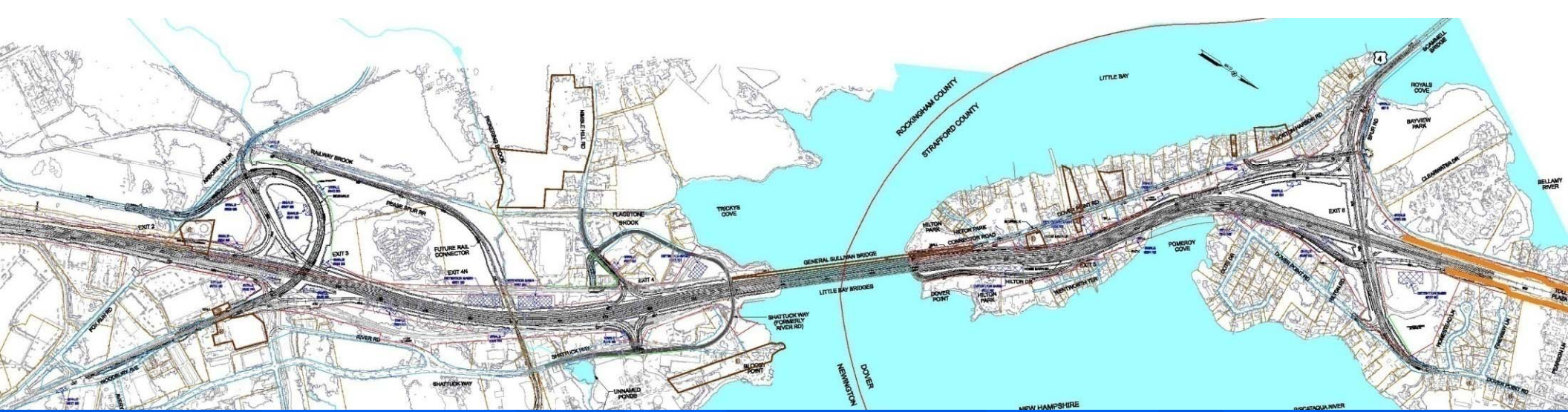


■ Contract Q – Exit 6 - \$29 M

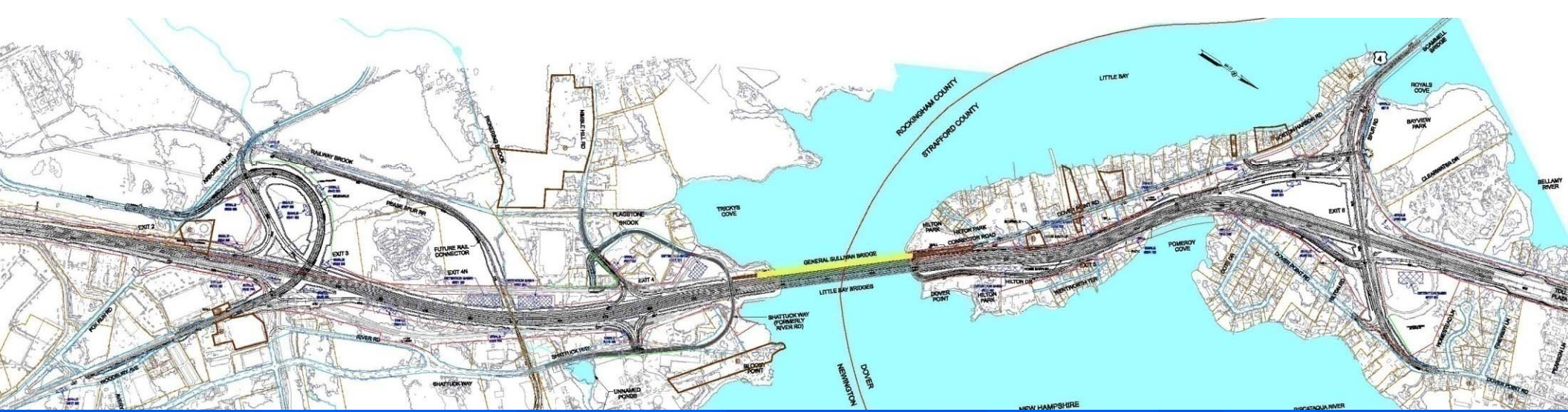
- Targeted Advertising Date: July 2013
- Exit 6 Interchange
- US Route 4 Roadway & Bridge Reconstruction
- Spur Road Reconstruction
- Spur Road Connector Road & Bridge
- New NB On-Ramp
- Maintain Existing SB Off-Ramp
- Partial construction of NB Off-Ramp and SB On-Ramp
- Dover Point Road Sidewalk Improvements
- Exit 5 and Cote Drive Ramp Closure



- Contract R – Dover Mainline - \$12 M
 - Targeted Advertising Date: July 2014
 - NB and SB Barrels
 - Completion of NB Off-Ramp and SB On-Ramp
 - Completion of Hilton Drive

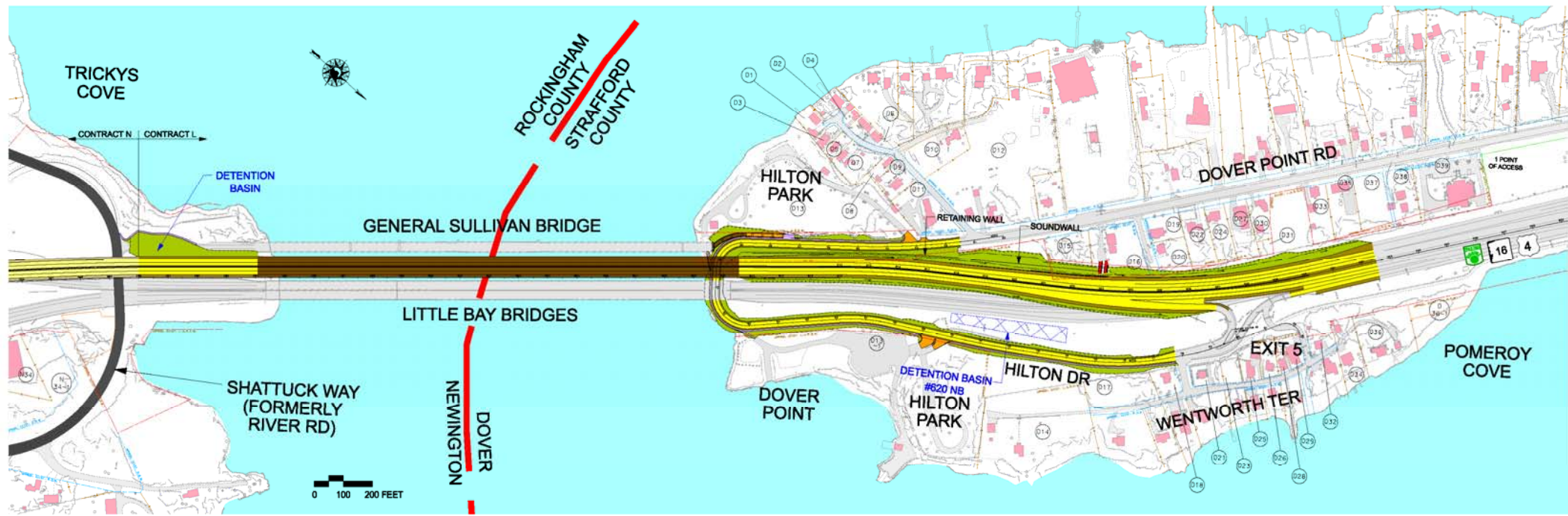


- Contract P – Soundwalls (North of Exit 6) - \$2 M
 - Targeted Advertising Date: December 2012
 - Soundwalls Extended Past Dover Toll Plaza

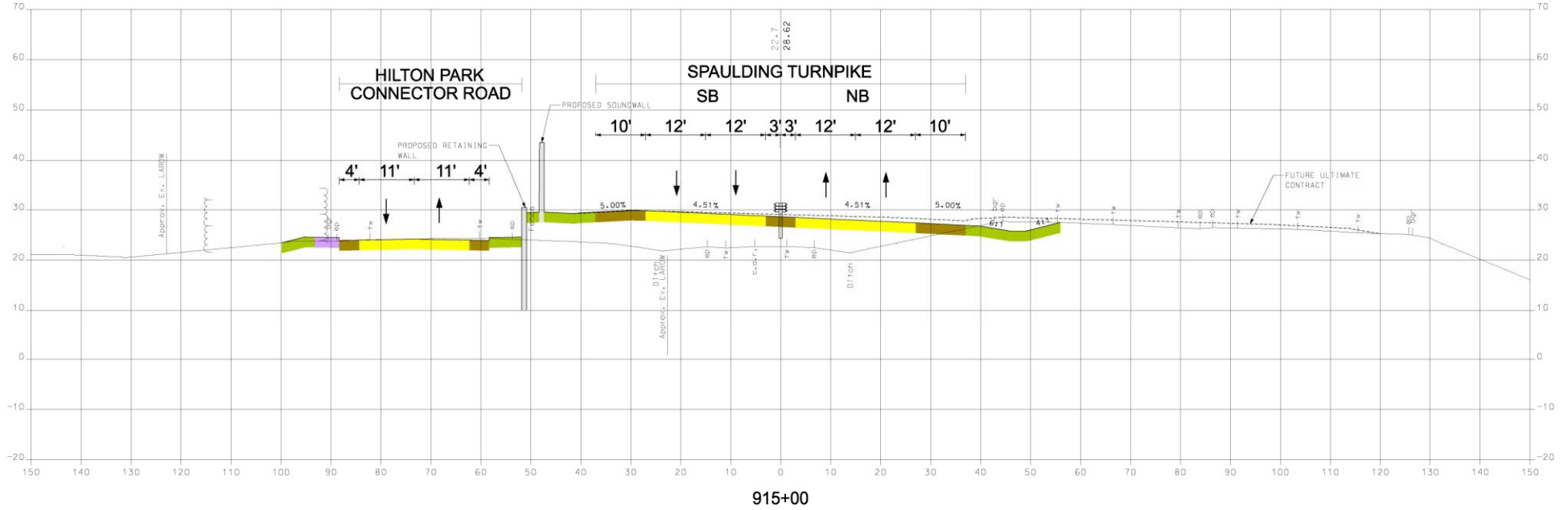


- Contract S – General Sullivan Bridge - \$26 M
 - Targeted Advertising Date: September 2014
 - Bridge Rehabilitation for Pedestrian, Bicycle & Recreational Use

Contract L



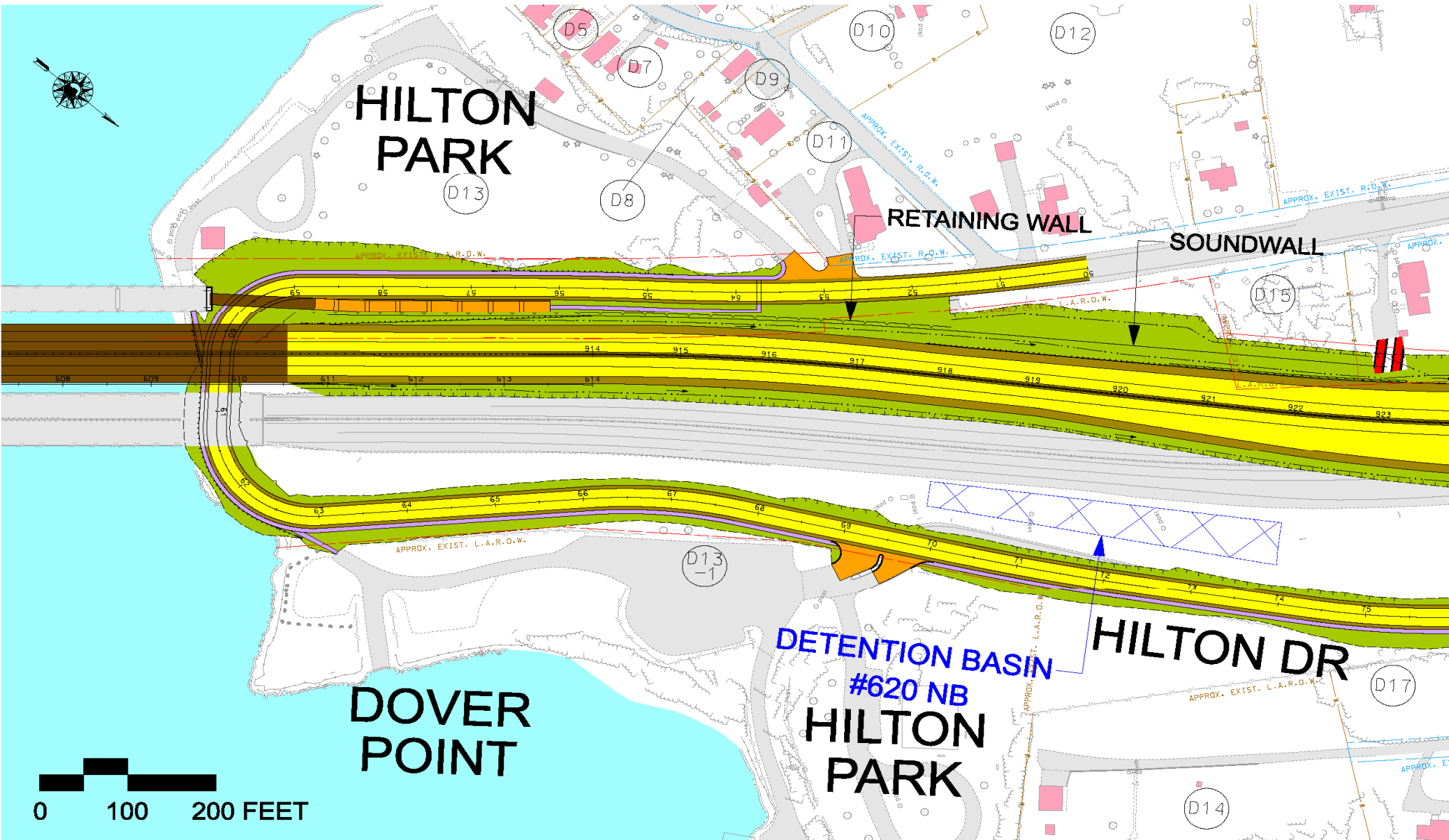
Contract L Cross Section



Contract L Pedestrian & Recreational Considerations

- Dover - General Sullivan Bridge Access
- Newington – General Sullivan Bridge Park

Dover Option 1

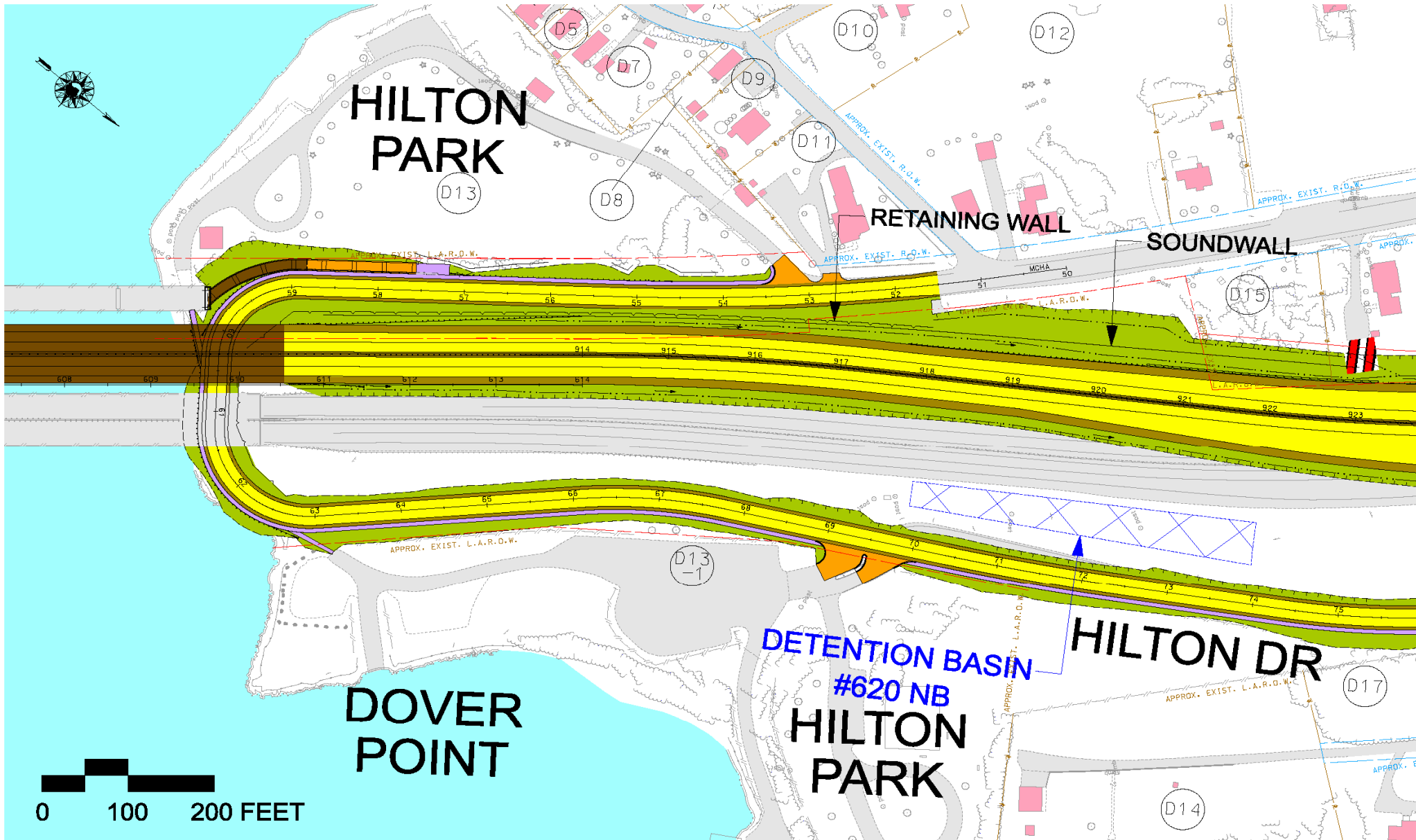


General Sullivan Bridge Access



Pedestrian / Bicycle Access to
General Sullivan Bridge
Option 1

Dover Option 2

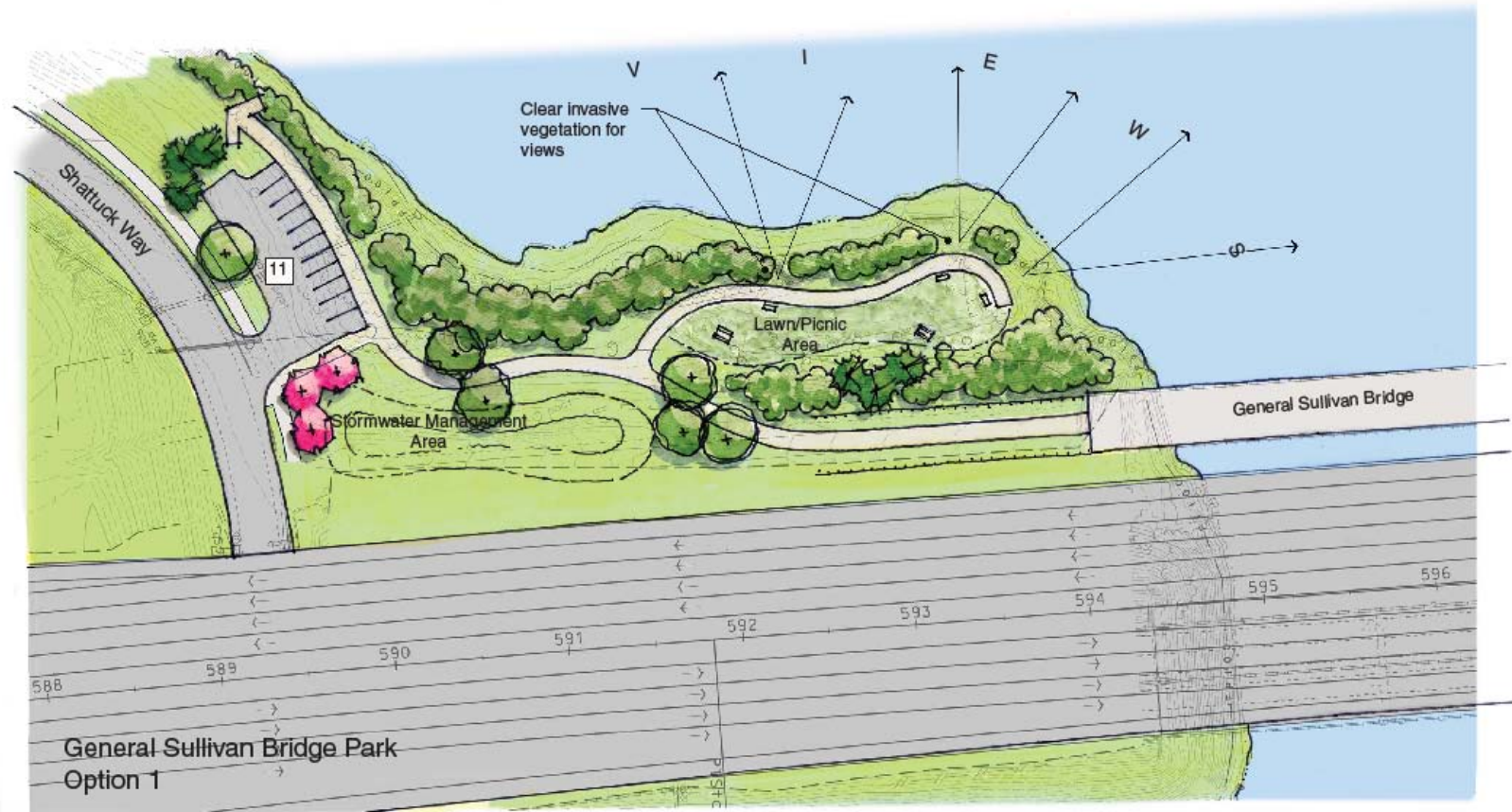


General Sullivan Bridge Access

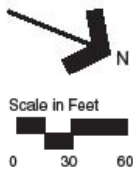
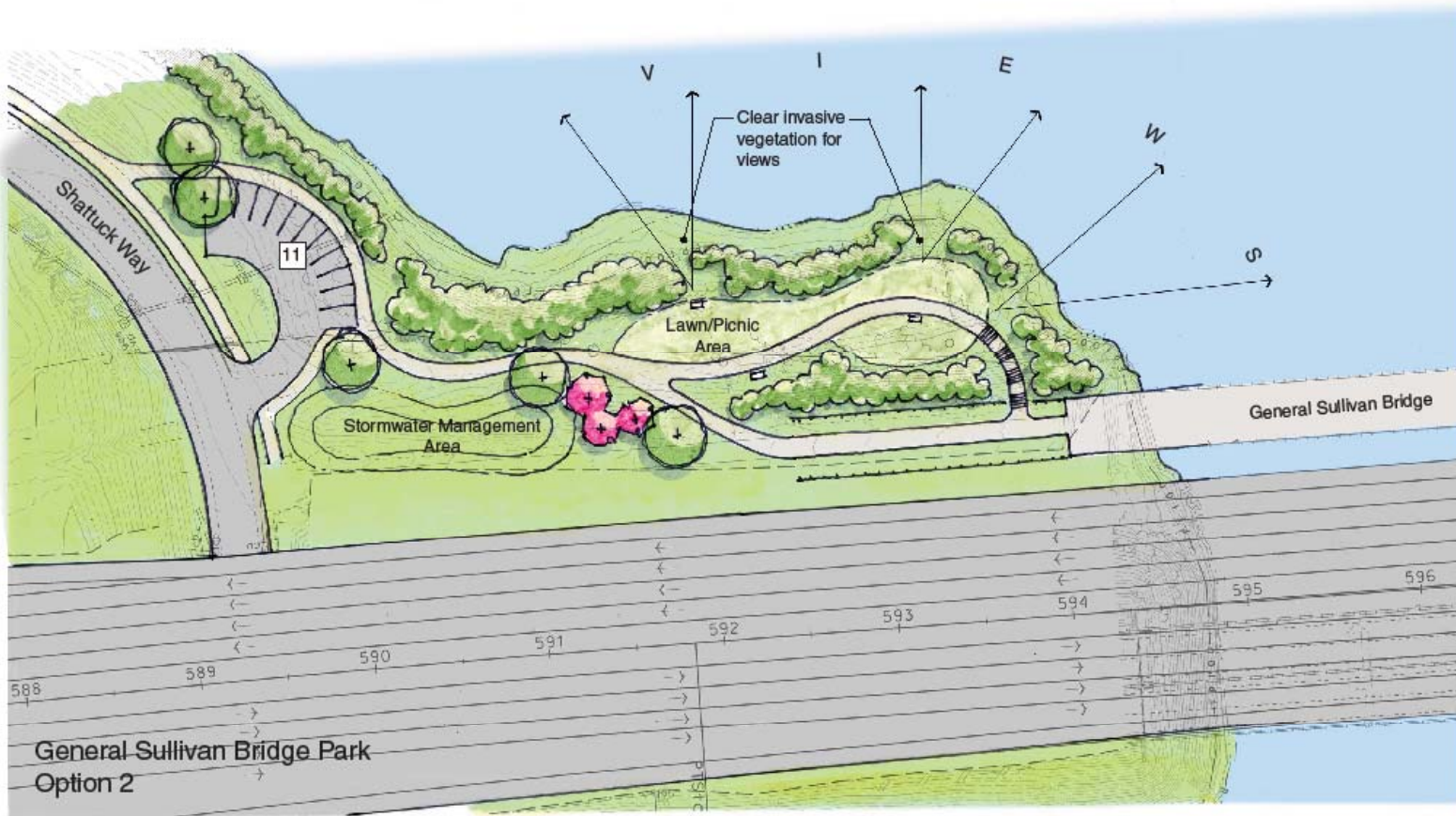


Pedestrian / Bicycle Access to
General Sullivan Bridge
Option 2

General Sullivan Bridge Park



General Sullivan Bridge Park



Project Review

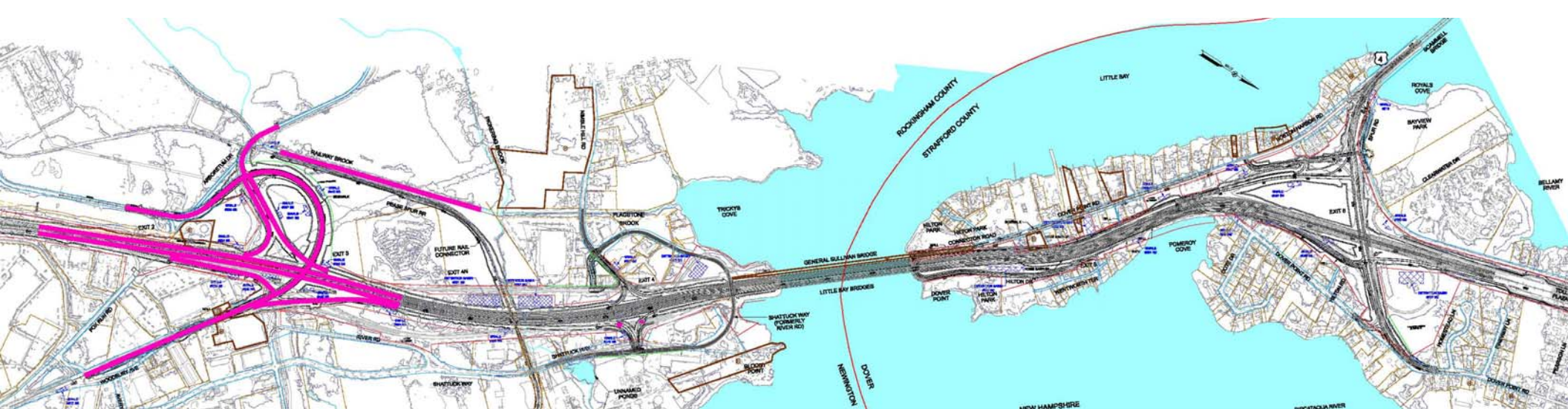
■ Mitigation Efforts

– Dover

- » Tuttle Farm (120 acre preservation)
- » Day Property (40 acre preservation)

– Newington

- » Watson Property (35 acre preservation)
 - Knight Brook – Alternate mitigation parcels (60 – 70 acre preservation)
- » Railway Brook
 - 3,100 feet of channel restoration
 - 23 acres of preservation



■ Contract M – Exit 3 - \$37 M

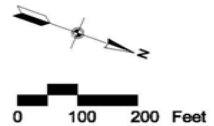
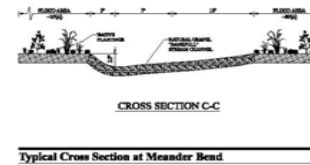
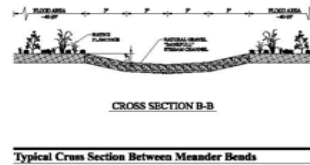
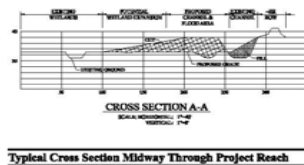
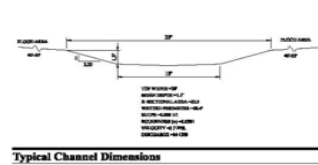
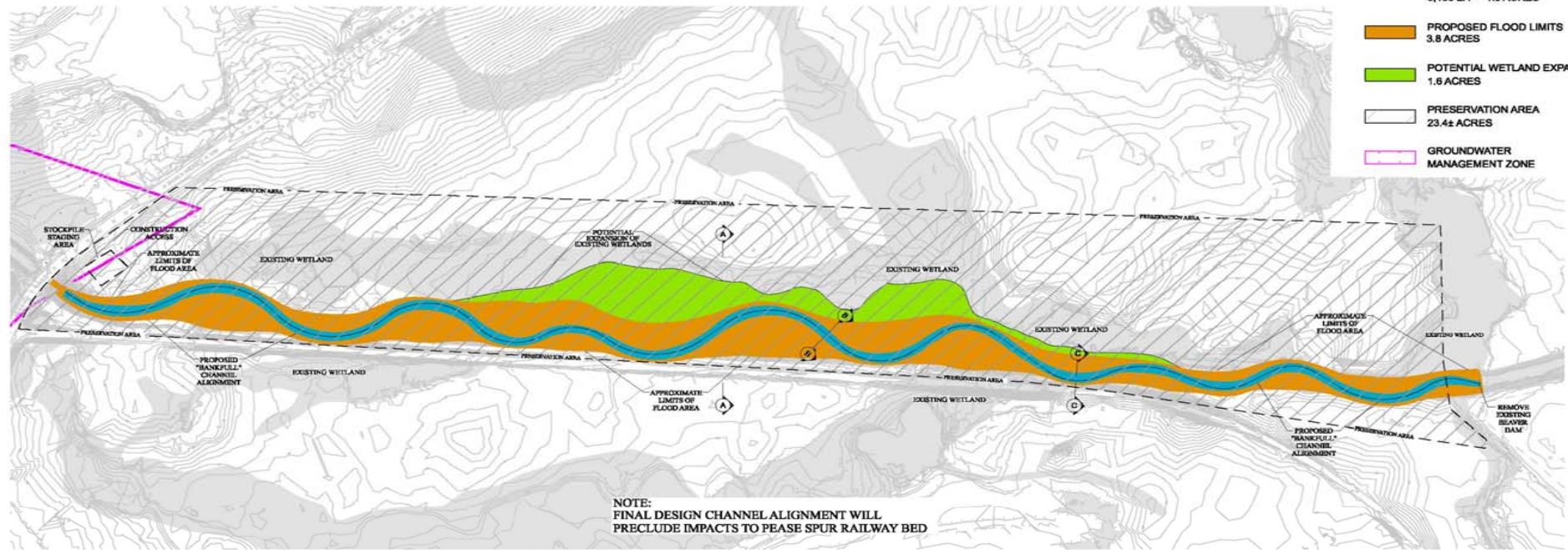
- Targeted Advertising Date: January 2012
- Full Exit 3 Interchange
- Northern Access to Pease
- Woodbury Avenue
- Exit 2 Closure
- Railway Brook Restoration

Railway Brook Restoration



Legend:

- PROPOSED "BANKFULL" CHANNEL
3,156 LF. - 1.5 ACRES
- PROPOSED FLOOD LIMITS
3.8 ACRES
- POTENTIAL WETLAND EXPANSION
1.6 ACRES
- PRESERVATION AREA
23.4± ACRES
- GROUNDWATER MANAGEMENT ZONE



Vanasse Hangen Brustlin, Inc.
Figure 4.6-4
Railway Brook Restoration
Conceptual Plan

Project Funding & Estimated Cost

- Estimated Project Cost
 - Engineering - \$20.4M
 - ROW & Mitigation - \$8.7M
 - TDM (Bus, Park'n'Rides) - \$7.0M (2007 Dollars)
 - Construction - \$197.5M (2007 Dollars)
- \$227.1M (w/ inflation)
- Engineering, ROW, & \$151M Construction included in TYP
- \$83M Construction not included in TYP
- Primarily Turnpike Funded Project
 - \$33.6M dedicated Federal Earmarked Funding
 - Bonding scenarios & financial Turnpike modeling underway to secure funding for remainder of Construction in subsequent TYP.

Final Design Meetings & Communication Vehicles

■ Final Design Meetings

- Public Informational Meetings
- Project (construction contract) Specific Meetings w/ communities, Pease
- Neighborhood Meetings (I.e. Soundwall discussion)

■ Communication Vehicles

- Project Website – www.newington-dover.com
- Project Newsletters
- Press Releases - Construction Alerts
- Smart Work Zone – VMB Traffic Information
- E-mail Blasts – for e-mail subscribers to project website

Municipal Agreement

- Executed between State and Municipality
- Agreement includes:
 - Provisions for Work Zone Control and Uniformed Officers / Flaggers Utilization during Construction
 - Provisions for Future Sidewalk Maintenance
 - Provisions for Work & Future Maintenance of Municipal Jurisdictional elements

Contact Information

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The background features a dark blue gradient with several diagonal stripes of a lighter blue color, creating a sense of movement and depth.

THANK YOU

Questions/Comments