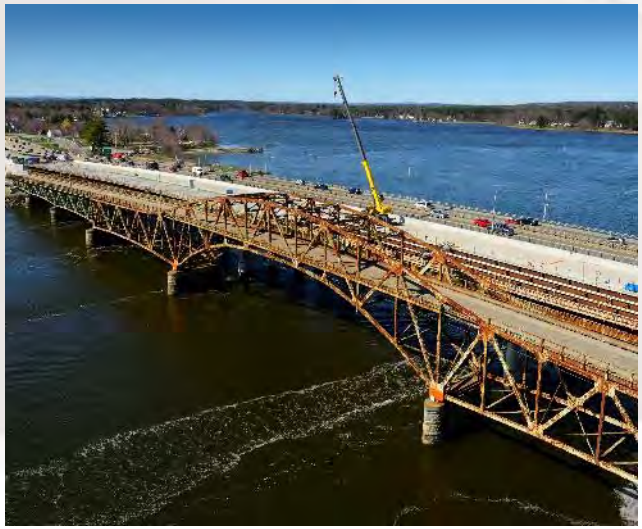
# Newington-Dover

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

**Public Information Meeting**
**September 5, 2018**



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# Meeting Agenda

- Introduction and Overview
- Alternative Screening Results
- Review of Alternatives
  - Reasonable Range of Alternatives
  - Preliminary Cost Estimates
- Bike/Ped Construction Access
- GSB - Next Steps
- Contract Q Construction Update

# Meeting Goals

- Obtain public feedback on range of alternatives
- Solicit public opinion on construction phase bike/ped access
- Explain SEIS next steps
- Provide Dover roadway construction status update (11238Q)

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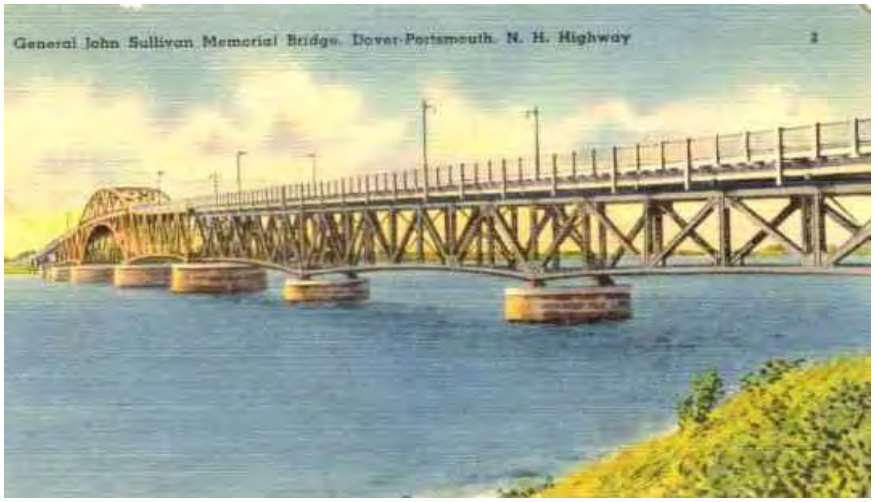
# GSB - Developing and Screening Alternatives

# GSB is a Historic Structure

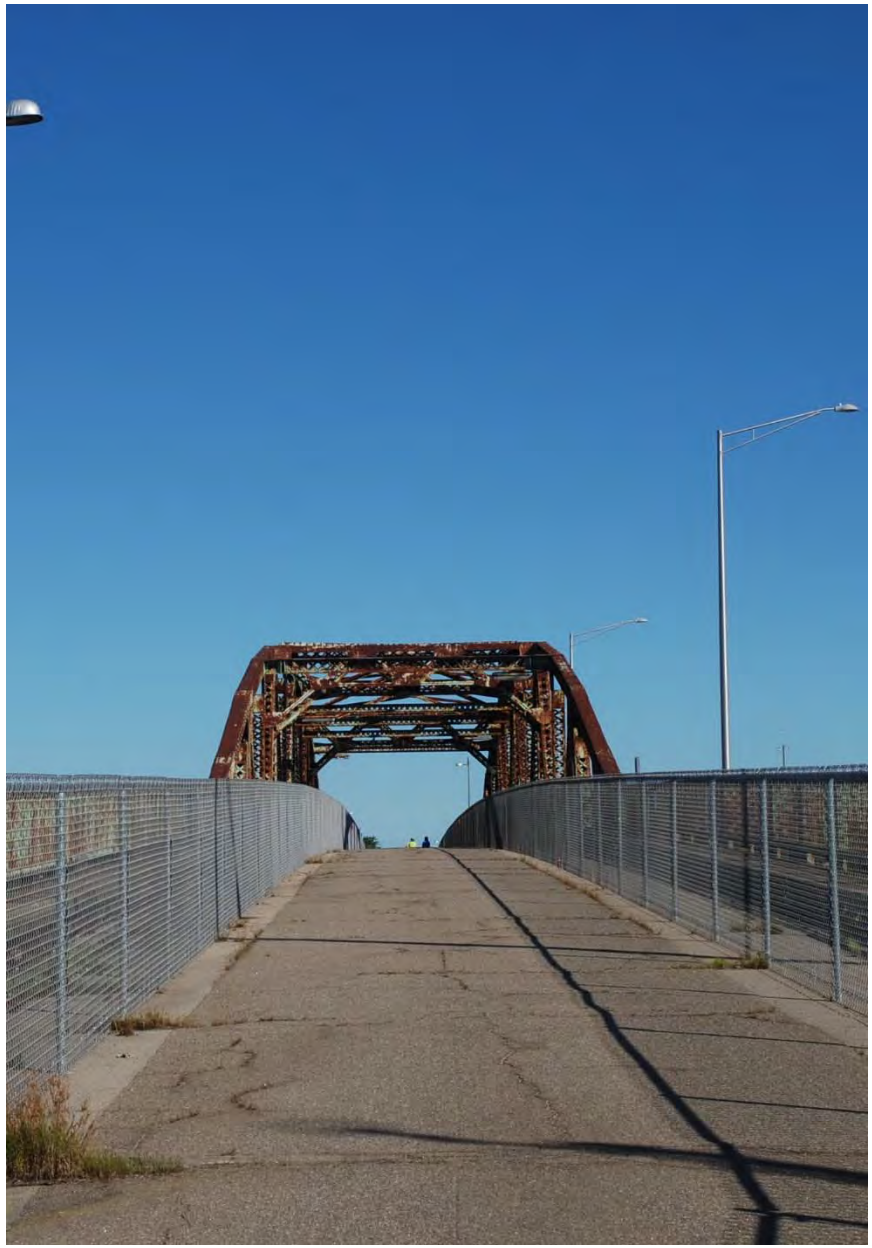
- **Eligible** for listing on the **National Register of Historic Places**
- Significant at both the state and national levels
- Protection under federal law for eligible properties are:
  - **Section 106** of the National Historic Preservation Act
  - **Section 4(f)** of the USDOT Act
- Historic Preservation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




# Supplemental EIS Project Purpose

***Project Purpose***

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



# Range of Evaluated Alternatives

- Alt 1: Rehabilitation of General Sullivan Bridge
- Alt 2: Superstructure Replacement – Truss Alternative
- Alt 3: Partial Rehabilitation
- Alt 4: Complete Replacement
- Alt 5: Reconfigure Southbound Little Bay Bridge
- Alt 6: Southbound Little Bay Bridge - Widened Deck on Pier Extension
- Alt 7: Southbound Little Bay Bridge - Independent Deck on Pier Extension
- Alt 9: Superstructure Replacement – Girder Alternative

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# Screening Criteria

- **Purpose and Need:** Alternative meets the project Purpose and Need - To provide bicycle and pedestrian access between Dover and Newington. This criterion also considers how well the alternative meets the project Purpose and Need.
- **Feasibility:** Alternative is reasonable and practical from a technical standpoint. Alternative can be implemented using existing techniques and materials, within a practical duration, and without excessive impacts on the environment or the transportation network.
- **Cost:** Alternative has construction and life cycle costs that are not excessive in comparison with other reasonable alternatives.

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# Screening Criteria

- **Safety - User Safety:** Alternative provides a safe and efficient crossing for vehicular and non-motorized travel across the span, minimizing deviations from the design standards for roadways and bridges.
- **Safety – Inspection and Emergency Access:** Alternative provides safe means for inspection, maintenance, and emergency vehicle access.
- **Transportation Capacity:** Alternative maintains or improves existing vehicle capacity across the Little Bay Bridge, with no decrease in the number or width of travel lanes or shoulders.
- **Cultural Resource Impacts:** Alternative preserves some or all of the GSB.

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# Screening Matrix

| Alternative | Screening Criteria | | | | | | | Advances to Detailed Study in SEIS? |
|---|---|---|---|---|---|---|---|---|
| | Purpose and Need | Feasibility | Estimated Costs - DRAFT (Initial Capital Costs/Life Cycle Cost, 2018 Dollars) | Safety – User Safety | Safety - Inspection and Emergency Access | Transportation Capacity | Cultural Resource Impacts | |
| Alternative 1C: Rehabilitation – 12' Wide Path | ● | ◐ | $39.0M/$70.0M | ◐ | ◐ | ● | ● | N |
| Alternative 1D: Rehabilitation – 16' Wide Path | ● | ◐ | $39.75M/$70.75M | ● | ● | ● | ● | Y |
| Alternative 2D: Superstructure Replacement - Truss Alternative – 12' Wide Path | ● | ● | $32.0M/$38.25M | ◐ | ◐ | ● | ◐ | N |
| Alternative 2E: Superstructure Replacement - Truss Alternative – 16' Wide Path | ● | ● | $32.75M/$39.0M | ● | ● | ● | ◐ | N |
| Alternative 3C: Partial Rehabilitation- 16' Wide Path | ● | ● | $37.0M/$56.5M | ● | ● | ● | ◐ | N |
| Alternative 4C: Complete Replacement – 16' Wide Path | ● | ● | $31.0M/$31.0M | ● | ● | ● | ○ | N |
| Alternative 5: Reconfigure Southbound Little Bay Bridge | ○ | ● | - | ○ | ○ | ◐ | ● | N |
| Alternative 6A: Southbound Little Bay Bridge - Widened Deck on Pier Extension (Minimum Roadway/Minimum Path) | ● | ● | - | ◐ | ◐ | ○ | ◐ | N |
| Alternative 6B: Southbound Little Bay Bridge - Widened Deck on Pier Extension (Desirable Roadway/Minimum Path) | ● | ● | $22.5M/$25.75M | ◐ | ◐ | ● | ◐ | N |
| Alternative 6C: Southbound Little Bay Bridge - Widened Deck on Pier Extension (Desirable Roadway/Desirable Path) | ● | ● | $23.0M/$26.5M | ◐ | ● | ● | ◐ | Y |
| Alternative 7B: Southbound Little Bay Bridge - Independent Deck on Pier Extension – 16' Wide Path | ● | ● | $24.75/$27.75M | ● | ● | ● | ◐ | Y |
| Alternative 9B: Superstructure Replacement – Girder Alternative – 16' Wide Path | ● | ● | $23.5M/$26.5M | ● | ● | ● | ◐ | Y |

○ Does not perform well ◐ Performs adequately ● Performance exceeds other reasonable alternatives

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# Review of Alternatives

# Alternative 1 – Rehabilitation of General Sullivan Bridge

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# Alternative 1 – Rehabilitation of General Sullivan Bridge

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# Alternative 6 – Southbound Little Bay Bridge – Widened Deck on Pier Extension

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# Alternative 6 – Southbound Little Bay Bridge – Widened Deck on Pier Extension

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# Alternative 6 – Southbound Little Bay Bridge – Widened Deck on Pier Extension

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# Alternative 6 – Southbound Little Bay Bridge – Widened Deck on Pier Extension

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# Alternative 7 – Southbound Little Bay Bridge – Independent Deck on Pier Extension

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# Alternative 7 – Southbound Little Bay Bridge – Independent Deck on Pier Extension

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# Alternative 7 – Southbound Little Bay Bridge – Independent Deck on Pier Extension

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# Alternative 7 – Southbound Little Bay Bridge – Independent Deck on Pier Extension

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# Alternative 9 – Superstructure Replacement – Girder Alternative (Haunch)

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# Alternative 9 – Superstructure Replacement – Girder Alternative (Haunch)

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# Alternative 9 – Superstructure Replacement – Girder Alternative (V-Frame)

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# Alternative 9 – Superstructure Replacement – Girder Alternative (V-Frame)

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# Alternative 9 – Superstructure Replacement – Girder Alternative (V-Frame)

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# Alternative 9 – Superstructure Replacement – Girder Alternative (V-Frame)

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# Cost Estimates

# Conceptual Cost Estimating

- **Cost Estimates**
  - Initial Capital and Life Cycle maintenance costs were developed for Alternatives 1, 2, 3, 4, 6, 7 and 9.
  - Under each alternative, costs for a 12’ wide and a 16’ wide multi-use path width were developed for comparison.
- **Initial Capital Cost**
  - This is initial construction cost to bring the alternative into service.
- **Life Cycle Cost**
  - Reflects the entire capital investment required for each alternative. It is the summation of Initial Capital Cost, and cost of maintaining the structure through the assumed 75 year planning horizon.

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| General Sullivan Bridge - Alternative Initial Capital and Life Cycle Cost Estimate Summary | | | | |
|---|---|---|---|---|
| SEIS Cost Estimates: | | | | |
| **Alt:** | **Description:** | **Initial Capital Cost** | **Life Cycle Cost (Constant Value)** | **Width Increase** |
| 1C | Rehabilitation of the GSB - 12' Wide Path | $39,000,000 | $70,000,000 | 1.7% |
| 1D | Rehabilitation of the GSB - 16' Wide Path | $39,750,000 | $70,750,000 | |
| 2D | Superstructure Replacement – Truss Alternative - 12' Wide Path | $32,000,000 | $38,250,000 | 2.6% |
| 2E | Superstructure Replacement – Truss Alternative - 16' Wide Path | $32,750,000 | $39,000,000 | |
| 3B | Partial Rehabilitation - 12' Wide Path | $36,000,000 | $55,250,000 | 2.5% |
| 3C | Partial Rehabilitation - 16' Wide Path | $37,000,000 | $56,500,000 | |
| 4B | Complete Replacement - 12' Wide Path | $30,750,000 | $30,750,000 | 0.8% |
| 4C | Complete Replacement - 16' Wide Path | $31,000,000 | $31,000,000 | |
| 6B | Southbound LBB – Widened Deck on Pier Extension - 12' Wide Path | $22,500,000 | $25,750,000 | 2.1% |
| 6C | Southbound LBB – Widened Deck on Pier Extension - 16' Wide Path | $23,000,000 | $26,500,000 | |
| 7A | Southbound LBB – Independent Deck on Pier Extension - 12' Wide Path | $24,500,000 | $27,250,000 | 1.0% |
| 7B | Southbound LBB – Independent Deck on Pier Extension - 16' Wide Path | $24,750,000 | $27,750,000 | |
| 9A | Superstructure Replacement – Girder Alternative - 12' Wide Path | $23,250,000 | $26,250,000 | 1.0% |
| 9B | Superstructure Replacement – Girder Alternative - 16' Wide Path | $23,500,000 | $26,500,000 | |

= Alternatives for Further SEIS Evaluation

= Screened Out

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# Bicycle/Pedestrian Construction Access

# Bike/Ped. Access Option 1: Shuttle Bus


Potential Shuttle Bus Pick Up/Drop Off Locations

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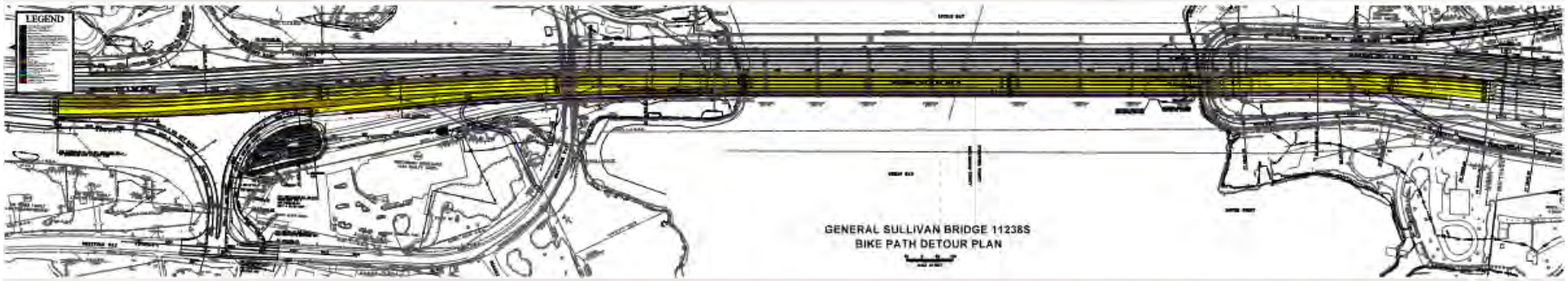
# Bike/Ped. Access Option 2: NB LBB Multi-Use Path Detour

- **Construct & Remove**
  - 10-foot Multi-Use Path
  - Barrier/Fencing
  - Temporary Approaches
  - Signing and pavement marking modifications

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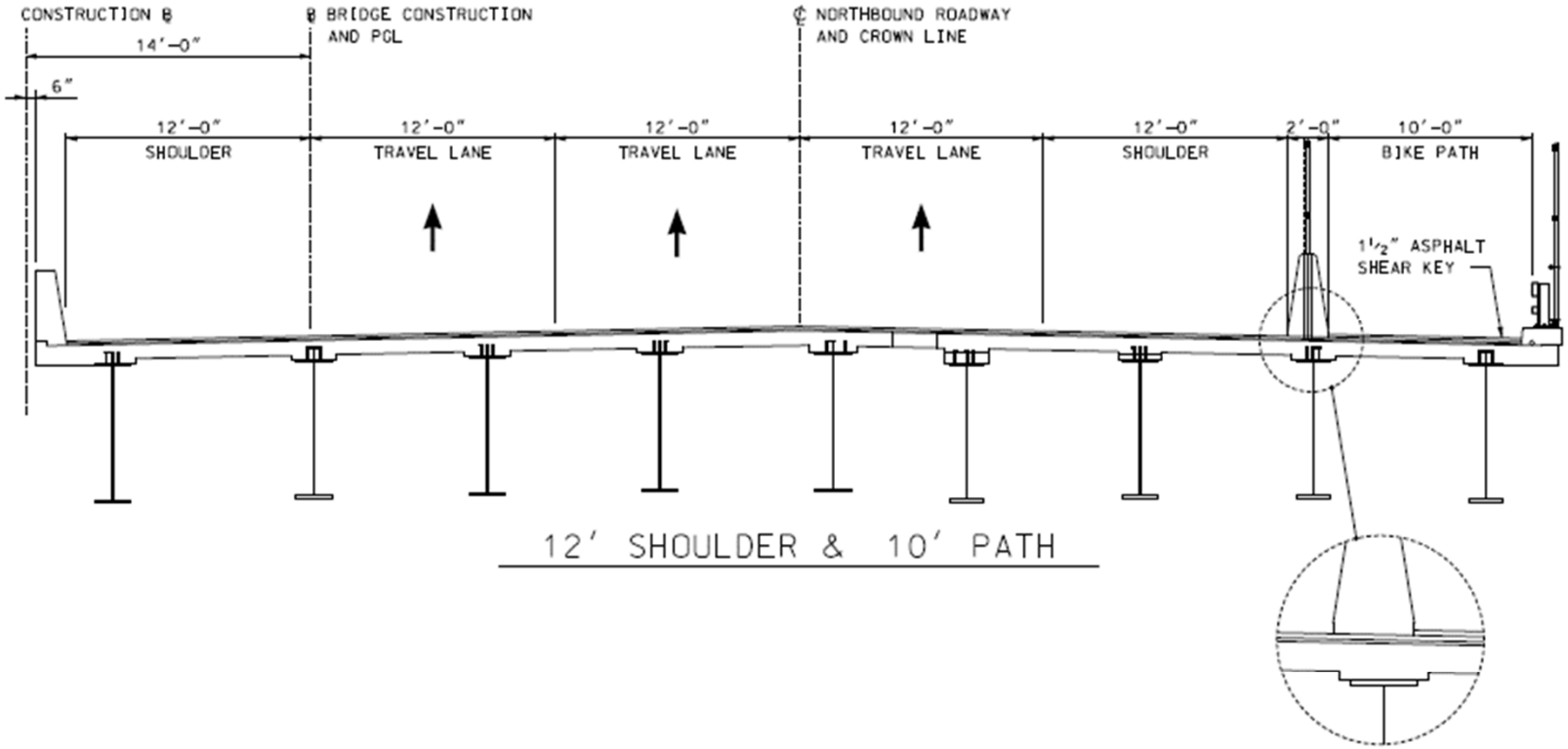
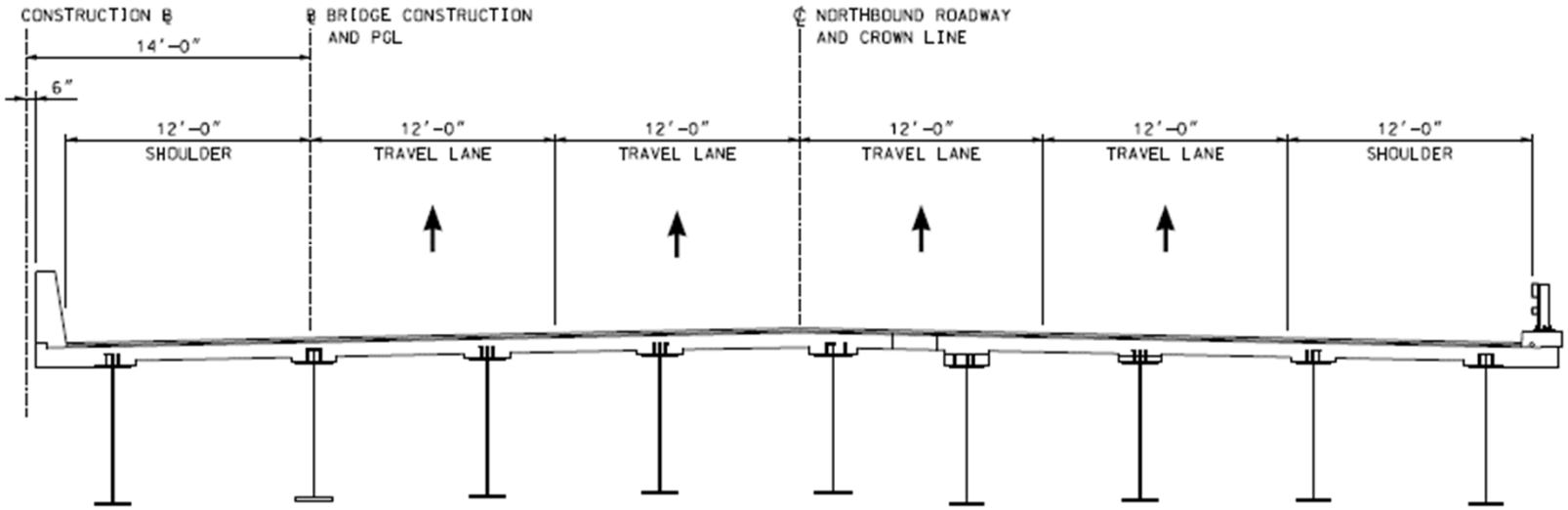
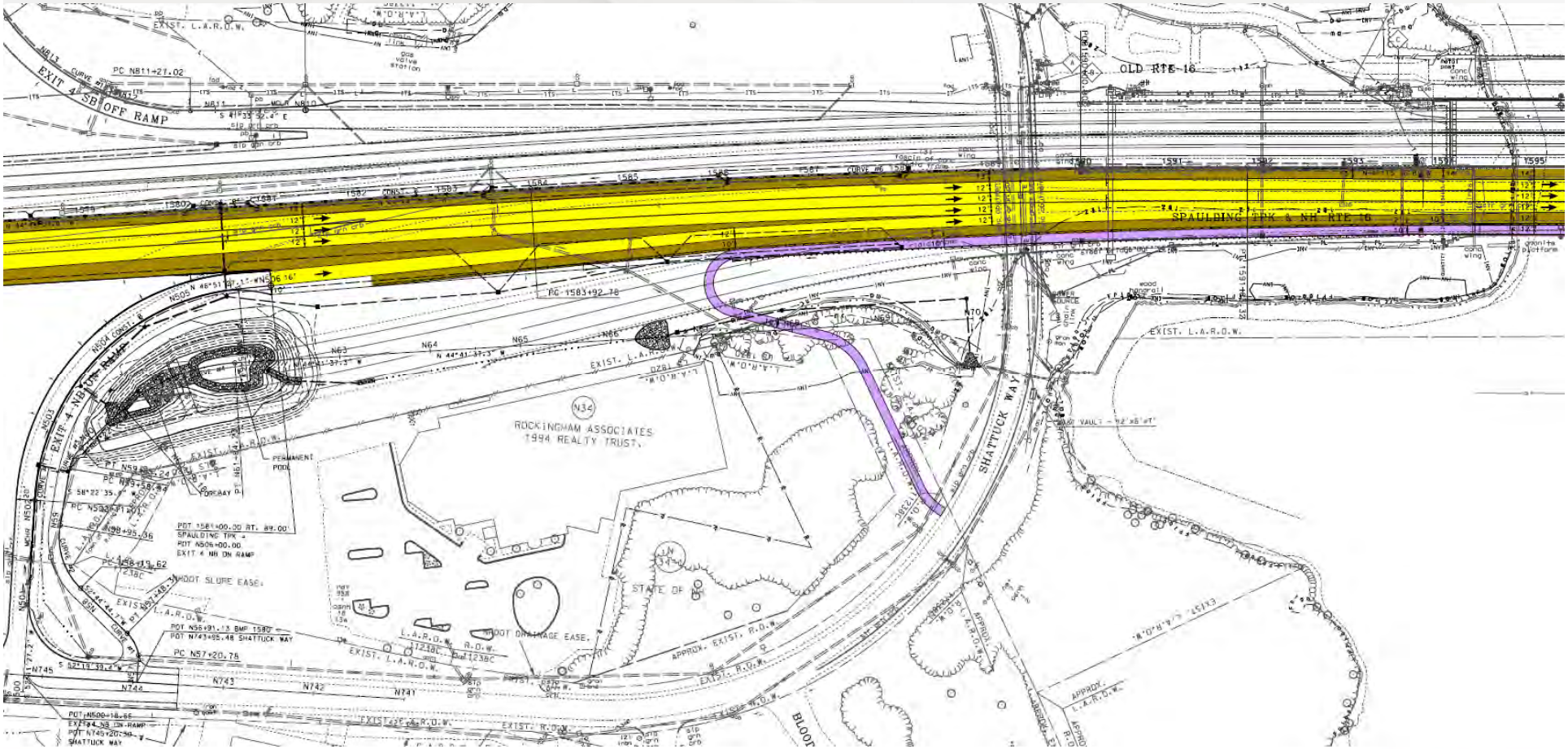



12' SHOULDER & 10' PATH




NORTHBOUND BRIDGE NO. 201/025

# Bike/Ped. Access Option 2: NB LBB Multi-Use Path Detour

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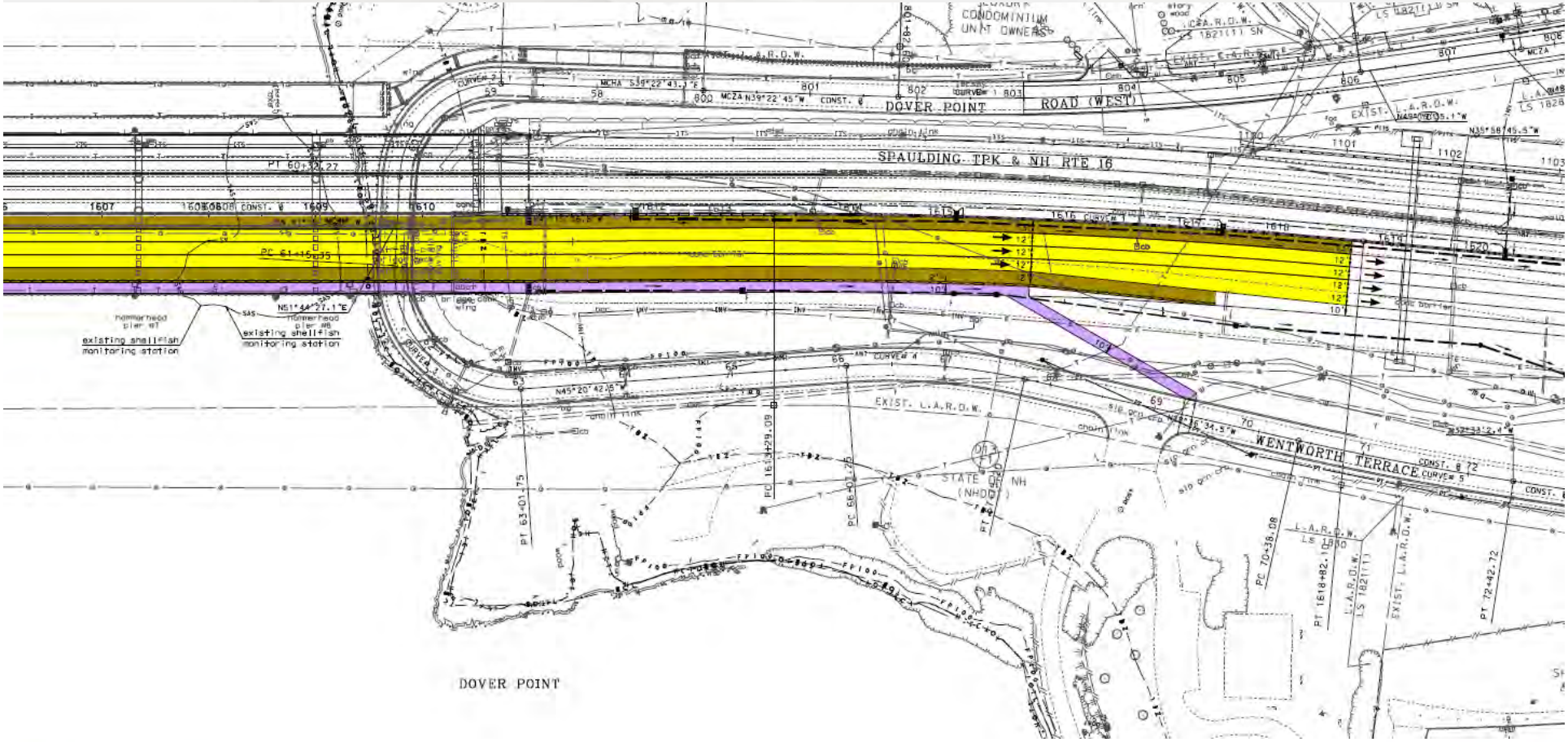
# Bike/Ped. Access Option 2:
# NB LBB Multi-Use Path Detour

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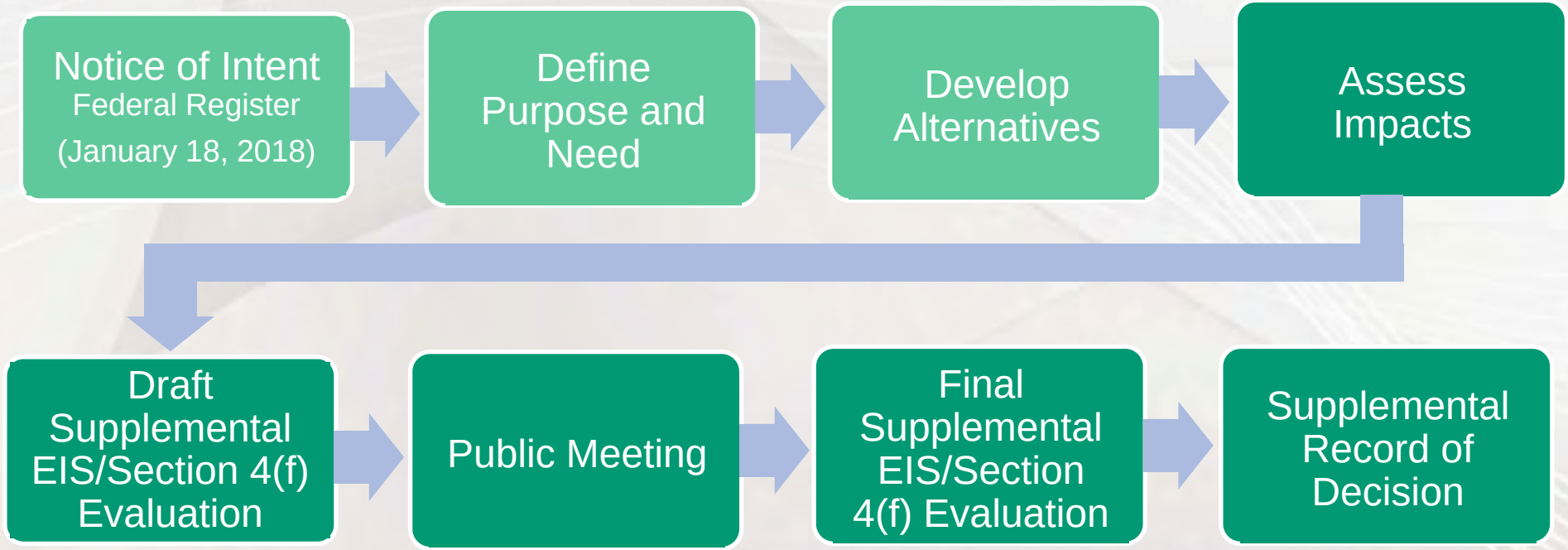
# General Sullivan Bridge
# Next Steps

# Supplemental EIS

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# 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

# 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**
**(September 5, 2018)**

- Alternatives Screening
- Review Reasonable Range of Alternatives

**Public Meeting #3**
**(Winter 2018/2019)**

- Presentation of Preferred Alternative
- Public Input on Draft SEIS

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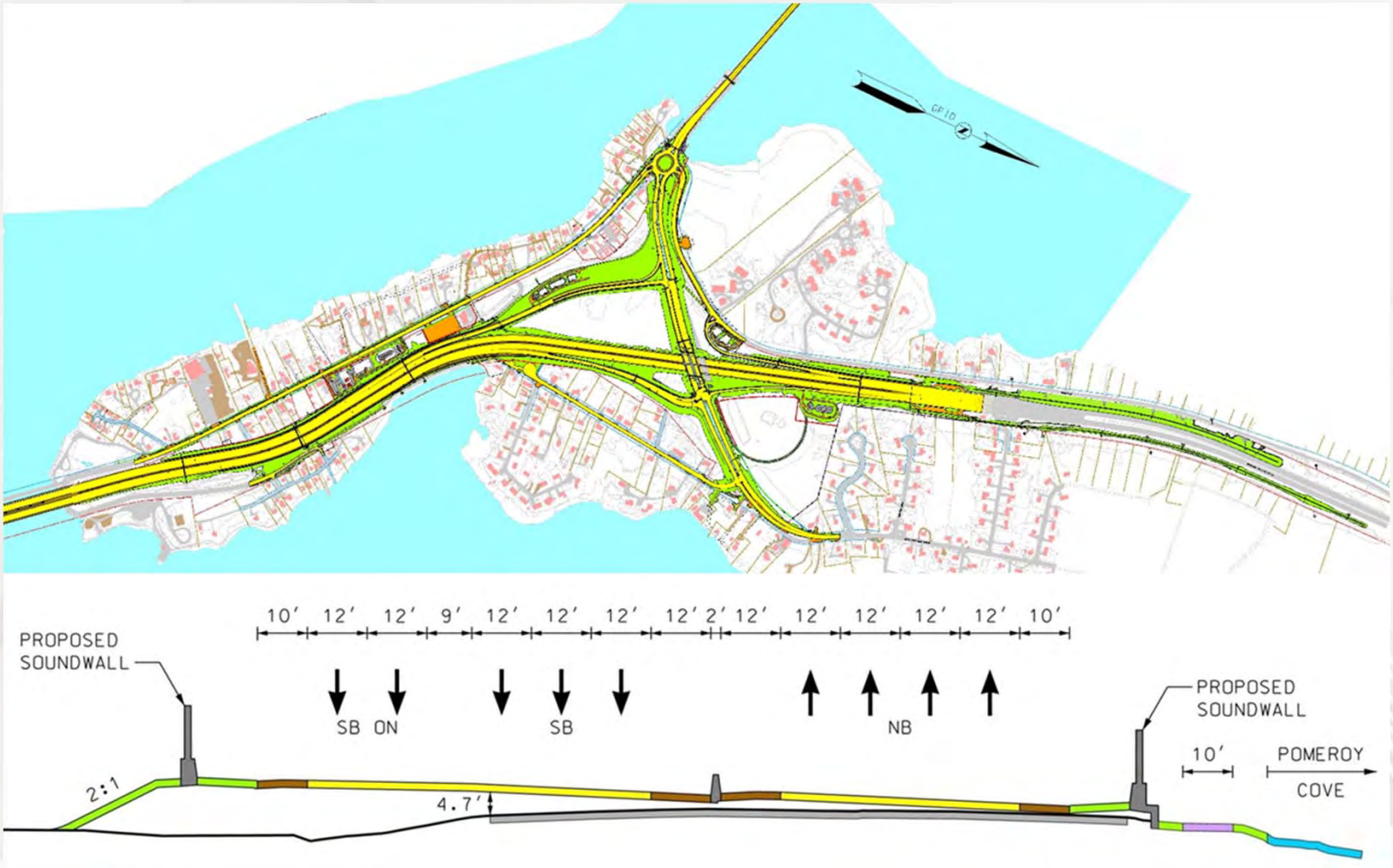
# Contract Q
# Construction Update

# Newington-Dover 11238Q




## September 2018 Project Update

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# Work Ongoing - Northbound
# Spaulding Tpk.  Newington

**Construction of southern approach to Little Bay Bridge continues**
**Anticipated to be in service November 2018**

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# Work Ongoing - Northbound
# Spaulding Tpk. Dover

**Surcharge Waiting Periods are complete.**
**This allows for permanent roadway construction**
**Roadway to be in service November 2018.**

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# Work Ongoing - Exit 6 Northbound Off Ramp

**The new ramp will be put into service November 2018.**
**Existing Exit 6W Loop Ramp will close at that time.**

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# Work Ongoing - New Route 4 Bridge at Exit 6

## Bridge was put into service August 30th

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# Work Ongoing - Soundwalls
# Work continues on the Soundwalls south of Exit 6

**Soundwall 1 –**
West Side of Spaulding Turnpike.
South of Exit 6
*Completion in 2020*

**Soundwall 2 –**
East Side of Spaulding Turnpike.
South of Exit 6
*Completion in 2019*

**Soundwall 3 –**
West Side of Spaulding Turnpike.
North of Exit 6
*Complete*

**Soundwall 4 –**
East Side of Spaulding Turnpike.
North of Exit 6
*Complete*

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# Work Ongoing – Dover Point Road (West) Reconstruction

**Sidewalk and Driveway Work continues.**
**Anticipated completion in fall of 2018.**

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# Upcoming Work -

**Demo of Existing Exit 6 Bridge – Requires Nighttime Work and Traffic Detours**

**Closure of Exit 5 Northbound On Ramp – Scheduled for Sept 11. Traffic will be detoured to Exit 4 to access Northbound**

**Construction of Exit 6 Northbound On Ramp – To be opened in November 2018**

**Traffic shift onto Northbound Little Bay Bridge – anticipated 2 lanes onto bridge in November 2018.**

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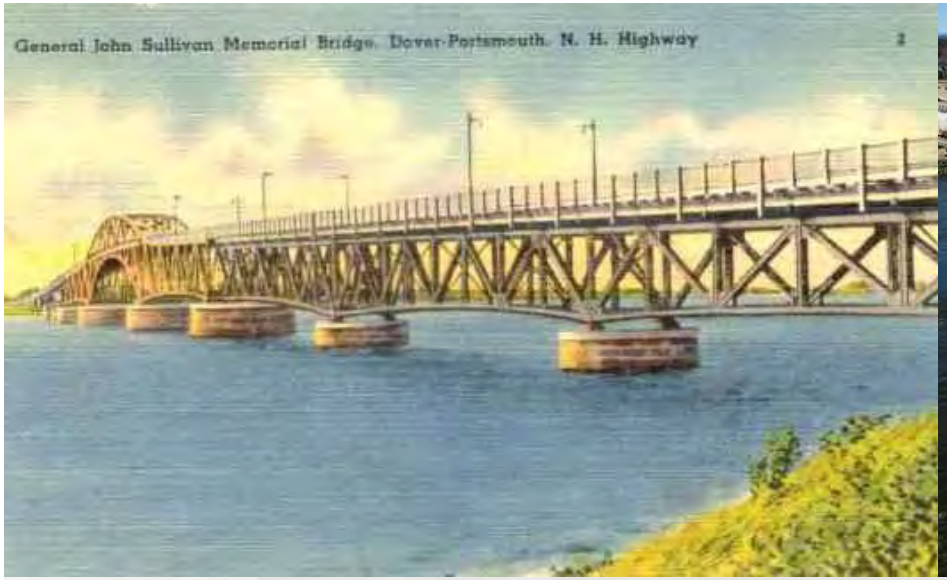


# Thank You!
# Questions/Comments?

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

DRIVING TOWARD ZERO
One Death Is Too Many

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