Meeting Notes

Newington Dover Spaulding Turnpike Widening 11238

Vanasse Hangen Brustlin, Inc., 2 Bedford Farms Drive, Suite 200, Bedford, NH 03110 *Tel: (603) 391-3900*

Attendees:	Keith Cota, NHDOT Dave Smith, NHDOT Bob Juliano, NHDOT Magarete Baldwin, NHDOT Marc Laurin, NHDOT Jill Edelmann, NHDOT Jamie Sikora, FHWA Peter Walker, VHB Greg Goodrich, VHB Members of the Public	Date/Time:	January 30, 2018 7:00 PM – 9:30 PM
		Project:	Newington-Dover 11238 FHWA NHS-027-1(37) VHB 52381.01
Place:	City Hall Auditorium Dover, New Hampshire	Re:	Public Informational Meeting Spaulding Turnpike Improvements & General Sullivan Bridge
		Notes taken by:	VHB

The NH Department of Transportation hosted a public informational meeting regarding the on-going Spaulding Turnpike Improvements (Newington-Dover 11238). The meeting opened at 6:40 pm, with Keith Cota, Peter Walker, Greg Goodrich and Dave Smith presenting slide show and discussing project information. (See Attachment A.)

Keith Cota, NH Department of Transportation (NHDOT) Chief Project Manager, welcomed the audience and introduced the project team. He called attention to the project plans and provided a general description of the overall Newington-Dover project. He indicated that the focus of the meeting was to have a discussion on the General Sullivan Bridge (GSB), also known as "Contract S." The Department is considering options for maintaining a bicycle and pedestrian connection between Newington and Dover, including the potential rehabilitation of the GSB. However, because the rehabilitation of the GSB may not be possible, the Department has initiated a "Supplemental Environmental Impact Statement" (SEIS) to examine alternatives for the bicycle and pedestrian connection.

Mr. Cota then reviewed the evening's agenda, and proceeded to describe the future layout of the roadway network after the project is completed. Mr. Cota reviewed the contract breakout and schedule, and noted that available funding had constrained the project schedule. He reported that construction of "Contract Q" in Dover is on-going, and that traffic patterns would change when that work is completed and the expanded Little Bay Bridge would be fully open.

Mr. Cota reviewed the project website and showed members of the public how they can stay informed on upcoming meetings and where they can submit questions and download the 2007 Final Environmental Impact Statement (FEIS). Mr. Cota highlighted a new special link to the General Sullivan Bridge webpage.

Mr. Cota explained that project information is available via twitter, message boards, and Facebook. He described NHDOT's Real-Time Traffic Management System to alert people on traffic travel times. Mr. Cota then turned it over to Peter Walker of VHB for a discussion of the General Sullivan Bridge Supplemental Environmental Impact Statement (SEIS).

Mr. Walker described the following:

- A general description of the GSB,

- Historic characteristics of the bridge, noting that it is eligible for the National Register of Historic Places, and
- The Section 106 and Section 4(f) aspects of the project.

Mr. Walker explained that options for the GSB were reviewed in a 2007 Final Environmental Impact Statement and the 2008 Record of Decision (ROD) which were produced by NHDOT and the FHWA under the "National Environmental Policy Act" (NEPA). In the ROD, NHDOT and FHWA committed to maintain pedestrian/bicycle connectivity between Dover and Newington, and to accomplish that by rehabilitating the GSB. This was memorialized in a Section 106 Memorandum of Agreement (MOA) between FHWA, NHDOT, and NHDHR. The MOA allowed some limited changes to the bridge including things like removal and replacement of the deck and floor system, replacement of rivets, and removal of the north embankment and portions of the north abutment.

Mr. Walker continued to elaborate on the commitment to rehabilitate the GSB. He reviewed the work done to date that has been completed toward that end. Inspections and studies of the current bridge condition were completed from 2009 to 2016 to prepare for the final design of the rehabilitation project. A Type Span and Location (TSL) Study was recently completed in 2017. These studies indicated that the bridge was more deteriorated than originally thought when completing the 2007 FEIS. It was clear that the rehabilitation would have very high costs, would carry high risks, and would have a limited life span compared to other options. As a result of these studies, NHDOT and FHWA determined that further evaluation of rehabilitation and other alternatives is warranted. This evaluation will occur within the framework of a Supplemental Environmental Impact Statement (SEIS) for the GSB.

Mr. Walker reviewed the purpose and process for completing a SEIS. He called the attendees' attention to the two-page draft Purpose and Need document (See Attachment B) and summarized the current understanding of the Purpose and Need. He noted the following:

- NHDOT and VHB are looking for comments and feedback on the Purpose and Need;
- NHDOT is aiming for a supplemental ROD in December 2018;
- NHDOT will be collecting more data for presentation/analysis in the SEIS; and
- Public participation is core to the Environmental Impact Statement (EIS) process.

Mr. Walker reviewed the public participation process and milestones, as well as the Section 106 regulatory process. He informed attendees that, under Section 106, interested persons or organizations may request "Consulting Party" status from FHWA; anyone interested in being a Consulting Party should talk to Jamie Sikora from FHWA. He then called attention to the Section 106 consultation process handout/pamphlet. He then introduced Greg Goodrich of VHB to discuss bridge alternatives under consideration.

Mr. Goodrich provided an overview of the "reasonable range of alternatives" for the SEIS. These include:

- Rehabilitation
- Complete superstructure replacement
- Partial rehabilitation
- Complete bridge replacement
- Reconfiguration and widening of the Little Bay Bridge

Mr. Goodrich explained the span designations along the GSB and defined what "rehabilitation" means in this context. Rehabilitation is extensive and involves bridge deck work but also bridge truss work. He reviewed each of the general alternatives that the SEIS would evaluate, and explained the differences and advantages of each.

Mr. Goodrich provided a description of the following:

- Prior evaluation efforts as part of the TSL:

  - NHDOT found that the truss rehabilitation alternative was a costly option regarding upfront costs and lifecycle costs.
  - Numbers and evaluation criteria will be revised and re-evaluated moving forward.
  - The TSL and other studies only resulted in a preliminary finding/estimate.
- Proposed reconfiguration options for the southbound side of the Little Bay Bridge (LBB).
- The existing configuration.
- Conceptual overview of how the bridge might be altered or widened.

Mr. Goodrich noted that in subsequent meetings more information and details will be shared as these alternatives are refined. He then turned the presentation back to Mr. Cota.

Mr. Cota explained that NHDOT is seeking public input on the alternatives to be included in the SEIS, including any additional alternatives that should be evaluated that were not identified in Greg's presentation.

He then provided a review of the status of each construction contract, including Contract L (rehabilitation of the new LBB), Contract M (Newington side), and Contract O (rehabilitation of the old LBB), Contract Q (Dover side). He provided additional specifics on Contract Q, including geotechnical findings, construction techniques to address the underlying marine clay, sound wall construction update, Exit 6 bridge abutments, Exit 6 bridge girders, and roadway construction.

Mr. Cota provided detail on the construction phasing of the bridge in coordination with the connecting roadways, and provided more extensive detail on roadway phasing. One limitation is the Turnpike Capital Improvement Funding – as part of the funding, NHDOT could only move forward when the revenue was available. This delayed the timing of Contract Q so this delayed the work by about one year. NHDOT anticipates putting traffic on new LBB northbound no later than Spring 2019.

David Smith, NHDOT Assistant Director of Turnpikes, provided information on some of the upcoming turnpike projects. These projects include electronic tolling and the construction of a new maintenance facility in Newington. He showed where the proposed maintenance facility would be located (at the old drive-in movie theater site). Construction on the proposed maintenance facility is anticipated to start in Summer/Fall 2019. He provided information on the existing maintenance shed in Dover.

Mr. Smith reviewed the existing Dover Toll Plaza and the costs associated with rehabilitating the toll plaza and existing operational challenges with Exit 6. Rehabilitation does not improve mobility through the plaza. Mr. Smith described the alternatives assessment process that the Bureau of Turnpikes used to decide what to do, and that the Bureau of Turnpikes recommended open road tolling. He described the differences between open road tolling (ORT) and all electronic tolling (AET), and noted that this decision comes down between the two. ORT is more expensive upfront and has a better collection efficiency. He reviewed more of the pros and cons and ways that the shortfalls could be mitigated.

Keith Cota then opened the meeting to public questions and comments. Mr. Cota asked that people wishing to ask a question or make a comment identify themselves for the meeting notes.

A commenter asked about the Massachusetts Department of Transportation's (MassDOT) experience with "toll leakage."

Mr. Smith answered that NHDOT has learned from the Tobin Bridge it was right around 5 percent which is typical for an AET system. The statewide information is too young to trust or to be reliable. The Turnpike Bureau has found that a four percent to six percent range is typical nationwide.

Senator David Watters thanked the presenters, and said the quality of the work has been great so far. The Senator stated that there is a bedrock principle for the GSB that there must be a crossing for pedestrians and cyclists. The biggest concerns are the taxpayer dollars. He also noted concerns that the original EIS did not

include ongoing maintenance costs for the GSB. The Senator asked that NHDOT consider the life-safety costs of each proposal, and encouraged having AET in the 10-year highway plan.

Mark Blumenthal commented on AET versus ORT, and asked if there is information on the numbers for the toll workers; he is interested in seeing the cost differential.

Mr. Smith responded that with AET, the tolls would transition to an office operation instead of on-road collections. The Bureau of Turnpikes has about 100 full time employees and 100 temporary; the temporary workers wouldn't be required, and a portion of the 100 full time employees would move to the back office. NHDOT does not know what that difference is yet.

Mr. Blumenthal expressed concern over salt usage and salt mitigation, noting that safety should be considered.

Mr. Smith responded that, as with any project NHDOT undertakes, there will be an environmental review process assessing all aspects. Unfortunately, NHDOT can't answer that yet.

A member of the public asked if there is a contingency plan in the event that the GSB deteriorates rapidly and must be demolished or closed. Will there be some sort of shuttle system or something if the bridge should go down?

In response, Mr. Cota said that NHDOT stated that the bridge will be closed if there is any safety risk. At that time, contingencies would be evaluated, but NHDOT would work with the communities and resources available to come up with a solution.

William Fralick asked, regarding the new traffic circle on US 4 in Dover, how would NHDOT get the cyclists/pedestrians through them safely?

In response, Mr. Cota stated that as part of the roundabout layout (hybrid roundabout), this location will, on the west approach, have pedestrian crossing signals at that location (from Spur Road to the westerly side to Boston Harbor Road). Cyclists will have an option of riding with traffic or dismounting on the sidewalk, crossing on the crosswalk, and getting back on the Boston Harbor Road side.

Ian Sleeper, who represents the New Hampshire Seacoast Area Bike Riders (SABR), presented a petition urging NHDOT to consider a protected temporary bike lane on GSB (See Attachment C).

Karen Saltus followed up on Ian's comment by presenting a 16-point list on the benefits of a multi-use path across the bay as well as a letter from the City of Portsmouth (See Attachment D). A key concern of Karen's was that a connection should be maintained during construction; she argued that the shuttle system used during construction of the Memorial Bridge did not work effectively. Cyclists are passionate about opening a bike lane on the LBB during construction.

In response Mr. Cota noted that NHDOT needs to consider the operational costs but also the fixed cost. There may need to be a balance between costs and public inconvenience.

Stephen Huntress mentioned that there is a new traffic circle in Kittery that doesn't work because everyone expects people to be using the paths. Cyclists riding in traffic are then at risk, which creates an issue.

Buster Miller expressed concern with a shuttle across the LBB. When you talk about the hardship and costs of providing access over the bay, you're talking about people coming from further north who would not want to take a bus. A bus wouldn't really serve the community in the same way because it serves a different function. Having used the bus during Memorial Bridge construction, Mr. Miller felt it wasn't very good at serving the need.

William Kennedy requested clarification on the proposed alternatives and an explanation of why these were not alternatives in the original FEIS.

In response, Mr. Goodrich said it has been necessary to take a second look at the FEIS alternatives from an engineering perspective; it's something that NHDOT and VHB will evaluate as part of this process. There are certainly challenges, and NHDOT and VHB will present further details on the alternatives at the next meeting.

Mr. Cota responded that NHDOT heard an interest in exploring an alternative that would construct a path on the LBB, and that's what this SEIS will evaluate. He noted that this alternative may require demolition of the GSB (including foundations because of the conditions in the Coast Guard Permit). If NHDOT considers a minimal expansion (such as 5 feet), then it might be possible. If NHDOT considers a wider width for a full multi-use path, then the project will require higher costs and more complicated engineering.

A commenter mentioned that the goal is to have access and not just a shuttle. There are many people that need something they can rely on and not something to wait on by the hour. The commenter asked how many times per hour would a shuttle run? Also, having jersey barriers to allow constant access across, would it be on the left side of the bridge or right?

In response, Mr. Cota reviewed the graphic and identified where a barrier might be constructed in or around the shoulder under the minimal bike/pedestrian way scenario.
A commenter noted that traffic will only get worse, and there will be more people turning toward alternative transportation. Therefore, they advocate for a temporary bike lane on the LBB if possible. In response, Mr. Cota mentioned that NHDOT does not have information on how a shuttle would work right now. NHDOT would work with the community at that time.

Karl Leinsing noted that he appreciates the openness regarding AET. He reported that people can still use cash with AET (correction); one can get EZ-Pass anonymously or using cash. In terms of the GSB, he mentioned his support of the widening option, and that the opportunity to save the historic GSB has come and gone. He thinks that widening the LBB will be the best cost option. As for the shuttle, he said that most people would likely be fine with a jersey barrier separation and doesn't understand why a lane would need to be lost since it's a temporary barrier. He suggested seeing an option of 5 feet and then another option at 12-foot. Mr. Leinsing stated that he had not heard anyone argue to save the GSB.

Mr. Cota noted that the question is really whether it has reached a point where there is no feasible alternative. Because of the commitments made as part of the 2007 FEIS, NHDOT and FHWA must re-evaluate whether there are other reasonable and feasible alternatives. As part of the federal process, NHDOT will consider a number of things including cost, the opinions of Consulting Parties and Participating Agencies, and the State Historic Preservation Office. NHDOT will be having meetings and move forward with evaluating and comparing alternatives, and then will come back to the natural resource agencies and then the cultural resources agencies to try to get a consensus as to what the solution will be.

A commenter asked, will NHDOT lose federal funding if the historical aspects of the bridge are not preserved?

Mr. Cota responded that it would not for this project.

Marcia Gasses stated that, regarding AET in the location it is shown, noise carries and local residents can hear the tolls. Marcia would support AET to keep the traffic moving and less people slowing down.

Chris Webb said General Sullivan would say it's okay to demolish the bridge.

Peter Markos said that nothing much has been said about the substructure for GSB. Could there be a narrow bridge retained on the foundations?

Mr. Cota responded that NHDOT found that the piers are in good shape. NHDOT is going to get an additional 75 service years out of the piers. For rehabilitation or replacement, NHDOT is looking at the

width of the bridge, and is considering a 21-foot-wide bridge or a 16-foot-wide bridge. The larger bridge allows access by an ambulance.

A commenter questioned the time and costs.

In response Mr. Cota reviewed the cost and timeline table tradeoffs and explained the benefits and costs for using those existing piers in construction.

Jon Mullen said that he crosses the bridge daily, and personally would like to keep the bridge. He was disappointed in the amount of information presented in the meeting and would like to see more information about the future plan, such as how long will it take and what the public will do in the interim (if the GSB is closed for 3 years).

In response, Mr. Cota clarified the difference between prior public information meetings and this one. He mentioned that this meeting intends to give an overview of the process, and an overview of the alternatives that will be evaluated in this process. He reviewed the projected timeline. NHDOT needs to go through a process to evaluate what option/alternative is the best. NHDOT's focus has been on the turnpike system itself. The GSB has not been forgotten; there were several detailed inspections to understand the risks and challenges in rehabilitating the bridge. NHDOT has limited access on the bridge because of safety concerns. The investment and maintenance of these bridges has been a challenge for NHDOT.

A commenter questioned what the environmental impact would be if the piers were removed, and asked for clarification on what would happen to trees if the southbound traffic were moved to the west.

Mr. Cota, responded that if the alternative selected removes the piers, then the potential impact would be evaluated as part of the environmental evaluation, including what would happen to various resources (habitat, flow, siltation, etc.). The project does not propose any removal of trees or similar work. He revisited the description of work phasing for roadways. The westernmost section becomes the two-lane on-ramp.

A commenter recommended continuing to use the concrete structure built in 2011. Based on the photos of the GSB – eventually it'll need to be rehabbed or come down.

Dave Bovee reported no preference for how bikes and pedestrians get across the span. He questioned AET concerns with affordability for low income individuals and reliability with rental vehicles.

Dennis Shanahan recommended building a path on each side of the bridge instead of having it all on one side of the bridge. He recommended saving any characteristics of the GSB on the existing bridge (like the arch) or some other feature that the SHPO could sign off on.

In response, Mr. Cota mentioned the NHDOT acknowledges that a couple of the alternatives look at restoring portions of the GSB. Mr. Shanahan clarified that he meant tearing down GSB, but then having something cosmetic or aesthetic added to the new bridge. Jill Edelmann, NHDOT Cultural Resources Manager, provided information on the Section 106 mandates to avoid, minimize, and then mitigate, and clarified that "mitigating" comes at the very end.

Josie Bloom noted that the public can go to Walmart or CVS to get an AET transponder. She also requested that the Department post more detailed drawings than the project overview plan on the website.

In response, Mr. Cota mentioned that detailed drawings can be found on the Department's website. Also, his contact information can be found on the website and the commenter can email him or give him a call.

Brent Bell said that the proposed temporary shuttle solution would be very problematic for a number of people. Many times, people cycle in groups, and shuttles don't accommodate that. Seems unfair that there is room for cars, but not for cyclists. This is a beautiful area to cycle, and the jersey barriers would be okay for people.

Tara Mullen noted that communities that have maintained their historical resources and are connected for bicycles and walkers are important to attract young people to the state, and NH is an aging state. She noted that convenience and safety should be high priorities, but asked NHDOT to not overlook tourists and younger people.

Robert Atkinson mentioned he prefers keeping the cash payment option for tolling. Mr. Atkinson's main concern with AET is the privacy issues and hacking risks. Regarding GSB, he recommended looking at Long Bridge in Boston Harbor and asked about rust flaking off the GSB into the river.

Mr. Cota responded that NHDOT doesn't have any current plans to address the rust issues.

Mr. Cota closed the meeting by reviewing the next steps for developing and screening alternatives. He mentioned that NHDOT would be coming back in late summer to present alternatives and preliminary findings.

Following the meeting, a letter was submitted from the City of Portsmouth Planning Department expressing support for providing a protected bike path on the west side of Little Bay Bridge during construction. (Attachment E)

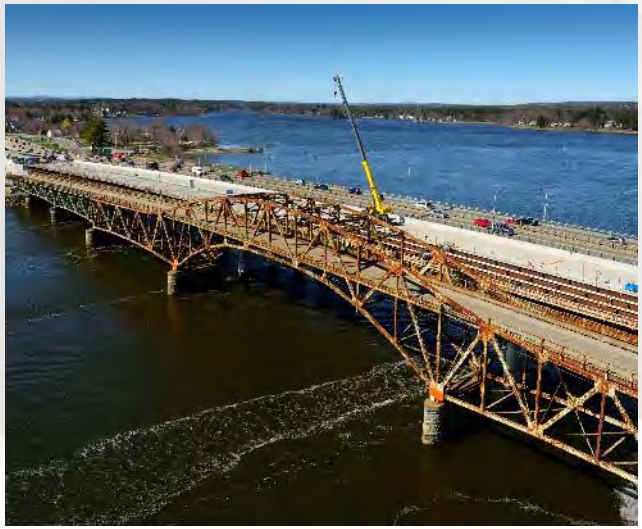
Attachments:
A – Public Informational Meeting Slides
B – Draft Purpose and Need Statement
C – Seacoast Area Bike Riders Petition
D – Seacoast Area Bike Riders Document, *Benefits of Multi-Use Path Across Little Bay*
E – Letter from Portsmouth Planning Department

These notes are an attempt to summarize the discussions held during this meeting as accurately as possible. If there are any items discussed herein that are misrepresented in any way, please contact Peter J. Walker (pwalker@vhb.com) within ten working days. In the absence of any corrections or clarifications, it will be understood that these notes accurately summarize the discussions at the meeting.

Newington-Dover

Improvements to NH Rte. 16 / Spaulding Turnpike / General Sullivan Bridge

Public Informational Meeting
Dover City Hall
January 30, 2018



U.S. Department of Transportation
Federal Highway Administration

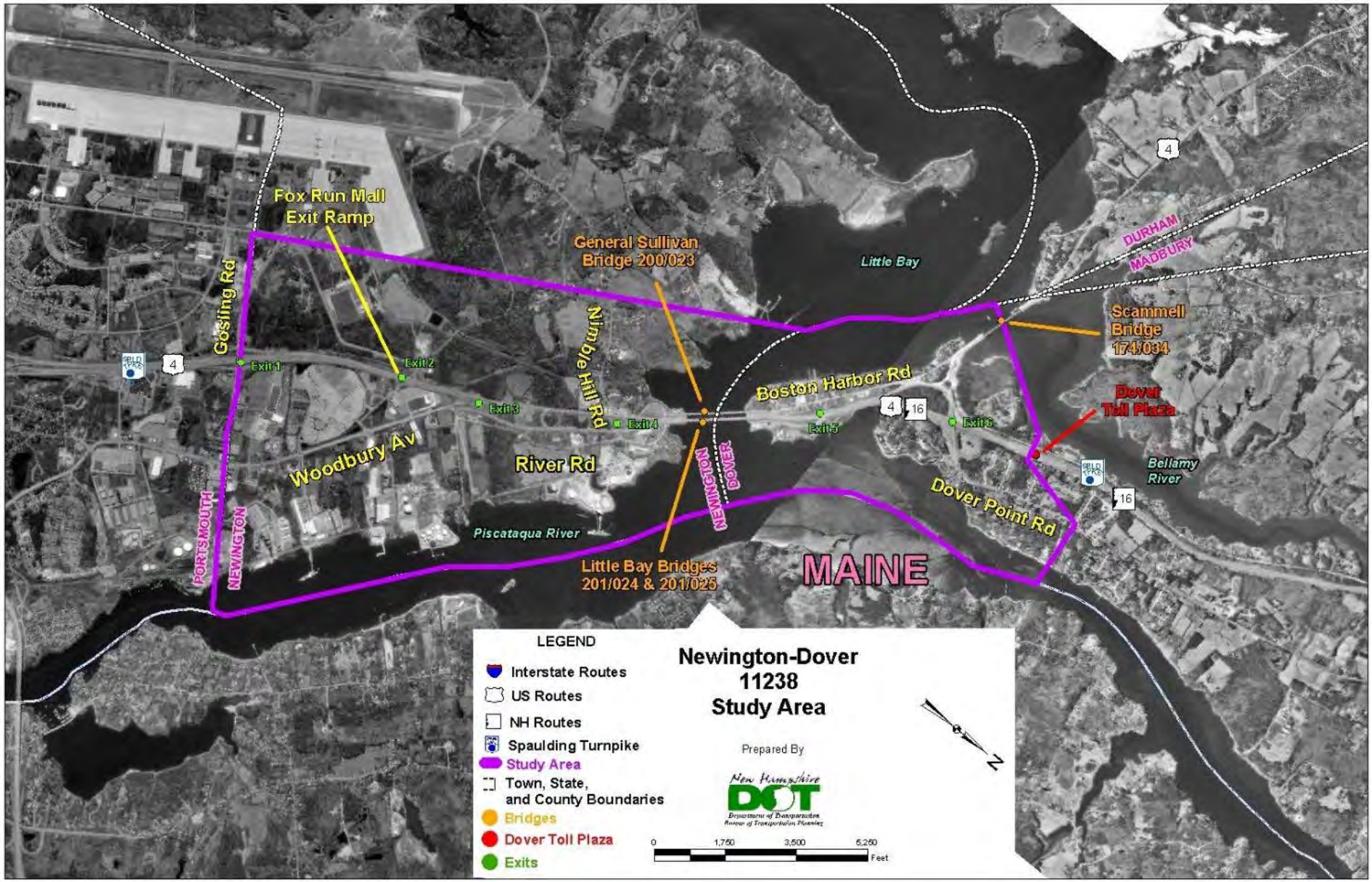
New Hampshire DOT
Department of Transportation

Meeting Agenda

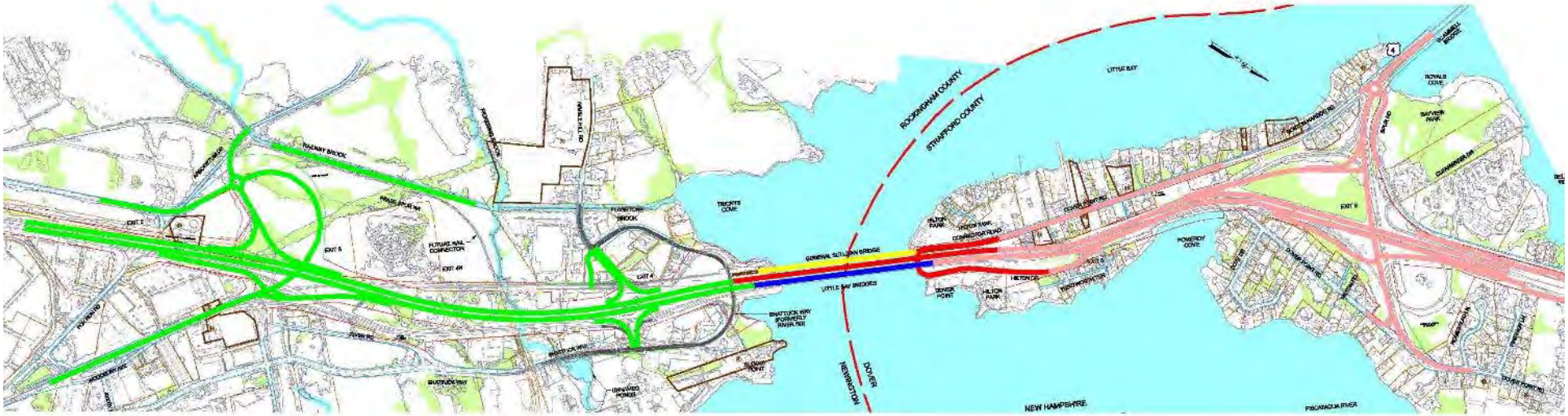
- Project Overview
- General Sullivan Bridge
  - NEPA Supplemental EIS/4(f) Evaluation/Section 106 Consultation
  - Alternatives to be Evaluated
- Project Update by Contract
- Upcoming Turnpike Projects
  - Newington Maintenance Facility
  - Dover Open Road Tolling

Project Overview

Project Area



Contract Breakout & Schedule



CONSTRUCTION SCHEDULE

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
CONTRACT L					$57.5 M								
CONTRACT M							$47.5 M						
CONTRACT O									$21.9 M				
CONTRACT Q												$70.6 M	
CONTRACT S													$32.6 M
DOVER TOLL PLAZA													$13.0 M
NEWINGTON MAINTENANCE SHED											$6.0 M		

New Hampshire DOT
Department of Transportation

Project & Construction Outreach

Website: www.newington-dover.com

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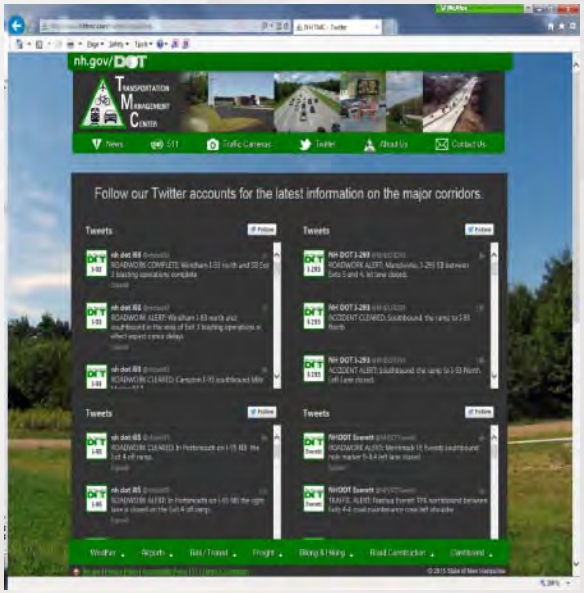
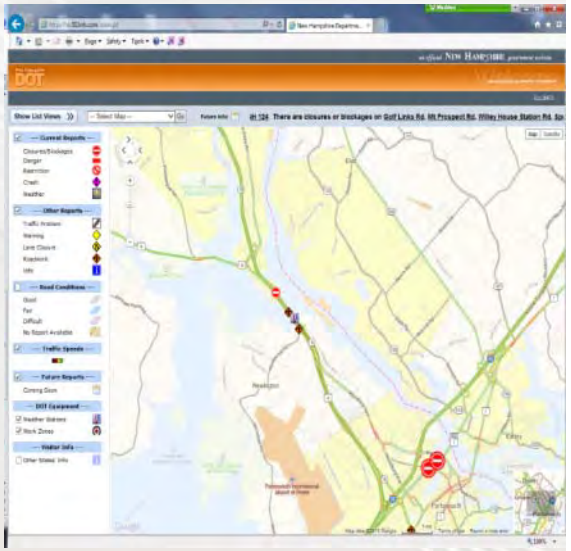
Construction Outreach

- For traveler/real-time information, please visit www.nhtmc.com.



Twitter

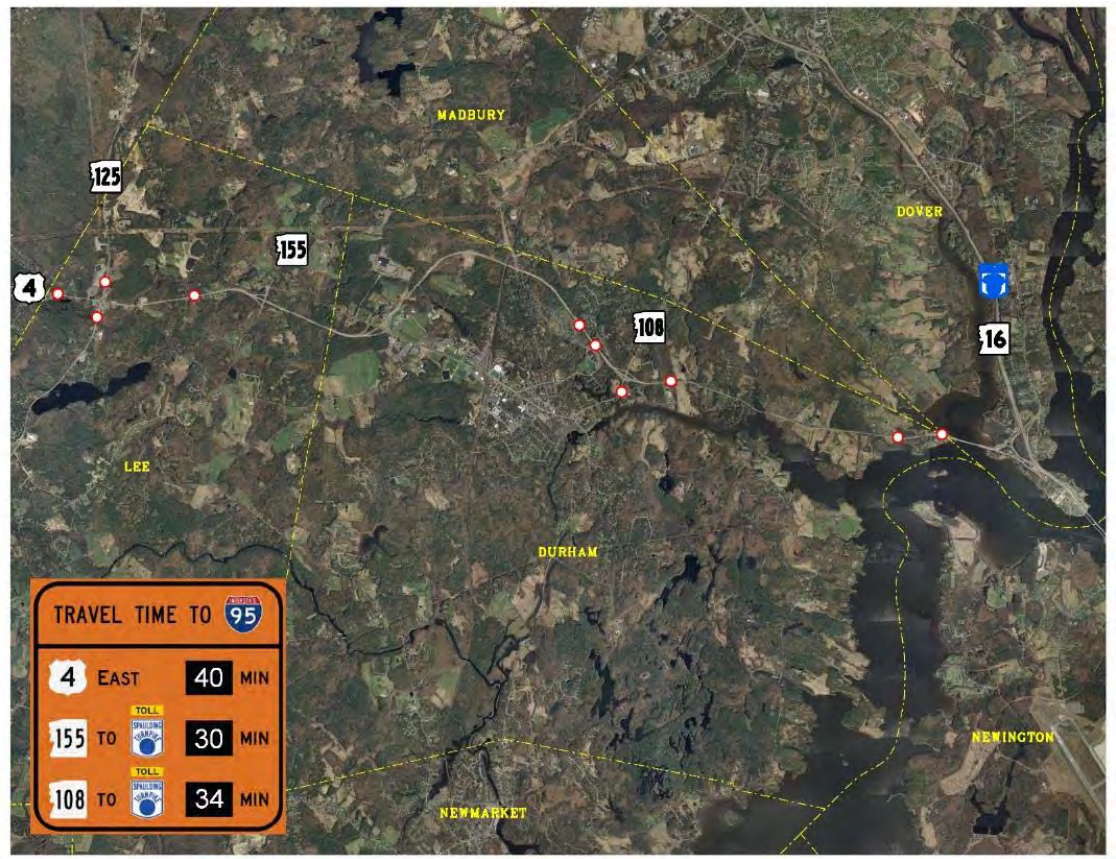
TRANSPORTATION MANAGEMENT CENTER
real-time traffic and travel info
www.nhtmc.com



Traffic Cameras

New Hampshire DOT
Department of Transportation

Real-Time Traffic Management System



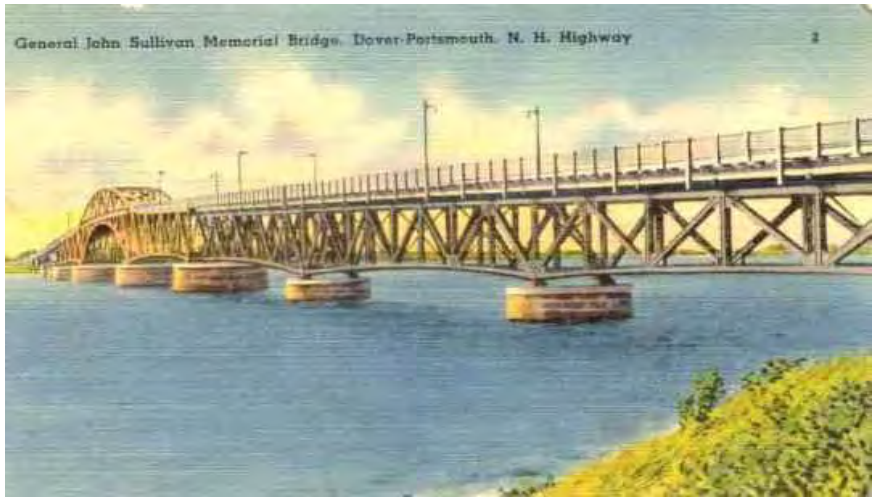
New Hampshire DOT
Department of Transportation

Contract S –
General Sullivan Bridge

Contract S
General Sullivan Bridge

GSB is a Historic Structure

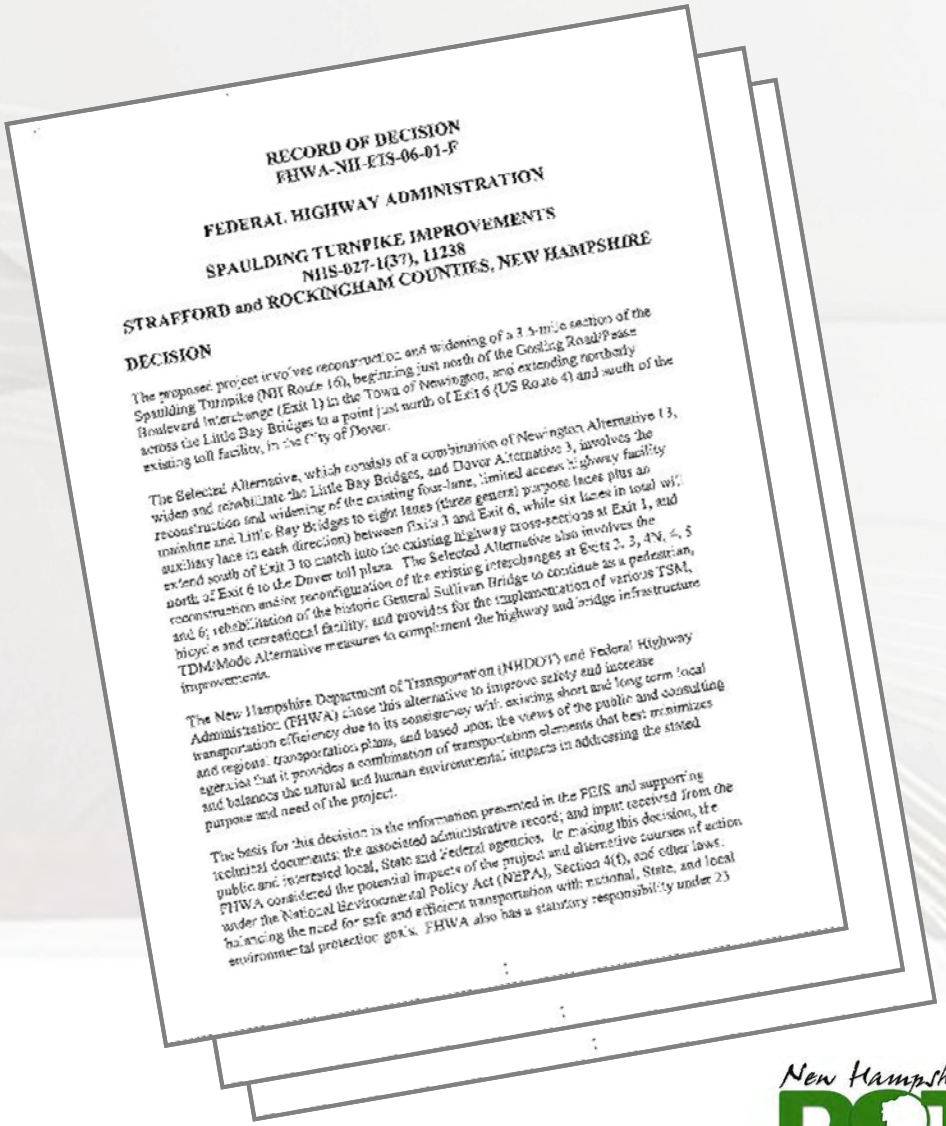
- Eligible for listing on the National Register of Historic Places
- Significant at both the state and national levels
- Protection under federal law for eligible properties are:
  - Section 106 of the National Historic Preservation Act
  - Section 4(f) of the USDOT Act
- Historic Preservation under NH Law:
  - RSA 227-C:9 Directive for Cooperation in the Protection of Historic Resources



2008 NEPA Record of Decision

GSB Commitments:

- Maintain bicycle and pedestrian access
- Rehabilitate the GSB



RECORD OF DECISION
FHWA-NH-EIS-06-01-F

FEDERAL HIGHWAY ADMINISTRATION

SPAULDING TURNPIKE IMPROVEMENTS
NHS-027-1(37), 11238
STRAFFORD and ROCKINGHAM COUNTIES, NEW HAMPSHIRE

DECISION

The proposed project involves reconstruction and widening of a 3.5-mile section of the Spaulding Turnpike (NH Route 16), beginning just north of the Gosling Road/Peace Boulevard interchange (Exit 1) in the Town of Newington, and extending northerly across the Little Bay Bridges to a point just north of Exit 6 (US Route 4) and south of the existing toll facility, in the City of Dover.

The Selected Alternative, which consists of a combination of Newington Alternative 13, widen and rehabilitate the Little Bay Bridges, and Dover Alternative 3, involves the reconstruction and widening of the existing four-lane, limited access highway facility mainline and Little Bay Bridges to eight lanes (three general purpose lanes plus an auxiliary lane in each direction) between Exits 3 and Exit 6, while six lanes in total will extend south of Exit 3 to match into the existing highway cross-sections at Exit 1, and north of Exit 6 to the Dover toll plaza. The Selected Alternative also involves the reconstruction and/or reconfiguration of the existing interchanges at Exits 2, 3, 4N, 4S, 5 and 6; rehabilitation of the historic General Sullivan Bridge to continue as a pedestrian, bicycle and recreational facility, and provides for the implementation of various TSM, TDM/Mode Alternative measures to complement the highway and bridge infrastructure improvements.

The New Hampshire Department of Transportation (NHDOT) and Federal Highway Administration (FHWA) chose this alternative to improve safety and increase transportation efficiency due to its consistency with existing short and long term local and regional transportation plans, and based upon the views of the public and consulting agencies that it provides a combination of transportation elements that best minimizes and balances the natural and human environmental impacts in addressing the stated purpose and need of the project.

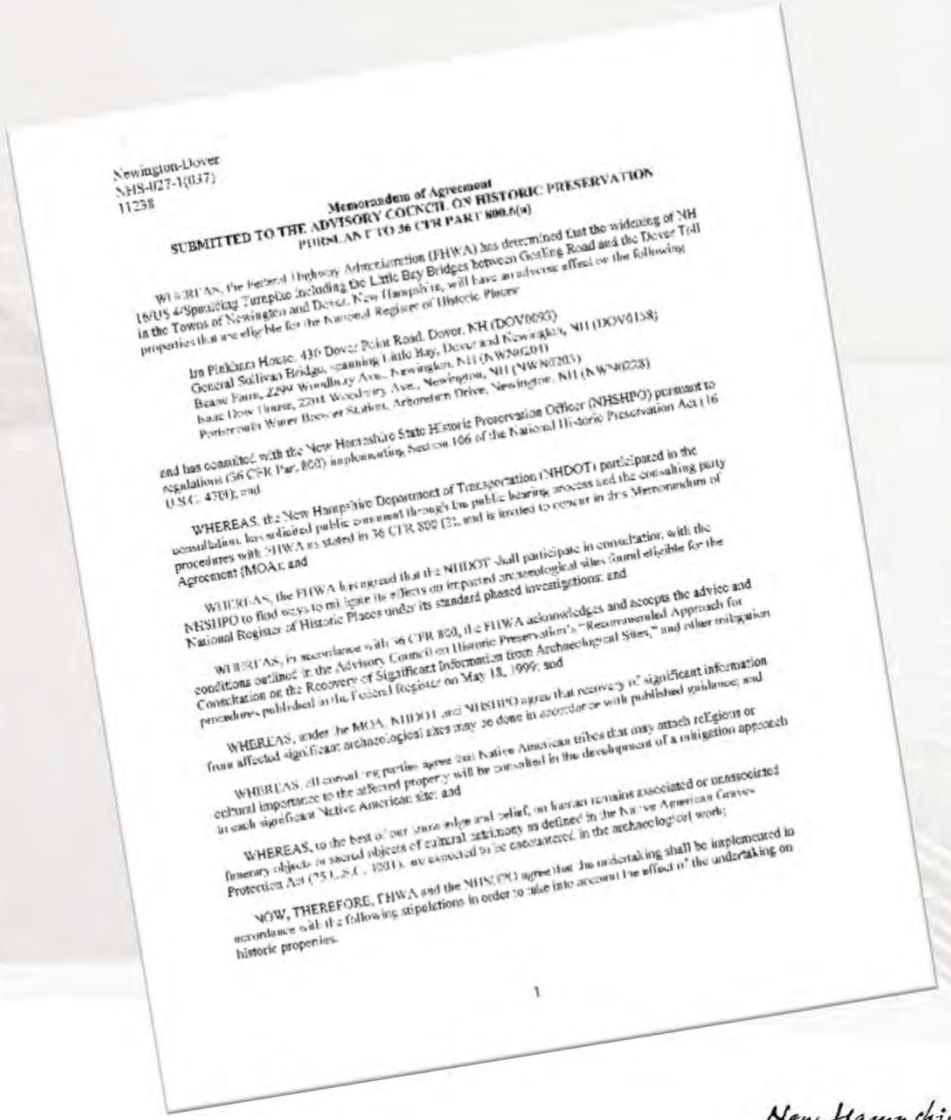
The basis for this decision is the information presented in the FEIS and supporting technical documents; the associated administrative record; and input received from the public and interested local, State and Federal agencies. In making this decision, the FHWA considered the potential impacts of the project and alternative courses of action under the National Environmental Policy Act (NEPA), Section 4(f), and other laws, balancing the need for safe and efficient transportation with national, State, and local environmental protection goals. FHWA also has a statutory responsibility under 23

New Hampshire DOT
Department of Transportation

2008 Memorandum of Agreement

Record of Decision (ROD) Incorporated:

- Section 106 Memorandum of Agreement
- Section 4(f) Evaluation



Newington-Dover
NHS-U27-1(037)
11238

Memorandum of Agreement
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR PART 800.6(a)

WHEREAS, the Federal Highway Administration (FHWA) has determined that the widening of NH 16/US 4/Spaulding Turnpike including the Little Bay Bridges between Gosling Road and the Dover Toll in the Towns of Newington and Dover, New Hampshire, will have an adverse effect on the following properties that are eligible for the National Register of Historic Places:

Jo Pinkham House, 430 Dover Point Road, Dover, NH (DOV0693)
General Sullivan Bridge, spanning Little Bay, Dover and Newington, NH (DOV0158)
Beane Farm, 2299 Woodbury Ave., Newington, NH (NWN0201)
Isaac Dow House, 2301 Woodbury Ave., Newington, NH (NWN0203)
Portsmouth Water Booster Station, Arboretum Drive, Newington, NH (NWN0228)

and has consulted with the New Hampshire State Historic Preservation Officer (NHSHPO) pursuant to regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the New Hampshire Department of Transportation (NHDOT) participated in the consultation, has solicited public comment through the public hearing process and the consulting party procedures with FHWA as stated in 36 CFR 800 (2), and is invited to concur in this Memorandum of Agreement (MOA); and

WHEREAS, the FHWA has agreed that if a NHDOT shall participate in consultation with the NHSHPO to find ways to mitigate its effects on identified archaeological sites found eligible for the National Register of Historic Places under its standard phased investigations; and

WHEREAS, in accordance with 36 CFR 800, the FHWA acknowledges and accepts the advice and conditions outlined in the Advisory Council on Historic Preservation's "Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites," and other mitigation procedures published in the Federal Register on May 18, 1999; and

WHEREAS, under the MOA, NHDOT and NHSHPO agree that recovery of significant information from affected significant archaeological sites may be done in accordance with published guidance; and

WHEREAS, all consulting parties agree that Native American tribes that may attach religious or cultural importance to the affected property will be consulted in the development of a mitigation approach to such significant Native American sites; and

WHEREAS, to the best of our knowledge and belief, no human remains associated or unassociated funerary objects or sacred objects of cultural patrimony as defined in the Native American Graves Protection Act (25 U.S.C. 3001), are expected to be encountered in the archaeological work;

NOW, THEREFORE, FHWA and the NHSHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

1

New Hampshire DOT Department of Transportation

Section 106 MOA - April 4, 2008

MOA requires rehabilitation of the General Sullivan Bridge, allowing for these activities:

- Removal and replacement of the deck and floor system
- Replacement of rivets with high strength bolts as necessary
- Removal of the north embankment and portions of the north abutment **(Completed 2011)**

New Hampshire DOT Department of Transportation

Preparing for Rehabilitation of the GSB

- **2009/2010**
  In-depth Inspection, Load Rating, & Deck Study

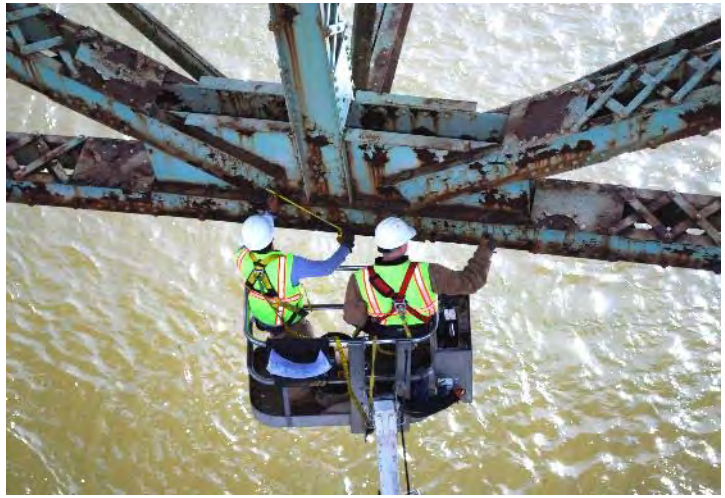
- **2014/2016**
  In-depth Inspections & Load Ratings

- **2017**
  GSB Type, Span, and Location Study

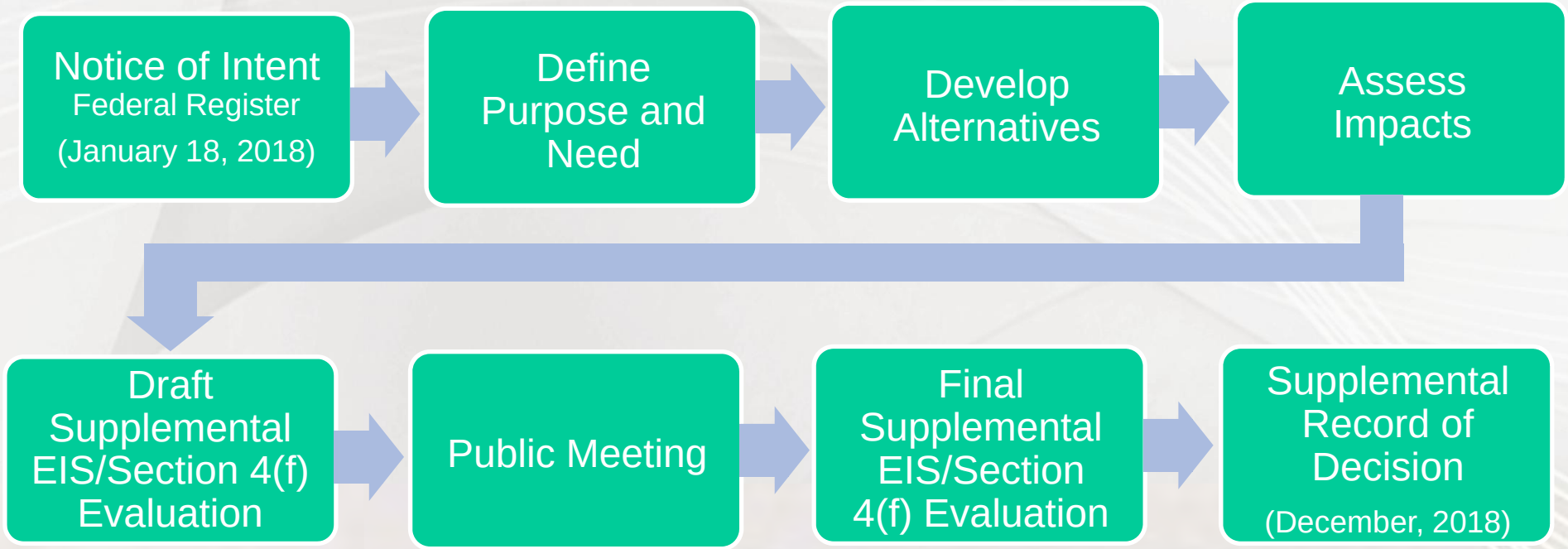
New Hampshire DOT
Department of Transportation

Assessing the Rehabilitation of the GSB

- In depth inspections and engineering analyses (2010-2017) found that rehabilitation:
  - Has high risk
  - Has high cost
  - Would provide limited service life
- Further evaluation of rehabilitation and other alternatives is warranted



Supplemental EIS



New Hampshire DOT
Department of Transportation

Supplemental EIS: Purpose and Need

Project Purpose

"To provide access and connectivity between Newington and Dover, across Little Bay, for non-motorized use."

Bicycle/Pedestrian Use

SUMMER 2016		
	DOVER END	NEWINGTON END
AVERAGE WEEKDAY	114	66
AVERAGE WEEKEND	145	86
AVERAGE DAILY	119	66

Data analysis is preliminary and subject to change.

Supplemental EIS – Public Participation

Public Participation is critical to the NEPA (SEIS) process, and required by Section 106 and Section 4(f)

Public Meeting #1
(January 30, 2018)

- Draft Purpose and Need
- SEIS Process
- Consulting Party Invitation

Public Meeting #2
(April/May 2018)

- Review Range of Alternatives
- Preliminary Alternatives Evaluation

Public Meeting #3
(August/Sept. 2018)

- Presentation of Preferred Alternative
- Public Input on Draft SEIS

New Hampshire DOT
Department of Transportation

National Historic Preservation Act Section 106 – Consulting Parties

Interested persons or organizations may request **Consulting Party** status from FHWA:

Jamie Sikora
Environmental Program Manager
Federal Highway Administration
NH Division Office
53 Pleasant Street, Suite 200
Concord, NH 03301
Jamie.Sikora@fhwa.dot.gov

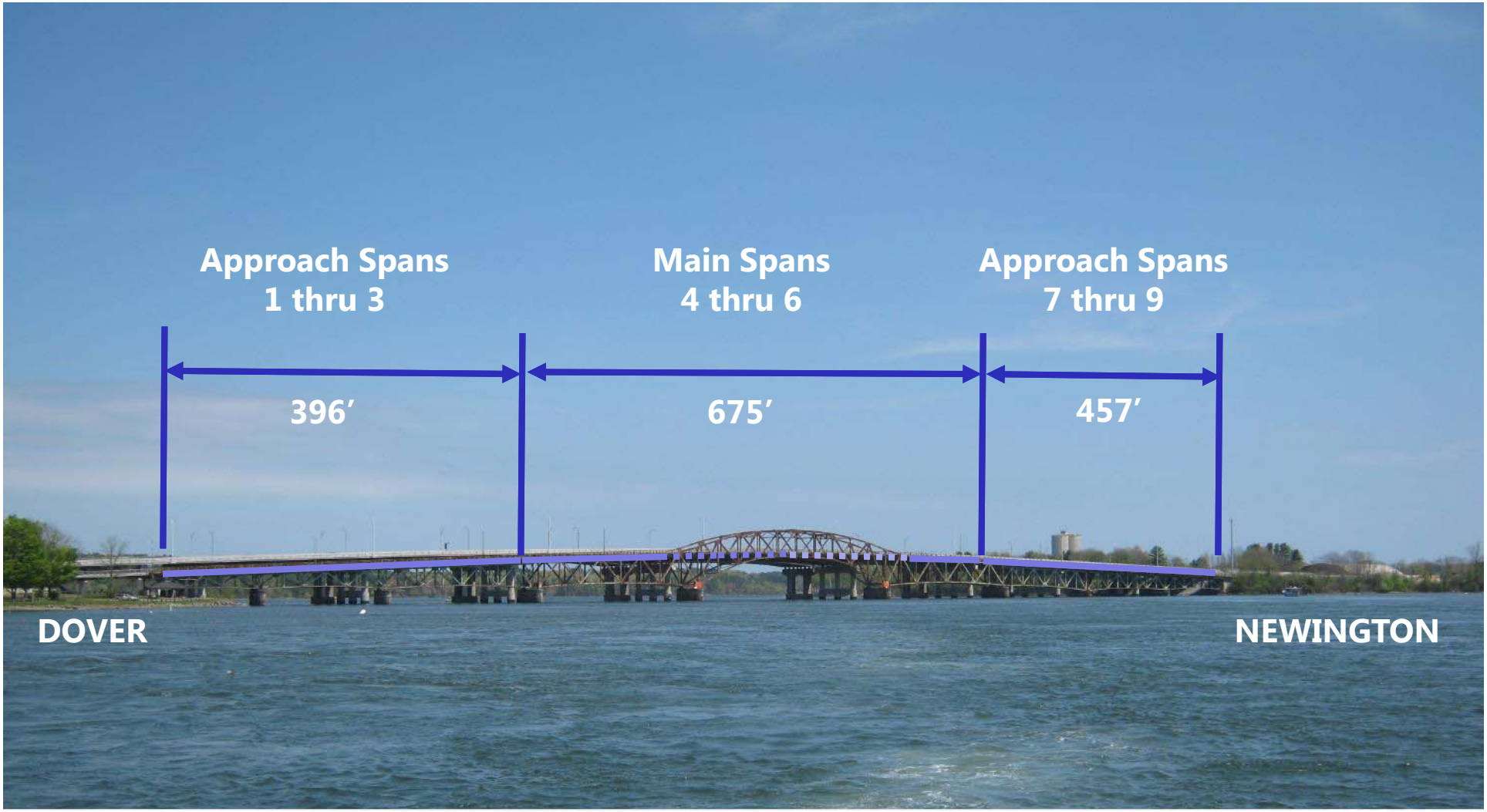
More Information:
https://www.nh.gov/dot/org/projectdevelopment/environment/units/program-management/cultural.htm

GSB Alternatives Currently Under Consideration

Reasonable Range of Alternatives

- Rehabilitation (Consistent with MOA)
- Complete Superstructure Replacement, Retain Substructure
- Partial Rehabilitation
- Complete Bridge Replacement (Including Substructure)
- Reconfigure/Widen Southbound Little Bay Bridge to Accommodate Bicycles/Pedestrian Use

New Hampshire DOT Department of Transportation



Rehabilitation Alternative

New Hampshire DOT
Department of Transportation

Existing Bridge

Rehabilitated Bridge (All Spans)

Complete Superstructure Replacement Alternative

New Hampshire DOT
Department of Transportation

Existing Bridge

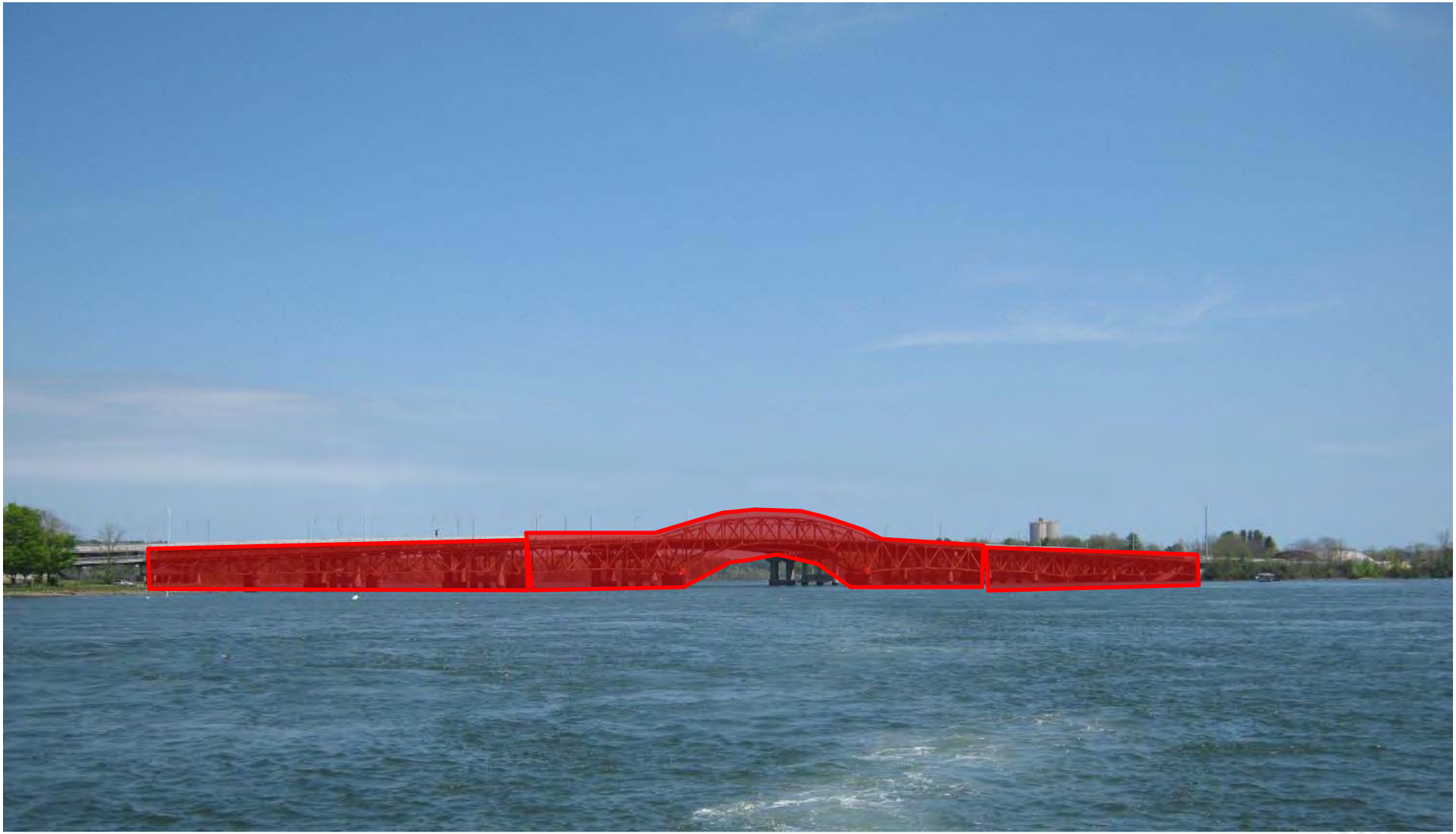
New Truss on Existing Piers

Partial Rehabilitation (New Approach Spans)

New Hampshire DOT
Department of Transportation

Existing Bridge

Rehabilitated Main Spans with New Approach Spans



Complete Bridge Replacement Alternative

New Hampshire DOT
Department of Transportation

Alternatives Evaluated in the T&L

Alternative	Cost	LCC (Present Value)	LCC (Constant Dollars)	Const. Risk	Duration	Historic Impact	Main-tenance
1A – Truss Rehab	$43.9 M	$53.9 M	$85.6 M			Low	High
2C – Truss Replacement	$32.6 M	$33.4 M			1-2 years	High	Mod.
3 – Approach Spans Replaced	$38.2 M			Moderate	2-3 years	Moderate	High

TO BE UPDATED

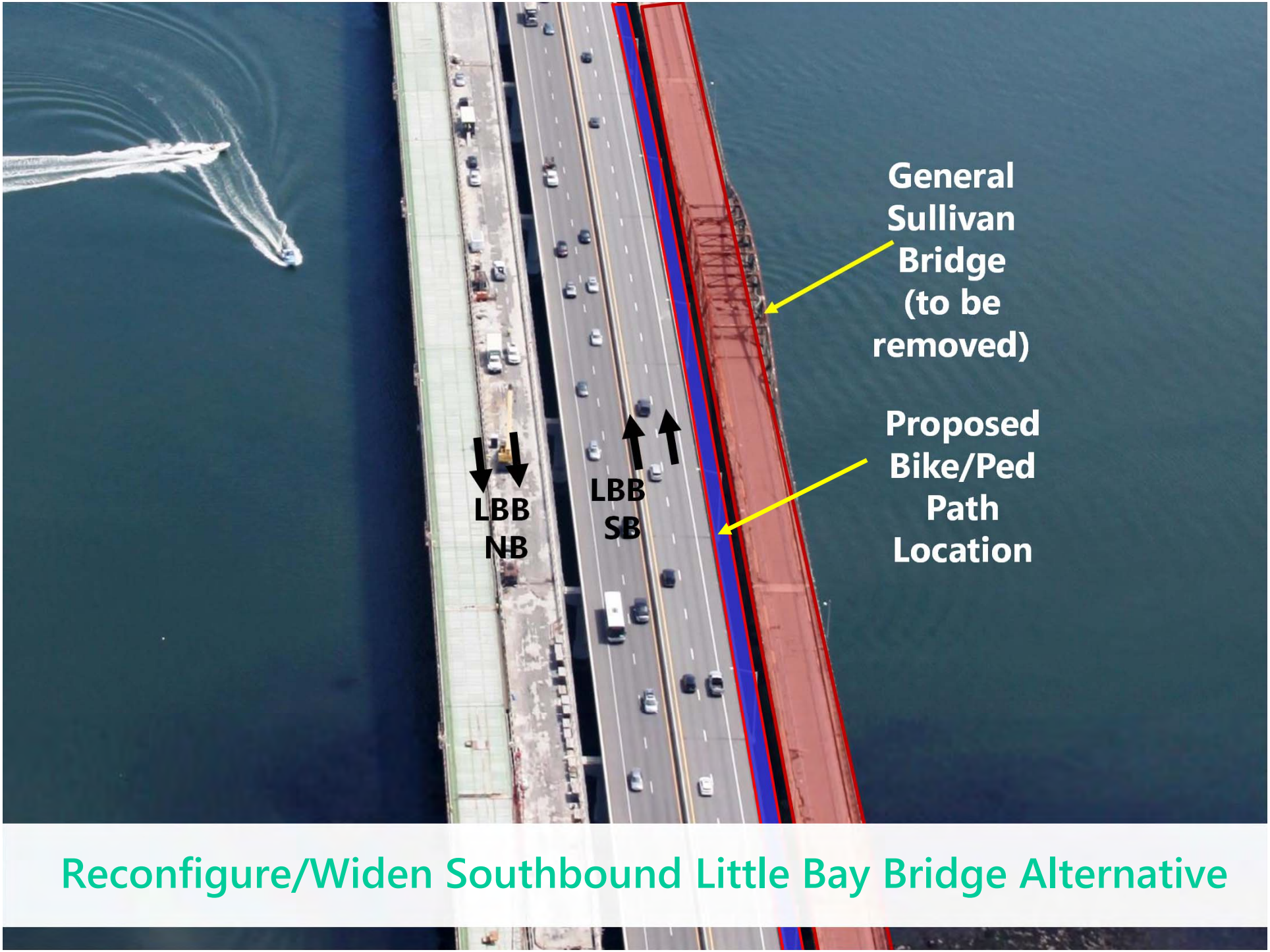
Alt ation consistent with MOA;

ss superstructure replacement is least cost with bridge lass and size (lowest capital and life cycle cost);

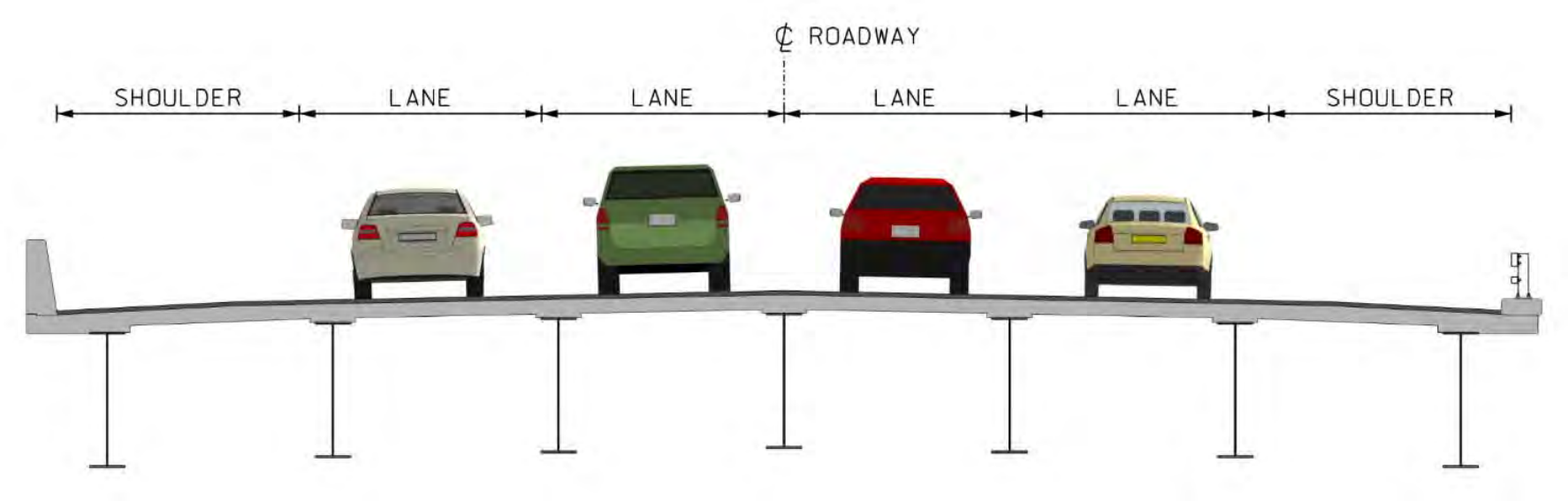
3 – Truss replacement of approach spans and rehabilitation of ch, continuous truss; and

ernative 4 – Not shown; complete bridge replacement; estimated cost of $42.2 M for comparison purposes.

New Hampshire DOT Department of Transportation

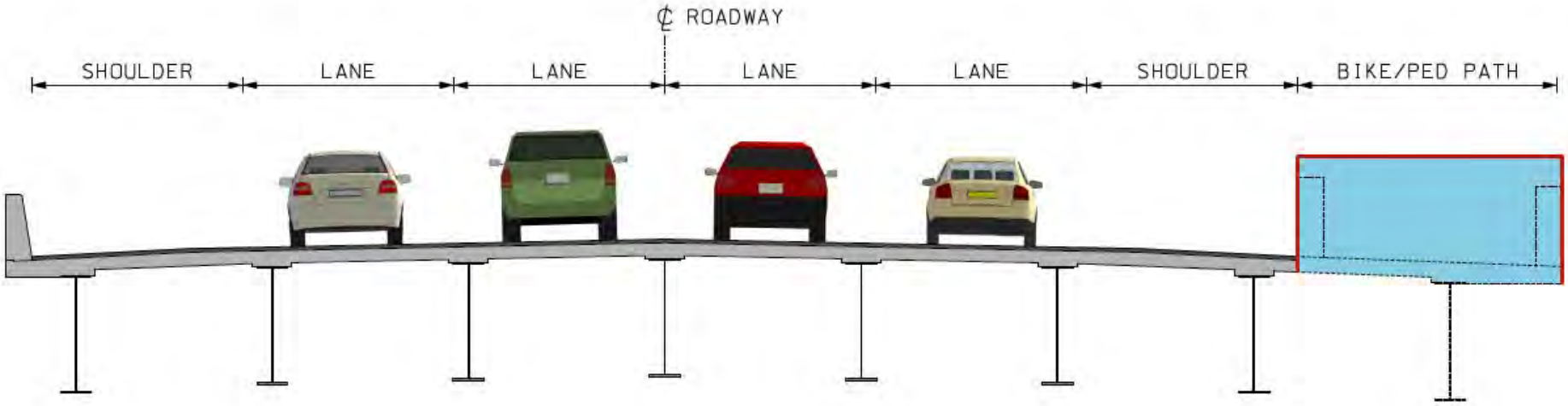


Reconfigure/Widen Southbound Little Bay Bridge Alternative



Existing Little Bay Bridge Section

New Hampshire DOT
Department of Transportation



Reconfigured/Widen to Accommodate Bike/Pedestrian

New Hampshire DOT
Department of Transportation

Construction Update

Contract L (Completed 2013)
New Little Bay Bridge

Contract M (Completed 2015)
Newington

Contract O (Completed 2017)
Rehabilitate Old Little Bay Bridge

New Hampshire DOT
Department of Transportation

Contract Q (COMPLETION 2020)

- **Provides a Full Service Interchange at Exit 6**
- **Eliminates Exit 5**
- **Introduces 2 Signalized Intersections for Exit 6 Ramps**
- **Roundabout Replaces Signalized Intersection at Boston Harbor Rd.**
- **Constructs 4 Soundwalls – N. and S. of: Exit 6 (SB), and; of the Dover Toll Plaza (NB and SB)**

New Hampshire DOT
Department of Transportation

Contract Q
Ground Improvements
Wick Drain Installations
3 Million LF – 50% Complete

ADDRESSING UNDERLYING MARINE CLAY

New Hampshire DOT
Department of Transportation

Contract Q

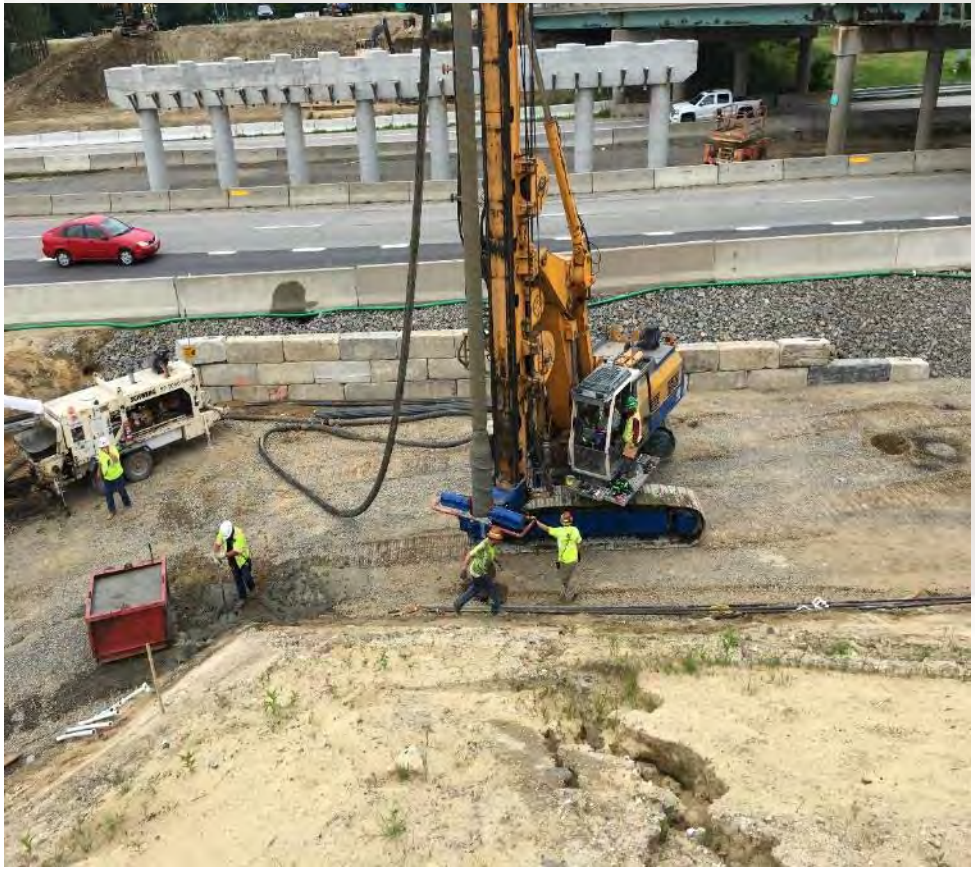
Sound Wall Construction

17500 LF – 40% Complete

New Hampshire DOT
Department of Transportation

Contract Q
Exit 6 Bridge Abutments

High Modulus Grout Columns
to support Abutments



Mechanically Stabilized Earth

New Hampshire DOT
Department of Transportation

Contract Q

Exit 6 Bridge Girders

Precast Concrete - Erected December 2017

New Hampshire DOT
Department of Transportation

Contract Q
Roadway Construction

Exit 6 NB Off Ramp
Opening in 2018

Exit 6 SB On Ramp
Now in Service

New Hampshire DOT
Department of Transportation

Contract Q

Roadway Construction

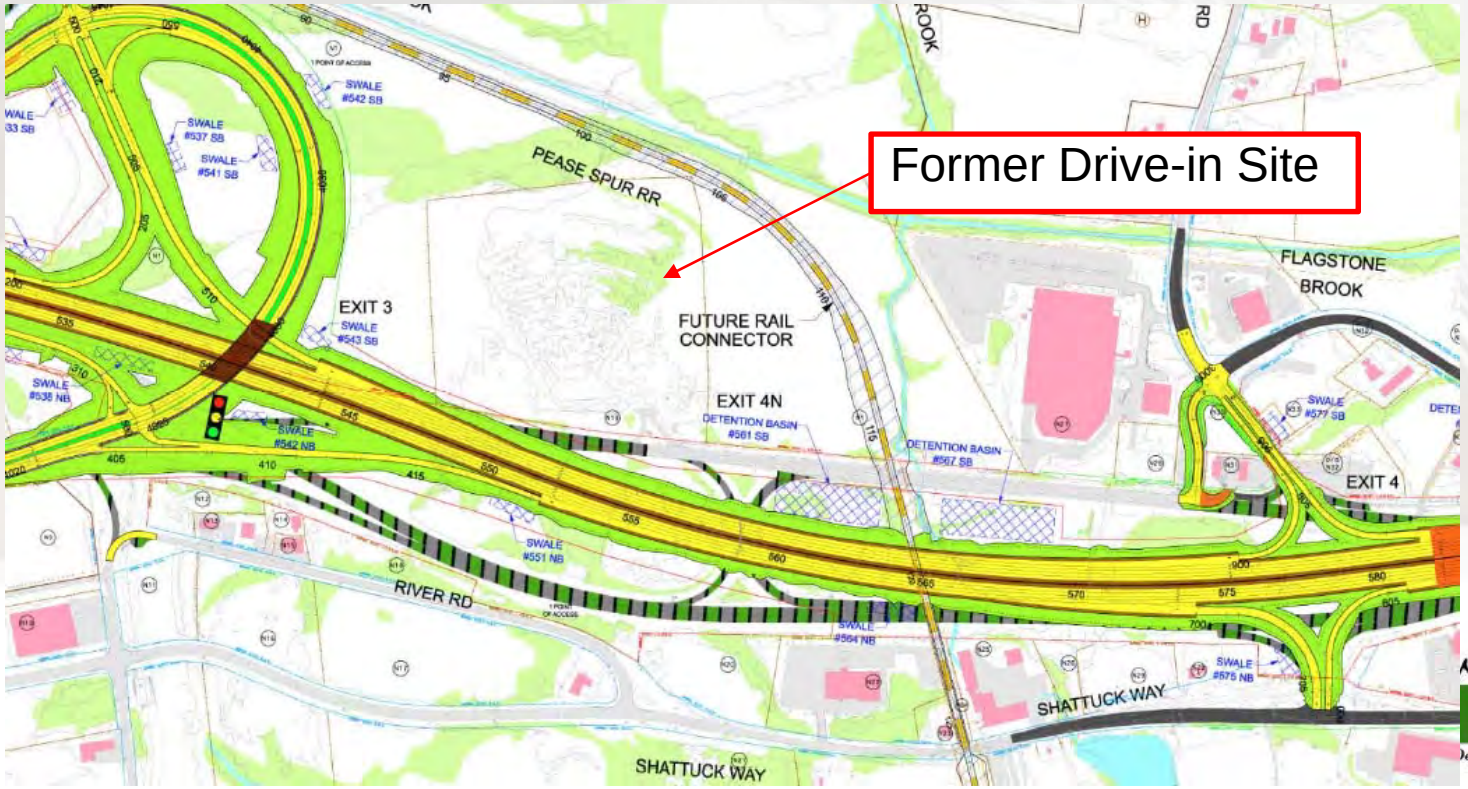
Route 4 Approaches – Opening in 2018.

New Hampshire DOT
Department of Transportation

Upcoming Turnpike Projects

Newington Maintenance Facility

- Needed to accommodate expansion of Spaulding Turnpike
- Proposed location on Turnpike owned parcel (former drive-in site)
- Between Exits 3 and 4 on west side of Spaulding Turnpike



Newington Maintenance Facility

- Funded in Ten Year Plan 2019 - 2028
- Anticipated start of construction – Summer/Fall 2019
- Anticipated completion of construction – Fall 2020

Department of Transportation

Newington Maintenance Facility

- Existing Dover maintenance shed to be discontinued in Fall 2020
- Following environmental clearance, property anticipated to be declared “surplus State property.”

New Hampshire DOT
Department of Transportation

Dover Toll Plaza - Existing Conditions

- Existing facility built in 1956
- Rehabilitation results in “No Realized Benefit” to customers
- Operational challenges exist with Exit 6 ramps at current location

New Hampshire DOT
Department of Transportation

Dover Toll Plaza
Assessment of Alternatives

- Implementation of Open Road Tolling (ORT) will require shifting toll booth approximately one mile north
- Open Road Tolling (ORT) designs “on hold”
- An All Electronic Tolling (AET) solution under consideration
- All Electronic Tolling (AET) requires legislative authority for implementation by NHDOT
- Under legislative overview with the draft 2019-2028 Ten Year Plan

New Hampshire DOT Department of Transportation

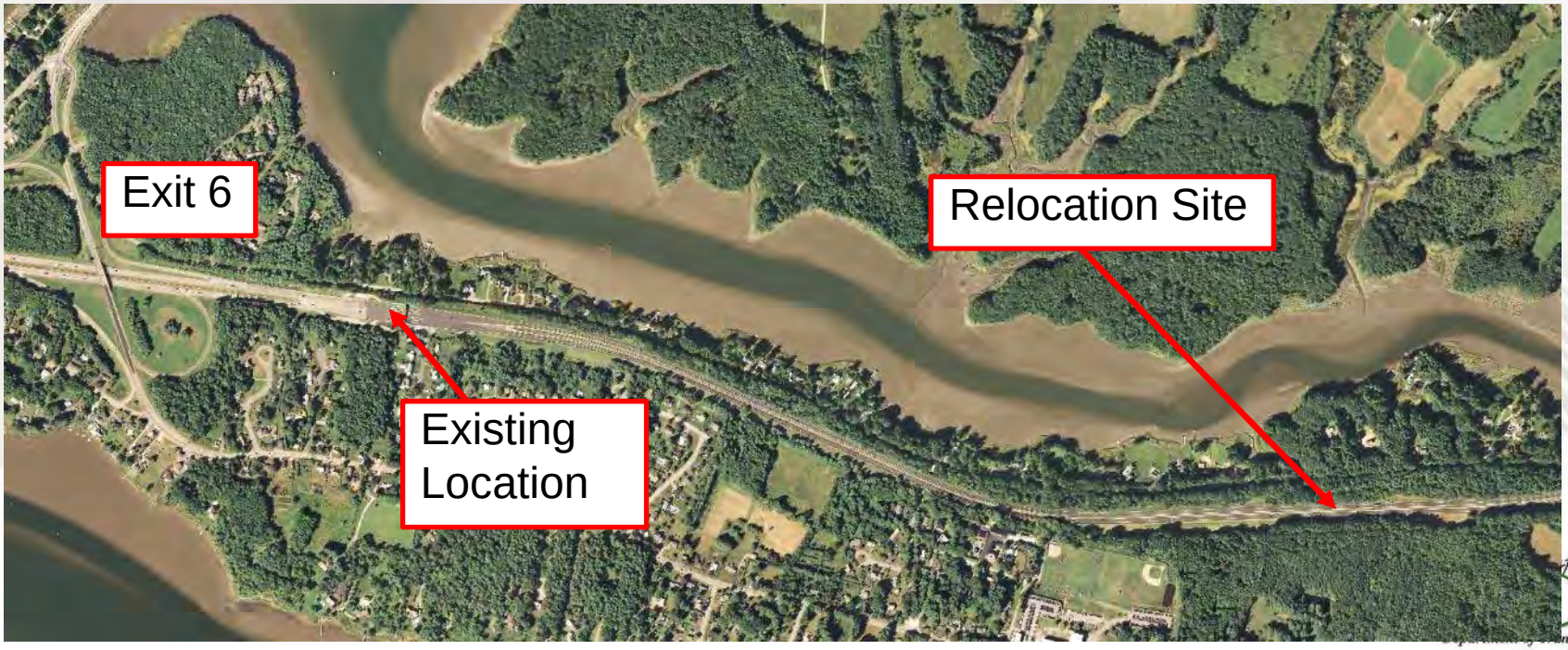
Dover Toll Plaza Improvements

- ORT provides benefits to customers who prefer or need to maintain cash payment options
- AET does require reduced capital costs however may require surcharges or adjusted rates
- ORT and AET both offer benefits to include the following:
  - Increased mobility
  - Reduced travel time
  - Reduction in accidents
  - Improved safety for travelers and employees
  - Reduced energy consumption

New Hampshire DOT
Department of Transportation

Dover Toll Plaza Improvements

- Existing Location
  - Reconstruction to ORT not feasible
  - Reconstruction to AET is feasible
- Relocation 1.25 miles north
  - Reconstruction to ORT or AET is feasible



Dover Toll Plaza Improvement Schedule

- Funded in Ten Year Plan 2019 – 2028
- Anticipated Start of Construction Spring 2021*
- Anticipated Completion of Construction Fall 2022*

*Contingent upon identification of tolling solution (ORT or AET) in a timely manner to allow for project development process

New Hampshire DOT
Department of Transportation

Contact Information

Newington-Dover
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Chief Project Manager
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7 Hazen Drive
PO Box 483
Concord, NH 03302-0483
Phone : (603) 271-1615
Email: Keith.Cota@dot.nh.gov

Upcoming Turnpike Projects
Dave Smith, PE
Asst. Administrator of Turnpikes
NH Dept. of Transportation
I-93 Exit 11 (Hooksett)
PO Box 2950
Concord, NH 03302-2950
Phone : (603) 485-3806
Email: David.Smith@dot.nh.gov

http://www.newington-dover.com/

New Hampshire DOT Department of Transportation

Thank You!

Questions/Comments?

http://www.Newington-dover.com/

DRIVING TOWARD ZERO
One Death Is Too Many

TRANSPORTATION MANAGEMENT CENTER

U.S. Department of Transportation
Federal Highway Administration

New Hampshire DOT
Department of Transportation

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1.4 Purpose and Need

The project Purpose and Need statement is fundamental to the analysis of the project under NEPA, the Clean Water Act (Section 404), and other environmental regulations. Sections 1.4.1 and 1.4.2 of the FEIS published in December 2007 present the Purpose and Need that was developed in conjunction with the ATF, reviewed by the cooperating agencies[14] with no objections, and unanimously adopted by the ATF on October 29, 2003.

Much of the project has been constructed since FHWA issued its Record of Decision on October 24, 2008, including most of the Newington segment. Construction of the Dover segment is underway, as is expansion of the Little Bay Bridge. However, new information relating to the condition of the General Sullivan Bridge (GSB) was developed during inspections conducted in 2010, 2014 and 2016. This new information has prompted a review of the Selected Alternative, which proposed the re-use of the General Sullivan Bridge for non-motorized and emergency uses. Therefore, the Purpose and Need statement presented in the original FEIS was reviewed and updated to ensure that it adequately addresses the provision of non-motorized transportation across the Little Bay. Revisions to the Purpose and Need are provided below.

1.4.1 Purpose

The project purpose presented in the FEIS was:

> *"The purpose of this project is to improve transportation efficiency and reduce safety problems, while minimizing social, economic, and environmental impacts, for an approximate 3.5-mile section of the Spaulding Turnpike extending north from the Gosling Road/Pease Boulevard Interchange (Exit 1) in the Town of Newington, across the Little Bay Bridges, to a point just south of the existing Toll Plaza in the City of Dover. Options that include implementing Transportation System Management (TSM) improvements, reusing the General Sullivan Bridge for local motorized and non-motorized traffic, enhancing rail service, improving bus transit service and instituting other TDM strategies that may reduce vehicle trips along the Spaulding Turnpike have been considered, in addition to widening the mainline, widening and/or replacing the Little Bay Bridges, and reconstructing the interchanges."*

The purpose of the project element that is the subject of this Supplemental EIS is to provide recreational access and connectivity between Newington and Dover, across Little Bay, for non-motorized use. This would entail reusing the General Sullivan Bridge substructure and superstructure, as much as practical, given the condition of the bridge.

1.4.2 Need

The Spaulding Turnpike is eastern New Hampshire's major limited access north-south highway, serving as a gateway linking the Seacoast Region with Concord, the eastern portion of the Lakes Region, and the White Mountains. The Turnpike is also part of the National Highway System reflecting its significance as an important transportation link in the state and regional system. Functionally classified as a principal arterial, it is a major commuter route which ties the growing residential areas of Dover-Somersworth-Rochester with the industrial and regional commercial centers in Newington, Portsmouth, and northern Massachusetts. It serves as the major artery for freight into and out of the areas north of the Little Bay Bridges, and is the economic lifeline of the region. It also serves as a major tourist route, providing access to the northern reaches of the state from the seacoast and points south of New Hampshire.

The FEIS established the need to continue providing access across Little Bay for pedestrians and non-motorized vehicles; the Selected Alternative included rehabilitating the historic General Sullivan Bridge for this purpose. Subsequent to the ROD, NHDOT determined that rehabilitating the superstructure of the General Sullivan Bridge may not be possible. There is, therefore, a need to conduct additional evaluation of the Selected Alternative and to identify and evaluate other potential alternatives that may satisfy the project purpose.

Local connectivity for pedestrians and bicyclists across Little Bay is currently provided over the GSB. However, the original GSB design and configuration is vulnerable to corrosion and deterioration based on the harsh environmental setting of the bridge, especially since the bridge is constructed of thin steel sections and plates. Several truss members and connections require replacement and strengthening to support the weight of the structure, pedestrian loads, and occasional loads from maintenance equipment or emergency response vehicles. Deformations and section losses limit the remaining service-life of the bridge, and continued deterioration may result in the closure of the bridge. Such a closure would eliminate recreational use of the GSB and eliminate pedestrian and bicycle access across Little Bay.

change.org

Jan 30, 2018

Recipient: Keith Cota, New Hampshire Department of Transportation

Letter:

Mr. Cota and NHDOT,

The following petition, signed digitally by more than 200 constituents (many of them Seacoast residents and New Hampshire taxpayers), demonstrates the strong community support for an unrestricted non-motorized path in lieu of a shuttle service. Please consider the voices of the community and complete a thorough and fair evaluation of a temporary, protected multi-modal pathway during the rehabilitation/replacement of the General Sullivan Bridge.

Petition Body:

NHDOT thinks that a shuttle bus with a bike rack is the only solution for providing non-motorized users passage across Little Bay between Dover and Newington during the 2-3 year reconstruction of the General Sullivan Bridge.

Seacoast Area Bike Riders (SABR) believes that there is another solution: a temporary multi-modal (bicycle/pedestrian) lane on the shoulder of the southbound Little Bay Bridge. Both the southbound (current) and northbound (newly renovated) Little Bay bridges will be open by the time NHDOT closes General Sullivan for reconstruction (tentatively Fall 2019), so there should be plenty of room for all users to have unrestricted passage.

Benefits of Multi-Use Path Across Little Bay

1. The results of the December 2017 SABR survey regarding the Memorial Bridge shuttle service show that a shuttle bus decreased cycling (only 10% of cyclists reported using it) and was considered "not a success" by 81% of the survey respondents. The problems most frequently cited were the shuttle's inconvenience, unreliability, long wait times, and insufficient room for bicycles.
2. Decisions on how to accommodate non-motorized travelers did have an impact on walking and cycling behaviors. The survey results show that 36% of the respondents stopped walking and cycling during the Memorial Bridge construction. This reverses the numerous health benefits and environmental stewardship resulting from active transportation.
3. The proposed shuttle will likely decrease non-motorized use and will result in additional traffic congestion or non-legal use. The bridge is an important connector for commuters, tourists, and bicycle clubs. Because of the inconvenience of a shuttle, people who bicycled or walked across Little Bay will be encouraged to drive instead, setting back years of bicycle advocacy work meant to ease additional traffic congestion.
4. During the construction of the Memorial Bridge, bicyclists and walkers frustrated by the inconvenience of the shuttle rode or walked across the Sarah Mildred Long Bridge, an unintended risk. A similar situation might occur with the Little Bay Bridge.
5. New Hampshire needs to retain and attract millennials (those under 35 years old and the largest segment of the American workforce). They have the lowest rate of driving to work and the highest increase in bicycle commuting. (1). To attract these workers, especially those living in Dover/Durham and working in Portsmouth, there needs to be viable non-motorized access connecting the two cities.
6. Pedal-assist electric bike sales are currently exploding. Pedal-assist bike sales are strong in the Millennial and the Baby Boomer demographics, allowing riders to commute greater distances that were otherwise out of reach of the average rider (2). SABR expects strong increases in commuting by bike, but only if proper infrastructure exists. As our research has shown, the bike shuttle decreases bicycle commuting behavior by local citizens.
7. Bicycle infrastructure is becoming more important to today's tech corporations, especially those that have a high number of Millennial employees. It is interesting to note that the 20 finalists for Amazon's second headquarters ALL are Bicycle Friendly Cities as designated by the Bicycle League of America. Of Amazon's current Seattle workforce "Fifty-five percent walk, ride bikes or use public transportation." according to the NY Times (3).
8. Motorists using the Little Bay Bridge are accustomed to lane changes, lane closures, and the use of Jersey barriers for the long-term benefit of motorists. Creating a multi-modal lane by using Jersey barriers will not be perceived by motorists as unusual. There is a perception of unfairness if these actions are deemed too costly by NHDOT for the benefit of non-motorized transportation users, but a reasonable cost for motor vehicle operators.
9. The current plan to use a shuttle bus has potential American with Disabilities Act issue. The law requires reasonable modifications and accommodations to avoid discrimination. The General Sullivan bridge is used by riders on hand cycles, tandems, triplets, and modified bicycles that would not be accommodated in the current plan (using a van/bus for transport) but would be accommodated by a bike lane.
10. University of New Hampshire's Durham campus is 4.5 miles away from the General Sullivan Bridge. The campus has numerous users who bicycle on adaptive cycles as part of the Northeast Passage educational or rental programs.
11. The Gen. Sullivan Bridge is used by bicyclists in the winter. Given the low temperatures and wind chill factor common in New Hampshire, cyclists risk hypothermia as they cool down from a sweat while waiting for a bus. This is a strong deterrent from riding in cold weather.
12. A multi-use path has a zero-carbon footprint. In the May 2017 Commute Smart B2B Challenge, hundreds of bicyclists and walkers rode 15,000 miles (2,566 trips), which reduced their carbon footprint in the Seacoast by 5.9 tons.
13. A bus shuttle can only accommodate one type of bicycle. It would not accommodate cargo bikes, recumbent bicycles, tandem bicycles, triplet bicycles, hand cycles, velo-mobiles, electric bikes, bikes with trailers, etc. These types of cycles are used by people for an assortment of reasons (physical disabilities, transporting children, transporting cargo, medical conditions, personal preference).
14. The Memorial Bridge shuttle could only accommodate four bicycles per trip which was one of the major reasons it was not used. It is not uncommon for groups of 20-30 cyclists to arrive at the bridge at one time during a group ride. How could a shuttle service accommodate the 500-1000 bikers and pedestrians who use the Gen. Sullivan bridge on a weekly basis, especially during rush hour? Under the current proposal if the shuttle operated once an hour for 16 hours a day, with four single bikes accommodated by van, then it is possible for 52 cyclists to cross the bridge a day. If you multiply by seven days only 364 cyclists could be accommodated per week under perfect use. Perfect use assumes cyclists arrive at the van shuttle in groups of four for every hour of shuttle service operation for a week.
15. A person who arrives at the bridge non-motorized and is unable to cross the bridge would have a choice of a 28.7 mile detour to the north, or a 30 mile detour by following around Great Bay to the south. This is the equivalent of asking a car to detour over 100 miles.
16. Bicycle riders and pedestrians cause negligible wear to roadways and bridges when compared to much heavier four-wheeled motor vehicles. Multi-modal users pay taxes, must pay for parking lots, highways, DOT projects through their taxes like other citizens, but receive less benefit. The disparity is most apparent in this current project.

Signatures

Name	Location	Date
Ian Sleeper	US	2018-01-25
Stephen Patterson	Santa Clara, CA	2018-01-25
Edmund Savoie	Portsmouth, NH	2018-01-25
Jeff Whiteman	Portsmouth, ME	2018-01-25
Anne RUgg	Saugus, MA	2018-01-25
Timothy Putnamttmthptnm@yahoo.com	Dover, NH	2018-01-25
Peter Mead	Portsmouth, NH	2018-01-25
Paul deGrandis	Exeter, NH	2018-01-25
Rob Ball	Acton, MA	2018-01-25
Nathan Katz	Nottingham, NH	2018-01-25
Lawrence Driscoll	Rollinsford, NH	2018-01-25
Abigael Sleeper	Hampton, NH	2018-01-25
Crystie McGrail	Rye, NH	2018-01-25
Travis Bickford	Portsmouth, NH	2018-01-25
Diana Carpinone	Dover, NH	2018-01-25
Karen Nash	Stratham, NH	2018-01-25
Matthew Rothwell	Delavan, WI	2018-01-25
Charles Huston	Portsmouth, NH	2018-01-25
Colin Berry	Hampton, NH	2018-01-25
Jeffrey Brideau	Newmarket, NH	2018-01-25

Name	Location	Date
Sean Gribbin	Boston, MA	2018-01-25
Erin DeVore	O Fallon, IL	2018-01-25
Alissa Gagnon	Dover, NH	2018-01-25
Brent Bell	Durham, NH	2018-01-25
Mike Morse	New Hampshire	2018-01-25
Brian Croteau	North Conway, NH	2018-01-25
Bryan Aube	Alabama	2018-01-25
don hannan	Alabama	2018-01-25
Steve Giguere	Alabama	2018-01-26
Maribe Zolli	US	2018-01-26
Lawrence Pilla	Dover, US	2018-01-26
Kris Reynolds	Exeter, NH	2018-01-26
Bill Kennedy	Dover, NH	2018-01-26
Brian McLaughlin	Hampton, NH	2018-01-26
Rochelle Yastek	Barrington, NH	2018-01-26
Jen Murphy	Nottingham, NH	2018-01-26
Carson Cross	Alabama	2018-01-26
Andrew Zizza	Amesbury, MA	2018-01-26
LAURIE HARRIGAN	Portsmouth, NH	2018-01-26
Kat López	US	2018-01-26
Olivia Lord	Kittery Point, ME	2018-01-26
JOHN Brady	Enfield, ME	2018-01-26

Name	Location	Date
Regina Pike	Alabama	2018-01-26
David W. Mitchell	Canaan, NH	2018-01-26
Katherine Johnson	York Harbor, ME	2018-01-26
DT Pahl	US	2018-01-26
Alan Dwillis	US	2018-01-26
Matt Brown	Alabama	2018-01-27
Amy Lord	Stratham, NH	2018-01-27
Fred McCassey	Dover, NH	2018-01-27
Catherine Keenan	Alabama	2018-01-27
Doug Sibley	US	2018-01-27
Jon Mullen	Exeter, NH	2018-01-27
mark vojtko	Exeter, NH	2018-01-27
Laura Sleeper	Tilton, NH	2018-01-27
Martha Jones	Dover, NH	2018-01-28
Nick Cassotis	Alabama	2018-01-28
Tammy Foley	Rollinsford, NH	2018-01-28
Lucy Camacho	US	2018-01-28
Jada Hill	US	2018-01-28
Anna Melancon	US	2018-01-28
Asher Ives	US	2018-01-28
Lisa Tibbetts	US	2018-01-28
tina tine'	US	2018-01-28

Name	Location	Date
Luca Haines	Durham, NH	2018-01-28
Lauren Barrett	Suffield, CT	2018-01-29
Chris Dennen	Dover, NH	2018-01-29
Steve Weglarz	Durham, NH	2018-01-29
Chris Phillips	Dover, NH	2018-01-29
Kathy Trainor	Alabama	2018-01-29
David Allen	Portsmouth, NH	2018-01-29
Chris Scholl	Neptune, NJ	2018-01-29
C k	US	2018-01-29
Bethany Tafil	US	2018-01-29
Lise Bargardo	Dover, NH	2018-01-29
Jessica Mackay	Portsmouth, NH	2018-01-29
Kevin Rillovick	Orlando, FL	2018-01-29
Sue Allen	Portsmouth, NH	2018-01-29
anne torrez	Seabrook, NH	2018-01-29
Wilson Sawyer	Tyngsboro, MA	2018-01-29
Molly Mayfield	New Hampshire	2018-01-29
Diane Gibbins	Dover, NH	2018-01-29
Richard Lacourse	Deerfield, NH	2018-01-29
Andrew Dorais	Dover, NH	2018-01-29
Chanel Toracinta	Kittery, ME	2018-01-29
Max Cavignac	Denton, TX	2018-01-29

Name	Location	Date
SHARON SCREWS	Blue Ridge, TX	2018-01-29
Maureen McDonald	Kittery Point, ME	2018-01-29
Josh Austin	Deerfield, NH	2018-01-29
Samantha Erdmann	US	2018-01-29
Seth Mcnally	Alabama	2018-01-29
Dan Seaton	Boulder, CO	2018-01-29
Jean-Marie Detcher	Portsmouth, NH	2018-01-29
Lue San Antonio	Seabrook, NH	2018-01-29
Clark B McCurdy	Portsmouth, NH	2018-01-29
Jeff Latimer	Rye, NH	2018-01-29
Astrid Wielens	New Hampshire	2018-01-29
Laura Okruhlik	Hampton, NH	2018-01-29
Anna Leijon-Guth	Grafton, NH	2018-01-29
Christopher Wright	Dover, NH	2018-01-30
Josh Pierce	Portsmouth, NH	2018-01-30
Amy Bevan	Somersworth, NH	2018-01-30
Paul Zwetsloot	Raymond, NH	2018-01-30
Brooke Bartlett	Saint Simons Island, GA	2018-01-30
Sabrina Beavens	Rochester, NH	2018-01-30
Sean McLaughlin	Portsmouth, NH	2018-01-30
Mary Pouliot	Portsmouth, NH	2018-01-30
Lisa Waller	Exeter, NH	2018-01-30

Name	Location	Date
Sarah McLaughlin	Portsmouth, NH	2018-01-30
Ben Goss	Portsmouth, NH	2018-01-30
David Chapnick	Portsmouth, NH	2018-01-30
Mary Grim	Exeter, NH	2018-01-30
Joan Walker	Kittery, ME	2018-01-30
Robert Knight	Bow, NH	2018-01-30
Renee Savage	Barrington, NH	2018-01-30
Robert Stearns	Brookfield, CT	2018-01-30
David Ross	Concord, NH	2018-01-30
Colum Lang	Seattle, WA	2018-01-30
Antonie Wielens	Netherlands	2018-01-30
Hugo Majoor	Muiderberg, Netherlands	2018-01-30
Edward Spuler	Somersworth, NH	2018-01-30
Leslie Latimer	Saugus, MA	2018-01-30
Cyndy Saffer	Exeter, NH	2018-01-30
Chris Asbell	Alabama	2018-01-30
Kristen Johnson	Alabama	2018-01-30
Daniel Milewski	Exeter, NH	2018-01-30
Buster Miller	Portsmouth, NH	2018-01-30
Angela Hamel	Stratham, NH	2018-01-30
Patricia Lawas	Exeter, NH	2018-01-30
Dianna Parkinson	Amesbury, MA	2018-01-30

Name	Location	Date
Tammy Fixler	Hampton, NH	2018-01-30
Meghan Rice	Portsmouth, NH	2018-01-30
Sharon Morrison	Greenland, NH	2018-01-30
Michele McCauley	Portsmouth, NH	2018-01-30
Lee Newcomb	Natick, MA	2018-01-30
Susanne Delaney	Alabama	2018-01-30
Peter MacGovern	Portsmouth, NH	2018-01-30
chris anctil	Portsmouth, NH	2018-01-30
Jeremiah Johnson	Dover, NH	2018-01-30
John Anderson	New Brunswick, ME	2018-01-30
Joseph Philbrick	Durham, NH	2018-01-30
bernie fournier	Suncook, NH	2018-01-30
Matt Lavey	Dunbarton, NH	2018-01-30
joshua riley	Portsmouth, NH	2018-01-30
Tim Runnettte	Doylestown, PA	2018-01-30
Camden Latimer	West Jordan, UT	2018-01-30
Michael Welch	Alabama	2018-01-30
Amy Peters	Hampton, NH	2018-01-30
Dan Fleck	New Hampshire	2018-01-30
Mary Hafez	Lee, NH	2018-01-30
Bridgette Beagen	Portsmouth, NH	2018-01-30
Evan Patten	Alabama	2018-01-30

Name	Location	Date
Jerry Wslls	Cambridge, MA	2018-01-30
Kathleen Gagnon	Alabama	2018-01-30
John Nachilly	Durham, NH	2018-01-30
Mary Mcguinness	Alabama	2018-01-30
Nancy Gordon	Plaistow, NH	2018-01-30
Matthew Glenn	Portsmouth, NH	2018-01-30
Jonathan Cox	Golden, CO	2018-01-30
Joy Young	Exeter, NH	2018-01-30
Kathleen Babin-johnson	Amesbury, NH	2018-01-30
Andrew Richmond	Cambridge, MA	2018-01-30
Cindy Mcnemar	US	2018-01-30
Felicity Hohenshelt	US	2018-01-30
Sheri Dickinson	US	2018-01-30
Bianca Gurrola	US	2018-01-30
Marcy LaSalle	US	2018-01-30
Renee Dennis	US	2018-01-30
Bailey Brown	US	2018-01-30
Alexis Holt	US	2018-01-30
Robert Woodward	Dover, NH	2018-01-30
Karla Gates	US	2018-01-30
Leonie Foy	Rye, NH	2018-01-30
Joel Polichronopoulos	Portsmouth, NH	2018-01-30

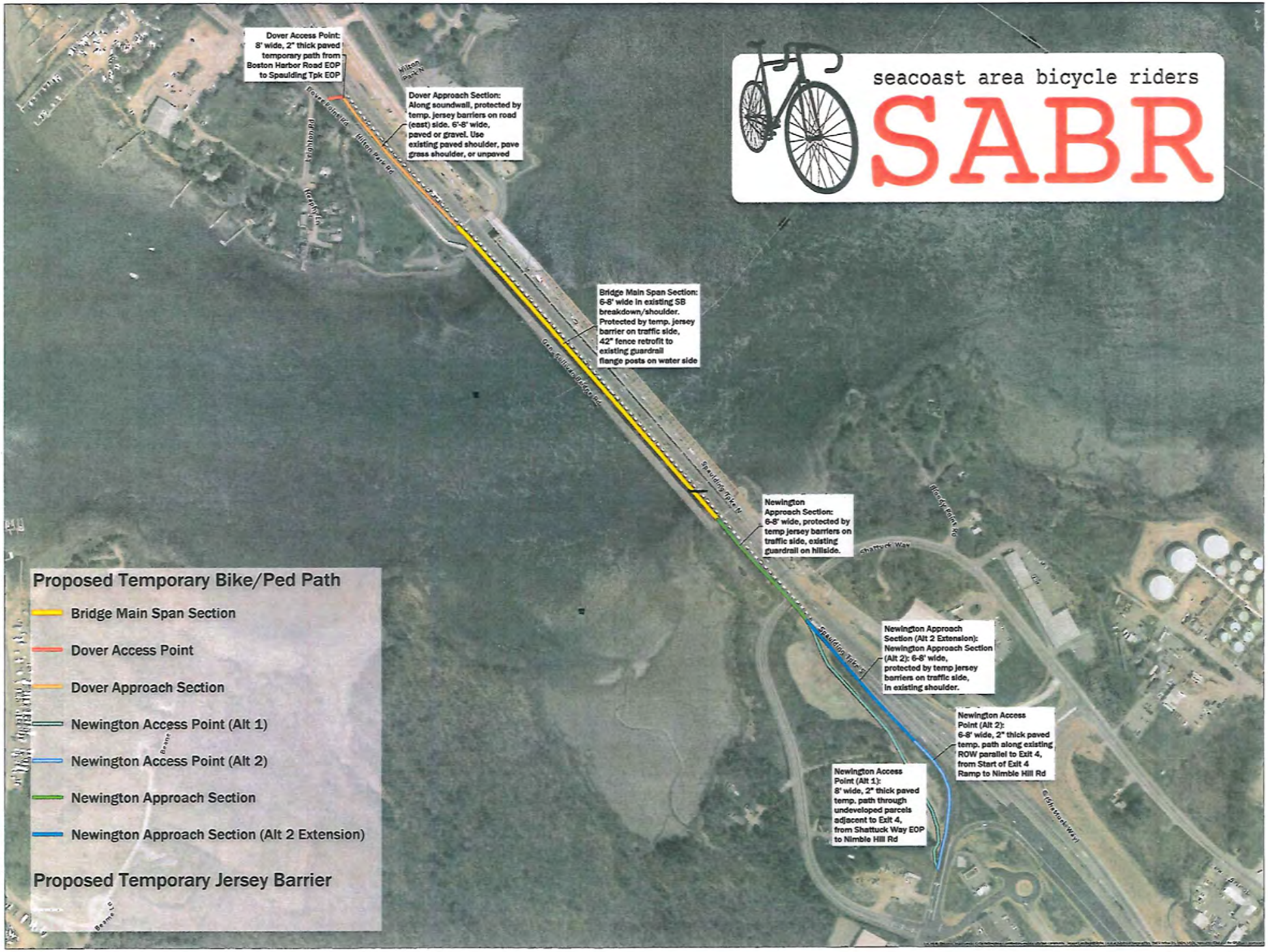
Name	Location	Date
Kerri Seger	Durham, CA	2018-01-30
Grant Turpin	Dover, NH	2018-01-30
Bob Snyder	Exeter, NH	2018-01-30
Diane Conway	Nashua, NH	2018-01-30
Pothiraj Ramasamy	Bronx, NY	2018-01-30
Paula Bedard	Bedford, NH	2018-01-30
John Gearhart	Portsmouth, NH	2018-01-30
Ken Varanelli	Waterbury, US	2018-01-30
Lois Young	Raymond, NH	2018-01-30
Marcia Baker	Philadelphia, NH	2018-01-30
Susan Talon	Durham, NH	2018-01-30
Lynne Karsten	Jamaica Plain, MA	2018-01-30
Anthony Callendrello	Exeter, NH	2018-01-30
Carlos Winston Jr	US	2018-01-30
Eric Williams	US	2018-01-30
Quenton KIngsolver	US	2018-01-30
Spencer Ware	US	2018-01-30
ulysess oliveras	US	2018-01-30
Susan Toy	US	2018-01-30
Diana DeValk	Alabama	2018-01-30
Susanne Lovering	Newburyport, NH	2018-01-30
Rami El Rayess	Alabama	2018-01-30

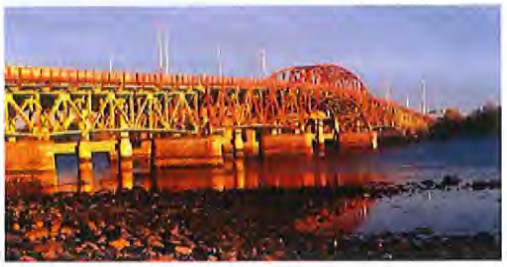
Name	Location	Date
Jason Fritz	Alabama	2018-01-30
George Baloga	Groton, CT	2018-01-30
Mark StDenis	Saugus, MA	2018-01-30
John Parsons	Durham, NH	2018-01-30
Todd Whitford	Boston, MA	2018-01-30
charlotte Bouvier	Portland, ME	2018-01-30
Carole Renselaer	Portsmouth, NH	2018-01-30
Jeannette Allyson	Durham, NH	2018-01-30

Comments

Name	Location	Date	Comment
Brent Bell	Durham, NH	2018-01-25	I need this bike lane to travel to doctors appt.'s.
Maribe Zolli	US	2018-01-26	I am a cyclist, who LIVES on Hilton point!!! It's bad enough that the bridge noise is unbearable (trucks with engine brakes, and motorcycles going way too fast), to take away my access to Newington & Portsmouth via bicycle is unacceptable! Even temporarily!!!!
Chris Phillips	Dover, NH	2018-01-29	Should have made access on the new bridge but, hey too late now. So keep access somehow
Andrew Dorais	Dover, NH	2018-01-29	I often cycle from my home in Dover to my job on the Tradeport. Taking a shuttle defeats the point of riding for me. The other option- going through Newmarket and stratham via rt 108 and rt 33 during high volume traffic is much more unsafe and adds nearly 2 hours to my commute. A bike lane on the southbound lane of the bridge is a simple and common sense solution.
Max Cavignac	Denton, TX	2018-01-29	I visit NH all the time and enjoy my bike rides with my Friends and co workers. NHDOT busses will not be able to handle all of the bicycle traffic and needs to make right of way for cyclists.
SHARON SCREWS	Blue Ridge, TX	2018-01-29	It is necessary
Josh Austin	Deerfield, NH	2018-01-29	I ride my bike over the Gen Sullivan bridge to work. This helps me to beat the terrible traffic on the highway during morning and evening commutes. It also allows me to avoid contributing to that congestion and the associated impacts. If access to the bridge is taken away from people like me, then more congestion can be expected. A shuttle is not the answer. I have an ever-changing family schedule that does not allow me to meet a regularly scheduled shuttle. I will not be able to risk riding to the shuttle and missing it then being late for work. A shuttle also does not allow me to avoid the terrible traffic on the bridge. Keep our access to using alternative transportation over the bay. Let us ride or walk and avoid putting another car on the highway.
Lue San Antonio	Seabrook, NH	2018-01-29	It is necessary
Jeff Latimer	Rye, NH	2018-01-29	filks riding to and from work on Pease and in Portsmouth need unrestricted access across the bay
Mary Grim	Exeter, NH	2018-01-30	It's the right thing to do for the community.
Hugo Majoor	Muiderberg, Netherlands	2018-01-30	If you have the change to cycle, just cycle.If you have the change to walk, walk.
chris anctil	Portsmouth, NH	2018-01-30	The previous shuttle system used was a joke. DOT projects need to be held to a higher standard where they truly address the impacted people.

Name	Location	Date	Comment
John Nachilly	Durham, NH	2018-01-30	Continuing bicycle and pedestrian access over little Bay is crucial.. we need to keep a non-motorized option available during reconstruction of the pedestrian bridge.
Pothiraj Ramasamy	Bronx, NY	2018-01-30	It's required to the Seacoast community
Ken Varanelli	Waterbury, US	2018-01-30	Bikers need access


seacoast area bicycle riders
SABR
Dover Access Point: 8' wide, 2" thick paved temporary path from Boston Harbor Road EOP to Spaulding Tpk EOP
Dover Approach Section: Along soundwall, protected by temp. jersey barriers on road (east) side. 6'-8' wide, paved or gravel. Use existing paved shoulder, pave grass shoulder, or unpaved
Bridge Main Span Section: 6-8' wide in existing SB breakdown/shoulder. Protected by temp. jersey barrier on traffic side, 42" fence retrofit to existing guardrail flange posts on water side
Newington Approach Section: 6-8' wide, protected by temp jersey barriers on traffic side, existing guardrail on hillside.
Newington Approach Section (Alt 2 Extension): Newington Approach Section (Alt 2): 6-8' wide, protected by temp jersey barriers on traffic side, in existing shoulder.
Newington Access Point (Alt 2): 6-8' wide, 2" thick paved temp. path along existing ROW parallel to Exit 4, from Start of Exit 4 Ramp to Nimble Hill Rd
Newington Access Point (Alt 1): 8' wide, 2" thick paved temp. path through undeveloped parcels adjacent to Exit 4, from Shattuck Way EOP to Nimble Hill Rd
Proposed Temporary Bike/Ped Path
Bridge Main Span Section
Dover Access Point
Dover Approach Section
Newington Access Point (Alt 1)
Newington Access Point (Alt 2)
Newington Approach Section
Newington Approach Section (Alt 2 Extension)
Proposed Temporary Jersey Barrier



seacoast area bicycle riders

SABR

No shuttle bus across Little Bay!

To NHDOT: Please investigate the feasibility of creating a temporary, protected multi-use lane on the Little Bay Bridge during the reconstruction of the Gen. Sullivan Bridge.

Name	Address
Josh Pierce	164 Bartlett Street, Portsmouth, NH 03801
Chad Gagnon	44 Cushing St. Dover NH 03820
Matt Legge	580 Winnacunnet Rd. Hampton, N.H. 03842
Brian Keegan	112 Madbury Rd Durham NH 03824
Scott Ollinger	124 Tidy Rd. Eliot ME 03903
JCERIZZO	240 UNION ST PORTSMOUTH NH 03801
David Houston	653 ISLington Portsmouth NH 03801
HANNAH Houston	737 ISLington Portsmouth NH 03801
CARLA DOW	550 CUTTS AVE Portsmouth NH 03801
Stacey Mosi	5 Pamela Portsmouth NH 03801
David Miles	14 Capitol Circle Rochester NH 03867
Vanessa Polychronis	12B Heaton St., Rochester, NH 03867
Jeff Donald	83 Middle Rd Brentwood NH 03833
Crystal Dumont	54 Bigelow Rd Lebanon ME 04027
Deidra Howard	2079 Wakefield Rd Sanbornville NH 03872
Hai DeRaps	89 Chestnut Hill Rd Rochester NH 03867
AKashwadha	362 Goodwin Eliot ME 03903
[illegible]	80 Camp Lee Road Epping NH 03042
William FRALick	17 Coke RD DEERFIELD, NH 03037
Jon Mullen	14 Lavoie Northwood NH 03290
Nate Ward	85 Melbourne St Portsmouth, NH 03801
Ian Sleeper	58 Atkinson St Dover NH 03820

Return to info@seacoastbikes.org. Thank you!!

seacoast area bicycle riders
SABR

No shuttle bus across Little Bay!

To NHDOT: Please investigate the feasibility of creating a temporary, protected multi-use lane on the Little Bay Bridge during the reconstruction of the Gen. Sullivan Bridge.

Name	Address
TODD WAGNER	127 DRINKWATER RD, HAMPTON FALLS, NH.
JOHN GROMEK	25 FOREST ST., EXETER NH
Steve Huntress	3 Pocahontas Rd, K Hbr Point, Me. 03905
SHANE SHELLEY	51 MAPLEFARM RD AUBURN NH
Arthur Morin	841 Riverview Drive Rochester NH
Sean Perron	41 Main St. Gonic NH 03639
Paula Bedard	36 Shirley Pk Rd, Goffstown
Charlie Bedard	36 Shirley Pk Rd, Goffstown
BILL KENNEDY	25 DOVETAIL LANE DOVER NH
MARK SALTUS	16 Pocahontas Rd Kittery Pt ME
Wayne Merritt	15 Hull Ave. Dover, NH 03820
Charlene Stearns	29 Cielo Dr. Dover, NH. 03820
TEJASWITA SHARMA	52 MILL POND ROAD, DURHAM 03824
BRENT J. BELL	52 Mill Pond Road, Durham 03824
DIANE GIBBINS	6 STARK DOVER, NH 03820
JESSE BRIGGS	6 Stark Dover, NH 03820
Bridget Stearns	16 Beck Rd Dover NH 03820
Frank Fermino	15 Bow St #2 Exeter, NH 03833
Hany Zurob	113 GOVERNMENT ST KITTERY ME 03904
CHARLIE BOURDAGES	113 GOVERNMENT ST KITTERY ME 03904
CHRISTOPHER OELERICH	55 MAIN ST APT 320 NEWMARKET, NH

Return to info@seacoastbikes.org. Thank you!!

seacoast area bicycle riders

SABR

Benefits of Multi-Use Path Across Little Bay

January 30, 2018

1. The results of the December 2017 SABR survey regarding the Memorial Bridge shuttle service show that a shuttle bus decreased cycling (only 10% of cyclists reported using it) and was considered "not a success" by 81% of the survey respondents. The problems most frequently cited were the shuttle's inconvenience, unreliability, long wait times, and insufficient room for bicycles.

2. Decisions on how to accommodate non-motorized travelers did have an impact on walking and cycling behaviors. The survey results show that 36% of the respondents stopped walking and cycling during the Memorial Bridge construction. This reverses the numerous health benefits and environmental stewardship resulting from active transportation.

3. The proposed shuttle will likely decrease non-motorized use and will result in additional traffic congestion or non-legal use. The bridge is an important connector for commuters, tourists, and bicycle clubs. Because of the inconvenience of a shuttle, people who bicycled or walked across Little Bay will be encouraged to drive instead, setting back years of bicycle advocacy work meant to ease additional traffic congestion.

4. During the construction of the Memorial Bridge, bicyclists and walkers frustrated by the inconvenience of the shuttle rode or walked across the Sarah Mildred Long Bridge, an unintended risk. A similar situation might occur with the Little Bay Bridge.

5. New Hampshire needs to retain and attract millennials (those under 35 years old and the largest segment of the American workforce). They have the lowest rate of driving to work and the highest increase in bicycle commuting. (1). To attract these workers, especially those living in Dover/Durham and working in Portsmouth, there needs to be viable non-motorized access connecting the two cities.

6. Pedal-assist electric bike sales are currently exploding. Pedal-assist bike sales are strong in the Millennial and the Baby Boomer demographics, allowing riders to commute greater distances that were otherwise out of reach of the average rider (2). SABR expects strong increases in commuting by bike, but only if proper infrastructure exists.

As our research has shown, the bike shuttle decreases bicycle commuting behavior by local citizens.

7. Bicycle infrastructure is becoming more important to today's tech corporations, especially those that have a high number of Millennial employees. It is interesting to note that the 20 finalists for Amazon's second headquarters ALL are Bicycle Friendly Cities as designated by the Bicycle League of America. Of Amazon's current Seattle workforce "Fifty-five percent walk, ride bikes or use public transportation." according to the NY Times (3).

8. Motorists using the Little Bay Bridge are accustomed to lane changes, lane closures, and the use of Jersey barriers for the long-term benefit of motorists. Creating a multi-modal lane by using Jersey barriers will not be perceived by motorists as unusual. There is a perception of unfairness if these actions are deemed too costly by NHDOT for the benefit of non-motorized transportation users, but a reasonable cost for motor vehicle operators.

9. The current plan to use a shuttle bus has potential American with Disabilities Act issue. The law requires reasonable modifications and accommodations to avoid discrimination. The General Sullivan bridge is used by riders on hand cycles, tandems, triplets, and modified bicycles that would not be accommodated in the current plan (using a van/bus for transport) but would be accommodated by a bike lane.

10. University of New Hampshire's Durham campus is 4.5 miles away from the General Sullivan Bridge. The campus has numerous users who bicycle on adaptive cycles as part of the Northeast Passage educational or rental programs.

11. The Gen. Sullivan Bridge is used by bicyclists in the winter. Given the low temperatures and wind chill factor common in New Hampshire, cyclists risk hypothermia as they cool down from a sweat while waiting for a bus. This is a strong deterrent from riding in cold weather.

12. A multi-use path has a zero-carbon footprint. In the May 2017 Commute Smart B2B Challenge, hundreds of bicyclists and walkers rode 15,000 miles (2,566 trips), which reduced their carbon footprint in the Seacoast by 5.9 tons.

13. A bus shuttle can only accommodate one type of bicycle. It would not accommodate cargo bikes, recumbent bicycles, tandem bicycles, triplet bicycles, hand cycles, velo-mobiles, electric bikes, bikes with trailers, etc. These types of cycles are used by people for an assortment of reasons (physical disabilities, transporting children, transporting cargo, medical conditions, personal preference).

14. The Memorial Bridge shuttle could only accommodate four bicycles per trip which was one of the major reasons it was not used. It is not uncommon for groups of 20-30 cyclists to arrive at the bridge at one time during a group ride. How could a shuttle service accommodate the 500-1000 bikers and pedestrians who use the Gen. Sullivan bridge on a weekly basis, especially during rush hour? Under the current proposal if the shuttle operated once an hour for 16 hours a day, with four single bikes accommodated by van, then it is possible for 52 cyclists to cross the bridge a day. If you multiply by seven days only 364 cyclists could be accommodated per week under perfect use. Perfect use assumes cyclists arrive at the van shuttle in groups of four for every hour of shuttle service operation for a week.

15. A person who arrives at the bridge non-motorized and is unable to cross the bridge would have a choice of a 28.7 mile detour to the north, or a 30 mile detour by following around Great Bay to the south. This is the equivalent of asking a car to detour over 100 miles.

16. Bicycle riders and pedestrians cause negligible wear to roadways and bridges when compared to much heavier four-wheeled motor vehicles. Multi-modal users pay taxes, must pay for parking lots, highways, DOT projects through their taxes like other citizens, but receive less benefit. The disparity is most apparent in this current project.

1. *American Commuter Survey*, U.S. Census, 2013
2. "Electric bikes are exploding right now because they have no age associations, offer an authentic riding experience, and appeal to the two strongest purchasing generations in the U.S. – Boomers and Millennials," said Matt Powell, vice president and sports industry analyst, The NPD Group. "Being experiential yet non-arduous they draw Boomers, while Millennials enjoy that they are technological, experiential, and offer a more economical way of getting around." Source: The NPD Group, Inc. / Retail Tracking Service, 12 months ending July 2017
3. https://www.nytimes.com/2017/10/26/business/amazon-headquarters-competition.html

CITY OF PORTSMOUTH
Community Development Department
(603) 610-7281
Planning Department
(603) 610-7216

January 30, 2018

Keith Cota, PE
Chief Project Manager
NHDOT Highway Design
7 Hazen Dr
Concord, NH 03302

Re: General Sullivan Bridge Construction Bicycle Accommodations

Dear Mr. Cota:

I am writing to express support for providing a protected bike path on the west side of Little Bay Bridge as opposed to a shuttle bus during the General Sullivan Bridge construction period.

In 2014, Portsmouth adopted a comprehensive Bicycle and Pedestrian Plan and, in 2016, the City was designated a Bicycle Friendly Community (BFC) by the League of American Bicyclists. Central to the 2014 Plan's bicycle-related objectives (and part of the reason the City received BFC designation) is that the City continues to work to create a complete bicycle infrastructure network in order to encourage more residents, employees, and visitors to bicycle into, through and around our City as part of their daily routines. With that in mind, our City's staff works to make sure that our existing bike infrastructure is maintained, while we continue to expand and grow the network.

I believe that maintaining a bicycle path across the Little Bay Bridge throughout the General Sullivan Bridge construction period is essential to maintaining this important link in our regional bicycle network and ensuring that people continue to choose bicycling as a transportation mode of choice. I believe that providing a shuttle is not a viable alternative for bicycles as it is a major inconvenience and will very likely result in many people opting to drive instead, setting back years of bicycle advocacy work meant to ease additional traffic congestion.

Sincerely,

Juliet T. H. Walker, AICP
Planning Director

1 Junkins Avenue
Portsmouth, New Hampshire 03801
Fax (603) 427-1593