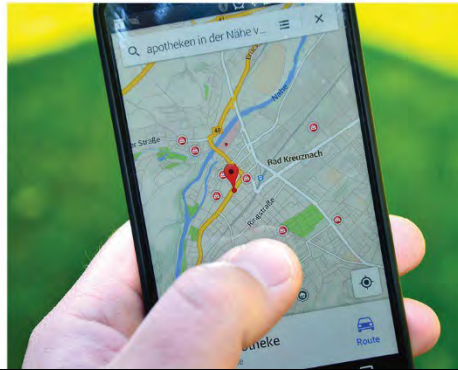


ENV 1, MANUAL 2

NEPA PUBLIC INVOLVEMENT MANUAL



Date Adopted: January 2021

Justin F. Sheitzer

Approved by

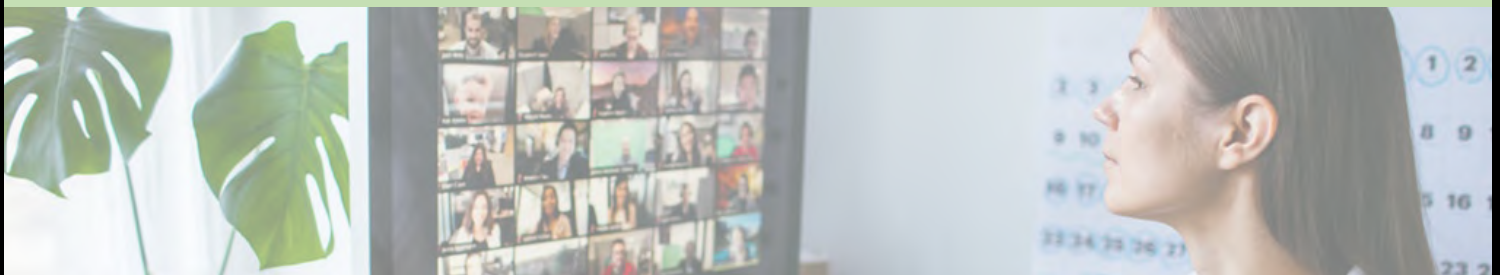
January 4, 2021

Date

Acknowledgements:

The NEPA Public Involvement Manual was created through input from a Task Force consisting of the following members:

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Jamie Sikora, Federal Highway Administration
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U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

January 6, 2021

53 Pleasant Street, Suite 2200
Concord, NH 03301
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In Reply Refer To:
HDA-NH

Ms. Victoria F. Sheehan
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

Attn: Mr. Kevin Nyhan, Administrator
Bureau of Environment

Dear Commissioner Sheehan:

Subject: NHDOT NEPA Public Involvement (PI) Manual

The Federal Highway Administration (FHWA) has completed its review of the New Hampshire Department of Transportation's (NHDOT) NEPA PI Manual, dated January 4, 2021, and in accordance with 23 CFR 771.111(h), we approve this document. This approval is provided with the understanding that the manual is a living document that will need to be reviewed and updated on a regular basis to ensure continued compliance, and incorporate any new strategies that might assist in improving the public outreach process.

The Council on Environmental Quality (CEQ) NEPA regulations at 40 CFR 1500-1508 have been updated and became effective on September 14, 2020. FHWA is currently reviewing those regulations to update our NEPA implementing regulations at 23 CFR 771. Since both sets of regulations apply to NHDOT's practice of public involvement, any questions regarding compliance with the regulations should be directed to the NH Division Office. Revisions to this manual which may be needed in response to the updated CEQ regulations should be evaluated for implementation once FHWA has finalized any changes to 23 CFR 771 (Anticipated by September, 2021).

We truly appreciate the extensive efforts made by Rebecca Martin and the NHDOT NEPA PI Manual Task Force in the development of this manual. We believe the manual will be a helpful resource for those involved with planning and implementing the NEPA public outreach process on NH's transportation projects.

Should you or your staff have any questions regarding the manual, or any subsequent revisions, please contact Mr. Jamie Sikora of our office at (603) 410-4870 or Jamie.Sikora@dot.gov.

Sincerely,

**PATRICK A
BAUER**

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Subject Files: 400.015 and 350.140



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NEPA PUBLIC INVOLVEMENT MANUAL

PURPOSE AND OVERVIEW

PURPOSE

This manual documents New Hampshire Department of Transportation's (NHDOT) approach to public involvement during the environmental review process. The minimum public involvement strategies for National Environmental Policy Act (NEPA) compliance are described and additional public involvement tools are provided for consideration. The manual also documents NHDOT's public hearing process for NEPA compliance.

AUTHORITY

NHDOT Deputy Commissioner, Christopher Waszczuk

SCOPE

The information in this manual is intended for NHDOT project development staff. This manual can also be used as a resource by other NHDOT staff involved in public engagement activities, as well as by managers of Local Public Agency projects.

REFERENCES

NHDOT Environmental Policy, ENV 1

GENERAL COMMENTS AND BACKGROUND

State agencies that receive federal funding and/or require federal permits or approvals are required to assess the environmental effects of proposed projects prior to moving ahead with a selected alternative under the National Environmental Policy Act (NEPA). In addition, NEPA requires that there are meaningful opportunities provided for public participation. Federal law requires that States' Department of Transportation's procedures for public involvement are approved by the Federal Highway Administration (FHWA): 23 CFR 711.111(h)(1). Although NHDOT has public outreach strategies and procedures in place through the Project Development process that are generally followed during the environmental review of NHDOT projects, these procedures are not documented in one place and have not been approved by FHWA. FHWA has expressed that a documented procedure should be developed and approved (by FHWA) to ensure that public outreach is appropriate and is incorporated into projects' environmental reviews. To satisfy this need, the Policy and Records Work Group authorized a task force and the task force has overseen the development of the NHDOT NEPA Public Involvement Manual.



TRAINING

Not Applicable

OVERVIEW

The focus of the manual is to provide guidance on conducting public involvement during the environmental review of NHDOT projects. The manual sets forth the process that the NHDOT has adopted to satisfy the environmental review process and also provides options for additional outreach if deemed warranted by the Project Team. The term Project Team is used throughout this manual and is defined as the staff identified by bureau administrators who actively participate in project development and may include: design staff, environmental staff (Environmental Manager), right-of-way staff, construction staff, as well as the Project Manager.

Section I of the manual describes the background and requirements that led to the development of the manual. It includes the purpose and goals of the manual and provides a description of how the manual could be used. Section II of this manual outlines the minimum public involvement efforts that NHDOT has committed to carrying out for all projects that undergo an environmental review. Section III and Appendix A provide guidance and tools to assist the Project Team in selecting and implementing additional public involvement strategies for projects that warrant more than the minimum public involvement effort. Appendix B includes some best practices for public involvement (tips and tricks) and Appendix C is a summary of regulations requiring public outreach for NHDOT projects. Appendix D is a list of existing DOT policies and manuals that address public involvement. There are some valuable examples of fact sheets, advertisements, educational briefs and other past public involvement efforts presented in Appendix G. The manual is intended to be used by NHDOT project development staff but can also be used as a resource by other NHDOT staff involved in public engagement activities, as well as for Local Public Agency projects.

The Council on Environmental Quality (CEQ) regulations implementing NEPA, 40 CFR parts 1500–1508, were recently updated, and became effective September 14, 2020. FHWA is currently reviewing those regulations and will update FHWA’s NEPA implementing regulations at 23 CFR 771. When the new FHWA NEPA implementing regulations are available, an update to this manual is anticipated.

Acronyms and Definitions

Common Acronyms

ACOE Army Corps of Engineers
CE Categorical Exclusion
CEQ Council on Environmental Quality
CFR Code of Federal Regulation
DOT Department of Transportation
EA Environmental Assessment
EDC Every Day Counts
EJ Environmental Justice
EIS Environmental Impact Statement
EPA Environmental Protection Agency
FEMA Federal Emergency Management Agency
FHWA Federal Highway Administration
FONSI Finding of No Significant Impact
LCHIP Land Conservation & Heritage Investment Program
LEP Limited English Proficiency
LWCF Land & Water Conservation Fund
MPO Metropolitan Planning Organization
NEPA National Environmental Policy Act
NHDES New Hampshire Department of Environmental Services
NHDHR New Hampshire Division of Historical Resources
NHDOT New Hampshire Department of Transportation
NOA Notice of Availability
NOI Notice of Intent
PSA Public Service Announcement
ROD Record of Decision
ROW Right-of-way
RPC Regional Planning Commission
RSA Revised Statutes Annotated
SHPO State Historic Preservation Officer
STIP State Transportation Improvement Program
THPO Tribal Historic Preservation Officer
TIP Transportation Improvement Program
USC United States Code
USDOT United States Department of Transportation
VPI Virtual Public Involvement

Acronyms and Definitions

Definitions

Categorical Exclusion Documentation for a Class II NEPA action that FHWA has determined, by experience, does not individually or cumulatively have significant environmental impacts.

Conference Report Summary/meeting notes of general discussion items; not a formal transcript of a meeting.

Consulting Party Individual or organization with a demonstrated interest in the project, who have been approved by FHWA to participate in Section 106 review due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties.

Cultural Resource Agency Coordination Meeting Monthly interagency coordination meeting hosted by the NHDOT Bureau of Environment Cultural Resources Program to provide an opportunity for early coordination and problem solving on cultural resource concerns that arise in the development of transportation projects. Regular attendees consist of NHDOT, FHWA, and NHDHR staff.

De minimis impact Under Section 4(f), an impact that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Eminent Domain The right of government to take private property for public use upon payment of just compensation. New Hampshire Eminent Domain Laws can be found in NHRSA 498-A.

Environmental Assessment Documentation for a Class III NEPA action required when the likelihood of significant impacts is uncertain.

Environmental Impact Statement Documentation for a Class I NEPA action required when the action will significantly affect the environment.

Environmental Manager NHDOT Bureau of Environmental staff person responsible for overseeing the environmental review, documentation, and permitting for a proposed project.

Federal Highway Administration (FHWA) NH Division Staff involved in the review and approval of NEPA documentation for transportation projects in NH where FHWA is the designated lead federal agency. The Environmental Program Manager (EPM) serves as the primary point of contact between FHWA and NHDOT for both program and project level environmental reviews or issues. The NH Division's EPM also works with the NHDOT to ensure appropriate levels of public involvement are utilized to complete NEPA reviews.

Acronyms and Definitions

Initial Contact Letter Correspondence sent by the NHDOT Environmental Manager to local officials, boards, commissions, and organizations to seek local input on resources and potential project related concerns.

Natural Resource Agency Coordination Meeting Monthly interagency coordination meeting hosted by the NHDOT Bureau of Environment Wetlands Program to provide an opportunity for early coordination and problem solving on natural resource concerns that arise in the development of transportation projects, thereby streamlining State and Federal permitting and National Environmental Policy Act (NEPA) approvals.

NHDOT Bureau of Bridge Design The NHDOT bureau responsible for design and contract plans for bridge rehabilitation and replacement projects. Serves as the lead design bureau on bridge projects, thereby responsible for scheduling and coordinating public meetings.

NHDOT Bureau of Environment The NHDOT bureau responsible for evaluating transportation construction projects and maintenance activities and making recommendations on ways to avoid, minimize, and/or mitigate impacts on natural, cultural and socioeconomic resources. The Bureau of Environment acts as a liaison among the Department and federal, state, local and private environmental organizations and stakeholders.

NHDOT Bureau of Highway Design The NHDOT bureau responsible for the development of plans for the reconstruction, rehabilitation, and new construction of roadways. Serves as the lead design bureau on roadway projects, thereby responsible for scheduling and coordinating public meetings.

NHDOT Office of Federal Compliance NHDOT office responsible for ensuring the Department's compliance with Title VI and related statutes prohibiting discrimination in Federally assisted programs or activities.

Officials with Jurisdiction Under Section 4(f), the Federal, State or local park or refuge authorities or agencies that own and/or manage the park or wildlife/waterfowl refuge; for historic sites, the State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO), whichever has jurisdiction under Section 106 of the National Historic Preservation Act.

Project Development Within NHDOT, the Division of Project Development plans and designs transportation projects and oversees their construction. It is the second largest Division within the Department and includes the Bureaus of Environment, Highway Design, Bridge Design, Right-of-Way, Planning and Community Assistance, Materials and Research, and Construction. The term project development is also used to describe the process required from project conception through design and construction.

Project Manager NHDOT staff person responsible for planning, effectively managing, and bringing to successful completion highway, bridge, intermodal, and specialty projects. The Project Manager is the lead project contact and represents the Department on matters pertinent to his or her projects. Project Managers manage and provide direction to multi-

Acronyms and Definitions

disciplinary teams and consultants (as extensions of Department staff) throughout the project development process.

Project Team The NHDOT staff and consultants (as extensions of Department staff) identified by bureau administrators who actively participate in project development. The Project Team is led by the Project Manager and may include design staff, environmental staff (Environmental Manager), right-of-way staff, and construction staff.

Public Hearing Formal, structured meeting at which testimony is received and after which an official transcript is prepared.

Public Informational Meeting Public meeting held by NHDOT to provide the public with opportunities to comment on local concerns, resources, and the project itself.

Public Officials Meeting Meeting scheduled by the NHDOT lead design bureau with the governing body of the municipality in which a project is located.

Right-of-Way Real property, or interests therein, acquired, dedicated, or reserved for the construction, operation, and maintenance of a public road.

Significant As used in NEPA, the determination of a significant impact is a function of both context and intensity (40 CFR §§ 1500-1508). To determine significance, the severity of the impact must be examined in terms of the type, quality and sensitivity of the resource involved; the location of the proposed project; the duration of the effect (short- or long-term) and other consideration of context. Significance of the impact will vary with the setting of the proposed action and the surrounding area. NEPA significance is a primary factor in determining the type of environmental document and process to use for a particular project. To determine the appropriate class of action and the requisite level of documentation necessary to comply with NEPA, it is essential to understand the term "significance" and the process for its determination (https://www.environment.fhwa.dot.gov/nepa/trans_decisionmaking.aspx)

Stakeholder Individual, business, or organization impacted by the outcome of a project.

Testimony A formal written or spoken statement.

Title VI Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them.

Transcript A written, word-for-word record of what was said, such as at a public hearing.

Virtual Public Involvement As used by FHWA, virtual public involvement is the use of digital technology to engage individuals or to visualize projects and plans.

SECTION I

Introduction

1.1 OVERVIEW

Communicating with the public is a component of all services that the NHDOT carries out in planning, designing, constructing, and maintaining a high-quality transportation network. Creating collaborative partnerships with community members is an important means to meeting the transportation needs statewide while providing an open and transparent decision-making process.

An important and required component of addressing transportation needs in the state is the environmental review process for proposed projects. The environmental review process ensures that natural, cultural, and socioeconomic resources and concerns are considered during the development of proposed projects. Public involvement is integral to the environmental review, as well as for the overall project delivery process. Engaging the public early and often not only results in projects that meet the needs of stakeholders, but also facilitates a better understanding of the local natural, cultural, and socioeconomic resources and concerns, enabling the Project Team to design and construct projects that best avoid, minimize, and mitigate impacts.

The intent of this Public Involvement Manual is to document NHDOT’s approach to public involvement during the environmental review process. Because the environmental review is integral to the overall project development process, there is substantial overlap in the public involvement that is carried out to meet the needs of each bureau during project development. The most appropriate public involvement strategies for each project should be determined by the Project Team, consisting of the Project Manager, project engineers, and Environmental Manager, with environmental, engineering, and community goals in mind.

Public involvement is not a prescriptive process – the strategies used to engage the public can vary depending on:

- ✓ project location
- ✓ project complexity
- ✓ community needs

This Public Involvement Manual provides the Project Team with tools and guidance to consider in its selection and implementation of public involvement strategies. Although intended for NHDOT project development staff, this manual can also be used as a resource by other NHDOT staff involved in public engagement activities, as well as for Local Public Agency projects.

1.2 THE PURPOSE AND GOALS OF PUBLIC INVOLVEMENT

The NHDOT recognizes that incorporating input from community stakeholders (including residents; business owners; local, state, and federal public officials; state and federal agencies; and local interest groups) results in better transportation projects. Public engagement can occur at all phases of project planning, design, construction, and maintenance. Generally, NHDOT bureaus responsible for some level of public engagement have guidance materials or manuals that define how they carry out public involvement. Appendix D provides an overview of Department resources and guidance on public involvement.

SECTION I: Introduction

Public involvement is a fundamental component of NHDOT's statewide transportation planning process, which lays the foundation for the development of future projects. Transportation planning consists of:

- Corridor and Other Transportation Studies
- Long-Range Transportation Plan
- Ten-Year Transportation Improvement Plan
- Statewide Transportation Improvement Program

Federal law (23 CFR 450.210) requires that each state have a documented process for public involvement in transportation planning. The NHDOT Bureau of Planning and Community Assistance maintains the manual *Public Involvement Procedures for New Hampshire Transportation Improvement Projects*, which outlines public involvement in the statewide planning process in compliance with federal law and also provides an overview of public involvement carried out during the overall project development process. A link to the manual is provided below:

<https://www.nh.gov/dot/org/projectdevelopment/planning/documents/publicinvolvementprocess.pdf>

During project development, NHDOT projects undergo an environmental review process, the purpose of which is to:

1. Identify natural, cultural, and socioeconomic resources and community concerns;
2. Assess if and how a project will impact these resources and address these concerns; and
3. Identify minimization and mitigation measures to avoid or reduce impacts.

If a project is federally funded or requires a federal approval action by FHWA, the environmental review process incorporates and follows the National Environmental Policy Act (NEPA), with FHWA as the lead federal agency. An example of an action requiring FHWA approval is a new or modified interstate interchange. If a project is funded solely by state funds and requires no federal approval action by FHWA, the environmental review process consists of a NEPA-like state-level review without FHWA involvement.

Refer to Appendix C for a summary of other laws and rules that may be applicable for a state funded project.

The National Environmental Policy Act requires coordination with appropriate agencies and the public from the inception of a project and during the preparation of the environmental document. NEPA guidelines call for early and continuous opportunities for public involvement. **NHDOT is committed to utilizing an appropriate, proactive public involvement process throughout the environmental review process, regardless of project funding.**

The public and agency comments received during the environmental review process are used by NHDOT in its analysis of the environmental effects of the proposed action and in development of measures to minimize project impacts, as well as to help in the formulation of possible mitigation. As a result of minimization and mitigation measures identified during the environmental review, continued public involvement through final design and construction may be necessary to satisfy environmental commitments.

SECTION I: Introduction

Public and agency participation helps inform decision making and the planning of government actions that may affect communities. It is important to note that the comments and suggestions received during this process are not guaranteed to influence or change the selected alternative. The process ensures that affected parties have an opportunity to express concerns, collaborate with the NHDOT Project Team, and receive answers about the specific activity being analyzed.

Public involvement is most beneficial when treated as a multidirectional sharing of information between partners (such as members of the public, elected officials, agencies, and NHDOT) to foster collaboration. Input received during the environmental review process should be documented by the Project Team to create an administrative record.

The public involvement process is intended to be a collaborative effort that should help build mutual understanding and trust among the NHDOT, state and federal agencies, and the public they serve. Receiving input from those directly affected by the decisions should be considered a desired outcome of the overall process.

1.3 COMPLIANCE OVERVIEW

Public involvement for NHDOT projects must be consistent with applicable federal and state regulations, which consider public involvement an important element of project review and project execution. Public involvement is not a rigid process. Regulations that govern public involvement are not prescriptive and do not define specific strategies that must be implemented.

The public involvement process can be, and should be, flexible. Adjustments to public involvement strategies can be made at any time.

The key federal regulation that addresses public involvement in the environmental review process is NEPA (40 CFR 1506). NEPA requires federal agencies to involve the public in the environmental review process when federal funding is provided or when a federal approval action, permit or federal license is needed.

The FHWA defines its NEPA procedures in 23 CFR Part 771, which includes a requirement for early engagement with appropriate agencies and the public. The FHWA must approve the overall public involvement program identified by State transportation agencies to meet NEPA guidelines. This program must provide for **early and continuous opportunities** for the public to be involved during the environmental review process typically conducted during the NHDOT project development process.

As noted above, the State of New Hampshire does not have NEPA-equivalent regulations. However, NHDOT must still comply with state and federal regulations. Therefore, NHDOT has adopted the practice of completing a NEPA-like review for state-funded projects. Included in this practice is a commitment to utilize a public involvement process for all projects.

Federal permitting is a federal action that triggers the need to address NEPA. If a federal permit is the only federal action involved in a NHDOT project, the permitting agency becomes the lead federal agency. Each permitting agency is typically responsible for carrying out NEPA prior to issuing a permit

SECTION I: Introduction

decision. The information provided by the applicant in the permit application materials is used by the agency to complete their NEPA review and approval. The public involvement and public hearing procedures outlines in this manual can be used to satisfy requirements of other federal agencies. The NHDOT Environmental Manager should coordinate with permitting agencies at the start of a project to identify the lead federal agency and any agency-specific NEPA requirements that may need to be addressed.

Further details on state and federal regulations that are applicable to public involvement guidelines and procedures are provided in Section II and Appendix C.

1.4 USING THIS NEPA PUBLIC INVOLVEMENT MANUAL

The focus of this manual is to provide guidance on conducting public involvement during the environmental review of NHDOT projects. This manual sets forth the process that NHDOT has adopted to satisfy public involvement requirements during the environmental review process and also provides options for additional outreach if deemed warranted by the Project Team. This manual can be read in its entirety, but the more likely use is anticipated to be á la carte. Figure 1.1 illustrates the general public involvement process that should be used to guide the Project Team on every project.

Section II of this manual outlines the minimum public involvement efforts that NHDOT has committed to carrying out for all projects that undergo an environmental review. Users of this manual may choose to implement only the minimum NHDOT public involvement efforts that are described in Section 2 as long as the outreach is appropriate for the scope and complexity of the project.

Section III and Appendix A provide guidance and tools to assist the Project Team in selecting and implementing additional public involvement strategies for projects that merit more than the minimum public involvement effort.

As previously noted, public involvement is not prescriptive, and users of this manual can create their own outreach tools or methods to best serve the needs of a specific community or specific project. Creativity is encouraged to meet the needs of a diverse project constituency. Share your ideas with the Bureau of Environment so these can be included in future editions of this manual.

Anyone involved in public outreach activities can use **Section III, Appendix A** and **Appendix B** for tips on effectively engaging the public and selecting the most appropriate strategies.

Figure 1.1 Public Involvement Process



SECTION II
Public Involvement Steps

2.1 NHDOT PUBLIC INVOLVEMENT IN THE ENVIRONMENTAL REVIEW PROCESS

Although NEPA regulations do not define a minimum level of required public involvement, some level of public outreach is stipulated. NHDOT is committed to carrying out **at least one** of the following for every project that is subject to an environmental review:

- Initial Contact Letters
- Resource Agency Coordination Meetings
- Public Officials Meeting
- Public Informational Meeting
- Electronic notices

These options comprise the standard public involvement strategies used by NHDOT. The commitment to carry out at least one or more of these strategies, as determined by project complexity, satisfies NEPA requirements to provide opportunities for public input. Additional public involvement requirements based on specific federal or state requirements are discussed below.

Depending on the complexity of the project, the public involvement process may be reduced or expanded (see Table 2.1). Projects that have no impact or low impact, result in disturbance only within the existing right-of-way (ROW); have limited traffic disruption; have limited community interest; and result in minimal resource impacts, may be satisfied by employing one or two of the five standard strategies.



Effective public involvement often involves using a variety of strategies to engage stakeholders. This public meeting used an interactive activity to engage the public and solicit input.

More complex projects may warrant a more robust public involvement process due to the anticipated impacts or anticipated community interest. These projects could include actions with impacts outside the ROW; resource impacts; substantial public interest; or long-term disruption to traffic or lengthy detours. For these projects, additional public involvement strategies may be useful.

Public involvement could entail all of the standard strategies listed above, or different strategies could be employed. The Project Team could also choose to use the tools and guidance provided in

Section III, Virtual Public Involvement, and Appendix A, Additional Public Involvement Strategies, to help determine if additional strategies could be implemented for their project. Appendix B, Best Practices for a Successful Outcome, can be used to help develop and carry out successful public involvement.

Not all public involvement strategies will be successful, therefore, it is necessary for the Project Team to continually assess whether the public involvement strategies applied are (1) reaching the target individuals and communities, (2) providing appropriate notice in sufficient time for individuals to engage, (3) the locations of meetings, information, ways to provide comments are accessible to

SECTION II: Public Involvement Steps

individuals, and (4) that the public comments and responses are appropriately considered and integrated into project decision making.

Table 2.1 illustrates a variety of typical NHDOT projects and how the level of public involvement should be commensurate with project complexity.

The five standard public involvement strategies introduced above are described below in more detail in the typical order in which they are carried out.

2.1.1 INITIAL CONTACT LETTER

At the start of most projects, the Bureau of Environment prepares and sends correspondence to local officials, boards, and commissions to seek local input on resources and potential project related concerns. This correspondence is known as the 'initial contact letter'.

Based on consultation with local public officials, FHWA, and the NH State Historic Preservation Office, certain projects may warrant tribal consultation due to sensitive sites identified during the Section 106 consultation. NHDOT can consult with Federally recognized tribes but cannot conduct "Government-to-Government (G2G)" consultation with tribes on behalf of FHWA. NHDOT can reach out to Tribes to provide information about projects and the results of archeological and historical surveys, asking for their input on historic properties and other comments. However, if a Federally recognized tribe requests G2G consultation, only FHWA can conduct that consultation.

Initial contact letters are sent for federal and state funded projects, and the number and content of letters sent is determined by the project scope and anticipated resource concerns, as determined by the NHDOT Environmental Manager. The Bureau of Environment has a standard template that is used for the initial contact letter (see Appendix E, Initial Contact Letter Template). Minor modifications should be made to the letter for each project to make the letter consistent with the project and specific resources in the project area. It can be beneficial for the Environmental Manager to coordinate with the Project Team prior to sending the letter so that the team is aware that the letter will be sent. This is important for projects with more extensive public involvement and for higher profile projects to ensure that the timing of the letter is appropriate.

2.1.2 RESOURCE AGENCY COORDINATION MEETING

Throughout project development, the Project Team coordinates the review of projects at monthly interagency meetings known as the Natural Resource Agency Coordination Meeting and the Cultural Resource Agency Coordination Meeting. These meetings provide opportunities to receive input from state and federal agencies and allow for early coordination on potential resource concerns. The meetings are open to the public and can be attended by local stakeholders.

Input received at these meetings is used to determine the reasonable range of alternatives, select a preferred alternative, determine appropriate minimization and mitigation measures, and to help streamline permitting during Final Design. These meetings can also be used to discuss appropriate levels of public involvement.

SECTION II: Public Involvement Steps

2.1.3 PUBLIC OFFICIALS MEETING

At the start of a project, the lead design bureau may schedule a meeting with the governing body(ies) of the municipality(ies) in which the project is located. The purpose of this meeting is to introduce the project and obtain input on local concerns. This input is used to inform the project's purpose and need and, if applicable, the range of alternatives that are studied. A second Public Officials Meeting may be scheduled to review design alternatives. The Public Officials Meeting may occur during a regularly scheduled meeting such as a select board or city council meeting or may occur as a separate meeting. The Public Officials Meeting may be combined with a Public Informational Meeting (see below).

The Public Officials Meeting should be advertised to the general public and/or project abutters. At a minimum, the lead design bureau should request that the municipality use their normal community outreach methods to advertise that the project will be presented and discussed at a Public Officials Meeting.

Formal testimony is not taken at a Public Officials Meeting. A conference report or meeting notes should be prepared outlining the general discussion, but it is not a formal transcript of the meeting.

2.1.4 PUBLIC INFORMATIONAL MEETING

The purpose of a Public Informational Meeting is to provide the public with opportunities to comment on local concerns, resources in the project area, and the project itself. This input is used to inform the project's purpose and need and the range of alternatives that are studied. If more than one Public Informational Meeting is held, the first meeting is typically used to present a range of possible design alternatives and existing environmental, social, and cultural resources. Subsequent meetings are used to identify a preferred alternative, along with anticipated impacts to environmental, social, and cultural resources.

Public Informational Meetings provide a forum for an open discussion between the Project Team and the public and afford stakeholders the opportunity to provide input on the project and potential impacts. The format generally involves a brief presentation followed by questions. Alternative formats could include an open house, workshop, plan review, or listening session (see Appendix A). Public feedback is taken in the form of a conference report, which outlines the general discussion but is not a formal transcript of the meeting.

Meeting notices for Public Informational Meetings are sent to state and federal agencies and local organizations by the lead design bureau (Highway Design or Bridge Design Bureau, as per NHDOT internal policy and Notification of Meeting procedures, refer to Appendix F). The

Enhanced methods for seeking input on resources at public meetings include:

- Use of presentation to deliver information on resources and the environmental review process.
- Use of generic environmental display boards and/or one-page flyers. Topics could include a general overview of public involvement in the environmental review process; information about Section 106 and Consulting Parties; and wetland mitigation and local mitigation priorities.
- Use of project-specific display boards for key resources in the project area. When handouts are used, the key known environmental resources could be highlighted.

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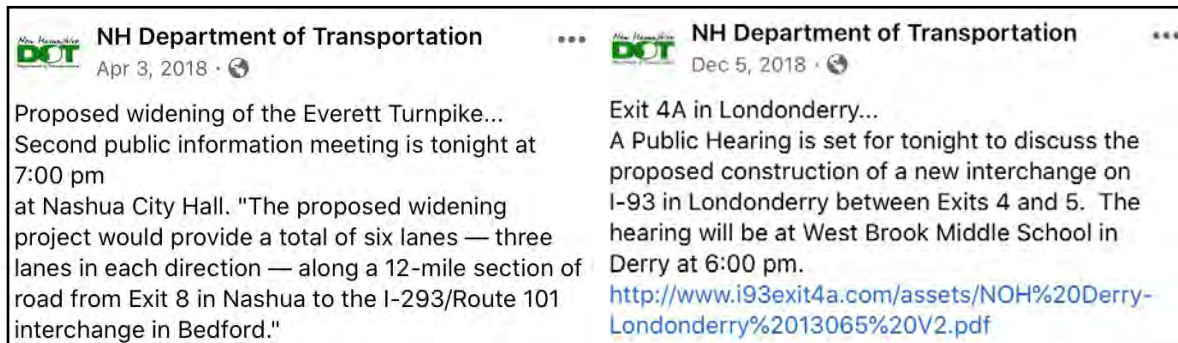
distribution list for meeting notices needs to be reviewed periodically to ensure that appropriate contacts are included. For most projects, a notice is also mailed to all project abutters. Depending upon the project location, a postal route mailing may be considered as a more efficient way to reach abutters. Prior to scheduling the meeting and sending notices, the Environmental Justice analysis should be requested to ensure measures are taken to appropriately engage Environmental Justice populations (see Section 2.3.4).

At Public Informational Meetings, a Bureau of Environment staff member provides a statement on known resources and potential concerns in the project area. The statement includes information regarding consultation on historic resources, including an invitation to become a Consulting Party pursuant to Section 106 of the National Historic Preservation Act. An informational pamphlet on the consulting party process is often provided (see link in Appendix D).

It is recommended that a meeting sign-in sheet be provided where attendees are encouraged to provide their name, affiliation, and email. The email addresses can be used for future meeting announcements or other project information that is deemed appropriate for distribution. Additional best practices for public meetings are provided in Appendix B.

2.1.5 ELECTRONIC NOTICES

The NHDOT often sends out news releases, social media posts, and email notices about upcoming meetings and construction projects. These techniques serve to notify the public of upcoming work and opportunities for public involvement. Contact information is always provided if there are any questions about what is proposed.



Examples of NHDOT's use of social media to notify the public about upcoming projects and public meetings.

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Table 2.1 Level of Public Involvement

Note: Public involvement strategies are determined on a project-by-project basis by the Project Team

PROJECT COMPLEXITY			
No Impact	Low Impact	Moderate Impact	High Impact
<ul style="list-style-type: none"> Impacts within existing roadway footprint Minimal to no resource impacts Minimal to no traffic disruption No controversy 	<ul style="list-style-type: none"> Impacts within existing roadway footprint Limited traffic disruption No controversy Minimal resource impacts 	<ul style="list-style-type: none"> Impacts within existing ROW or minimal impacts outside ROW when the eminent domain process is likely Moderately expanded roadway footprint No or limited impacts to homes/businesses Moderate disruptions to traffic (some delays, lane closures, alternating traffic) Potential for some controversy Potential for resource impacts, including historic resources 	<ul style="list-style-type: none"> ROW acquisition when the eminent domain process is likely, especially full property takes Potential business or community impact Anticipated controversy Long-term disruption in traffic or lengthy detour Impacts to significant resources (such as historic structures or conservation lands) Challenging project location
Typical NEPA Classification			
Programmatic CE	Programmatic CE	Individual CE	Individual CE, occasionally EA or EIS
Project Examples (not inclusive of all possible project types)			
<ul style="list-style-type: none"> Signage Pavement striping Crack sealing 	<ul style="list-style-type: none"> Guardrail replacement Culvert replacement Resurfacing Bridge preservation or rehabilitation Minor roadway widening; Railroad crossings Bicycle and pedestrian facilities 	<ul style="list-style-type: none"> Bridge replacement Projects that impact historic resources Intersection improvements New park and rides 	<ul style="list-style-type: none"> Bridge replacement of a major/unique structure on a new alignment Major roadway widening New roadway alignment New highway exit
Level of Public Involvement (project specific methods must be determined by Project Team)			
<p>One or more of these may be appropriate:</p> <ul style="list-style-type: none"> Webpage notice Electronic notice Notice to community leaders 			
<p>One or more of these may also be appropriate:</p> <ul style="list-style-type: none"> Initial Contact Letters Resource Agency Coordination Meeting(s) Public Officials Meeting 			
<p>One or more of these may also be appropriate:</p> <ul style="list-style-type: none"> Public Info Meeting(s) Public Hearing 			
<p>Additional Public Involvement strategies as determined by Project Team (see Section III and Appendix A)</p>			

2.2 NEPA CLASSES OF ACTION FOR FEDERAL UNDERTAKINGS

NEPA defines three classes of action for federal undertakings. Classification occurs only after sufficient environmental studies have been undertaken to determine that a project will have significant environmental impacts (Class I) or no significant environmental impacts (Class II). If the environmental impact is uncertain, the project will be classified as Class III. More information on the classification process for NHDOT projects is available in the Bureau of Environment Process Manual:

<https://www.nh.gov/dot/org/projectdevelopment/environment/units/project-management/index.htm>

Public involvement and public notice requirements vary depending on the NEPA classification. Details of these actions are provided below and are also summarized in Figure 2.2.

NEPA Classification, Impacts, and Required Documentation:

Class I

Significant Impacts
Environmental Impact Study

Class II

No Significant Impacts
Categorical Exclusion

Class III

Significance of Impacts Unknown
Environmental Assessment

2.2.1 CATEGORICAL EXCLUSION

The majority of NHDOT projects are classified as Class II undertakings, known as Categorical Exclusions. Categorical Exclusions (CEs) are categories of actions that FHWA has determined, by experience, do not individually or cumulatively have significant environmental impacts and for which, therefore, neither an Environmental Assessment (EA), nor an Environmental Impact Statement (EIS) is normally required. FHWA's CEs are listed in 23 CFR 771.117.

NHDOT has entered into a Programmatic Agreement with FHWA to establish procedures for efficient approval of CEs. Actions that are listed in Appendix A of the Programmatic Agreement and that meet established thresholds can be processed as programmatic CEs by NHDOT on behalf of FHWA. Actions listed in Appendix A of the Programmatic

Agreement that exceed the thresholds are classified as Individual CEs that require FHWA approval. The Programmatic Agreement is located on the NHDOT Bureau of Environment website:

<https://www.nh.gov/dot/org/projectdevelopment/environment/documents/ProgCEProgrammaticAgreement2016Executed.pdf>

Consistent with the five strategies outlined in Section 2.1, some level of public involvement is carried out for all Programmatic CEs and Individual CEs. The NHDOT public involvement process outlined in this section satisfies public involvement requirements for CE level projects (refer to Table 2.1 on Page 9).

Public Hearing: A public hearing may or may not be required for an Individual CE for NEPA compliance. Early coordination with FHWA is necessary to determine the need for a NEPA Public Hearing. **Please see Section 2.4 for information on public hearings.**

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2.2.2 ENVIRONMENTAL ASSESSMENT

If the likelihood of significant impacts is uncertain, the project is classified as a Class III undertaking and an Environmental Assessment (EA) must be prepared to determine if an Environmental Impact Statement (EIS) is needed for impacts considered significant.

An EA-level project normally requires more than the minimum standard NHDOT public involvement strategies. In some circumstances, FHWA may require a coordination plan, such as a Public Involvement Plan, that details the public involvement procedures and tools that will be conducted for the duration of the project.

Public Hearing: A public hearing may or may not be required for an EA for NEPA compliance.

Early coordination with FHWA is necessary to determine the need for a NEPA Public Hearing. When a public hearing is held for an EA level-project pursuant to NEPA, the EA must be available at the public hearing and for at least 15 days in advance of the public hearing. **Please see Section 2.4 for information on public hearings.**

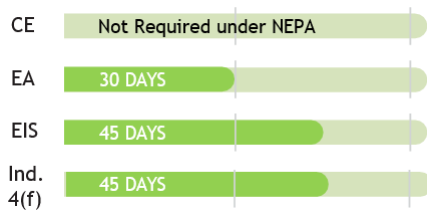


Figure 2.1 Public Comment Periods for NEPA and Section 4(f)

Public availability period/public comment period: Once FHWA approves an EA for public distribution and comment, the EA must be made available for public review with a notice of availability posted in newspapers, on websites, and other means such as direct mailing to interested parties. Although not required, FHWA does recommend the distribution of the EA to federal, state, and local stakeholders. The public review period for an EA is at least 30 days (see Figure 2.1), beginning at least 15 days

prior to a public hearing if one is held. Following this period, any necessary changes are included in the FONSI or modifications are made to the EA at the time of the FONSI. Changes or modifications may be necessary is to:

1. Reflect any project changes resulting from public comments;
2. Include any necessary findings, agreements, or determinations regarding resource impacts; and
3. Include public and agency comments received on the EA as well as written responses to these comments.

The NHDOT provides the updated EA to FHWA along with a recommendation for a Finding of No Significant Impact (FONSI). If FHWA anticipates issuing a FONSI, then the copies of the EA must be made available to the public for a minimum of 30 days before FHWA makes the final decision. After review of the EA and following the 30-day comment period, FHWA may determine that the proposed project has no significant impacts and can issue the FONSI, which requires a notice of availability. Although not required, FHWA does recommend the distribution of the FONSI to federal, state, and local stakeholders.

2.2.3 ENVIRONMENTAL IMPACT STATEMENT

A project is classified as Class I when the action will significantly affect the environment. An Environmental Impact Statement (EIS) is required for all Class I projects. The EIS is a detailed written

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statement that is required by NEPA for a proposed major federal action that significantly affects the quality of the human or natural environment.

An EIS requires specific steps that satisfy NEPA public involvement and public notice requirements.

1. Notice of Intent (NOI) – FHWA publishes the NOI in the Federal Register as soon as the decision is made to prepare an EIS as defined in Council on Environmental Quality (CEQ) NEPA regulations.
2. Scoping process – Used to identify the purpose and need, project stakeholders, range of alternatives and impacts, and significant issues to be addressed; accomplished through public and agency involvement.
3. Coordination Plan – Must be developed and publicly posted within 90 days of the NOI date. The coordination plan includes public involvement procedures that will be carried out for the project. More details on the coordination plan can be found in 23 CFR 771.123.
4. Draft EIS – Must be provided to public officials, interest groups, and members of the public that have shown an interest in the proposed action or draft EIS; cooperating and participating agencies; state and federal land management entities that may be significantly affected by the proposed action or any of the alternatives.
5. Notice of Availability (NOA) – Published in the Federal Register by the lead federal agency, the public availability notice must establish a period between 45 days and 60 days for return of comments on the draft EIS. The notice is also sent to stakeholders and any interested parties.
6. Public hearing – Under NEPA, a public hearing or, at a minimum, the opportunity for a public hearing, is required for all EIS projects. The draft EIS must be available at the NEPA public hearing and at least 15 days in advance of the public hearing. The hearing notice must indicate where the EIS is available for review. **Please see Section 2.4 for information on public hearings.**
7. Final EIS/Record of Decision (ROD) – Following the hearing, a Final EIS (FEIS) is prepared to:
 - Reflect any project changes resulting from public comments;
 - Include any necessary findings, agreements, or determinations regarding resource impacts; and
 - Include public and agency comments received on the EIS as well as written responses to these comments.

More information on EA and EIS requirements is available online at the FHWA Environmental Toolkit and in 23 CFR 771. Also see Figure 2.2.

There is a regulatory requirement for the FEIS and ROD to be combined unless the FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or there are significant new circumstances or information relevant to environmental concerns that bear on the proposed action or the impacts of the proposed action (23 CFR 771.124(a)(1)(i,ii)). A NOA for the FEIS/ROD is published in the Federal Register and the document is made available on websites, at FHWA and NHDOT, and at local government offices,

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libraries, or schools as appropriate. More details on this process can be found here: <https://www.transportation.gov/sites/dot.gov/files/docs/mission/transportation-policy/permittingcenter/337371/feis-rod-guidance-final-04302019.pdf>

2.3 RESOURCE-SPECIFIC PUBLIC INVOLVEMENT

Certain resource-specific regulations require some level of public involvement.

2.3.1 SECTION 4(f) OF THE US DOT ACT

Section 4(f) prohibits USDOT agencies, including FHWA, from using land from publicly owned parks, recreation areas, and wildlife and waterfowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property (23 CFR Part 774). A Section 4(f) evaluation is required if a project results in greater than a *de minimis* 4(f) impact. The 4(f) evaluation is typically prepared concurrently with the NEPA process, and the public involvement carried out for NEPA is used to inform the 4(f) evaluation. However, Section 4(f) has specific public involvement requirements that require the additional public involvement considerations described below.

Prior to making a *de minimis* 4(f) impact determination for parks, recreation areas, and refuges, there must be an opportunity for public review and comment on the proposed effect on 4(f) resources. The opportunity for public review should be commensurate with the significance of the resource and the level of proposed impact. Consultation with FHWA is recommended to ensure adequate public review is provided. A *de minimis* finding also requires written concurrence from the officials with jurisdiction. Public review of the proposed impacts must occur before this written concurrence is obtained. A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

If a project has two or more reasonable alternatives under consideration and two or more of those alternatives each have unavoidable 4(f) uses, then a least overall harm analysis must be completed for the non-avoidance alternatives. This analysis must address seven factors, including the views of the officials with jurisdiction, the relative significance of the property, and the severity of harm after mitigation. Public input can help inform this analysis and, at a minimum, coordination with the officials with jurisdiction is required.

For an Individual Section 4(f) evaluation, the draft evaluation must be provided to officials with jurisdiction over the resource, the Department of the Interior, and other appropriate parties, with a review period of at least 45 days (see Figure 2.1). A review period is not required for a Programmatic 4(f) evaluation.

2.3.2 SECTION 106 of the NATIONAL HISTORIC PRESERVATION ACT

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve. **The views of**

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the public are considered essential to informed decision-making in the Section 106 process.

At a minimum, the public must be afforded an opportunity to provide input on the identification of historic properties and their significance, as well on potential effects a project may have on these properties. When adverse effects are found, information about the undertaking, its effects on historic properties, and alternatives to resolve the adverse effects, must be made available to the public to afford the public an opportunity to express their views on resolving adverse effects.

Meeting the public involvement requirements of Section 106 is achieved through the public involvement process that is carried out during the project's environmental review (see Section 2.1)

2.3.3 WETLANDS AND SURFACE WATERS

State and federal regulations that govern work in wetlands or surface waters require public input as a component of permitting decisions, including:

- US Army Corps of Engineers Section 404, Section 10, Section 408 Permits
- US Coast Guard Bridge Permit
- Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision
- NH Department of Environmental Services Wetland Permit
- Section 401 Water Quality Certification

The public involvement strategies outlined in this manual can be used to satisfy the requirements of these programs.

2.3.4 UNDERSERVED POPULATIONS

“Underserved populations” is a broad category that includes minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and realizing equitable benefits, such as children, the elderly, and the disabled.

A number of federal regulations and mandates offer protections to these populations, including Title VI of the Civil Rights Act and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. For FHWA projects, Environmental Justice requires *identifying and addressing disproportionately high and adverse effects of a proposed action on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens*. The FHWA Environmental Justice Reference Guide provides more information:

https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/section00.cfm

NHDOT has adopted a policy that states, “no person shall on the grounds of race, color and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity carried out by the NHDOT.”

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The NHDOT Office of Federal Compliance prepares an annual implementation plan to ensure compliance with the policy and the Title VI program. The implementation plan provides details on the responsibilities of each NHDOT bureau to address underserved populations in Bureau activities, including public engagement activities, and also provides a summary of best practices for the public involvement process. Since the implementation plan is updated annually, the Project Team should refer directly to that plan when developing public involvement strategies for their projects. The plan is available online at the NHDOT Office of Federal Compliance Civil Rights Programs webpage: <https://www.nh.gov/dot/org/administration/ofc/documents/titlevi-implementation-plan.pdf>

At the start of the preliminary design phase of a project, the Project Team should ensure that an Environmental Justice analysis is requested from the NHDOT Office of Federal Compliance prior to the start of any public outreach so that measures can be taken to appropriately engage Environmental Justice populations. The analysis results in an Environmental Justice memo that summarizes the presence of protected groups that might be impacted by the project and provides suggestions for appropriate stakeholders to include in public outreach. The analysis also identifies if there are Limited English Proficiency (LEP) populations in the project and surrounding area. If it is determined that there is a high LEP population, then outreach should include agencies that would serve the LEP group and possibly provide translation of outreach materials.

2.4 PUBLIC HEARINGS

2.4.1 NEPA PUBLIC HEARINGS

Projects classified as Class I undertakings (EIS) under NEPA, and occasionally projects classified as II (CE) and III (EA), require holding a NEPA Public Hearing, or, at a minimum, providing the opportunity for a public hearing. More specifically, FHWA requires one or more public hearings or the opportunity for hearing(s) to be held by the NHDOT, determined as part of the NEPA process for any federally funded project that:

1. Requires significant amounts of right-of-way; OR
2. Substantially changes the layout or functions of connecting roadways or of the facility being improved; OR
3. Involves construction of a new roadway that bypasses or passes through a city, town, or village; OR
4. Has a substantial adverse impact on abutting property; OR
5. Has a significant social, economic, environmental or other effect; OR
6. For which the FHWA determines that a public hearing is in the public interest.

Typically, only the largest projects result in impacts that could meet the FHWA thresholds for a public hearing, such as projects that require an EIS or projects with a high level of controversy. At NHDOT, the majority of projects are classified as CEs under NEPA and a NEPA Public Hearing is rarely required. In

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most cases, any combination of the five strategies outlined above in Section 2.1 satisfy federal requirements for public input.

If a project does meet the FHWA thresholds for a NEPA public hearing, thereby triggering the need for a hearing, **a notice affording the opportunity for a public hearing will be posted by NHDOT** as part of the notice sent for the Public Informational Meeting. The notice must meet the following requirements:

- Contains project description and summary of proposed impacts;
- Contains information on how to request a hearing and who to direct the request to;
- Contains information to comply with public involvement requirements of other laws, Executive Orders, and regulations;
- Includes the deadline for submitting a request;
- Published in a local newspaper having general circulation in the area affected by the project;
- Distributed via at least one additional outreach method to inform the public of an opportunity to request a public hearing, such as posting information on the project website, email blast to stakeholder list, publishing an additional notice on social media, or providing notices to local stakeholder groups;
- Provided via mail or email to all abutters to the project area and to any public official, individual, or affected interest group that has expressed interest in the project, including any Section 106 consulting parties;
- Provided and published as described above at least 15 days prior to the deadline for submitting a written request to hold a public hearing.

When a limited number of requests is received in response to a notice offering the opportunity for a public hearing, appropriate NHDOT representatives may meet with those individuals responding. If concerns are for reasons unrelated to significant social, economic, or environmental concerns, and individuals do not withdraw their requests in writing following coordination with NHDOT representatives, NHDOT can prepare a written explanation of the situation and may certify to the FHWA that a public hearing would not be in the overall public interest. With FHWA concurrence, the public hearing requirement may then be waived.

If a request for a public hearing is received due to significant social, economic, or environmental concerns, then NHDOT must review the request with FHWA to determine if a hearing is warranted pursuant to NEPA. When a NEPA Public Hearing is required, the ROW Public Hearing (see below) can be used to satisfy the requirements of a NEPA Public Hearing, or a separate hearing can be held. For NHDOT projects, a separate hearing for NEPA is rarely held when a ROW Public Hearing is required. When appropriate, a joint public hearing with the US Army Corps of Engineers can be held to satisfy their public notice requirements under the Clean Water Act, Section 404 permitting process. Other joint hearings can be held with federal or state agencies, as appropriate, such as the NH Land and Community Heritage Investment Program (LCHIP) and the NHDES Wetlands Bureau. The need for joint hearings with other federal or state agencies should be identified during the environmental review.

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The NEPA document must be made available to the public at least 15 days prior to a NEPA public hearing and the notice of a public hearing must include how the document can be viewed.

Although not defined in FHWA regulations, a **“Public Hearing” required for NEPA compliance is a formal, structured meeting at which testimony is received and after which an official transcript is prepared** (see Table 2.2). NEPA Public Hearings must include an explanation of the following (per 23 CFR 711.111(h)(2)):

- The project’s purpose, need, and consistency with the goals and objectives of any local urban planning;
- The project’s alternatives, and major design features;
- The social, economic, environmental, and other impacts of the project;
- The right-of-way acquisition process and the relocation assistance program;
- The NHDOT’s procedures for receiving both oral and written statements from the public.

Written comments are typically accepted for up to ten days after the hearing. Following this comment period, **the official hearing transcript must be provided to FHWA and be accompanied by copies of all written statements from the public, submitted at the public hearing or during an announced comment period after the hearing.**

2.4.2 RIGHT-OF-WAY (ROW) PUBLIC HEARINGS

The public hearings more commonly held for NHDOT projects follow a formal process dictated by state regulations on the use of eminent domain. State law requires a Finding of Necessity for the layout of a state highway by the Governor with advice of the Executive Council (RSA 230:13) OR by a commission of three persons, appointed by the Governor, with advice of the Executive Council, OR in the case of a limited access highway, a special committee, appointed by the Governor, with advice of the Executive Council. A public hearing is held when it is anticipated that eminent domain may be required for the acquisition of private property for public use.

In brief, a public hearing held pursuant to the NHDOT ROW process involves a presentation of the project and proposed impacts; taking of public testimony; preparation of a hearing transcript; preparation of a Report of the Commissioner, in which public comments and questions are addressed in writing; and a Finding of Necessity, in which the hearing commission considers public testimony and determines if the proposed layout of the project is necessary. More information on the hearing process is provided in the NHDOT Right-of-Way Manual:

<https://www.nh.gov/dot/org/projectdevelopment/rightofway/documents/ROWManualFinalApproved121918.pdf>

The majority of NHDOT projects generally do not require a Public Hearing for NEPA compliance. However, many of these projects still require a ROW Public Hearing for property acquisitions. For these projects, there are two options available to complete the NEPA process:

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- **Complete NEPA after the ROW Public Hearing:** If the timing of the hearing is conducive to completing NEPA after the hearing, or if the project's complexity or controversy warrants, then the ROW Public Hearing can be used as a continuation of the public involvement process to ensure that stakeholder concerns are adequately addressed in the NEPA document. This decision should be coordinated between the Project Team and FHWA. A draft environmental document is typically made available for review at the ROW Public Hearing and the Environmental Manager provides a statement that summarizes the environmental review and key resource impacts. The ROW Public Hearing and subsequent Finding of Necessity also provide assurance that the anticipated project impacts have been identified and disclosed and that the proposed action is approved to move forward into the final design phase. It is important to note, however, that **the ROW Public Hearing and Finding of Necessity are State of New Hampshire requirements and are not required to satisfy NEPA.**
- **Complete NEPA before the ROW Public Hearing:** If the ROW Public Hearing is held later in project development, the NEPA process can be completed prior to the project being presented at a public hearing for ROW purposes. In this case, appropriate public involvement for the NEPA process must be completed in a manner consistent with Section 2.1. **If the project will require impacts outside existing ROW, those impacts need to be discussed when public involvement activities are carried out.**

When a FHWA funded project requires property acquisition, preliminary acquisition activities may be advanced under preliminary design; however, work involving landowner contacts, such as presenting written offers and relocation assistance, must normally be deferred until NEPA is complete. **Early acquisition for a FHWA funded project requires its own NEPA review.** Information on the early acquisition process can be found in NHDOT Bureau of Right-of-Way Manual:

<https://www.nh.gov/dot/org/projectdevelopment/rightofway/documents/row-manual-final-fhwa-approved.pdf>



Public participation results in better transportation projects



Engaging youth can bring about new perspectives

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Table 2.2 Comparison of Public Hearings and Public Informational Meeting

	Public Informational Meeting	NEPA Public Hearing for FHWA-Funded Projects*	ROW Public Hearing
When Applicable	Public involvement strategy identified by Project Team	EIS; occasionally EA or CE if required by FHWA, another Federal agency, or the public due to a proposed action's impacts or controversy; can be combined with the ROW Public Hearing when both are required.	Use of eminent domain may be required for property acquisition (NH RSA 498-A)
Intent	Obtain public input on local concerns to help inform the project's design.	Obtain public testimony on proposed project prior to final NEPA approval.	Obtain testimony from all interested parties who may attend, before the Finding of Necessity for the project.
Notice	At least 2 weeks prior to meeting date; sent to newspaper(s), local public officials, and state, federal, and local agencies/ organizations as per DOT list; notice is often mailed to the project abutters.	30 days; the NEPA document must be available at the NEPA public hearing and at least 15 days in advance of the public hearing. The hearing notice must indicate where the NEPA document is available for review. The notice must also provide information required to comply with public involvement requirements of other laws, executive orders, and regulations.	Published in newspaper(s) within 14 days prior to hearing; sent certified mail to each property owner over which the roadway may pass, and to the municipal clerk; if town-owned recreation or conservation land is involved, notice must be sent 90 days prior to hearing; see NHDOT Bureau of ROW Manual for additional requirements.
Format	Informal; Run by moderator/facilitator, who could be the Project Manager or Project Engineer	Formal; Run by moderator/facilitator, who could be the Project Manager or Project Engineer	Formal; Run by hearing commission or special committee appointed by Governor, with advice of the council
Type of Input Received	Informal exchange of information that typically involves a brief presentation followed by Q&A. Concerns are noted and discussed but not formally addressed.	Formal testimony that is addressed at the hearing and/or in the NEPA document.	Formal testimony that is addressed at the hearing and/or in the Report of the Commissioner.
Documentation	Conference report that summarizes public comments	Formal transcript that provides a verbatim public record of the hearing. Transcript must be provided to FHWA and be accompanied by copies of all written statements from the public, both submitted at the public hearing or during an announcement period after the public hearing.	Formal transcript that provides a verbatim public record of the hearing.
Resolution of Public Comments	Summary of public comments typically included in NEPA document	Responses to public testimony included in NEPA document.	Responses to public testimony included in Report of the Commissioner and Finding of Necessity

*Or, at a minimum, the opportunity to hold a public hearing, if approved by FHWA.

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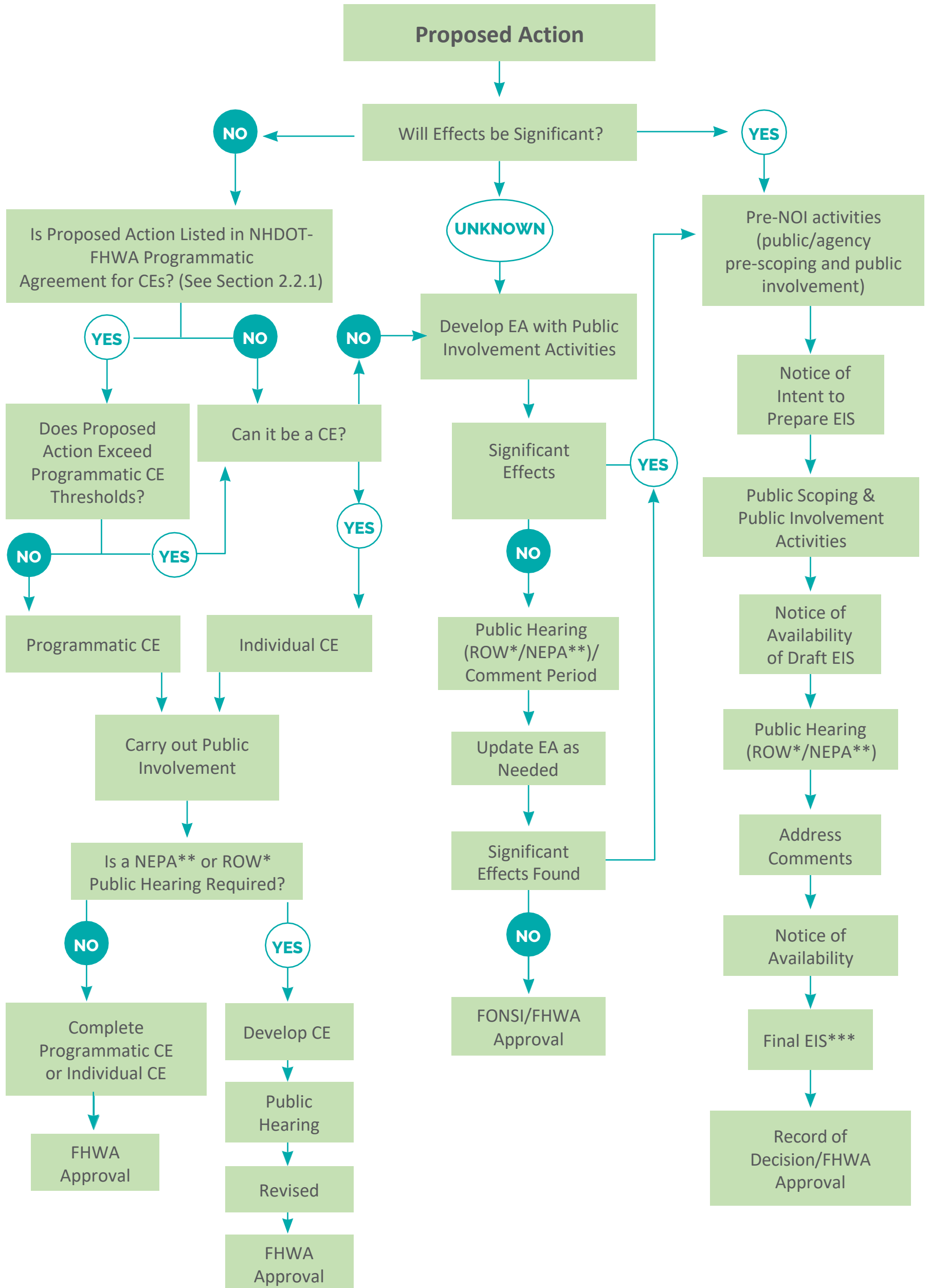


Figure 2.2 The NEPA Process

* Public Hearing (ROW): Required for the use of eminent domain. **Public Hearing (NEPA): The decision to hold a public hearing for an EA or CE, pursuant to NEPA, must be determined through coordination with FHWA. If an EIS is being prepared, a public hearing pursuant to NEPA is required. Note: Public hearings for ROW and NEPA may be combined and conducted together, as long as the individual requirements are met.

***The FEIS and ROD may be released together in some cases; if the FEIS is released separately from the ROD, an opportunity for public involvement may be offered after the FEIS before the ROD is prepared (especially if a preferred alternative has not been identified in the DEIS).

SECTION III
Virtual Public Involvement

SECTION III: Virtual Public Involvement

3.1 OVERVIEW

Virtual Public Involvement (VPI) is the use of digital technology to not only inform the public but also to engage the public. According to FHWA, VPI allows State DOTs to more efficiently reach the public, which enhances the ability to identify issues and concerns early in the project development process. With the use of digital platforms, VPI can increase the number and variety of methods for engaging the public, obtaining feedback, and considering comments.

With the increased use of VPI, the public can readily access information about a project on-demand and in many cases provide feedback. The effective use of VPI expands the opportunities for a member of the public to participate in the public process.

The benefits of using VPI include the following:

- Accelerated project delivery process.
- Effectively and efficiently reaching underserved audiences and those members of the public that may not normally participate in the public process.
- Lower cost than traditional public involvement methods such as in-person meetings.
- Public's increased understanding of a project resulting from the use of VPI tools, including visuals.
- New opportunities for sharing information and receiving feedback.

The use of VPI is increasing throughout State DOTs, which is making information more accessible to the public. In turn, this fosters a better understanding of the public's concerns regarding our transportation infrastructure and systems.

3.2 EVERY DAY COUNTS ROUND FIVE (EDC-5) VPI STRATEGIES

In the fifth round of Every Day Counts (EDC-5), the FHWA is helping agencies supplement face-to-face information sharing with virtual tools and strategies to make public involvement more accessible to more people. The EDC-5 tools offer convenient, efficient ways to inform the public, encourage participation, and receive feedback. (Source: EDC-5) The following strategies and information have been taken directly from FHWA's EDC-5.

3.2.1 Virtual Public Meetings

Public meetings are an essential part of the transportation planning and project development process and provide a forum for stakeholders to learn about a project. Participating online or by telephone allows for greater accessibility for all members of the public. Members of the public do not need to be physically present to provide feedback on plans or projects, so it removes a common barrier to engagement. Virtual Public Meetings, also referred to as Virtual Town Halls, can incorporate simulcasts to reach participants with limited English proficiency and live polling by touch-tone phone.



Steps for Successful Implementation

The Front Office has issued instructions for the use of Zoom to execute Public Informational Meetings and Public Officials Meetings (Appendix H). A summary of the steps and best practices are detailed below to assist in successful implementation.

SECTION III: Virtual Public Involvement

Approval Process

The decision to host any Public Informational Meeting or Public Officials Meeting through a virtual format must be approved by the Commissioner's Office at a Monday Front Office meeting. For permission to use a virtual format to host Public Hearings and Public Informational Meetings for more complex projects, approval must be given by the Front Office and the lead Federal agency.

Given the concerns surrounding COVID-19, Project Managers may present information electronically via Zoom, WebEx, or other online meeting platforms as long as they follow the following steps/guidelines.

Roles and Responsibilities

- The host will set up and start the meeting with an explanation of the format of the meeting, how to interact during the meeting, and expectations for the meeting. The host is responsible for all aspects of the meeting including facilitation, maintaining order, and addressing questions.
- A panelist in many cases will be the NHDOT Project Manager or Project Engineer. Other panelists can include consultants, other NHDOT staff, or agency representatives.
- The attendees are the people that log in to see the presentation or call into the meeting.
- The Meeting Assistant will assist the host as needed.

Schedule the Meeting by coordinating with the Front Office to confirm availability of a license for the meeting platform and, if applicable, reserving an appropriate NHDOT Conference Room. NHDOT currently has two options that can be used for virtual meetings. Zoom Pro is best suited for meetings with 10-20 participants. Zoom Webinar is best suited for meetings with more than 20 participants.

Public Notice is required two weeks prior for all Public Informational Meetings that utilize live video. Coordination with the Chief Public Information Officer is required. Refer to Appendix H for additional details.

Best Practices

- Position the camera located on your computer or screen to provide participants a head-on view of presenters. Presenters should speak directly at the camera.
- Use front lighting on your face and avoid backlighting (such as from a window).
- Conduct the meeting by sitting in front of a neutral-toned wall or hang a sheet behind you that is one color. Personal belongings should not be visible during a public meeting.
- Dress professionally.

Refer to Appendix H for further details, example press releases, and meeting set up instructions for Zoom.

Additional information and resources can be found on the FHWA EDC-5 website:

https://www.fhwa.dot.gov/planning/public_involvement/vpi/fact_sheets/

3.2.2 Mobile Applications

Agencies use mobile apps to share information, particularly for large or ongoing efforts. Apps reduce barriers to engagement by enabling individuals to participate from smart devices and offer comments as they experience the transportation system. A mobile app is downloaded



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directly onto a person's smartphone and provides the user the ability to review project information, images, and other multi-media messages.

A benefit to the agency that has deployed a mobile app to engage and interact with the public is that mobile apps, by design, leverage geolocation services. For example, if a person reports an issue, the mobile app will use GPS to tie comments and pictures to the location of interest. Reporting and response times can be greatly increased and logged into a database.

The Delaware Department of Transportation (DelDOT) launched a mobile app for use statewide that allows sharing of information, latest news, project updates, traffic updates, and alerts for upcoming public meetings as well as other features to keep their residents engaged and informed. The DelDOT mobile application informs the public with these features on the app:

- Streaming traffic camera
- Advisories for accidents and other incidents on the roadways
- Travel delays
- Average speeds
- Virtual travel times
- Lane restrictions and road closures
- Variable message signs
- Variable speed limit signs
- Red light enforcement camera locations
- Weather information
- Facilities
- Woodland Ferry information

A short video on the DelDOT mobile application is available: <https://youtu.be/wg3xEc71qSk>

Additional information and resources can be found on the FHWA EDC-5 website:

https://www.fhwa.dot.gov/planning/public_involvement/vpi/fact_sheets/

Steps for Successful Implementation

Creating a mobile application for a statewide audience is a time consuming and complex endeavor. Retaining professional mobile application designers is recommended for the highest level of success. A mobile application should be created in both iOS and Android versions. Interfacing with other popular traffic reporting apps is recommended for greater usage and engagement.

It is expected that the time and cost necessary to develop a statewide mobile application will decline over time due to the continual advances being made in technology.

3.2.3 Project Visualizations

Visualization employs tools such as 3D modeling, photos, augmented reality or virtual reality, and animation to illustrate proposed projects or various planning scenarios. Visualizations can be spread through a variety of media channels and can enhance live meetings whether virtual or in-person.

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Steps for Successful Implementation

Creating visualizations requires staff to have specialized training and expertise in the use of specific software programs. The software and technologies are rapidly changing and being upgraded so it is important to understand what technology or special effects are available before embarking on a visualization effort.

Before the production phase of a project visualization begins, it is critical that the graphic designer understands the level of detail and the level of accuracy desired for the completed product. These two factors directly correlate with the time involved the require software input or uploads necessary. For example, the most accurate visualization that includes accurate elevations will require CAD 3D design before the visualization process can begin.



Visualizations are effective at conveying future conditions.

There are many software programs that can be used to create visualization for transportation projects, including:



Lumion - creates the realism and rendering effects



Trimble Sketchup - creates models that can be updated into Lumion



AutoCAD InfraWorks – used for uploading grading, terrain, and engineering designs into 3D



Pix4d – software used by a drone to capture imagery

At this time, NHDOT has the internal capability to produce visualizations. If you are interested in creating this product for public involvement purposes, discuss with your Bureau Chief.

It is expected that the time and cost necessary to develop project visualizations will decline over time due to the continual advances being made in technology.

Additional information and resources can be found on the FHWA EDC-5 website:

https://www.fhwa.dot.gov/planning/public_involvement/vpi/fact_sheets/

3.2.4 Do-It Yourself Videos

Low-budget videos, produced in-house, can communicate project information to diverse audiences through a range of media channels. Many people prefer to watch a short video instead of reading a report or newsletter. Videos can be created on a Smart Phone, iPad, or video camera.



Video content can reach more people than other methods and some stakeholder groups may be more inclined to watch a short video on a smartphone than read a printed report or text on a website.

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Steps for Successful Implementation

There are a range of options for creating in-house video content. Simple and short videos can be created by using a smartphone or video camera. Depending on the complexity of the video desired, the video product can include interviews, still photos, drone footage, visualizations, and other forms of media. Once completed, the video can then be uploaded to the NHDOT's website, social media, or YouTube.

One of the most common video production mistakes is buying a great camera, only to spend far less (or nothing at all) on a microphone. A great rule to keep in mind is to use a good camera and a great microphone. Depending on the project and the goal of the video, editing can be done simply and inexpensively. Most videos do not require the use of high-end and expensive editing software.

Inexpensive video production kits are available for purchase and include the following accessories for use with a smartphone or video camera:

Tripod – provides stabilization for a camera or smartphone.

Gimbal – provides stabilization for an object being filmed.

Lighting – may be necessary to improve video quality.

Audio - If the camera or smartphone has an auxiliary port, you can record audio using a shotgun microphone, which attaches to the top of your camera and records audio from a single direction. This is one of the easiest ways to reduce unwanted background noise in your videos. You can also use a Lavalier-style microphone that attaches to the person speaking. Make sure you have a foam windscreen over any type of microphone to reduce background noise.

SC Cable - If you are recording a video without assistance, a SC cable will give you the control to start and stop recording at any time.

Staff training is recommended to create the highest quality videos as well as implementing certain standards that must be adhered to such as: labeling, fonts, layout, and use of accent colors. To review numerous examples of videos produced by a State DOT, go to the Utah Department of Transportation YouTube channel: <https://www.youtube.com/user/UtahDOT>

Additional information and resources can be found on the FHWA EDC-5 website:

https://www.fhwa.dot.gov/planning/public_involvement/vpi/fact_sheets/

3.2.5 Crowdsourcing

Crowdsourcing is the use of digital tools to assemble ideas, comments, or suggestions, and to provide a forum for others to assess the value of those suggestions by voting for or against them. In general, the goal of crowdsourcing is to foster innovation and captures contributions by many. These tools gather qualitative information from stakeholders and enable them to interact with voting or rating systems. The tools create a climate for conversation, allow for a large volume of input over time, and reduce the burden of transcribing meetings or reviewing written submissions.



Some of the benefits for government organizations using crowdsourcing have been the following:

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- Provide an engaging and inclusive approach to achieving public input and involvement
- Facilitate continuous public involvement on issues to help inform policy creation and delivery
- Increase internal efficiency and collaboration
- Broaden the level of expertise and data received as well as increasing transparency in the decision-making process

Steps for Successful Implementation

There are many crowdsourcing software programs to consider. Overtime, the choices are expected to increase due to advances in technology and the growing popularity of crowdsourcing to generate ideas and collaborate with large audiences. Staff training in the use of the software is required to achieve the best results and manage the input received.

Successful implementation requires a thorough understanding of the types of outcomes desired and the problems that need a solution. The following is a list of considerations that should be part of the decision on what crowdsourcing software to use and how to set up it up.

- Anticipate your audience: will they be more inclined to complain, share knowledge, or both?
- Clearly understand the problem you're trying to solve or the input you are seeking. Are you building a database, filling gaps in knowledge, or looking for trends?
- Be upfront with your audience on how their contributions will be used. Will their contributions be anonymous? How will it be shared?
- How will you measure success at the end of the crowdsourcing effort?
- Test your crowdsourcing with a beta group before going public.
- Pay attention to the language you use. Ask people to "share" rather than "submit."
- Report back to your audience early and often to keep them engaged.
- Respond to and reward your contributors. Use thank you e-mails and shout-outs. Engage with the comments. If you make an open call and walk away, your results will be diminished.
- Make it easy for people to contribute. Use drop-down menus with easy questions.
- Ask questions that steer clear of yes and no answers. Instead, tease out the stories people have to tell you.
- Have a free-form "notes" or "comments" box and an email to capture contributions that may fall outside your questionnaire.

An example of the use of crowdsourcing conducted by a state DOT can be found with the Connecticut Department of Transportation (ConnDOT). ConnDOT created *Let's Go CT*, an interactive social media platform to guide a community conversation about long-range transportation planning. Crowdsourcing is also being used to capture real-time information on transportation system performance from the traveling public.

Additional information and resources can be found on the FHWA EDC-5 website:

https://www.fhwa.dot.gov/planning/public_involvement/vpi/fact_sheets/

Additional information and resources on real time crowdsourcing can be found on the FHWA EDC-5 website. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/crowdsourcing.cfm

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3.2.6 Online Mapping Tools

These web-based platforms display information in a familiar map format, allowing stakeholders to mark-up areas of concern and suggest changes. Mapping tools can be paired with videos, narratives, and other digital information. This two-way communication technique saves staff time and reduces the administrative burden of collecting hardcopy public comments.



Steps for Successful Implementation

Similar to many other VPI tools, knowing your audience and knowing what the input will be used for and the problem you are trying to solve are the critical first steps in successful implementation. Online mapping tools lend themselves to reaching a broader audience; however, it is important to make sure the software you select does not require a person to be tech savvy. The use of any mapping tool should be intuitive to the average person. Online mapping tools should also be smart phone compatible.

Staff training in the use of the software is required to achieve the best results and manage the input received. Additional information and resources can be found on the FHWA EDC-5 website:

https://www.fhwa.dot.gov/planning/public_involvement/vpi/fact_sheets/

3.2.7 All-in-One Tools

These tools combine crowdsourcing, mapping, and survey functions in one tool. This is a one-stop-shop for information about a project and engaging individuals through polls and surveys. The tools increase public participation by removing barriers to involvement and make it easy for agencies to manage public information on a single platform. There are many software programs available. These are a few that are commonly used by government agencies and state DOTs:

[Public Involvement Management Application or PIMA \(developed by Iowa DOT\)](#)

[MetroQuest](#)

[MindMixer](#)

[My Sidewalk](#)

[SmartComment](#)

Steps for Successful Implementation

Since this software combines various VPI tools, the steps for successful implementation presented above should be reviewed. Staff training in the use of the software is required to achieve the best results and manage the input received.

Additional information and resources can be found on the FHWA EDC-5 website:

https://www.fhwa.dot.gov/planning/public_involvement/vpi/fact_sheets/

3.2.8 Digital Tools at Face-to-Face Meetings

Virtual tools such as tablets and other handheld devices add value to traditional face to face public involvement. Agencies can use digital tools to bring project plans into communities, such as tech-equipped street teams to solicit live feedback from people. One of the many benefits from using a

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digital tool to interact with an audience is that you can capture input from people who may be fearful of public speaking. These tools allow for live results to be tabulated and displayed in graphic form for the entire audience to see.

Steps for Successful Implementation

These hand-held tools can be purchased or rented and the software to create your questions is included. No staff training is necessary with the exception of following the set up instructions.

Additional information and resources can be found on the FHWA EDC-5 website:

https://www.fhwa.dot.gov/planning/public_involvement/vpi/fact_sheets/

3.3 ADDITIONAL VPI STRATEGIES

3.3.1 Message Boards

Message Boards are effective ways to communicate with the traveling public. Public meetings can be announced as well as project milestones and traffic pattern changes.



3.3.2 Website (project specific)

Larger or high profile/high impact projects may warrant the creation of a project specific website instead of relying on the Project Center/Project Specific Information webpages of the NHDOT website. A stand-alone project website provides more flexibility in content and can be easier for the public to find because the web address can be shorter and more intuitive.



3.3.3 Online Survey

If a project warrants the use of a public survey for receiving public feedback, electronic surveys can be created and distributed to a large audience. Survey software can vary widely in cost and complexity. Survey links can be posted on virtually all Internet-based platforms and emailed.



3.3.4 Webinar

A project specific webinar can be created to inform the public using a video format as opposed to written format. The complexity of this product will vary based upon the project. The simplest format consists of a narrated PowerPoint (converted to a video file), which can be used as a video tool and can be easily distributed electronically for the public to view. The webinar is on-demand.

3.3.5 Public Service Announcements

A public service announcement (PSA), or public service ad, is a message in the public interest disseminated free of charge, with the objective of raising awareness of an issue affecting the public. For example, if a condition of alternating one-way traffic will occur near a school, and this condition could result in delays in ingress/egress to the school, the school administration may do a PSA to inform the community. PSAs could be conducted on the radio or local television.



3.3.6 Media Buy Internet Ads

For high profile or high impact projects, Internet ads can be purchased so the project information or messaging can reach a large audience. Internet ads are hyperlinks to



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additional information, usually to a project specific website.

3.3.7 Radio Ads

For high profile or high impact projects, radio ads can be purchased so that the project information or messaging can reach a large geographic audience.

3.4 USING VPI TO REACH ENVIRONMENTAL JUSTICE COMMUNITIES

The rules set forth by NEPA require federal agencies to have meaningful engagement with Environmental Justice communities. This meaningful engagement can take place in many forms including using technology or VPI. All of the tools listed above can be considered as options since these tools are all mobile or smart phone compatible. In 2017, the Pew Research Center found that over 80% of Americans have smartphones. In addition, many of these VPI tools provide built-in options to add a second language option for the user to select.

Audience Identification and Composition

The first step in reaching an EJ audience is to identify the anticipated composition of the audience. This early research on the local population is critical to including underserved populations and to determine what VPI tool or combination of tools is appropriate for use during the project. The NHDOT Office of Federal Compliance completes an Environmental Justice analysis for each NHDOT project and provides a memo summarizing the presence of minority, low-income, elderly, and Limited English Proficiency (LEP) populations in the project area (see Section 2.3.4). This information can be used to help determine how to appropriately engage Environmental Justice populations.

If EJ populations occur in the project area, identifying a community liaison from the EJ community or neighborhood can be beneficial. Local officials may be able to help with this. If a liaison is identified, contact this person(s) and ask them to participate as project stakeholder in the role of liaison to the EJ community. A community liaison can play a critical role in informing the community that VPI is available for access and input. This person can also provide input on the preferred VPI tool to use for the project to reach the EJ audience.

Other resources recommended by FHWA to identify the locations of potential EJ populations within or near a project area include:

NEPAssist (<https://www.epa.gov/nepa/nepassist>)

EJSCREEN (<https://www.epa.gov/ejscreen>)

Initial Outreach to Encourage VPI Use

The key to successfully reaching and engaging an EJ community is their knowledge that the VPI tool is available to them. As discussed above, engaging a community liaison as an early stakeholder can help you reach the broader EJ community. The liaison should be willing to help spread the information that VPI tools and other project information are readily available to begin the engagement process. In addition to a community liaison, these methods may be considered:

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Postcards: Mail postcards to the EJ community (and others) with the information to access the VPI tool. Clearly state that the VPI tool(s) can be accessed by a smartphone. Ask if the municipality can include the postcard in a utility bill mailing or other regular mailing conducted by the municipality.

Pop-Up Event: Bring the project to the public. Hand-out postcards to individuals.

Kiosks: Post information on community kiosks and at community centers and libraries.

Messaging: Focus on a visual story, with limited text, and keep the message short to allow those with a limited proficiency in English to readily understand what is being asked of them and what the project is about.

Privacy: Be clear in your outreach materials that VPI input is either confidential or public. Be clear on how the input will be used. Building trust and transparency is critical to effective public involvement.

Multi-language Public Engagement Materials and Live Translation

Depending on the composition of the EJ community, VPI tools may need to be developed with other language options. Hire a translator and consider providing live translation when needed during a virtual public meeting.

Mobile Compatibility and Mobile Hot Spots

The EJ audience may not have broadband access but are likely to still be online. In areas with limited broadband, consider the installation of a mobile hotspots to a location where underserved residents may be located to supplement smart phone internet services.

Standardize the Process and Materials

Standardize the process and materials from the start of a project through completion. This allows the EJ audience to develop an understanding of how information will be presented and how their input will be received throughout a project, which lends itself to providing a comfort level for those underserved audiences and tends to increase participation.

Give Deference to Local Knowledge

By giving deference to local knowledge early in the process, especially those members of communities that are underserved or less economically stable, the community members begin to develop trust and the team builds credibility.

Promising Practices for EJ Methodologies in NEPA Reviews provides additional information on public involvement strategies for EJ populations:

https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

Appendix A:
Summary of Public Involvement Strategies

WHAT TO CONSIDER

Additional public involvement strategies may be used at the discretion of the Project Team to augment the standard NHDOT public involvement strategies described in Section II.

The Project Team could choose to:

- 1) **augment the minimum level of required public involvement with additional standard strategies, such as holding additional Public Informational Meetings, or**
- 2) **implement different strategies to augment their project's public involvement plan.**

This section introduces other public involvement tools that can be considered as the Project Team determines what is most appropriate for their project.

There is no uniform technique to enlighten, educate, and engage the public in transportation decision-making. The FHWA and NHDOT can use any number of different public involvement approaches and activities depending on characteristics specific to each project as well as the characteristics of the location and community where the project is located. Appendix A summarizes many different public involvement strategies and tools that can be considered by the Project Team when it is determined that additional public involvement may be needed. Many of the strategies listed in Appendix A have proven to be effective for transportation projects nationwide, while newer tools (especially FHWA's Every Day Counts #5 virtual public involvement strategies in Section III) are still being evaluated.

Effective public engagement often requires trying new approaches. With continual advances in technology and the increasing reliance on virtual communication methods, it is important to continue enhancing and innovating public involvement strategies in order to reach the widest audience as effectively and efficiently as possible.

The level of effort required for the public involvement strategies listed in Appendix A varies from very low to very involved.

The Project Team should evaluate the use of these strategies with the following in mind:

- Project scope and complexity
- Level of community interest and engagement
- Project location and community characteristics
- Project and community stakeholders
- Project budget
- Project schedule
- In-house expertise and staff availability
- Need for outside help
- Potential safety concerns
- Accessibility
- Americans with Disabilities Act
- Environmental Justice Populations

Appendix A: Summary of Public Involvement Strategies

Finally, use of these strategies should be discussed with the NHDOT Commissioner's Office to ensure the tools are fully vetted and approved for use on NHDOT projects.

Users of this manual are encouraged to consider Appendix A as a menu of options that can be used in any combination to best fit the project and community needs. When it comes to public engagement, there is no single 'right' answer. This list of options is not intended to be static. Please get creative and share new methods for everyone to consider and try!

SIMPLE ELECTRONIC

Email Distribution List

Create an email list of stakeholders including but not limited to municipal officials and staff, municipal boards and commissions, abutters, and attendees of public meetings. Provide project information and documents efficiently as well as receive written feedback via email.



Project Specific E:newsletter

Upload an email list to an e:newsletter service such Constant Contact or Mail Chimp (a free service up to a specific number so recipients). The e:newletters can be branded with project or agency logo, include photos and hyperlinks to additional information. A hyperlink will be generated so the public can sign up for the e:newsletter at their convenience, as well as unsubscribe at any time. Provide project information and documents efficiently as well as receive written feedback via email. Easy to use custom settings to reach a targeted audience. Ask the municipality to distribute the e:newsletter sign-up link in their communications to the community to reach a wider audience to secure more recipients.

Social Media

Upload links, photos, traffic updates, videos, visualizations and "snippets" of project information onto social media platforms such as Facebook, Twitter, Instagram, Snapchat, Pinterest, and YouTube. Each platform has its own general purpose and general demographic that can be targeted. One or all platforms may be used. Social media can be done on a project specific basis, if desired.



Press Release

Issue a press release to media outlets, including community TV and radio, to announce major project events or milestones. Include contact information, hyperlinks, photographs and project specifics graphics for use by any media outlet willing to publish the information. Be certain that the internal hierarchy of review and approval is followed. For NHDOT, all press releases must be reviewed and issued by the Communications Office.



TELEPHONE

Toll Free Hotline

For high profile or high impact projects with potential community disruption, a toll free telephone hotline may be warranted. The hotline can be set up with multiple topics for the caller to receive information and to leave a message. Messages can be set up to be forwarded to an email or cell phone.

Appendix A: Summary of Public Involvement Strategies

PUBLIC MEETINGS

Listening Session/Project Workshop

Hands-on and interactive meetings that typically begin with a short presentation at a pre-set time, then attendees break into small discussion groups with a facilitator from the Project Team. Maps and materials are provided to assist in gathering feedback. The facilitator is actively engaged, without bias, and provides notes for a “report out” to the entire audience at the end of the small group discussion.



Open House

A more casual format where attendees are encouraged to attend at their convenience during the pre-set time to review project information, ask questions, and provide feedback. A formal presentation is not usually conducted however, project information is focused in “stations” throughout the meeting space. A video area can be set up, with chairs, so attendees can view project videos and/or visualizations. This format can be combined with other types of more formal public meetings, with an open house scheduled before a Public Informational Meeting or Public Hearing for example.



Charrette

Hands-on and interactive meeting typically beginning with a short presentation at a pre-set time, then breaking the attendees into small discussion groups with a facilitator and graphic designer (usually from the Project Team). Maps and materials are provided to assist in gathering feedback. The facilitator and designer are actively engaged, without bias, and provides notes for a “report out” to the entire audience at the end of the small group discussion as well as graphic depiction of the ideas generated from the discussion. The expectation of a charrette is that at the end of the discussion, professionally drawn graphics representing the discussion are produced and shared.



Walking Tour

Take your audience to the project site and discuss issues, concerns and solutions first-hand. ***Creating a safe situation for attendees is critical to the success of a walking tour.*** This option should only be used for projects where there are safe places to park and walk. Safety gear, such as safety vests, would be considered a requirement. Other factors to consider include outdoor temperatures and precipitation.



Pop-Up Public Informational

Take your project directly to the community, on their turf. Simply load up a van with project information and post the information on the outside of the van. Travel to your desired location and encourage dialogue and engagement. Safety considerations for all actions and participants is critical. Publicizing the event in advance can be beneficial.

Seminar

A seminar is led by a project professional with the intention to create open dialogue woven together with education and project information to help the members of the public provide more informed feedback. As part of the public involvement process,



Appendix A: Summary of Public Involvement Strategies

seminars can be held on specific topics of interest, such as: roundabouts versus intersections; components and functions of a complete street; parking; aesthetic lighting and any other related project topic. (Note: A seminar is similar to a study circle, detailed below. The term “seminar” may be more meaningful in certain communities.)

Study Circles

A study circle is a group of people who meet one time or multiple times to discuss an issue or issues. Study circles may be formed to discuss anything about a proposed project. The purpose of a study circle is to have an opportunity for sharing of ideas without restriction. Usually a project team facilitator takes notes and keeps the conversation focused on the topic. (Note: A study circle is similar to a seminar, described above. The term “study circle” may be more meaningful in certain communities.)

Steering or Advisory Committee/Working Group

For projects that may be complex or have a high level of public interest, forming a steering committee or “advisory” citizens group that serves to guide the project on behalf of the larger community may be useful. The members of the group should be selected so that broad representation of the community is present. The committee or group may also act as a buffer to the community at-large where the members of the group are trusted and known. These groups are intended to be advisory in nature and have no authority to make final project decisions.

Context Sensitive Solutions

Context Sensitive Solutions (CSS) is a FHWA public involvement initiative based on active and early partnerships with communities and project stakeholders. CSS is a collaborative, interdisciplinary decision-making process and design approach that involves all stakeholders to develop a transportation facility that fits its physical setting. CSS incorporates many of the same concepts and tools outlined in this manual. More information can be found on the NHDOT and FHWA websites at the links provided below:

<https://www.nh.gov/dot/org/projectdevelopment/highwaydesign/contextsensitivesolutions/index.htm>

<https://www.fhwa.dot.gov/planning/css/>

MAIL/HANDOUT/EMAIL PRODUCTS

Fact Sheet/Informational Brief

Usually a one page, double-sided, color sheet that provides the public key information on either the overall project or a specific aspect of the project. This product can be provided to the public as a hard-copy handout at public meetings or sent and posted electronically.

Newsletter

Usually a multi-page, double-sided, color brochure providing comprehensive details on a project. This product can be provided to the public as a hard-copy handout at public meetings or sent and posted electronically.

Postcards

To grab the attention of your audience to announce a public meeting, a project milestone, and provide the location of project information, the use of postcards is recommended. Postcards are easy to develop and print. They can be mailed or



Appendix A: Summary of Public Involvement Strategies

provided in hardcopy format at locations where the public can access them. Comment postcards can also be provided to the public, which can be mailed to the NHDOT with feedback. Postage paid comment postcards can be provided at public meetings; however, the Project Team must consider the added expense of postage.

Survey (hardcopy)

If a project warrants the use of an online public survey for receiving public feedback (described below), a hard copy version of the survey should be provided to communities or locations where environmental justice populations reside or are located. An example includes providing hard copy surveys to the users of public transit.

Information Kiosk/Event Booth

Place project information on a kiosk to provide information to the public. Kiosks are usually located in high-volume foot traffic areas such as sports fields, transportation centers, grocery stores, libraries, coffee shops, and similar. Arrange to host a booth at a community event. Provide project information and reach a larger audience.



Appendix B:
Best Practices for a Successful Outcome

Appendix B: Best Practices for a Successful Outcome

Before you engage the public, local officials, or other stakeholders, ask yourself these questions:

- Who is the audience you are trying to engage?
 - Potential stakeholders may include community organizations; state and federal agencies; city, town, or county public officials; metropolitan or regional planning organizations; individuals who have a commercial, residential, personal, resource-specific, or tribal interest; commuters and the traveling public, or the abutters.

- Could this project have impacts on commuters, tourists, businesses, or mostly on residents or abutters of the project area?

- What are the demographics of those impacted by the project?

- Do your engagement materials need to be in another language in addition to English?

- What types of engagement materials are more likely to appeal to the target audience?
 - Materials may include physical mailings, digital media, social media, project website, or simply just the hard copies of the projects materials reviewed at a face to face meeting.
 - Materials need to be clear, large enough to see clearly and easy to understand

- What is the role of the public in the project?
 - What do you expect from the public?
 - Where/when in the process is public input most important?
 - Is there a specific concern you want input on?

- Who must be involved for this effort to be deemed a success?

- Who are the community decision makers?

- What is the role of the public versus the municipal planners, boards, and councils?

- Why is public input needed?

- What information needs to be gathered and how is the public input going to be used?

- What existing resources or communication channels are available for your use in public involvement?
 - If public involvement resources are available, such as a municipal newsletter or social media, how can these resources be used most effectively to achieve the project goals?

- What's on the table for consideration and what are the constraints and limitations?

Appendix B: Best Practices for a Successful Outcome

Know the project's purpose and need and communicate it often. Before you begin, be sure of these:

- What is the purpose and need of the project? (Consult with the Environmental Manager)
- Understand why the purpose and need is important in the environmental review process.
- Understand that a project's purpose and need may evolve as information is gathered.
- What are the consequences of inaction?

Welcome all stakeholders whether they are for or against the project.

Recognize and honor the diversity of perspectives.

Engage and welcome your critics.

- Don't avoid conflict, this will intensify animosity. Early, active, and frequent engagement of opposed individuals and groups can be a powerful way to listen deeply to their concerns, share details about constraints and draw them into a collaborative role to find solutions.
- Everyone gets their say, but not everyone gets their way. Be clear when you cannot accommodate a request but try to find some other way to achieve the same objective whenever possible.

Mine past knowledge and input.

- Previous public involvement on a project or on similar projects or in the same municipality will likely yield valuable information to build upon. You'll be armed with insight prior to your first engagement effort.

Before selecting a location of a public meeting, ask your yourself:

- Is the location free of charge?
- Is it Americans with Disability Act compliant? Is there ample parking?
- Does the location have enough tables and chairs, does it have projection screen and audio? What other amenities do you need for the expected size of the audience?
- Does the location have adequate bathroom amenities?
- Is there a public transit stop nearby?

Vary the meeting times to increase participation.

- For linear projects, especially those located in multiple municipalities, hosting public meetings at various of times and places will make it easier for people to attend. This will help to ensure that the process includes a wide variety of people and perspectives.
- Encourage virtual meeting attendees.

Appendix B: Best Practices for a Successful Outcome

Be sure to avoid conflicts with local events and meetings when possible

Know who influences the decision makers.

- Every community is different, but common influencers include large employers, social organization leaders, public sector agencies, large landowners, and business leaders.
- Determine how a project might impact them or benefit them before the outreach begins. Consider including members of this group.

Weave education into the engagement activities.

- Embed learning in the engagement experience. If possible, use interactive tools like scenario or image ratings, visual preference survey and map input exercises either online or in face to face meetings. This can be helpful to ensure that the input that is gathered is informed, relevant, and trustworthy.

Engage in “deep” listening.

- One of the key roles of public involvement is to deeply listen to the community. Even for contentious projects, peer to peer exchanges in small groups, in a safe, non-judgmental environment can be fruitful. Involving participants in both leading and reporting back from group discussions can be a powerful way to create and foster deep engagement.

Review the results with the public.

- Remember, public input belongs to the public. The role of a project professional is to be a responsible steward of that resource.

Be flexible and be willing to make adjustments in your engagement strategies.

Expect imperfection!

Measure your success and track attendance participation at events.

Prepare and present compelling content, especially graphics.

Compelling content will generally result in a more trustworthy relationship during the community engagement process.

Avoid using jargon and overly technical language.

Know your audience and present content in a way that everyone can understand.

Use high resolution aerials as a background to the design and impact plan. Place a lot of detail, such as street names and business names on the aerial so the public can readily locate their place of interest.

Critical skills for anyone leading a public meeting

Become an excellent public speaker.

Appendix B: Best Practices for a Successful Outcome

- Remove your ego from all activities and discussion.
- Do not speak in acronyms.
- Do not use technical terms unless you explain the term clearly.
- Have compassion and empathy for the impacted community members.
- Practice deep listening and do not cut people off until they have expressed their opinion.
- Be curious! What does the community need and want? What are they afraid of?
- Do not engage in any heated discussion.
- Speak the truth, but not to punish or shame another. Never imply that I'm right and you are wrong. Also, don't mislead the audience, if something sounds like it is out of the project's scope and budget, say so and explain that there are other processes for new projects.
- If you don't know the answer to a question, say so. Honesty build trust.
- Embrace the Golden Rule in all matters.
- Accept that not everyone will agree with you or even like the project.
- Stop talking and start listening.

Regulation-specific Best Practices

Section 106 (Historic Resource Consultation):

Be inviting when you are seeking individuals to participate. In today's busy world, members of a community are more likely to become involved if requests are more approachable and straightforward.

- Instead of overly technical statements about the consulting party process, consider a friendlier approach using language such as:

Consult with us!
Put your interest in history to good use!
Become a Section 106 Consulting Party!
Let's have a party – a Consulting Party!

- When discussing historic resources, remember that any input is welcome, even if individuals do not wish to become consulting parties.

Wetland Mitigation:

If a project requires mitigation for wetland impacts, state regulations require seeking local input on potential mitigation projects.

- When seeking local input, give examples of the types of mitigation projects that would be suitable.

Appendix B: Best Practices for a Successful Outcome

- Seek this input as early in project development as possible to ensure a reasonable amount of time to coordinate and to consider suggestions.
- If local input on a potential mitigation project is received, be honest about the project's suitability.
- Follow up when a decision is made.

Creative ideas to enhance the experience for everyone

Create a **children's play area** at public meetings

Refreshments are a big hit, especially if children are in attendance! If you don't want to bring single use bottles of a beverage, then bring biodegradable paper cups for use at the water fountain. Consider bringing cups and pitchers to fill with water or other beverages.

Offer a prize to increase participation, especially for those willing to take a survey.

If your project calls for a survey, create a raffle to win a prize. At the end of the survey, ask for an email address to enter the raffle (entry is optional). At the end of the survey, chose a random email as the winner. Or, have more than one winner! (Prizes must be donated by an outside entity. The local Chamber of Commerce may be able to provide prizes).

Switch up the meeting format.

If you want audience members to become interactive with each other and the Project Team, consider creating small group discussions. You can bring design plans for people to draw on (when you have table, chairs, and markers available). You can bring stickers or other tools for the audience to vote on their preferences. Or use interactive phone apps and live polling tolls for voting exercises.

Appendix C:
Summary of Public Involvement Regulations

Appendix C: Summary of Public Involvement Regulations

Process or Resource	Federal Requirements	State Requirements
Environmental Review Process	<p>National Environmental Policy Act (42 USC Sec. 4321) Title 40 USC, Protection of Environment, Chapter V, Part 1506.6 Public Involvement</p> <p>Federal agencies shall make diligent efforts to involve the public in preparing and implementing their NEPA procedures; provide public notice of NEPA-related hearings, public meetings, and similar; solicit appropriate information from the public; explain procedures and make documents and comments received available for public review</p>	
	<p>23 CFR 771.111 – Early coordination, public involvement, and project development</p> <p>Early coordination with appropriate agencies and the public aids in determining the type of environmental review documents an action requires, the scope of the document, the level of analysis, and related environmental requirements. 771.111(h) For the Federal-aid highway program, each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program pursuant to 23 USC. 128 and 139 and CEQ regulations.</p>	<p>NHDOT Policy ENV 1, Environmental Policy NHDOT will utilize an appropriate, proactive stakeholder involvement process to address this environmental policy and facilitate problem solving in a collaborative manner.</p>
	<p>Title 23 USC, Highways Section 139, Efficient environmental review for project decision making</p>	
Transportation Planning Process	<p>As early as practicable during the environmental review process, the lead agency shall provide an opportunity for involvement by participating agencies and the public in defining the purpose and need for a project and for determining the range of alternatives to be considered for a project.</p> <p>Title 23 USC, Highways Section 134 (Metropolitan Transportation Planning) Section 135 (Statewide and Nonmetropolitan Transportation Planning)</p> <p>23 CFR Part 450</p>	<p>NH RSA 228:99 Statewide Transportation Improvement Program</p> <p>MPOs/RPCs shall provide a regional transportation improvement program (TIP) to the department of transportation no later than April 1 of each odd-numbered year. Such plans shall include a public involvement plan and education initiative to ensure early and adequate input from residents, municipalities and any other interested parties in New Hampshire.</p>
	<p>In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.</p>	<p>The governor’s advisory commission on intermodal transportation shall conduct at least one public hearing in each executive council district to present the tentative STIP to the public and to receive the public’s comments and recommendations regarding the program.</p>
Public Meetings/ Hearings	<p>Title 5 USC, Section 552b Open Meeting</p> <p>Federal agencies shall make public announcement, at least one week before the meeting, of the time, place, and subject matter of the meeting, whether it is to be open or closed to the public, and the name and phone number of the official designated by the agency to respond to requests for information about the meeting.</p>	

Appendix C: Summary of Public Involvement Regulations

Process or Resource	Federal Requirements	State Requirements
<p>Public Meetings/Hearings</p>	<p>Title 23 USC, Highways – Section 128 (Public Hearings)</p> <p>Public hearing is required for Federal-aid highway projects that involve bypassing of, or going through, any city, town, or village and for Interstate system projects.</p> <p>23 CFR 771.111(h)(2)</p> <p>State public involvement/public hearing procedures must provide for:</p> <ul style="list-style-type: none"> (i) Coordination of public involvement activities and public hearings with the entire NEPA process; (ii) Early and continuing opportunities during project development for the public to be involved in the identification of social, economic, and environmental impacts, as well as impacts associated with relocation of individuals, groups, or institutions; (iii) One or more public hearings or the opportunity for hearing(s) to be held by the State highway agency at a convenient time and place for any Federal-aid project that requires significant amounts of right-of-way, substantially changes the layout or functions of connecting roadways or of the facility being improved, has a substantial adverse impact on abutting property, otherwise has a significant social, economic, environmental or other effect, or for which the FHWA determines that a public hearing is in the public interest; (iv) Reasonable notice to the public of either a public hearing or the opportunity for a public hearing. Such notice will indicate the availability of explanatory information. The notice must also provide information required to comply with public involvement requirements of other laws, executive orders, and regulations; (v) Explanation at the public hearing of the following information, as appropriate: <ul style="list-style-type: none"> (A) The project’s purpose, need, and consistency with the goals and objectives of any local urban planning, (B) The project’s alternatives and major design features, (C) The social, economic, environmental, and other impacts of the project, (D) The relocation assistance program and the right-of-way acquisition process, and (E) The State highway agency’s procedures for receiving both oral and written statements from the public; (vi) Submission to the FHWA of a transcript of each public hearing and a certification that a required hearing or hearing opportunity was offered. The transcript will be accompanied by copies of all written statements from the public, both submitted at the public hearing or during an announced period after the public hearing; (vii) An opportunity for public involvement in defining the purpose and need and the range of alternatives, for any action subject to the project development procedures in 23 USC. 139; and <p>Public notice and an opportunity for public review and comment on a Section 4(f) de minimis impact finding, in accordance with 23 CFR 774.5(b)(2)(i).</p>	

Appendix C: Summary of Public Involvement Regulations

Process or Resource	Federal Requirements	State Requirements
<p>Disadvantaged Populations</p>	<p>Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq., 78 stat. 252): prohibits discrimination on the basis of race, color, national origin Federal-Aid Highway Act of 1973 (23 USC §324 et seq.): prohibits discrimination on the basis of sex</p> <p>The Age Discrimination Act of 1975, as amended, (42 USC. § 6101 et seq.): prohibits discrimination on the basis of age Section 504 of the Rehabilitation Act of 1973 (29 USC §794 et seq.), as amended: prohibits discrimination on the basis of disability</p> <p>Section 508 of the Rehabilitation Act of 1973: agencies must give disabled employees and members of the public access to information comparable to the access available to others.</p> <p>Americans with Disabilities Act of 1990, as amended, (42 USC §12101 et seq.): prohibits discrimination on the basis of disability</p> <p>The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 USC §4601: establishes a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance</p> <p>49 CFR Part 21, Nondiscrimination In Federally-Assisted Programs of the Department of Transportation— Effectuation of Title VI of the Civil Rights Act of 1964: no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance from the Department of Transportation.</p> <p>49 CFR Part 27, Nondiscrimination On The Basis of Disability in Programs or Activities Receiving Federal Financial Assistance: facilities constructed with Federal financial assistance shall be designed and constructed in accordance with accessibility standards</p> <p>49 CFR Part 28, Enforcement of Nondiscrimination On The Basis of Handicap in Programs or Activities Conducted by the Department of Transportation: No qualified individual with handicaps shall, on the basis of handicap, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity conducted by the Department of Transportation</p> <p>23 CFR Part 200 (FHWA’s Title VI Regulation): requires assurances from States that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the recipient receives Federal assistance from the Department of Transportation, including the Federal Highway Administration.</p> <p>28 CFR Part 35, Discrimination On The Basis of Disability in State and Local Government Services: implements Subtitle A of Title II of the ADA, which prohibits discrimination on the basis of disability by public entities.</p> <p>The Civil Rights Restoration Act of 1987: recipients of federal funds must comply with civil rights laws in all areas, not just in the particular program or activity that received federal funding</p> <p>Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency: recipients of Federal financial assistance must ensure that their programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI’s prohibition against national origin discrimination Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations: each Federal agency shall develop an agency-wide environmental justice strategy that includes strategies to, among other things, ensure greater public participation within minority and low-income populations</p>	

Appendix C: Summary of Public Involvement Regulations

Process or Resource	Federal Requirements	State Requirements
<p>Right-of-Way Acquisition</p>	<p>Title 23 USC, Highways Part 710 Right-of-way and real estate</p> <p>A State agency only may acquire real property, including mitigation property, with Title 23 grant funds if specific conditions are satisfied. The project for which the real property is acquired must be included in an approved Statewide Transportation Improvement Program (STIP). Contact with affected property owners for purposes of negotiation and relocation assistance must normally be deferred until after NEPA approval, except as provided in §710.501, early acquisition; and in §710.503 for protective buying and hardship acquisition.</p>	<p>RSA 498-A Eminent Domain</p> <p>All hearings before the board shall be open to the public, and each hearing shall be held in the county in which the declaration has been filed unless the parties agree to a hearing elsewhere. To the extent of available space, hearings shall be conducted in the respective county courthouse; otherwise, they shall be held in such place or places, accessible to the public, as the board shall direct.</p> <p>RSA 230:8 – 230:19 Layout of State Highways</p> <p>The governor, with advice of the council, may appoint a commission of 3 persons who, upon hearing, shall determine whether there is occasion for the laying out or alteration of a class I or class II highway or a highway within the state included in the national system of interstate highways as proposed by the commissioner of transportation. If such a determination is made by the commission, the commissioner may purchase land or other property that is reasonably necessary for the construction, reconstruction, or alteration and shall lay out the remainder of such highway or alteration. Any such land or property which cannot be acquired by agreement with the owner or owners thereof may be acquired in accordance with RSA 498-A. Notice of the public hearing must be provided to abutters. The governor and council, or the commission, at the time and place appointed for hearing shall make a personal examination of the proposed location, and of any highway for which the proposed highway is designed to be a substitute, shall hear all parties interested who may attend, and may adjourn as they see cause. They may admit or reject any evidence offered and there shall be no appeal from their findings on the matter of occasion for the laying out of the highway or alteration thereof in the absence of fraud or gross mistake.</p>

Appendix C: Summary of Public Involvement Regulations

Public Access to Records

[Freedom of Information Act \(5 USC 552\)](#)

The public has the right to make requests for federal agency records. All federal agencies are required to make requested records available unless the records are protected from disclosure by certain FOIA exemptions.

[RSA 91-A Access to Governmental Records and Meetings](#)

Every citizen during the regular or business hours of all public bodies or agencies, and on the regular business premises of such public bodies or agencies, has the right to inspect all governmental records in the possession, custody, or control of such public bodies or agencies, including minutes of meetings of the public bodies, and to copy and make memoranda or abstracts of the records or minutes so inspected, except as otherwise prohibited by statute or RSA 91-A:5.

Each public body or agency shall keep and maintain all governmental records in its custody at its regular office or place of business in an accessible place

Governmental records created or maintained in electronic form shall be kept and maintained for the same retention or archival periods as their paper counterparts.

Appendix C: Summary of Public Involvement Regulations

Process or Resource	Federal Requirements	State Requirements
Historic Resources	<p>National Historic Preservation Act (16 USC 470) Section 101</p> <p>The Secretary of the Interiors shall promulgate or revise regulations for State Historic Preservation Programs. Such regulations shall provide that a State program submitted to the Secretary under this section shall be approved by the Secretary if he determines that the program...(C) provides for adequate public participation in the State Historic Preservation Program, including the process of recommending properties for nomination to the National Register.</p> <p>National Historic Preservation Act Section 110</p> <p>When a federal agency is planning an action that could affect historic properties directly or indirectly, identification and evaluation of potential impacts should take place at the earliest possible stage of planning...and must be carried out in consultation with SHPOs, THPOs, local governments, and the interested public.</p>	<p>RSA 227-C Historic Resources</p> <p>All state agencies, departments, commissions, and institutions shall fully cooperate with the division of historical resources in the location, identification, evaluation and management of historic resources, and to that end shall provide the division with appropriate information on all state licensed, assisted, or contracted projects, activities, or programs so that the division may determine the effect of such undertakings on historic resources.</p>

Appendix C: Summary of Public Involvement Regulations

[National Historic Preservation Act Section 106 \(36 CFR Part 800\)](#)

Proposed Federal or federally assisted undertakings shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.

The Federal Agency shall involve the consulting parties described below in findings and determinations made during the section 106 process. The Agency should plan consultations appropriate to the scale of the undertaking and the scope of Federal involvement. Participants in the Section 106 process are the Federal Agency, Advisory Council on Historic Preservation, Consulting Parties, and the public.

Consulting parties. The following parties have consultative roles in the section 106 process.

- (1) State historic preservation officer.
- (2) Indian tribes and Native Hawaiian organizations.
- (3) Representatives of local governments.
- (4) Applicants for Federal assistance, permits, licenses, and other approvals.
- (5) Additional consulting parties. Certain individuals and organizations with a demonstrated interest in the undertaking may participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties. Consultation with the public:

Nature of involvement. The views of the public are essential to informed Federal decision-making in the section 106 process. The agency official shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties, the likely interest of the public in the effects on historic properties, confidentiality concerns of private individuals and businesses, and the relationship of the Federal involvement to the undertaking.

Providing notice and information. The agency official must, except where appropriate to protect confidentiality concerns of affected parties, provide the public with information about an undertaking and its effects on historic properties and seek public comment and input. Members of the public may also provide views on their own initiative for the agency official to consider in decision-making.

Use of agency procedures. The agency official may use the agency's procedures for public involvement under NEPA or other program requirements in lieu of public involvement requirements in subpart B of this part, if they provide adequate opportunities for public involvement consistent with this subpart.

Process or Resource

Federal Requirements

State Requirements

Section 4(f) Resources

[23 CFR 774.5 Section 4\(f\) Resources](#)

Not Applicable

Prior to making Section 4(f) approvals, the Section 4(f) evaluation shall be provided for coordination and comment to the official(s) with jurisdiction over the Section 4(f) resource and to the Department of the Interior. The Administration shall provide a minimum of 45 days for receipt of comments. Prior to making de minimis impact determinations for parks, recreation areas, and refuges, opportunity for public review and comment concerning effects on protected activities, features, and attributes must be provided.

Floodplains

[44 CFR 65.12 Floodplain Resources](#)

[NH Executive Order 96-4 on Floodplain Management](#)

Appendix C: Summary of Public Involvement Regulations

<p>Conservation Land</p>	<p>Process for revising flood insurance rate maps to reflect base flood elevations caused by proposed encroachments. Requirements of this process include documentation of legal notice to all impacted property owners, explaining the impact of the proposed action on their property, and concurrence of the Chief Executive Officer of each town impacted by the proposed action.</p> <p>TITLE 36, CHAPTER 1, PART 59 - Land and Water Conservation Fund Program of Assistance to States; Post-Completion Compliance Responsibilities</p> <p>Section 6(f)(3) No property acquired or developed with assistance under this section shall, without the approval of the National Park Service, be converted to other than public outdoor recreation uses. The NPS shall approve such conversion only if it is found to be in accord with the then existing statewide outdoor recreation plan and only upon such conditions as deemed necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location. Coordination with the State LWCF managing agency and the NPA is required.</p>	<p>Requires that State agencies comply with the floodplain management requirements of local communities that participate in the National Flood Insurance Program.</p> <p>RSA 4:30-A on Conservation Lands</p> <p>For projects impacting municipal land used for conservation or recreational purposes, the Hearing notice must be posted at least 90 days in advance of the hearing. The notice must include a description of the land to be acquired and the proposed use of the land, as well as justification for impacts.</p> <p>RSA 227-M Community Heritage Investment Program</p> <p>The department of transportation may obtain interests in lands acquired by the authority under this chapter adjacent to state highways. The authority shall hold a public hearing within 90 days of receipt of a complete request to release land and community heritage investment program interests. The authority shall provide at least 10 calendar days' notice in advance of such hearing. Notification shall be made, at the expense of the department, to the landowner, local governing body and conservation commission, abutters, the Society for the Protection of New Hampshire Forests, the Nature Conservancy, the Audubon Society of New Hampshire, the New Hampshire Wildlife Federation, the New Hampshire Preservation Alliance, the local historic district commission or the local heritage commission, or both, and the county conservation district, or their successors. Notification of the public hearing shall be published, by the department, in a paper of general circulation in the municipality and shall be posted, by the department, in at least 2 public places.</p>
<p>Process or Resource</p>	<p>Federal Requirements</p> <p>Clean Air Act 42 USC 7401 40 CFR Part 93, Determining Conformity of Federal Actions to State or Federal Implementation Plans</p> <p>Conformity determinations ensure that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestones in any nonattainment or maintenance area.</p>	<p>State Requirements</p> <p>CHAPTER Env-A 1500 CONFORMITY RSA 125-C:4</p>
<p>Air Quality</p>		

Appendix C: Summary of Public Involvement Regulations

<p>Highway Noise</p>	<p>The transportation conformity regulations (40 CFR part 93, subpart A) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities. Before a nonexempt project can be accepted into the approved SIP, MPOs and NHDOT must first subject it to the air quality conformity process that includes public participation and interagency consultation.</p> <p>23 CFR 772 Highway Noise</p> <p>Before adoption of a CE, FONSI, or ROD, the highway agency...shall identify locations where noise impacts are predicted to occur, where noise abatement is feasible and reasonable, and locations with impacts that have no feasible or reasonable noise abatement alternative.</p> <p>For environmental clearance, this analysis shall be completed to the extent that design information on the alternative(s) under study in the environmental document is available at the time the environmental clearance document is completed.</p> <p>A statement of likelihood shall be included in the environmental document since feasibility and reasonableness determinations may change due to changes in project design after approval of the environmental document. The statement of likelihood shall include the preliminary location and physical description of noise abatement measures determined feasible and reasonable in the preliminary analysis. The statement of likelihood shall also indicate that final recommendations on the construction of an abatement measure(s) is determined during the completion of the project’s final design and the public involvement processes.</p>	<p>NHDOT Highway Traffic Noise Policy</p> <p>Viewpoints from the entire project community, including benefited receptors, will be solicited for all aspects of the project, including noise impacts and abatement. This policy is applicable to any project receiving Federal or State-aid funds or that is otherwise subject to FHWA or Department approval.</p>
<p>Wetlands and Surface waters</p>	<p>33 CFR 320.4(a), General policies for evaluating Department of the Army permit applications</p> <p>The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended use on the public interest. Evaluation of the probable impact which the proposed activity may have on the public interest requires a careful weighing of all those factors which become relevant in each particular case. Full consideration and appropriate weight will be given to all comments, including those of federal, state, and local agencies, and other experts on matters within their expertise.</p>	<p>NH RSA 482-A</p> <p>NHDES must provide a reasonable opportunity for public comment on wetland permit applications and must hold a public hearing for projects with significant impact on jurisdictional resources or of substantial public interest.</p>

Appendix D:
Existing NHDOT Policies and Manuals
that Address Public Involvement

Appendix D: Existing NHDOT Policies and Manuals that Address Public Involvement

Bureau	Source	Type	Date	Summary and Internet Location
Bridge Design	Bridge Design Manual, Chapter 1	Bureau Process	2016	Describes public meetings in context of project development process.
Environment	Environmental Process Manual	Bureau Process	2015	Discusses the Bureau of Environment's role in the standard NHDOT public involvement process.
Environment	NHDOT Environmental Policy (Policy Number ENV 1)	Policy	2018	Outlines NHDOT's policy on environmental review and public involvement.
Environment	Section 106 Consulting Party Process in NH	Public Brochure	2011	Describes Section 106 of the National Historic Preservation Act and how to become a consulting party.
Environment	NHDOT Policy and Procedural Guidelines for the Assessment and Abatement of highway Traffic Noise for Type I & II Highway Projects	Policy Manual	2016	Describes the traffic noise policy, including requirements for soliciting input.
Highway Design	Highway Design Manual, Chapter 2	Bureau Process	1999	Describes public meetings in context of project development process.
Highway Design	Context Sensitive Solutions Process	Department Guidelines	2008	Information on enhanced public involvement strategies that emphasize greater participation by stakeholders in the decision-making process.
Office of Federal Compliance	FFY 2018 Title VI Implementation Plan	Policy Manual	2017	Describes Title VI responsibilities of each bureau and key public meeting policies to ensure Title VI compliance.
Planning	Local Public Agency Manual	Bureau Process	2017	Discusses public involvement as part of the development of Local Public Agency projects.
Planning	Public Involvement Procedures for NH	Policy Manual	2012	Describes public involvement in transportation planning(Long Range Transportation Plan, 10-Year Transportation Improvement Plan, and Statewide Transportation Improvement Program).
Planning	NHDOT Citizen's Guide to Transportation Series (#1 Having Your Say)	Public Brochure	2001	Informational brochure that describes how the public can get involved and provide input on transportation projects throughout the project development process.
Right-of-Way	Right-of-Way Manual	Bureau Process	2018	Describes the Right-of-Way Public Hearing process.

Appendix E:
Initial Contact Letter Template

Date

Name
Title or Department
Mailing Address
Town, NH Zip

Re: Project, #

Dear Ms. Name:

The NH Department of Transportation (DOT) is planning the subject project, which will entail.....

Some transportation projects require mitigation for possible wetland/stream impacts. The natural resources in this project area have not yet been identified and investigations are forthcoming. Preliminary engineering studies have begun and the Department will attempt to avoid, and minimize impacts through design before determining if there will be any stream or wetland impacts that may require mitigation. **As a proactive measure the Department would like to request a list of the Town's preferred/priority mitigation efforts that the Department may evaluate and consider undertaking if it is determined that the project does in fact require mitigation. Please let us know if your Town has identified such priorities.** In the absence of any Town priorities to evaluate the Department will pursue permittee responsible mitigation through the Stream Passage Improvement Program (SPIP). If it's determined that no viable options exist through the SPIP, the Department will pursue a payment into the Aquatic Resource Mitigation Fund (ARM Fund), at which time those funds will become competitively available through the ARM fund grantprocess.

Engineering studies have been initiated to refine the scope and limits of work necessary for this project. The Department's Bureau of Environment is in the process of evaluating the potential environmental impacts associated with the project. To assist in this evaluation, I am asking that you provide comments relative to the project's potential impacts on environmental, social, economic or cultural resources, by responding to the following questions.

1. Does the Town have a list of priority mitigation efforts (Top 10 Priority List) that the DOT may evaluate and consider undertaking if it is determined that the project does in fact require mitigation? If so, please provide the list. (e.g. problematic culvert/bridge crossings, land protection, habitat restoration, etc.)
2. Are there any existing or proposed community or regional plans that might have a bearing on this project?
3. Are there any natural resources of significance in the vicinity of the project? (e.g. prime wetlands, floodplains, rare species, etc.) Are there any known wildlife corridors or habitat strongholds in the vicinity of the project?

4. Are there any cultural resources of significance in the vicinity of the project? (e.g. stonewalls, cemeteries, historical or archeological resources, etc.) *Please note that Section 106 of the National Historic Preservation Act offers those that possess a direct interest in historical resources, including town officials, Historical Societies, and Historical Commissions, an opportunity to become more involved in an advisory role during project development as "Consulting Parties." Those interested should contact the Department.*
5. Are there any public parks, recreation areas, conservation lands, or wildlife/waterfowl refuges in the vicinity of the project? Have Land & Water Conservation Funds been used in the project area?
6. Are there any locally or regionally significant water resources or related protection areas in the project vicinity? (e.g. public water supplies, wellhead protection areas, aquifer protection districts, etc.)
7. Are there any water quality concerns that should be addressed during the development of this project? (e.g. stormwater management, NPDES Phase II, impaired waters, etc.)
8. Are you aware of any existing or potential hazardous materials or contaminants in the vicinity of the project? Are there asbestos landfills or asbestos containing utility pipes located within the project limits?
9. Do you have any environmental concerns not previously noted (e.g. noise impacts, farmland conversion, etc.) that you feel the Department should be aware of for this project?
10. Will the proposed project have a significant effect upon the surrounding area? If so, please explain.
11. Are you aware of any existing roadside populations of non-native invasive plant species (such as Japanese knotweed, phragmites, or purple loosestrife) in the project area?

This letter has been sent to the following departments, boards, and/or commissions:

- Board of Selectmen
- Planning Board
- Town Manager
- Fire Department
- Police Department
- Road Agent
- Conservation Commission
- Historical Society

The tentative advertising date for this project is . Please feel free to contact me if you have any questions or require further information regarding the above referenced project. Thank you for your assistance.

Sincerely,

Name
Title
NH Department of Transportation
Bureau of Environment
271-3226
@dot.nh.gov

CJP: cjp
Encl.

s:\environment\boe procedures\initial contact letters\initial contact letter_template.doc

Appendix F:
Meeting Notices

NOTIFICATION OF MEETING

DATE _____

PROJECT MANAGER/CONTACT PERSON: _____

SIGNATURE PERSON FOR LETTERS: _____

PROJECTNAME: _____

PROJECT NUMBER: _____ FEDERALNUMBER _____

DISTRICT **0** 2 3 4 5 6 TPK (PLEASE CIRCLE WHICH DISTRICT APPLIES)

DESCRIPTION: (Bureau of Environment **MUST** review prior to setting up meeting).

- TYPE OF MEETING:
- Public Officials Meeting - (3+ Weeks Notification)
 - Public Informational Meeting - (4+ Weeks Notification)
{Please complete reverse side}
 - Combined Public Officials/Public Informational Meeting - (4+ Weeks Notification)
(Please complete reverse side)
 - Do **NOT** Notify Abutters

TOWN/CITY CONTACT PERSON: _____

TELEPHONE: _____ EXT: _____

FAX: _____ E-MAIL: _____

TARGET DATES AND TIMES: _____

ACTUAL DATE AND TIME: _____

LOCATION: _____

APPROX. NO. OF PEOPLE ATTENDING: _____

PLEASE COMPLETE REVERSE SIDE IF PUBLIC INFORMATIONAL AND/OR COMBINED PUBLIC OFFICIALS/PUBLIC INFORMATION MEETING FOR ADDITIONAL MAILING ACCORDING TO PROJECT

THE FOLLOWING ORGANIZATIONS TO BE NOTIFIED DIRECTLY:

- NH Audubon of Conservation, Director Vanessa Jones, 84 Silk Fann Road, Concord, NH 03301
- Sierra Club, NH Chapter, Mrs. Catherine Corkery, 40 North Main Street #2, Concord, NH 0330 I
- NH Association of Conservation Commissions Ms. Jane A. Difley, 54 Portsmouth St., Concord, NH 03301
- US Environmental Protection Agency, Mr. Mark Kem, Region I, I New England, 5 Post Office Square, Boston, MA 02109-3912
- US Army Corps of Engineer, New England District, Mr. Mike Hicks, 696 Virginia Road, Concord, MA O1742-2718
- US Fish & Wildlife Service, Mr. Thomas Chapman, 70 Commercial Street #300, Concord, NH 03301-5094
- NH Preservation Alliance, Mrs. Jennifer Goodman, Executive Director, PO Box 268, Concord, NH 03302-0268
- NH Division of Historical Resources, Ms. Elizabeth Muzzey, 19 Pillsbury Street, 2nd Floor, Concord, NH 03301-3570
- NH Department of Environmental Services, Wetlands Bureau, Mr. Rene Pelletier PO Box 95, Concord, NH 03302-0095
- NH Land & Community Heritage Investment Program, Ms. Paula Bellmore, Natural Resource Specialist, 3 N Spring Street, Suite 100, Concord, NH 03301
- NH Fish and Game Department, Mr. Glenn Normandeau, Executive Director, 11 Hazen Drive, Concord, NH 03301
- NH Depart of Natural and Cultural Resources, Commissioner Sarah Stewart, 172 Pembroke Road, Concord, NH 03301
- NH Office ofEnergy & Planning, Ms. Jennifer Gilbert, Coordinator, Flood Plain Management Program, Governor Hugh J. Gallen State Office Park, Johnson Hall, 3rd Floor, I 07 Pleasant Street, Concord, NH 0330 I
- NH Office of Strategic Initiatives, Ms. Amanda Hollenbeck, Coordinator, Conservation Land Stewardship (CLS) Program, 107 Pleasant St, Johnson Hall Concord, NH, 0330 I
- CLF of NH, Mr. Tom Irwin, Vice President and Director, 27 North Main Street, Concord, NH 03301-4930

WHEN PROJECT INVOLVES FLOODPLAINS:

_____ Regional Administrator, Federal E ergency Management Agency, 99 High Street, Boston, MA 02110-2320

WHEN PROJECT INVOLVES FEDERAL FUNDS:

_____ Federal Highway Administration, - NH Division, Mr. Jamie Sikora, J. C. Cleveland Federal Building, 53 Pleasant Street, Suite 2200, Concord, NH 0330 I

ADDITIONAL AGENCIES TO BE CONSIDERED DEPENDING UPON PROJECT ISSUES:

- _____ Federal Transit Administration, Region I, Transportation Systems Center, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA, 02142-1093
- _____ US Coast Guard, First Coast Guard District, 408 Atlantic Avenue, Boston, MA 02110
- _____ US Forest Service, Mr. John Kamb, Forest Engineer , 71 White Mountain Dr., Campton, NH 03223-4272
- _____ USDA Natural Resources Conservation Service, Mr. Rick Ellsmore, State Conservationist, 273 Locust Street, Suite 2D, Dover, NH 03820
- _____ National Marine Fisheries Service, Mr. Mike Johnson, Marine Habitat Resource Specialist, Greater Atlantic Region Office, 55 Great Republic Drive, Gloucester, MA 01930-2276

OFFICIALS CONTACT SHEET

BOARD OF SELECTMEN:

FIRE CH-1EE:

POLICE CHIEF:

CONSERVATION COMMISSION,
CHAIRPERSON:

TOWN HISTORICAL COMMISSION,
CHAIRPERSON:

TOWN MANAGER:

PLANNING BOARD,, CHAIRPERSON:

TOWN ENGINEER:

PUBLIC WORKS DIRECTOR:

SCHOOL BOARD, CHAIRPERSON:

DISTRICT ENGINEER

BIKE-PED COORDINATOR

REGIONAL PLANNING COMMISSION:

EXECUTIVE COUNCILOR:

SENATOR:

REPRESENTATIVES:

OTHERS: PLEASE REFER TO BACK OF NOTIFICATION OF MEETING SHEET FOR ADDITIONAL NAMES TO BE INCLUDED

NORTH HAMPTON
16060
X-A000(487)

Bureau of Highway Design
Room200
Tel: (603) 271-2171
Fax: (603) 271-7025

June 16, 2017

X
X
X
X

DearX

Arrangements have been made for the New Hampshire Department of Transportation to hold a Public Information Meeting. .

The meeting is scheduled for **August 22, 2016 at 7:00 PM**, at the North Hampton Town Hall, 233Atlantic Avenue North Hampton, NH.

Insert Right To Know Clause

The purpose of this meeting is to present citizens and public officials with information regarding the proposed project and to solicit public input to ensure that project decisions meet public transportation needs and community goals, and protect and enhance the environment. Accordingly, NHDOT assures that this project will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and all related statutes to ensure nondiscrimination.

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, New Hampshire 03302-0483 or call 603-271-3222 - TDD Access: Relay NH 1- 800-735-2964. Notification for the need of assistance should be made at the earliest convenience.

If you have any questions or need any additional information regarding the proposed project, call (603) 271-2171. Other information about the project can be found on the NHDOT web site at <http://www.nh.gov/dot/projects/specifcts.htm>. I hope you will plan to attend this meeting.

Sincerely,

Donald A. Lyford, P.E.
Project Manager

For more information contact:
Victoria H. Chase, P.E
Project Manager, at 271-2230 and/or
the Public Information Office at 271-6495

FOR IMMEDIATE RELEASE
NOVEMBER 1.i 2018

JAFFREY
16307
PUBLIC INFORMATIONAL MEETING

NHDOT will be holding a Public Informational Meeting to continue community discussions concerning the US 202 dogleg project in Jaffrey. NHDOT assures that this project will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and all related statutes to ensure nondiscrimination.

The meeting is scheduled for November 15 at 6:00 PM, at the VFW Post 5613, 12 Hathorn Road, Jaffrey, NH.

The meeting is to present the communities with details in relation to the considered project. NHDOT also invites the public's input to ensure that project decisions meet with public transportation needs, community goals and that it will protect and enhance the environment.

This project may have an effect on cultural or historic resources that are potentially eligible for or listed on the National Register of Historic Places. Individuals or organizations with a demonstrated interest in the potential impacts to historic resources have an opportunity to become Consulting Parties under Section 106 of the National Historic Preservation Act. Additional information will be made available at the meeting.

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, New Hampshire 03302-0483 or call 603-271-3222 - TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at the earliest convenience.

If you have any questions or need any additional information regarding the proposed project, call (603) 271-2171. For more information visit the NHDOT's Route 202 Project Website: www.nh.gov/dot/projects/jaffrey_16307/index.htm.

RIGHT TO KNOW CLAUSE

**PUBLIC INFORMATIONAL MTG. AND/OR
COMBINED OFFICIALS/PUBLIC INFORMATIONAL**

To be included in letter to Selectmen, Mayor, Town/City Councilmen, Town/City Manager, and Planning Board.

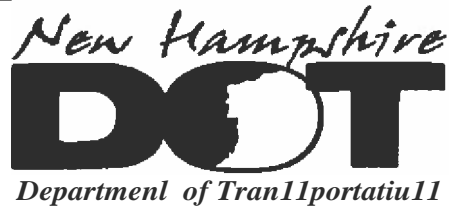
In anticipation that the Selectmen/Councilors, Planning Board and other municipal bodies will be in attendance, we suggest the meeting be posted to assure compliance with the State's Right to Know Law. In that regard, we have enclosed several notices of this meeting and would appreciate it if you would have them posted in prominent places in your **City/Town** to inform as many citizens as possible. We will also be advertising this meeting in the local, daily and weekly newspapers.

PUBLIC OFFICIALS MEETING

To be included in letter to Selectmen, Mayor, Town/City Councilmen, Town/City Manager, and Planning Board.

In anticipation that the Selectmen/Councilors, Planning Board and other municipal bodies will be in attendance, we suggest that these bodies officially post the meeting to assure compliance with the State's Right to Know Law.

S:\ADMIN\FORMS\HEARING\RTKCLAUS.DOC



NOTICE OF PUBLIC OFFICIALS/PUBLIC INFORMATIONAL MEETING

TO SEEK PUBLIC INPUT ON THE 1-93 EXIT 4A INTERCHANGE STUDY, THE RANGE OF REASONABLE ALTERNATNES AND RECOMMENDATION FOR THE SELECTION OF THE PROPOSED ACTION (I.E.: PREFERRED ALTERNATNE). THE NEW INTERCHANGE WILL BE LOCATED BETWEEN THE EXISTING EXIT 4 AND EXIT 5 IN THE TOWN OF LONDONDERRY. THE PURPOSE OF THE PROJECT IS TO RELIEVE TRAFFIC DELAY ALONG NH ROUTE 102 THROUGH THE TOWN OF DERRY AND ALLOW FOR REGIONAL ECONOMIC DEVELOPMENT.

**WEST RUNNING BROOK MIDDLE SCHOOL
CAFETERIA
1 WEST RUNNING BROOKLANE
DERRY,NH**

**THURSDAY
MAY24,2018
STARTING AT 6:00 PM**

The purpose of this meeting is to present citizens and public officials with information regarding the proposed project and to solicit public input to ensure that project decisions meet public transportation needs and community goals, and protect and enhance the environment. Accordingly, NHDOT assures that this project will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and all related statutes to ensure nondiscrimination.

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, New Hampshire 03302-0483 or call 603-271-3222 - TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at the earliest convenience. If you need have any questions or need any additional information regarding the proposed project, call (603) 271-2171. Other information about the project can be found on the NHDOT web site at <http://www.nh.gov/dot/projects/specifics.htm>

THE PUBLIC IS INVITED AND ENCOURAGED TO ATTEND

**MANCHESTER
16099**

DERRY-LONDONDERRY
IM-93(201)12
13065

Bureau of Highway Design
Room 200
Tel. (603) 271-2171
Fax (603) 271-7025

May 15, 2018

The Derry News
46 West Broadway
Route 102
Derry, NH 03038

Dear Sir or Madam:

It is requested the attached Notice, two columns wide, 7 point type and surrounded by a border, be placed in your newspaper at your first available publication prior to the May 24th meeting.

Please bill through **NHDOT Bureau of Highway Design, 7 Hazen Drive, PO Box 483, Concord, NH 03302** indicating the project name and number, and enclose a copy of the tear sheet for the day the ad is published which is necessary before we can process the bill for payment.

Thank you for your cooperation with this matter.

Sincerely,

Wendy C. Webb
Clerk IV
Highway Design

Attachment

cc: Keith Cota, Project Manager

**-NOTICE-
JAFFREY 16307**

NHDOT WILL BE HOLDING A PUBLIC INFORMATIONAL MEETING TO CONTINUE COMMUNITY DISCUSSIONS CONCERNING THE US 202 DOGLEG PROJECT IN JAFFREY. NHDOT ASSURES THAT THIS PROJECT WILL BE ADMINISTERED ACCORDING TO THE REQUIREMENTS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND ALL RELATED STATUTES TO ENSURE NONDISCRIMINATION.

THE MEETING IS TO PRESENT THE COMMUNITIES WITH DETAILS IN RELATION TO THE CONSIDERED PROJECT. NHDOT ALSO INVITES THE PUBLIC'S INPUT TO ENSURE THAT PROJECT DECISIONS MEET WITH PUBLIC TRANSPORTATION NEEDS, COMMUNITY GOALS AND THAT IT WILL PROTECT AND ENHANCE THE ENVIRONMENT.

THIS PROJECT MAY HAVE AN EFFECT ON CULTURAL OR HISTORIC RESOURCES THAT ARE POTENTIALLY ELIGIBLE FOR OR LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES. INDIVIDUALS OR ORGANIZATIONS WITH A DEMONSTRATED INTEREST IN THE POTENTIAL IMPACTS TO HISTORIC RESOURCES HAVE AN OPPORTUNITY TO BECOME CONSULTING PARTIES UNDER SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT. ADDITIONAL INFORMATION WILL BE MADE AVAILABLE AT THE MEETING.

ANY INDIVIDUALS NEEDING ASSISTANCE OR AUXILIARY COMMUNICATION EQUIPMENT DUE TO SENSORY IMPAIRMENT OR OTHER DISABILITY, SHOULD CONTACT THE BUREAU OF RIGHT-OF-WAY, NHDOT, PO BOX 483, CONCORD, NEW HAMPSHIRE 03302-0483 OR CALL 603-271-3222 - TDD ACCESS: RELAY NH 1-800-735-2964. NOTIFICATION FOR THE NEED OF ASSISTANCE SHOULD BE MADE AT THE EARLIEST CONVENIENCE. IF YOU HAVE ANY QUESTIONS OR NEED ANY ADDITIONAL INFORMATION REGARDING THE PROPOSED PROJECT, CALL (603) 271-2171. FOR MORE INFORMATION VISIT THE NHDOT'S ROUTE 202 PROJECT WEBSITE: WWW.NH.GOV/DOT/PROJECTS/JAFFREY_16307/INDEX.HTM.

THE MEETING IS SCHEDULED FOR:

**THURSDAY
NOVEMBER 15, 2018
6:00 PM
VFW POST 5613
12 HATHORN ROAD
JAFFREY, NH**

**VICTORIA F. SHEEHAN
COMMISSIONER**

Appendix G:
Product Examples



KEENE
NEW HAMPSHIRE

Revitalizing Downtown Keene

FACT SHEET



The downtown area is an economic engine for the community and represents the spirit and place of Keene.

To keep the downtown relevant and vibrant, we are assessing function, aesthetics and infrastructure needs for the downtown area based upon extensive input from members of the community and business owners.

3-Day Downtown Vision Forum

When? September 25 10am - 3pm
September 26 3pm - 8pm
September 27 3pm - 8pm

Where? 41 Central Square
(Ingenuity Country Store)

Why? We want your opinion on the future of downtown

Just Dropin Anytime

YOUR OPINION COUNTS!

We want your thoughts and opinions for the future of our downtown on 8 core questions!

1. Where do you want a downtown look and feel applied?
2. What features distinguish our downtown?
3. What streetscape features do you want in downtown?
4. What amenities do you want in downtown?
5. What do you like about downtown today?
6. What are the challenges to the traveling public today?
7. What are the physical obstacles to economic development downtown?
8. What opportunities does this revitalization project provide?

TAKE THE SURVEY!
revitalizingdowntownkeene.com

For more information visit:

revitalizingdowntownkeene.com

 facebook.com/keenepublicworks

 twitter.com/keenepwd

Or Contact:

Duncan Watson, Assistant Public Works Director
dwatson@ci.keene.nh.us | phone: (603) 352-6550

REBUILDING I-93 SALEM TO MANCHESTER



BLASTING FACTSHEET

In order to construct new roads, bridges and associated drainage, typically a large amount of earth and rock must be excavated. Blasting operations are used to remove rock/ledge that cannot be removed by other means. The blasting operations break the rock / ledge into smaller pieces that can then be handled by construction equipment and hauled away. Roughly two million cubic yards (four million tons) of rock will need to be excavated to complete the improvements to the I-93 Salem to Manchester corridor. The bulk of this rock excavation (80-90 %) will be in the Exit 3 area. Blasting operations create ground and air vibrations that can be felt in the surrounding areas. Some of the most common questions regarding blasting are addressed below. Please see the project website at RebuildingI93.com for more detailed information on blasting and its effects.

WHY DOES MY HOUSE SHAKE DURING BLASTING?

During blasting, energy waves are transmitted through the ground as vibrations, and through the air as overpressure or air blast. Ground vibrations enter a house through the ground and air blast through the roof or building side. Vibration effects on structures can be caused by both ground vibration energy and air blasts. The NHDOT allowable ground vibration and air blast standards are at or below federal government and industry standards.

BUT IF THESE LIMITS ARE BELOW ALLOWABLE LIMITS, HOW COME I CAN STILL FEEL THE BLAST? People are extremely responsive to ground vibrations and air blast effects. The human body can feel vibration effects as low as 0.02 in/s, which is 25 times smaller than the lowest allowable ground vibration limit.

A typical house has a natural frequency of 4 to 12 Hz. The natural frequency is the frequency at which a structure naturally vibrates once it has been set into motion. Bells are a simple example of this. Different size bells produce different sounds because they vibrate at different natural frequencies. Although your house does not produce a noise, when the frequency of the incoming vibrations matches the natural frequency of the house, the house will “ring”, much like an opera singer can vibrate a glass with her voice. The greater the difference in frequencies between the vibration of the ground and the house, the less the house responds. This significantly impacts people’s perception of a blast. It also explains why the same blast will be felt at one house but not the neighbor’s (i.e., the neighbor’s house has a different natural frequency). NHDOT specification limits for vibrations for frequencies below 40 Hz are lowered from 2.0 in/s to 0.75 in/s for residential structures in order to reduce the risk of damage due to vibrations with frequencies similar to the natural frequency of a house.



BLASTING & LEDGE/ROCK REMOVAL OPERATIONS

NHDOT Standards for Blasting

Maximum Ground Vibration

- 0.75 in/s (below 40 Hz) for newer homes with drywall interior
- 0.5 in/s (below 40 Hz) for older homes with plaster and lath interior
- 2.0 in/s (at or above 40 Hz) for all homes
- 2.0 in/s non-residential structures and buried utilities

Maximum Allowable Air Blast

- 134 dB

IN/S = INCHES/SECOND dB = DECIBEL Hz = HERTZ

HOW AND WHERE ARE GROUND VIBRATIONS AND AIR BLASTS MEASURED? Ground vibrations and air blasts are measured with a device called a seismometer which is typically set up at the closest occupied structure to the blast location. The seismometer measures the velocity of the energy wave in inches per second (in/s). It is the Contractor's responsibility to ensure that the blasting operation is within the allowable limits for ground vibration and air blast. If the allowable ground vibration or air blast is exceeded, the Contractor is required to change his blasting methods to reduce these effects.

WHY DOES THE BLASTING SOUND LOUDER ON SOME DAYS THAN ON OTHERS? Lower temperatures and pressures, along with cloud cover, tend to focus and intensify air blasts. This tends to make smaller blasts sound much larger.

DOES REPETITIVE BLASTING CAUSE DAMAGE TO MY HOME, EVEN IF THE VIBRATIONS ARE WITHIN THE ALLOWABLE LIMITS? No. The federal government has conducted studies where they have vibrated entire houses for several days. Their conclusions have shown that repetitive blasting kept below 0.75 in/s will not cause damage.

IF BLASTING IS NOT CAUSING DAMAGE TO MY HOUSE, THEN WHAT IS? There are several other factors that have been proven to cause damage equivalent to vibrations, some man-made and some natural. This table compares common occurrences to measured vibration damage levels. It can be seen that cracks appearing in a concrete slab or asphalt pavement would occur long after essentially all of the drywall joints in a home had cracked from the same vibration.

Vibration	Effect, source, or human response
0.02 - 0.06 in/s	Perceptible to humans
0.02 - 0.58 in/s	Fireworks at 1,500 feet
0.50 in/s	Lower NHDOT threshold
0.15 - 1.9 in/s	Slamming a door
0.2 - 2.1 in/s	Driving a nail
1.0 - 2.4 in/s	10% change in humidity will cause small cracks to expand
0.6 - 2.6 in/s	20 mph wind
4.0 in/s	Superficial cracking at drywall joints
1.1 - 6.7 in/s	50 mph wind
10.0 in/s	Damage to concrete slab or driveway

BUT THEN WHY AM I ONLY NOTICING THIS DAMAGE NOW? As previously stated, people can perceive vibrations as low as 0.02 in/s, well below those levels necessary to cause damage. Homeowners may look more closely at their home after they feel it shake, finding what they believe to be a new crack. The general thinking is "If I can feel it, then it is affecting my house." However, this is generally not the case. Often, the cracks were preexisting.

SO WHERE ARE THE CRACKS IN MY FOUNDATION COMING FROM? Uneven settlement of foundations caused by improper foundation construction on poor soils is the primary cause of foundation cracks. Many houses have cracks in the foundation that will not affect the structural integrity of the house. Furthermore, a high water table can cause cracking of concrete floors.



Project Fact Sheet

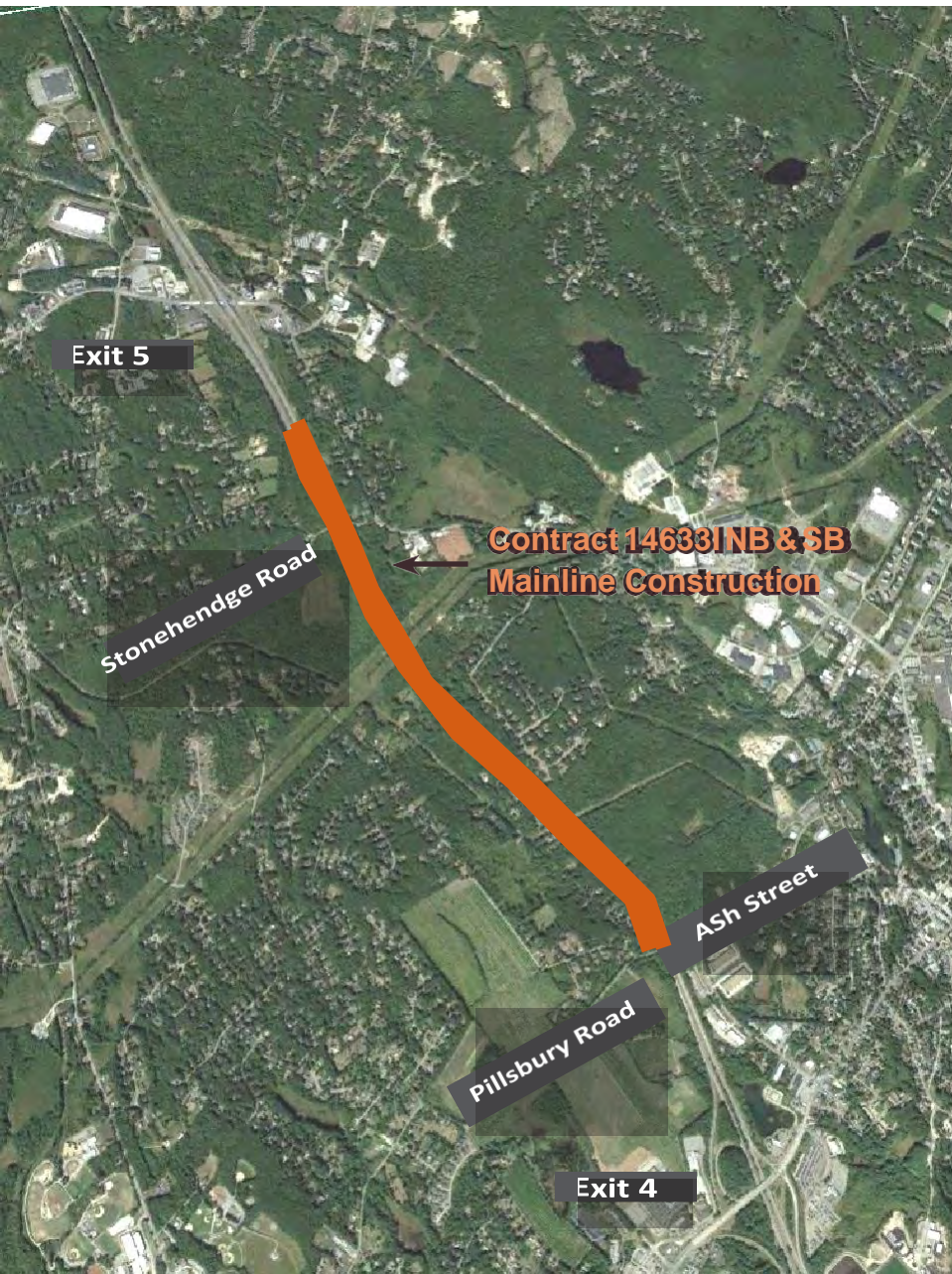


14633I: NB & SB Mainline Between Exits 4 and 5

Updated September 2019

Project Overview

Contract 14633I will reconstruct and widen approximately two miles of the NB and SB lanes of I-93, starting just north of Exit 4 and proceeding northerly to just north of Stonehenge Rd. The I-93 NB and SB bridges over Stonehenge Road will be widened to accommodate this work.



Project Facts	Contract: 14633I
Advertised Date	Nov. 15, 2016
Award Date	Feb. 15, 2017
Start Construction Date	Mar. 8, 2017
Est. Completion Date	Oct. 2019
Bid Price	\$34.2M
Total Est. Construction Cost <i>(bid plus inspection, testing, oversight, etc.)</i>	\$30.0M
Construction Funding	\$ 200M TIFIA Loan
Contractor	Weaver Brothers Construction Company

Project Schedule

% Complete: 99%

Recent Activities: Stonehenge Road was paved, roadside ditches were completed and fencing was installed. Mainline final roadway signs were installed, including the new double-sided emergency mile markers. Closed-circuit television (CCTV) camera towers and associated intelligent transportation systems (ITS) equipment have been installed.

Upcoming Activities: Final cleanup, including removal of temporary stormwater control measures (silt socks and silt fencing). CCTV equipment will be configured and tested.

Project Fact Sheet



14633I: NB & SB Mainline Between Exits 4 and 5



Northbound Bridge over Stonehenge Road



Wildflowers along Northbound Slope



Sign Installation



Stonehenge Road Slopes

Project Fact Sheet



13933A: I-93 NB & SB Mainline, State Line to Exit 1

Updated September 2019

Project Overview

Project 13933A will reconstruct and widen nearly two miles of I-93 starting at the Massachusetts State Line and proceeding northerly towards Exit 1. The majority of the widening is to accommodate a future fourth lane connection to I-93 in Massachusetts, if a fourth lane is built by Massachusetts. Completing this work now limits work in the future that could adversely impact traffic flow and the environment. This is the last segment to be widened in the area, and will tie into previously constructed improvements in the Exit 1 area. The primary focus of the project is to address deteriorated pavement conditions, guardrail and drainage. This work will be accompanied by the construction of the last soundwall on the corridor, which is part of the environmental commitments for the project.

Project Facts	Project: 13933A
Advertised Date	May 14, 2019
Award Date	August 28, 2019
Start Construction Date	August 2019
Est. Completion Date	August 2020
Bid Price	\$19.4 M
Total Est. Construction Cost ¹	\$ 20.5 M
Construction Funding	\$ 200M TIFIA Loan
Contractor	R.S. Audley Inc.

¹ Includes bid plus inspection, testing, oversight, and environmental mitigation

Upcoming Activities
Stormwater Pollution Prevention Plan is being developed by the Contractor. The Contractor is mobilizing equipment and will begin implementing work zone traffic control measures to commence work near the MA/NH state line.

**Contract 13999A
NB & SB Mainline**

New Hampshire
Massachusetts



Newington-Dover, 11238, Spaulding Turnpike/Little Bay Bridges Project Fact Sheet

Length of Project:	3.5 miles from the Exit 1 (Gosling Road) Interchange in Newington to toll plaza in Dover.			
Project Need:	<p>Reduce safety problems and improve transportation efficiency</p> <ul style="list-style-type: none"> • Limited capacity resulting in chronic congestion during peak hours– 2 lanes in each direction • Large number of interchanges - 5 interchanges in 2 ½ miles • Physical infrastructure deficiencies – substandard shoulders, substandard ramp geometry, substandard acceleration and deceleration lanes, and inadequate weave areas • Poor local and system connectivity • 1,263 crashes recorded over a seven-year period (1/97 – 12/03) 			
Project Description:	<p>Reconstruct and widen to 4 lanes in each direction (3 general purpose lanes & 1 auxiliary lane) between Exit 3 (Woodbury Ave) and Exit 6 (US 4 / Dover Point Road). Three lanes in each direction would extend south of Exit 3 & north of Exit 6.</p> <p>Consolidate & Reconfigure Interchanges</p> <ul style="list-style-type: none"> • Eliminate Exit 2 (Fox Run Road) • Reconstruct Exit 3 to provide full service interchange with northern access into Pease • Maintain Exit 4 ramps to Nimble Hill Road & Shattuck Way • Eliminate Exit 5 (Hilton Park / Wentworth Terrace) • Reconstruct Exit 6 to provide full service multi-directional interchange <p>Rehabilitate and Widen Little Bay Bridges</p> <p>Rehabilitate General Sullivan Bridge to six-ton capacity capable of accommodating pedestrians, bicyclists, and recreational activity, as well as emergency & maintenance vehicles from Newington end</p> <p>Construct Park and Ride Facilities at Exit 9 in Dover, Exit 12 or 13 in Rochester, and along US 4 in Lee or Durham</p> <p>Improve intercity, express, and local Bus services</p> <p>Support expansion of Downeaster service and promotion of employer-based measures through increased funding for the seacoast TMA, Seacoast Commuter Options</p>			
Traffic Data:	(Average Daily Traffic) @ Little Bay Bridges	1980	2003	2025
		30,000	70,650	94,300 (projected)
	<ul style="list-style-type: none"> • Between 1980 & 2003, traffic grew at an average annual rate of 3.7% (during the 80's traffic increased annually at 7 - 8%) • Between 1993 & 2003, traffic grew at an average annual rate of 2.9% • Between 1998 & 2003, traffic grew at an average annual rate of 2.1% • FEIS projects traffic to grow at an average annual rate of 1.3% from 2003 to 2025 			



<p>Character of Work:</p>	<p>Bridge work is proposed on 6 bridges (LBB, GSB, Woodbury Ave. over Turnpike, Turnpike over Shattuck Way, US 4 over Turnpike, & US 4 over Local Connector)</p> <ul style="list-style-type: none"> • LBB: 9-Span Structure 1589' long, widen & rehabilitate <ul style="list-style-type: none"> • Widen entirely to the west (existing 65' width, proposed 151' width) • Provide standard shoulder areas, along with four lanes in each direction • Maintain existing profile (suitable for 60 mph design criteria) • Maintain existing navigational opening (46.7' above MHW within center 100' of channel) • GSB: 9-span structure rehabilitate to 6-ton capacity. • Woodbury Ave over Turnpike: new 3-span curved bridge approximately 300' long, 80' wide • Turnpike over Shattuck Way: widen 48' long concrete bridge (existing 104' width, proposed 151') • US 4 over Turnpike: new 2-span bridge approximately 200' long, 82' wide • US 4 over Local Connector: new single span bridge approximately 50' long, average width 90' <p>Five new Traffic Signals are proposed (2 at Exit 3 Interchange & 3 at Exit 6 Interchange); one traffic signal will be eliminated (Boston Harbor/Spur/US 4).</p> <p>Retaining Walls total approximately 2,250 LF</p> <p>Sound Walls total approximately 15,600 LF</p> <p>Extensive detention basins and drainage facilities are proposed to minimize impacts to surface water quality. Pollutant Loading analysis is required to show no net increase in pollutant loading.</p>
<p>Environmental Impacts:</p>	
<p>Wetland:</p>	<p>20.4 acres of impact (Newington 11.9 acres, Dover 8.5 acres)</p>
<p>Project mitigation:</p>	<p>Restoration of approximately 3,100' of Railway Brook, preservation of approximately 200 to 300 acres in Newington and Dover, and incorporation of water quality appurtenances such as detention basins & grassed swales</p>
<p>Floodplain:</p>	<p>1.2 acres of 100-year floodplain (3.9 acre-feet) will be impacted</p>
<p>Historical:</p>	<p>5 historic properties will be impacted, 1 structure (barn) will need to be acquired</p>
<p>Archaeological:</p>	<p>Phase 1B investigations required</p>
<p>Hazardous Materials:</p>	<p>No direct impacts anticipated; however up to 20 properties with history of hazardous materials contamination will need further study to more accurately define the potential risk.</p>
<p>Noise:</p>	<p>Four Sound walls are proposed where warranted.</p>
<p>Secondary Impacts: (2005 – 2025)</p>	<ul style="list-style-type: none"> • Regional Economic Models, Inc. (REMI) used to estimate possible secondary growth. • No-Build population increase 92,841 • Build population increase 94,706 (difference of 1,865, 2% additional increase) • No-Build employment increase 50,822 • Build employment increase 52,719 (difference of 1,897, 4% additional increase)
<p>Right of Way:</p>	<ul style="list-style-type: none"> • 2 Business displacements • No complete residential property acquisitions • 94 Properties about the project with 31 properties potentially impacted • Approximately 30 acres of partial property acquisitions (2± in Newington, 1± in Dover, 27± Pease)



Cost (2007 dollars):										
Construction:	<table border="0"> <tr> <td>Highway:</td> <td>\$89.1 M</td> <td rowspan="4" style="border: 1px solid black; padding: 5px;"> LBB ~ \$63M GSB ~ \$26M Other Bridges ~ \$19M </td> </tr> <tr> <td>Bridge:</td> <td>\$108.4 M</td> </tr> <tr> <td>*Other (Bus, Rail, P'n'R):</td> <td>\$11.8 M</td> </tr> <tr> <td></td> <td>\$209.3 M</td> </tr> </table>	Highway:	\$89.1 M	LBB ~ \$63M GSB ~ \$26M Other Bridges ~ \$19M	Bridge:	\$108.4 M	*Other (Bus, Rail, P'n'R):	\$11.8 M		\$209.3 M
Highway:	\$89.1 M	LBB ~ \$63M GSB ~ \$26M Other Bridges ~ \$19M								
Bridge:	\$108.4 M									
*Other (Bus, Rail, P'n'R):	\$11.8 M									
	\$209.3 M									
Right of Way:	Acquisitions & Mitigation: \$ 9.8 M									
Engineering:	\$ 17.1 M (expenditures to date: approx. \$3.6 M)									
	<table border="0"> <tr> <td>TOTAL:</td> <td>* \$ 236.2 M</td> <td>Total includes updated ROW acquisitions costs & engineering costs expended to date. * Includes Dover Park 'n Ride cost and Downeaster CMAQ upgrades</td> </tr> </table>	TOTAL:	* \$ 236.2 M	Total includes updated ROW acquisitions costs & engineering costs expended to date. * Includes Dover Park 'n Ride cost and Downeaster CMAQ upgrades						
TOTAL:	* \$ 236.2 M	Total includes updated ROW acquisitions costs & engineering costs expended to date. * Includes Dover Park 'n Ride cost and Downeaster CMAQ upgrades								
Environmental Process:	<p>Phase 1: Scoping Report published March 2004</p> <p>Phase 2: Rationale Report published January 2005</p> <p>Phase 3: Draft Environmental Impact Statement distributed July 2006</p> <p>Phase 4: Public Hearing held on September 21, 2006</p> <p>Phase 5: Report of the Commissioner: signed – June 25, 2007</p> <p style="padding-left: 40px;">Final EIS distributed January 2008</p> <p>FHWA Record of Decision: October 24, 2008</p> <p>Public Participation: 17 ATF meetings, 31 Resource Agency meetings, 10 Public Officials & Informational meetings</p> <p>Project Web Site (www.newington-dover.com)</p>									
Final Design Schedule:	<p>Retain Final Design Consultant: NTP issued December 18, 2008</p> <p>Final Design: 2008 through 2013</p>									
Construction Schedule:	<p>Advance Bus Alternatives & Park and Rides (2007 – 2011)</p> <p>Advertise LBB Widening Contract (2010)</p> <p>Advertise Exit 3 Interchange Contract (2012)</p> <p>Advertise Exit 4 Ramps & Mainline Contract (2012)</p> <p>Advertise LBB Rehabilitation & Bridge Approach Contract (2013)</p> <p>Advertise Soundwalls North of Exit 6 Contract (2013) pending added funding</p> <p>Advertise Exit 6 Interchange Contract (2013) pending added funding</p> <p>Advertise Dover Mainline Contract (2014) pending added funding</p> <p>Advertise GSB Rehabilitation Project (2014) pending added funding</p> <p>Construction Completion presently targeted 2016</p> <p>Construction presently funded with 4 federal earmarks and Turnpike Capital Program funds (totaling \$150M). Additional revenue (\$84M) in the Turnpike Program will be required to finish the project's construction. Various financial bonding scenarios are being evaluated in the Turnpike Financial model to fully fund the entire project.</p>									



Issues/Concerns:	
Secondary Growth:	<p>Concern expressed that development in the region would accelerate as a result of the infrastructure improvements</p> <p>An economic forecasting and policy analysis model (REMI) was used to evaluate the potential indirect impacts on 33 communities. The No-Build analysis revealed that the region would continue to grow at a slightly slower growth rate than that experienced by the communities since the 1970s. Proposed infrastructure improvements would have a small impact on population and employment growth in the region.</p>
Six vs Eight Lanes on the LBB:	<p>Six lanes cannot accommodate the 2025 design year traffic demand (thus does not meet the project's purpose & need). Congestion similar to that experienced during the existing peak hours will be evident in the future (2025) with the 6-lane design.</p> <p>Differences to key environmental impacts between the eight & six lane options are minor</p>
Disposition of the GSB:	<p>USCG required demolition should it no longer be used for a transportation use</p> <p>Second highest rated historic bridge in the NH, landmark structure</p> <p>Historic Resource is protected under state and federal law</p> <p>Expensive rehabilitation (\$26M, net cost to the project \$10M)</p> <p>Rehabilitation supported by FHWA, NHDHR, City of Dover, SRPC, ATF, and other concerned citizens</p>
Noise:	<p>Noise analysis completed for 2025 design-year conditions, 2 receptors in Newington & 86 receptors in Dover had noise levels exceeding FHWA's noise abatement criteria</p> <p>Based on feasibility and cost-effectiveness, four segments of sound walls are proposed in Dover</p> <p>Grade of the Turnpike is generally maintained (some other alternatives involved elevating portions of the Turnpike) at the same level as the existing.</p>
Aesthetics:	<p>Pre & post-construction computer generated visualization have been completed</p> <p>Viewsheds from the widened Bridge & Turnpike will be affected to varying degrees by the increased width of the Turnpike & proposed sound walls</p>
Inclusion of Toll Plaza:	<p>Examination of toll system is a statewide issue, not a project-level matter, requiring state legislative action</p> <p>Previous & current traffic data indicate the congestion problems are limited to areas south of the plaza</p> <p>The safety & operations of the Turnpike, south of the plaza, were evaluated and determined acceptable</p>
Access at Nimble Hill Road:	<p>The Turnpike is a limited access facility.</p> <p>A local roadway is proposed as part of the Selected Alternative to provide access to several properties in Newington, which presently have direct access to the Turnpike.</p>
Exit 5 & Hilton Park:	<p>Hilton Park was identified as a valuable recreational resource, some have advocated for improvements to the park.</p> <p>Proposed bridge widening to the west minimizes impacts to Hilton Park</p> <p>Exit 5 will be eliminated due to its proximity to Exit 6 (also upgrade of Exit 5 to minimum standards would have severe impacts to Hilton Park & Wentworth Terrace neighborhood). Access will be provided via two-way connection beneath the LBB and adjacent to the Bay.</p>



Beneficial Effects:

Substandard Shoulders on the LBB & approaches will be eliminated.

Interchanges will be consolidated, improving spacing, eliminating substandard geometry, and providing necessary traffic management lanes between Exits 3 & 6. Safety will be improved, traffic congestion reduced, and air quality improved.

Connections to the Turnpike system will be improved at Exits 3 & 6, improving system efficiency and eliminating circuitous travel.

Travel time during peak hours of the day will be improved from current approx. 10 minutes (required to travel the 3.5-mile section of the Turnpike) to approx. 4 minutes. In the future (2025), travel time is expected to be reduced from approx. 21 minutes (No-Build condition) to approx. 4 minutes with the Selected Alternative.

Local roadway connections will be improved

- Woodbury Avenue connection to Arboretum Drive (Tradeport)
- Extension of Shattuck Way and conversion to two-way traffic
- Two-way Hilton Park connector adjacent to the channel
- Two-way local connector between Spur Road & Boston Harbor Road neighborhoods

Improved pedestrian connections will be provided

- Connecting east & west sides of Hilton Park
- Connecting Boston Harbor Road and Dover Point Road with Hilton Park
- Connecting the Spur Road & Boston Harbor Road neighborhoods with Bayview Park
- Connecting Woodbury Avenue with Arboretum Drive (Tradeport) via Exit 3
- Rehabilitation of the GSB will maintain important connection across the Bay

Future planning and accommodation for a rail connection elevated above the Turnpike from the Newington Branch line into the Pease Tradeport.

Environmental Monitoring

Multiple environmental monitoring stations have been installed on the Westchester and Rockland county landings and near New York State Thruway (I-87/I-287) exits 10 and 12 to continuously collect noise, vibration and air quality data. The public can see the locations of the monitors and view data at any time on the project website, NewNYBridge.com.

Noise monitors ensure that construction activities do not exceed allowable sound levels. Should the monitors detect unacceptable levels, Tappan Zee Constructors, LLC (TZC) is required under the terms of the project's Final Environmental Impact Statement to remedy the situation within 90 minutes.

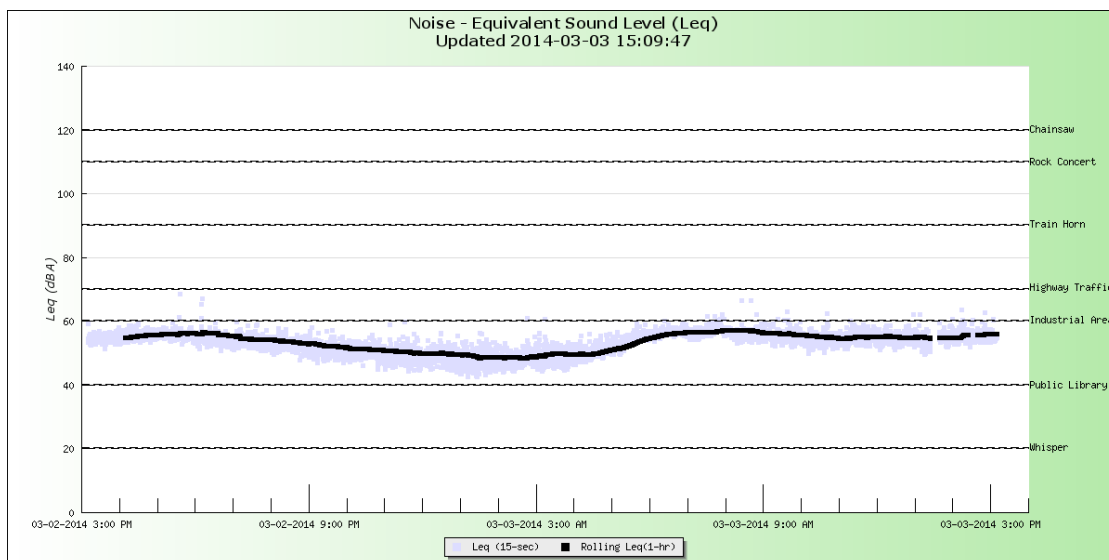
The data collected by **vibration monitors** is used to protect against unacceptable levels of vibration that could impact structures or disturb local residents. Construction activities that produce vibration include pile driving, jack-hammering and earthmoving.

Air quality monitors are continuously recording the presence of air particles, such as dust and diesel exhaust, to identify when increases in particle concentration can be attributed to construction activities.

The public can report concerns through the project website, NewNYBridge.com or by calling the project hotline, 24 hours a day, seven days a week: 1-855-TZBRIDGE.



Installation of an environmental monitoring station at Losee Park in Tarrytown, N.Y.



Sample noise chart from NewNYBridge.com.

Visual Quality Panel



A 16-member Visual Quality Panel (VQP) composed of community leaders and design professionals collaborates with the New NY Bridge project team on aesthetic features of the New NY Bridge.

The VQP ensures the local community has a voice in decisions related to the appearance of the New NY Bridge and provides aesthetic guidance to the project team. The panel considers topics that include design of the shared-use path (SUP) for pedestrians and bicyclists, belvederes (or scenic overlooks), landscaping, gateways, lighting, and historical/cultural installations.

To get more information about the VQP, visit NewNYBridge.com/VQP



Based on public input, the VQP chose chamfered-top towers for the New NY Bridge.
Above Image: Rendering of new chamfered-top towers.



VQP members tour the existing bridge to get a firsthand experience of views, walking distances, noise, wind, and other environmental factors affecting the SUP and belvederes.



The Tides of Tarrytown belvedere captures views of the river to the north as well as the New York City skyline to the south.



A conceptual rendering of the SUP terminus in Tarrytown.



VQP members review options for the bridge's SUP landings.



Rendering of the proposed SUP side path in South Nyack.

BE IN THE KNOW!



Ossipee Highway Projects

NHDOT # 13910: Intersection Improvements

STATION 1

- Construction to start in 2019. Construction duration estimated at 1 construction season.
- Installation of traffic signal at Route 16 / Route 41 intersection.
- Add left turn lanes on Route 16 at Route 41.
- Extend two-way left turn lane from Route 41 to Route 25.
- Current construction cost \$1.5M.

NHDOT # 14749: Roadway Rehabilitation & 3 Bridge Replacements

STATION 2

- Construction to start in late 2018. Construction duration estimated at 3 construction seasons.
- 3.4 miles of roadway rehabilitation along Route 16.
- Replace Lovell River Bridge. Temporary bridge to be constructed. No interruption to traffic.
- Replace Bearcamp River Bridge. Road closure required for 1 weekend. Detour to be implemented.
- Replace Bearcamp Relief Bridge. Road closure required for 1 weekend. Detour to be implemented.
- Slide-In Bridge construction to be used to expedite bridge replacement of the Bearcamp River Bridge and Bearcamp Relief Bridge and to minimize traffic impacts.
- Current construction cost \$18M.

NHDOT # 10431: Roadway Rehabilitation

STATION 3

- Construction to start in late 2019. Construction duration estimated at 3 construction seasons.
- 3.4 miles of roadway rehabilitation along Route 16.
- Safety improvements at Route 28 intersection.
- Add shoulders to Route 16 from Elm Street to Polly's Crossing Road.
- Study safety improvements for the intersection of Mount Shaw Road.
- Current construction cost \$4M.

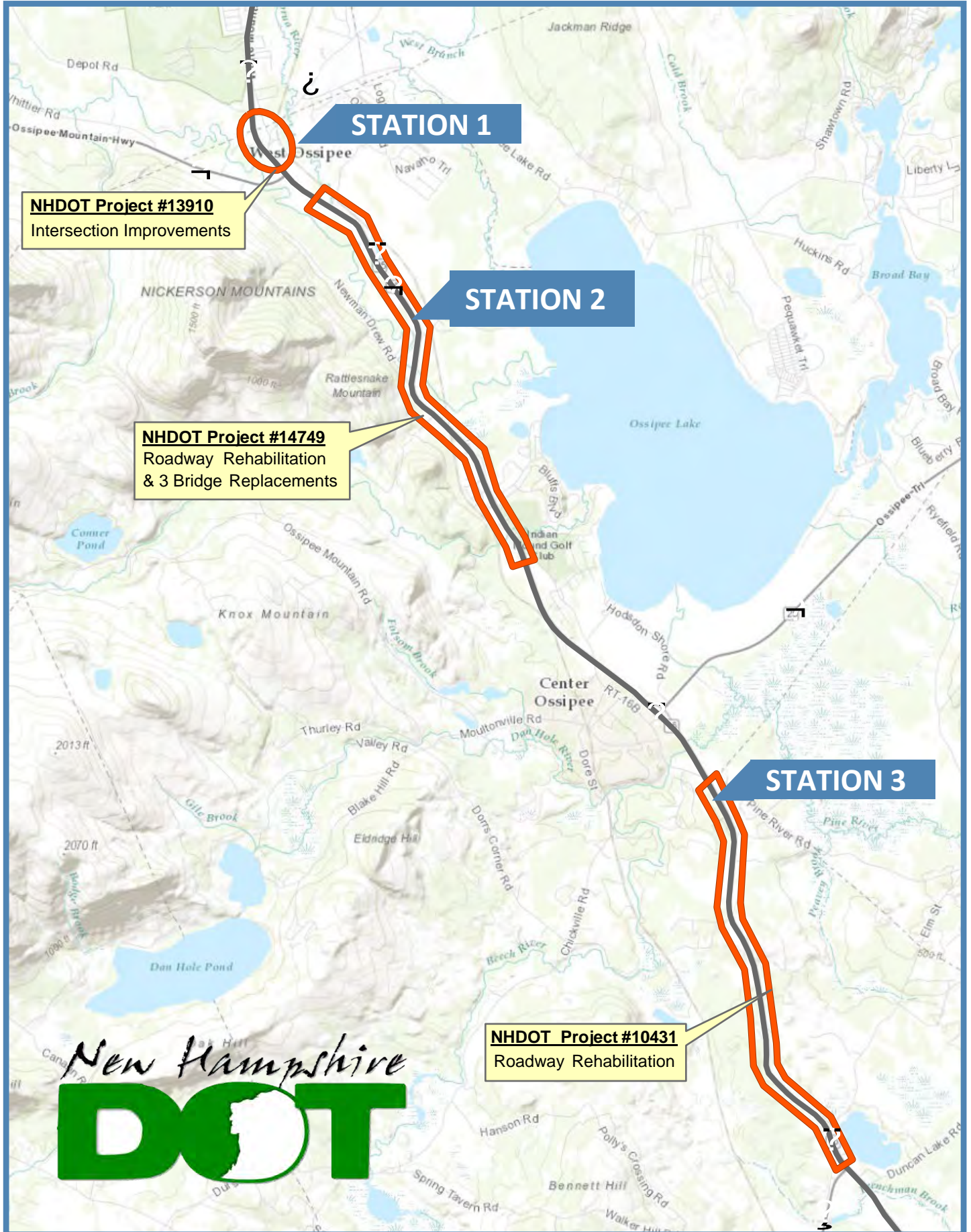
For further information please contact Victoria Chase, NHDOT Project Manager.

Phone: (603) 271-2171 | **Email:** vchase@dot.state.nh.us

Refer to NHDOT Project Website for additional information:

<http://www.nh.gov/dot/projects>

OSSIPEE HIGHWAY PROJECTS





The Tappan Zee Bridge/i-287 environmental review

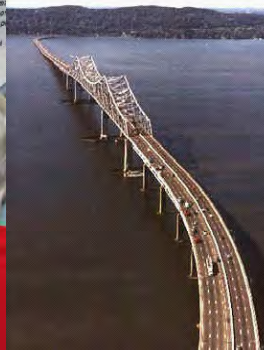
public outreach

This factsheet is part of an extensive public outreach program that is at the center of a regional study to improve mobility within the I-287 Corridor, between Suffern and Port Chester, and to address structural issues related to the Tappan Zee Bridge. The study is being conducted by the New York State Department of Transportation, the New York State Thruway Authority and MTA Metro-North Railroad under the supervision of the Federal Highway Administration and the Federal Transit Administration, the federal co-leads for the National Environmental Policy Act (NEPA) process.

* Everyone has a voice

During the first stage of the Tappan Zee Bridge/I-287 Environmental Review, the Alternatives Analysis, more than 150 suggestions on how to improve conditions in the I-287 Corridor were identified, studied and combined into 16 different scenarios that were analyzed for their environmental impact, constructability, cost and ability to improve mobility in the I-287 Corridor. The six alternatives that remained at the end of that screening process are now being studied in more detail in the Draft Environmental Impact Statement (DEIS) process.

Learning what you have to say about the alternatives is very important to the Project Team. That's why the DEIS process has been launched with an expanded public outreach effort, placing public participation at the forefront of the Project Team's priorities.



Community Outreach Centers: Located in Westchester and Rockland counties, these centers serve as local meeting places and focal points for everyone interested in the study.

Meetings & Open Houses: Public meetings and open houses are held in Westchester, Rockland and Orange counties to offer the greatest opportunity for attendance and to reach the widest possible audience with information on the project.

Stakeholder Committee: The Stakeholders' Committee fosters communication among interest groups and municipalities in the TZB/I-287 study area and the Project Team. The committee includes representatives of diverse organizations in the region, from categories including education, the environment, health, emergency services, business, recreation, tourism and others. Several Stakeholder Advisory Working Groups were formed recently to focus on specific areas of interest, including environmental topics, land use and transit.



Westchester/Rockland TZB Futures Task Force: Founded in 2005 by the county executives in Westchester and Rockland counties, the Project Team meets periodically with the Task Force to update members on the progress of the study, to request feedback and to gain their insight into new ways to keep local citizens informed and involved.

Speakers-Bureau: Members of the Project Team are available to speak with groups and organizations around the study region. Please call the Community Outreach Centers at (914) 524-0273 or (845) 348-7714 to arrange a presentation to your group.

Study Documents: The Alternatives Analysis report has been distributed to every public library in Westchester and Rockland counties and the completed document has been posted at www.tzbsite.com to make it easy and convenient to review the alternatives under study. It's also available at the Community Centers, or you can contact the Project Team for a CD version of the report, other materials are regularly distributed to the repositories.

Newsletters: Newsletters are published at each study milestone and are archived at www.tzbsite.com—or contact the Project Team.

Fact Sheets: This fact sheet is one in a series focused on different topical issues related to the study. The complete set is available at www.tzbsite.com—or contact the Project Team.

Press Releases: The Project Team works with the local and regional media to keep everyone informed about the progress of the study.

Website: www.tzbsite.com is updated at each study milestone and more frequently as needed. In addition to study information, you can sign up for the project e-mail list to receive the latest news about the study's progress.



geT involved, STaY involved
 visit the project web site:
<http://www.tzbsite.com>
 Send us an e-mail:
tzbsite@thruway.state.ny.us
 visit the Community outreach Centers:
 • Tarrytown office
 wednesdays/Thursdays, 10 am-3 pm
 333 S. Broadway, Tarrytown, nY 10591
 (914) 524-0273
 • nyack office
 wednesdays/Thursdays, 4 pm-8 pm
 Saturdays, 11 am - 4 pm
 203 main St., nyack, nY 10960
 (845) 348-7714
 write to us:
 michael p. anderson, project Team leader
 Tappan Zee Bridge/i-287 Corridor
 environmental review
 Community outreach Center
 333 S. Broadway, Tarrytown, nY 10591

To join the Tappan Zee Bridge/i-287 environmental review mailing list and learn more about this study, please complete the form below and return to:

michael p. anderson, project Team leader, Tappan Zee Bridge/i-287 Corridor environmental review, Community outreach Center, 333 S. Broadway, Tarrytown, nY 10591

_____ add my name to the mailing list

_____ Send me more information about the project

name (print)

address

City

State

Zip

e-mail

Internet Ad Examples

BE IN THE KNOW

FIND OUT WHAT'S HAPPENING AROUND THE RT.1 MEMORIAL BRIDGE, [CLICK HERE!](#)

ROUTE 1 MEMORIAL BRIDGE

HAPPENINGS • EVENTS • ANNOUNCEMENTS

This advertisement features a blue vertical bar on the left with the text "BE IN THE KNOW". The main image is a street scene with outdoor seating and umbrellas. Below this is an orange horizontal bar with the text "FIND OUT WHAT'S HAPPENING AROUND THE RT.1 MEMORIAL BRIDGE, [CLICK HERE!](#)". The bottom section is split: the left side shows a church steeple and a crowd, while the right side shows the Route 1 Memorial Bridge with a boat. A blue bar at the bottom contains the text "HAPPENINGS • EVENTS • ANNOUNCEMENTS".

BE IN THE KNOW

HAPPENINGS
EVENTS
ANNOUNCEMENTS

LOCAL AREA INFO

ROUTE 1 MEMORIAL BRIDGE

FIND OUT WHAT'S HAPPENING AROUND THE RT.1 MEMORIAL BRIDGE, [CLICK HERE!](#)

This advertisement features a blue vertical bar on the left with the text "BE IN THE KNOW". The main image is a harbor scene with boats. Below this is a blue horizontal bar with the text "HAPPENINGS EVENTS ANNOUNCEMENTS" and three orange circles. The bottom section is split: the left side shows a street scene with a church steeple, while the right side shows the Route 1 Memorial Bridge with a boat. Below that is a photo of five people on a beach. A blue bar at the bottom contains the text "FIND OUT WHAT'S HAPPENING AROUND THE RT.1 MEMORIAL BRIDGE, [CLICK HERE!](#)".

Internet Ad Examples

**What's happening
around the Rt. 1
Memorial Bridge
between Portsmouth
& Kittery?**

**CLICK
HERE!**



BE IN THE KNOW

Events

Happenings

Announcements

Local Area Info

**FIND OUT
WHAT'S
HAPPENING
AROUND THE
Rt. 1 MEMORIAL
BRIDGE,
CLICK
HERE!**



CONSULT WITH US!



REPLACEMENT OF TWO HISTORIC BRIDGES ALONG ROUTE 16

As part of the proposed NHDOT 3.2-mile roadway improvement project (State # 14749), three bridges will be replaced. We want your input on the two bridges that are historic structures. These bridges, both constructed in 1955, are the Bearcamp River Bridge (NHDOT Bridge # 137/297) and the Bearcamp River Relief Bridge (NHDOT Bridge # 137/299). Both are eligible for listing on the National Register of Historic Places.

Section 106 of the National Historic Preservation Act (NHPA) requires that we encourage and consider public participation and ideas for projects that impact historic resources like these bridges. **Please consult with us!**



The Bearcamp Bridges on NH Route 16

WHY THE BRIDGES ARE HISTORIC

The Bearcamp River Bridge and Bearcamp Relief Bridge were constructed in 1955 and are I-beam bridges with a concrete deck. Both bridges are eligible for listing on the National Register of Historic Places for these reasons:

- Both are over 50 years old, a National Register requirement.
- Both were designed by Bridge Engineer Harold E. Langley and Assistant Bridge Engineer Robert



Bearcamp River Relief Bridge

J. Prowse, both of whom were prominent bridge engineers with the NH Highway Department (NHHD).

- Based on initial research, the bridges possess several distinctive engineering characteristics, including:
 - Stringers designed to function as simple beams under dead load and continuous beams under live loads;
 - Open-grid (grated) sidewalk and shoulder;
 - Steel angled railings.

This bridge design may have been the first of its type designed by the NHHD and may have played a role in the development of a specialized bridge type in NH. The design was practical and cost-effective, allowing the NHHD to minimize the size of the members and cost of materials (steel) while still being able to carry the required loading.

HOW YOU CAN HELP

Of particular interest to this project is determining the type and form of mitigation that is required for the replacement of these historic bridges.

When a project will replace a historic structure with a new structure, mitigation for the loss of that historic feature is necessary under the NHPA. This

REPLACEMENT OF TWO HISTORIC BRIDGES ALONG ROUTE 16



Robert J Prowse with Harold W. Langley (l) and John O. Morton (r), October 1950. (Prowse Monograph, 2009)

mitigation can be thought of as commemoration of the structure and the historic characteristics it embodies. Other communities have provided input that led the NHDOT (in partnership with the Federal Highway Administration) to create the following types of mitigation for other similar projects: educational brochure, website, or video; interpretive panels; and public exhibits.

By joining us in the process, you can help determine what type of mitigation would be most valuable to the Town of Ossipee and the region.

There are two ways you can participate in this process. Informally, you can contact a project representative to share your thoughts about the project and historic mitigation.

A more formal way to get involved is by becoming a **Consulting Party**. Being a consulting party means that you will be invited to project meetings that

discuss historic resources. At these meetings, your input will be taken into account on all issues concerning historic resources.

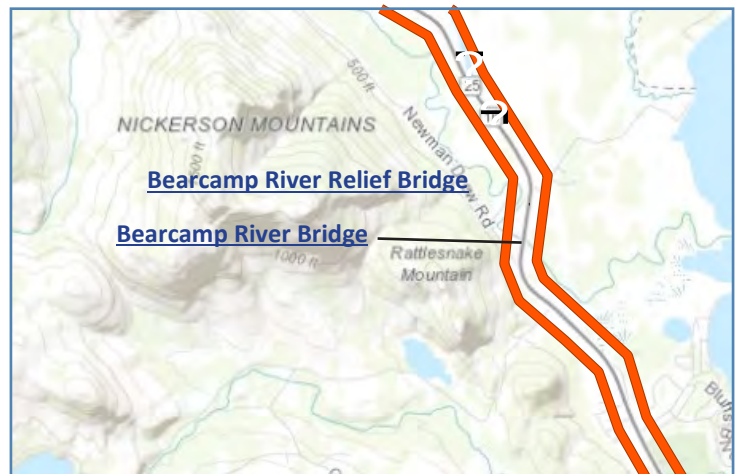
All input is valued and considered as the project moves forward.

BECOMING A CONSULTING PARTY

Individuals and organizations with a demonstrated interest in the project and historic resources may participate as consulting parties, including:

- Local governments
- Historical Societies
- Historical Commissions
- Property owners in the project area
- State Historic Preservation Officers
- Indian tribes

If you are interested in becoming a consulting party, please contact the project representatives listed below for more information.



Historic bridge replacement locations

The Federal Highway Administration will consider requests and decide who meets the criteria to become a consulting party. Consultation does not mandate a specific outcome. It is the process of seeking consensus about how the effects on historic properties should be handled.

Project Contacts for Historic Resource Concerns:

NHDOT Environmental Manager, Rebecca Martin (603) 271-3226. RMartin@dot.state.nh.us
NHDOT Project Manager, Victoria Chase (603) 271-2171. VChase@dot.state.nh.us

PUBLIC LISTENING SESSION

Your Opinion Counts!

**You're
Invited!**



The East Hollis and Bridge Street Intersection is a key gateway to the City.

To keep this area relevant and vibrant, we are assessing function, aesthetics and infrastructure needs for this area based upon extensive input from members of the community and business owners. We want your opinion!

Please attend and help us create the vision and the plan for the future of the East Hollis and Bridge Street Intersection.

Listening Session

When? Wednesday, April 4, 2018
6:00 - 8:00 PM

Where? City Hall Auditorium
City Hall, 229 Main Street, Nashua

Why? We want your opinion on the future of this intersection

Who? YOU! Residents, business owners, and commuters.



For more information visit:
Website: Coming Soon!

Or Contact:
Tim Cummings

Director of Economic Development
cummings@nashuanh.gov
(603) 589-3072

SESIÓN DE ESCUCHA PÚBLICA

Su opinión cuenta!

Estás invitado!



East Hollis y Bridge Street Intersection es una puerta de entrada clave a la ciudad.

Para mantener esta área relevante y vibrante, estamos evaluando las necesidades de funciones, estéticas e infraestructura para esta área en base a los aportes extensos de los miembros de la comunidad y los dueños de negocios. Queremos tu opinión!

Asista y ayúdenos a crear la visión y el plan para el futuro de East Hollis y Bridge Street Intersection.

Sesión de escucha

Cuando? Miércoles, 4 de abril de 2018
6:00 a 8:00 p.m.

Dónde? Auditorio del Ayuntamiento
Ayuntamiento, 229 Main Street,
Nashua

Por qué? Queremos tu opinión sobre el futuro de esta intersección

Quien? TÚ! Residentes, dueños de negocios y viajeros.



Para más información visite:
Sitio web: ¡Próximamente!

O contacto:

Tim Cummings

Director de Desarrollo Económico

cummingst@nashuanh.gov

(603) 589-3072

**PUBLIC
INVITED**

LISTENING SESSION

Route 108 Complete Streets Project

The New Hampshire Department of Transportation (NHDOT) invites the public to attend a Listening Session for the proposed improvements to a 5-mile section of NH Route 108 in Dover, Somersworth, and Rochester. This Listening Session is being held to seek community input on the corridor and desired changes that would follow the principles for a Complete Street. A Complete Street balances the needs of motorized, non-motorized, and transit users.

WHAT: LISTENING SESSION

WHEN: May 2, 2019
7:00-9:00 pm

WHERE: Somersworth High
School Career Technical
Center 18 Cemetery Road
Somersworth, NH 03878

WHO: You! Residents, Business Owners,
Commuters, Local Officials, Elected Offi



*A short presentation will be conducted at 7:00 pm followed by open discussion of ideas and dialogue between the public and the NHDOT project team

COAST's Route 1 can get you to the meeting but cannot take you home because it stops running during the meeting time. COAST will provide a shuttle at 9:00pm to anyone who took COAST to the meeting and needs a ride back to any COAST Route 1 bus stop. Call COAST at 603-743-5777, option 1 for details.

For further information, please contact Wendy Johnson, NHDOT Project Manager at Phone: (603) 271-2171 or Email: wendy.johnson@dot.nh.gov. Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, NH 03302-0483 or call 603-271-3222 – TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at your earliest convenience.

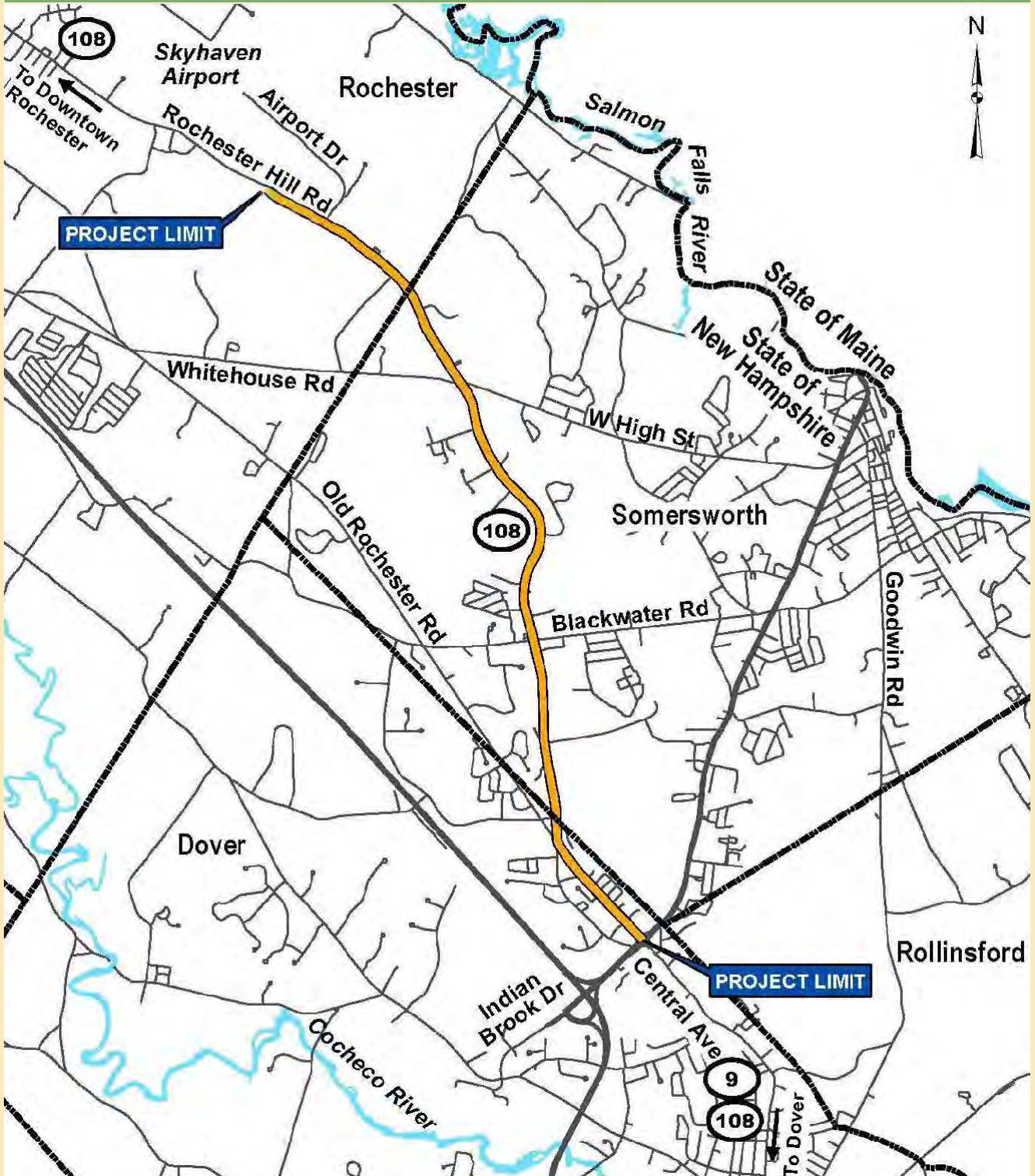


For more information visit www.108TriCityCompleteStreets.com

NH ROUTE 108 COMPLETE STREETS

Dover - Somersworth - Rochester, NH – State Project No. 29604

PROJECT LOCATION



BE IN THE KNOW!



Ossipee Highway Projects

OPEN HOUSE

Tuesday, July 19th 5:00-8:00 PM

Ossipee Town Hall, 55 Main Street, Center Ossipee



Please join NHDOT at an Open House to discuss project updates for future improvements to NH Route 16.

Project representatives will be available to listen to your comments and answer any questions you may have.

For further information please contact Victoria Chase, NHDOT Project Manager at
Phone: (603) 271-2171 or Email: vchase@dot.state.nh.us

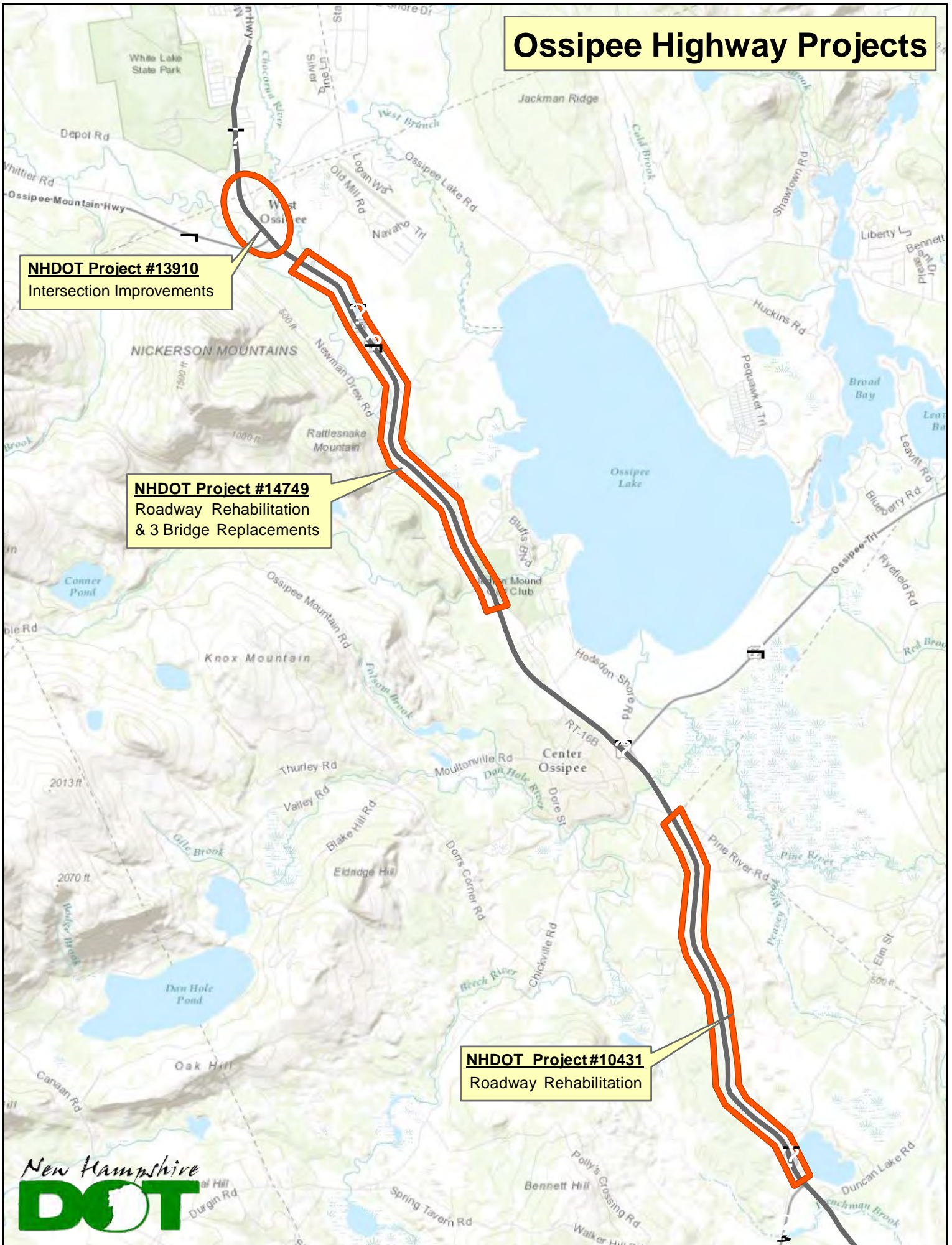
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Ossipee Highway Projects

NHDOT Project #13910
Intersection Improvements

NHDOT Project #14749
Roadway Rehabilitation
& 3 Bridge Replacements

NHDOT Project #10431
Roadway Rehabilitation



PUBLIC INFORMATIONAL MEETINGS

Everett Turnpike Widening Project

The New Hampshire Department of Transportation (NHDOT) is conducting Preliminary Engineering and Environmental Review of proposed improvements to three segments of the F.E. Everett Turnpike in Nashua, Merrimack, and Bedford. Three Public Informational Meetings are being held to present the project. Each meeting will begin with an Open House where the project will be graphically displayed for viewing and questions can be answered by the project team. A formal presentation will follow with opportunities for the public to ask questions.

WHAT: PUBLIC INFORMATIONAL MEETINGS

WHEN: March 27, 2018
Open House 5:00-7:00 pm
Presentation 7:00 pm

March 29, 2018
Open House 5:00-7:00 pm
Presentation 7:00 pm

April 3, 2018
Open House 5:00-7:00 pm
Presentation 7:00 pm

WHERE: Merrimack Town Hall
Matthew Thornton Room
West Building
6 Baboosic Lake Rd
Merrimack, NH
Live on Merrimack TV

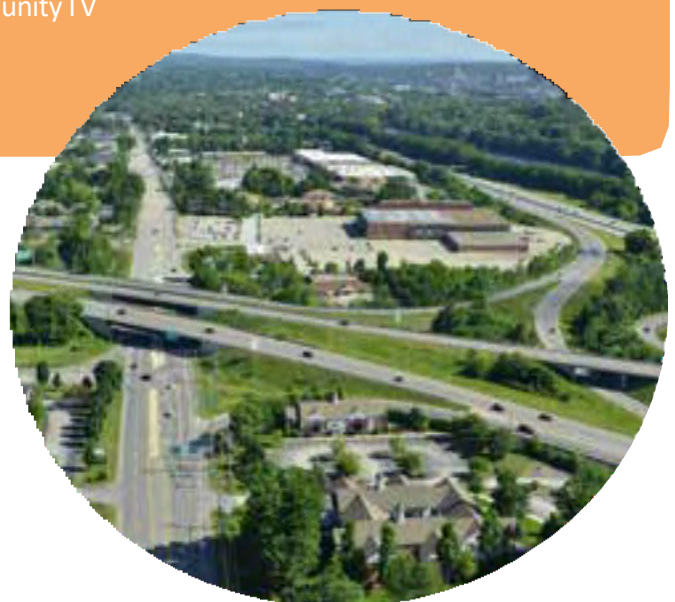
Old Bedford Town Hall Complex
Bedford Town Meeting Room
10 Meetinghouse Rd
Bedford, NH

Nashua City Hall Auditorium
299 Main Street
Nashua, NH

Live on Bedford Community TV

WHO: You! Residents, Business Owners, Commuters, Local Officials, Elected Officials



For further information, please contact Wendy Johnson, NHDOT Project Manager at Phone: (603) 271-2171 or Email: wendy.johnson@dot.nh.gov. Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, NH 03302-0483 or call 603-271-3222 – TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at your earliest convenience.



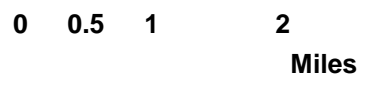
For more information visit everettturnpikewidening.com



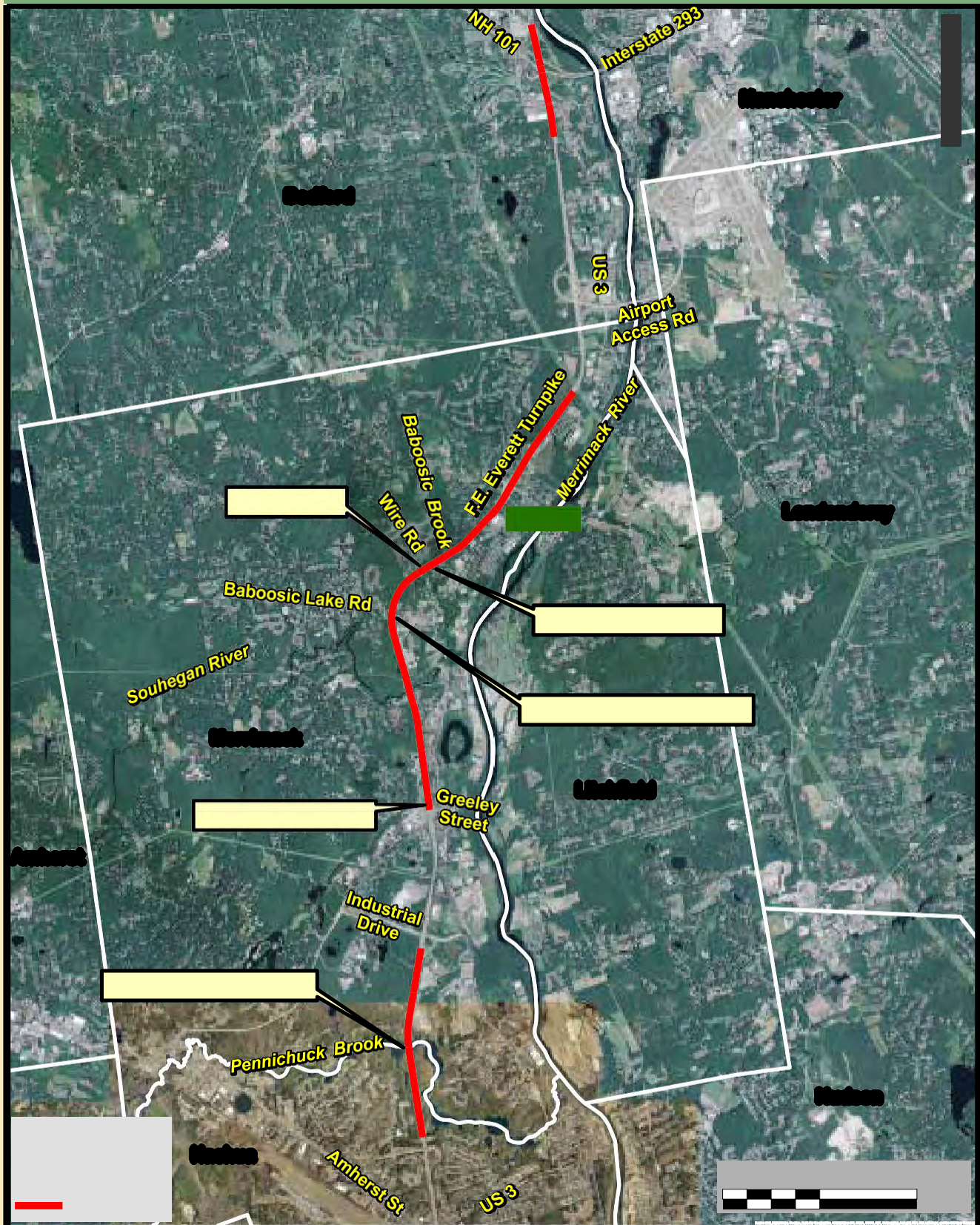
Legend

-  Bridge Work
-  RoadWork

EXIT 8



F. E. Everett Turnpike Widening



**PUBLIC
INVITED**

WALKING TOUR

Route 108 Complete Streets Project

The New Hampshire Department of Transportation (NHDOT) invites the public to attend a Walking Tour for the proposed improvements to a 5-mile section of NH Route 108 in Dover, Somersworth, and Rochester. This Walking Tour is being held to seek community input on the corridor and desired changes that would follow the principles for a Complete Street. A Complete Street balances the needs of motorized, non-motorized, and transit users.

WHAT: WALKING TOUR

WHEN: Thursday, June 27, 2019
4:00 PM - 7:00 PM

WHERE :

- Intersection of Blackwater Road/
NH Route 108 (4:00 PM)
- Intersection of Long Hill Road/
NH Route 108 (5:00 PM)
- Intersection of West High Street/
NH Route 108 (6:00 PM)

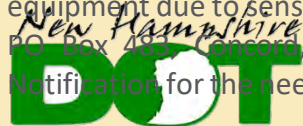
WHO: You! Residents, Business Owners,
Commuters, Local Officials, Elected
Officials

**Rain or
Shine!**



You are invited to attend a Walking Tour with the project design team. Join us at one intersection or at all three. Safety vests will be provided by NHDOT for attendees. Please wear sturdy walking shoes and bring water.

For further information, please contact Wendy Johnson, NHDOT Project Manager at Phone: (603) 271-2171 or Email: wendy.johnson@dot.nh.gov. Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, NH 03302-0483 or call 603-271-3222 – TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at your earliest convenience.



McFarland Johnson

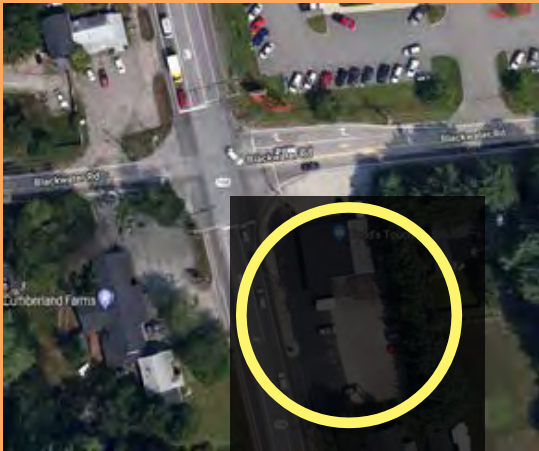
For more information visit www.108TriCityCompleteStreets.com

NH ROUTE 108 COMPLETE STREETS

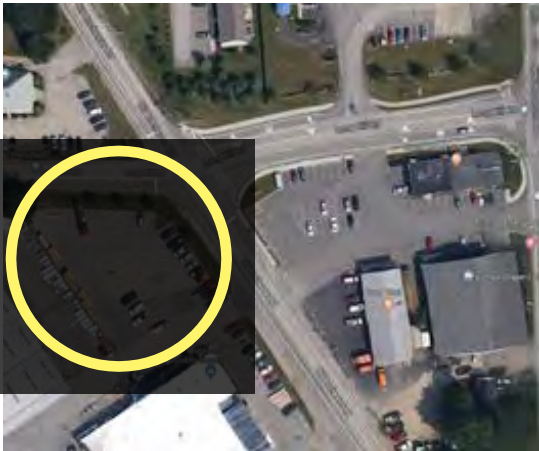
Dover - Somersworth - Rochester, NH – State Project No. 29604

WALKING TOUR MEETING LOCATIONS

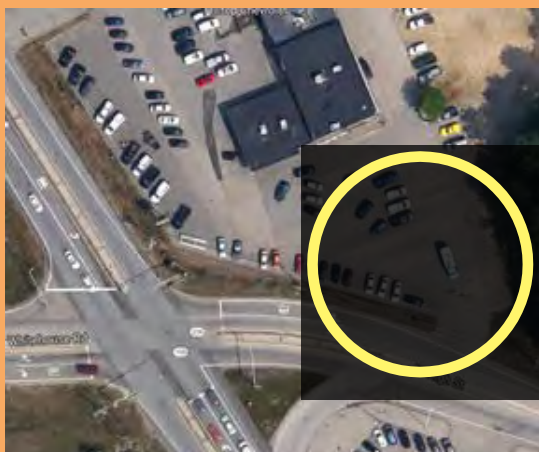
NH Route 108 Complete Streets Project



**BLACKWATER ROAD/NH ROUTE 108 MEET AT:
TODD'S TOUCH LOT
4:00 PM**



**LONG HILL ROAD/NH ROUTE 108 MEET
AT: MIDDLETON BUILDING SUPPLY 5:00
PM**



**WEST HIGH STREET/NH ROUTE 108
MEET AT: HILLTOP CHEVROLET 6:00
PM**

For more information visit www.108TriCityCompleteStreets.com



Project Purpose

The purpose of the F.E. Everett Turnpike Improvement Project is to improve transportation efficiency and reduce safety problems associated with turnpike congestion in Nashua, Merrimack, and Bedford for all users of the Turnpike while being sensitive to the needs of local communities, residents, and natural and cultural resources.

Public Informational Meetings

Public Invited

The New Hampshire Department of Transportation (NHDOT) is conducting Preliminary Engineering and Environmental Review of proposed improvements to three segments of the F.E. Everett Turnpike in Nashua, Merrimack, and Bedford. Three Public Informational Meetings are being held to present the project. Each meeting will begin with an Open House where the project will be graphically displayed for viewing and questions can be answered by the project team. A formal presentation will follow with opportunities for the public to ask questions.

WHERE: [BCTV Town Meeting Room](#)

10 Meetinghouse Road
Bedford, NH

Open House 5pm-7pm

WHEN: March 29, 2018

Live on Bedford Community Television beginning at 7pm

WHERE: [Nashua City Hall Auditorium](#)

229 Main Street
Nashua, NH

Open House 5pm-7pm

WHEN: April 3, 2018

Presentation 7pm

WHERE: [Merrimack High School](#)

Cafeteria
38 McElwain Street
Merrimack, NH

Open House 5pm-7pm

WHEN: May 1, 2018

Presentation 7pm

Project Need

The F.E. Everett Turnpike (FEET) is a principal north-south arterial highway within the State of New Hampshire and is part of the New Hampshire Turnpike System. The FEET begins at the state border with Massachusetts, where it is a continuation of US Route 3, and continues north 39.5 miles to Exit 14 in Concord. It includes portions of Interstates 93 and 293 and provides a vital link for north/south travel.

The FEET carries a mix of traffic including trucks, cars, and buses, as well as commercial traffic vital to the region's economy. The FEET corridor serves as a regional commuting route for residents of New Hampshire and Massachusetts as well as an important local route for the communities of Nashua, Merrimack, Bedford, and other surrounding municipalities. It also serves as an important link for New England-wide travel to population centers such as Nashua, Manchester, and Concord, as well as to tourist destinations such as the New Hampshire Lakes Region, White Mountains, and many ski areas. As one of the main arterials in the New Hampshire highway system, it is important to maintain the mobility of people, goods and services through this corridor.

Capacity

Since the FEET was constructed in the 1950s and 1960s, many segments and interchanges have been widened and improved. This project focuses on certain segments that have not yet been improved. Traffic volumes on the FEET have grown substantially in recent years, resulting in frequent congestion and poor Levels of Service (LOS) on several road segments. (Level of Service is a measure of how well or poorly a roadway handles traffic volumes. LOS A represents free-flow conditions with no backups or delays, and LOS F represents extreme congestion with major delays.)

Safety

Crash data compiled by the NHDOT for the years 2006 through 2016 show that the majority of crashes occurred during dry roadway conditions and were located near on-ramps and off-ramps, particularly at Exits 11 and 12 (in Merrimack) and the I-293 interchange (in Bedford). In addition, there are several locations that were not specifically located at ramp intersections where it appears that the geometry of the mainline segment, coupled with congested traffic conditions, are contributing factors to the higher incidence of crashes. As traffic volumes increase on the FEET, the geometric deficiencies will become more problematic and crashes will likely increase.

In recognition of these safety concerns, congestion, and deficiencies, the project has been included in the State's most recent Ten-Year Transportation Improvement Plan 2017-2026 for construction in years 2022 to 2026.

Infrastructure

There are certain deficiencies in the current infrastructure that pose safety concerns. In at least one area, the roadway profile has a design speed lower than the currently posted speed limit. Bridges associated with the FEET also have structural and capacity deficiencies that need to be addressed, such as the Baboosic Lake Road over the FEET which is a State Red List bridge.



Looking North from Baboosic Lake Road Overpass

MAJOR PROJECT ELEMENTS

The major elements of the project include:

- Widen three segments of the FEET from Nashua north to Bedford;
- Replace the FEET bridges over the Pennichuck Brook (Nashua/Merrimack);
- Rehabilitate bridge rail on the FEET bridge over Greeley Street / Continental Boulevard (Merrimack);
- Replace the Wire Road Bridge over the FEET (Merrimack);
- Replace the Baboosic Lake Road Bridge over the FEET (Merrimack);
- Replace the FEET bridge over Baboosic Brook (Merrimack);
- Stormwater treatment improvements throughout the project;
- Noise assessments; and
- Public participation.

F. E. Everett Turnpike Widening

March 2018

Nashua - Merrimack - Bedford, NH – State Project No. 13761

NHDOT Project Development Process

The project is currently in the Preliminary Design phase, during which project design alternatives will be developed and analyzed for impacts such as wetlands, water quality, noise, and other resources. At the conclusion of the analysis, a preferred design alternative will be identified. Environmental documentation will occur in the form of an Environmental Study. Preliminary Design will be complete when the preferred alternative is presented at a formal Public Hearing and the Environmental Study is approved.

After the completion of Preliminary Design, the next phase of the project will be Final Design, during which final engineering plans will be developed, right-of-way/easements will be acquired as needed, and construction contract documents will be prepared. Final Design is complete when the project is advertised for construction bids and is awarded to a contractor. The start of construction is based upon available funding, contractor schedule, and weather.



ENVIRONMENTAL RESOURCES

An Environmental Study that will be available for public review and comment is being prepared for the proposed project to assess the potential effects on the quality of the human and natural environment. This document will provide a comprehensive assessment of the potential resources and impacts associated with the proposed project. Below is a partial list of the resources that will be evaluated:

- Air Quality
- Hazardous Materials
- Surface Waters and Wetlands
- Floodplains
- Groundwater
- Conservation Lands
- Fisheries and Wildlife
- Noise
- Cultural Resources

Pennichuck Brook is the primary drinking water supply for Nashua and several surrounding communities. A variety of wetlands are present throughout the project corridor including rare species. Steps will be taken to avoid and minimize impacts to these important natural resources.

In addition, historic and archaeological resources are also being evaluated. A study is being conducted identifying structures over 50 years old that may be impacted by the project. An archaeological study is also being conducted to identify and attempt to avoid areas of archaeological sensitivity.

Looking North from Wire Road Bridge

PROJECT TEAM

Wendy Johnson, P.E.
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wendy.johnson@dot.nh.gov

David Smith, P.E.
Assistant Administrator
Bureau of Turnpikes
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david.smith@dot.nh.gov

William Ashford, P.E.
Principal Engineer
CHA Companies, Inc.
508-561-9149
washford@chacompanies.com

Michael Long, P.E.
Regional Office Manager
McFarland-Johnson, Inc.
603-225-2978
mlong@mjjinc.com

Public Meetings

The NHDOT will hold a series of meetings with local officials, public agencies, transportation and transit agencies, private transportation providers and other stakeholders. A formal Public Hearing will also be held to present the preferred alternative. Check the project website for the next public meeting being held in your community.

PROJECT SCHEDULE

2016 - 2018	Public Officials Meeting Develop Design Alternatives Research Environmental Resources
2018	Hold Public Informational Meetings Evaluate Design Alternatives Evaluate Environmental Impacts (wetlands, water quality, noise, etc.) Publish Environmental Study Public Hearing
2018 - 2021	Final Design Right of Way Acquisitions / Easements Environmental Permitting
2022	Anticipated Start of Construction



Looking North from FEET over the Pennichuck Brook

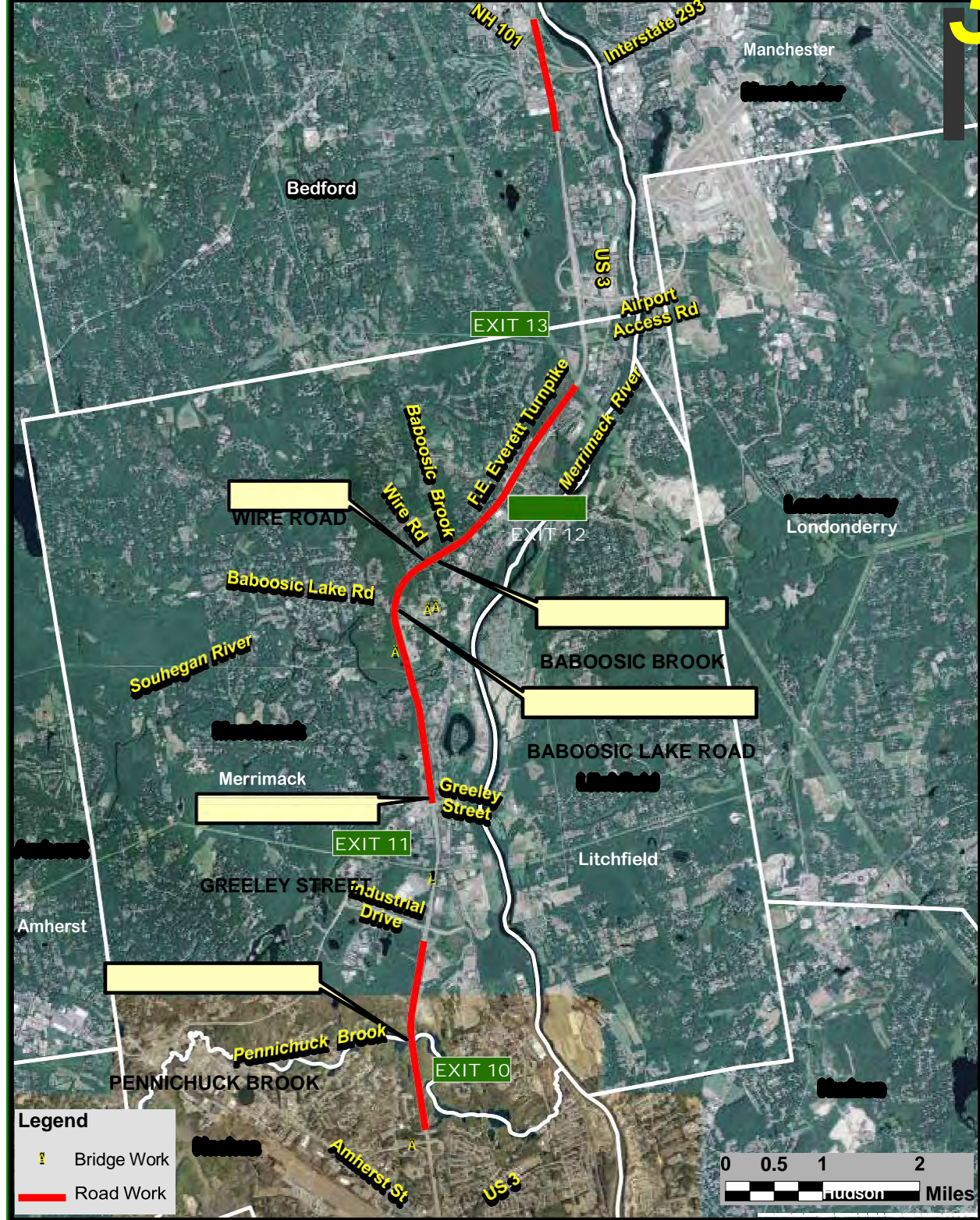
F. E. Everett Turnpike Widening

March 2018

Nashua - Merrimack - Bedford, NH – State Project No. 13761

PROJECT LOCATION

3



Nashua

EXIT 8



F. E. Everett Turnpike Widening

March 2018

Nashua - Merrimack - Bedford, NH – State Project No. 13761



Corridor News

I-93 Construction News and Highlights

Rebuilding I-93 from Salem to Manchester has been an exciting journey, and as the 2019 construction season starts to wind down, the New Hampshire Department of Transportation (NHDOT) is pleased to note that significant progress has been made along the corridor. Currently, most projects south of Exit 3 have been completed. The remaining northern projects are in the home stretch. Significant progress has been made on the four ongoing construction projects north of Exit 3. Two will be completed this fall, and the others are expected to be completed next year. The last two projects are starting up, with completion anticipated in 2020. Since construction started in 2006, we have never been closer to achieving the many benefits of this worthwhile project!

CURRENT I-93 CONSTRUCTION PROJECTS

Contract 14633H - North of Exit 5 to the I-293 Interchange

Reconstruction of I-93 northbound (NB) and southbound (SB) roadways to four lanes north of Exit 5.

Contract 14633I - Exit 4 to Exit 5

Reconstruction and widening of about 2 miles of NB and SB mainline north of Exit 4, including widening work on the Stonehenge Road Bridges.

Contract 14633D - Exit 4 Area

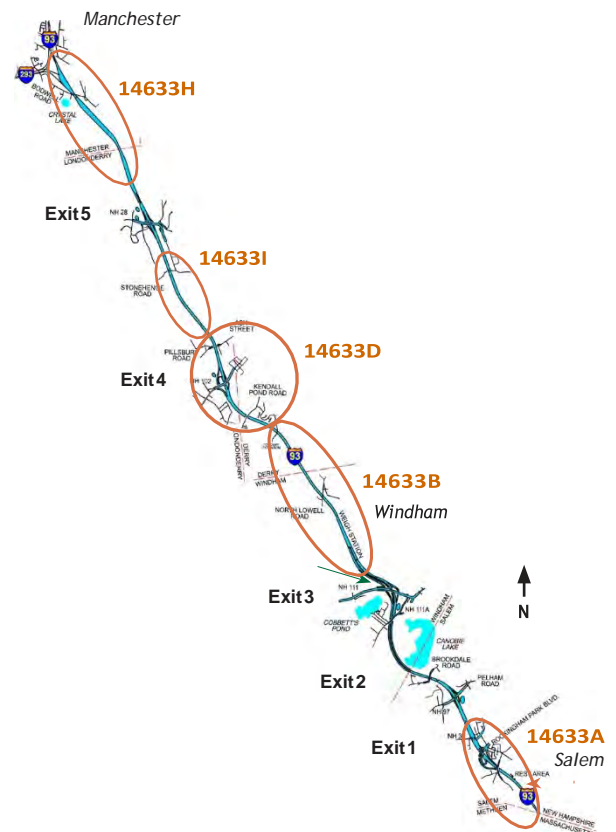
Reconstruction and widening northward from the I-93 bridges over Kendall Pond Road to just north of the historic Ash Street/Pillsbury Road Bridge, reconstructing the northbound ramps, including replacing the NH Route 102 Bridge and the Ash Street Bridge, and widening the Kendall Pond Road Bridges.

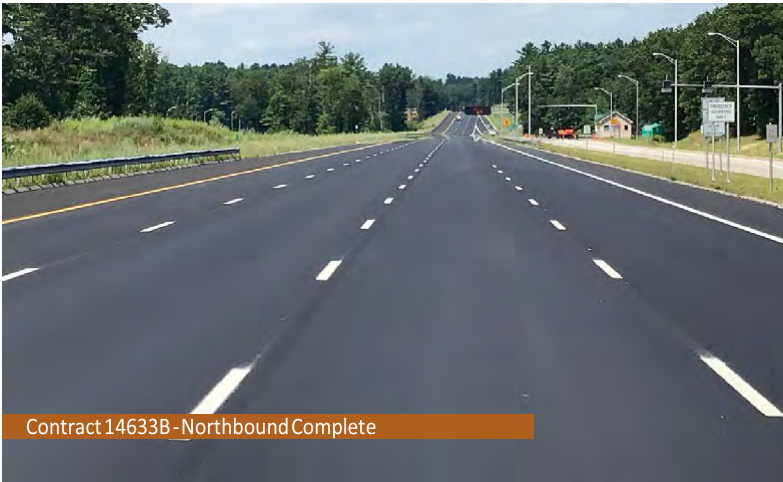
Contract 14633B - Weigh Station to Kendall Pond Road

Reconstruction and widening of approximately 3.5 miles of NB and SB I-93 mainline between Exits 3 and 4. Work includes widening the North Lowell Road and Fordway Extension Bridges.

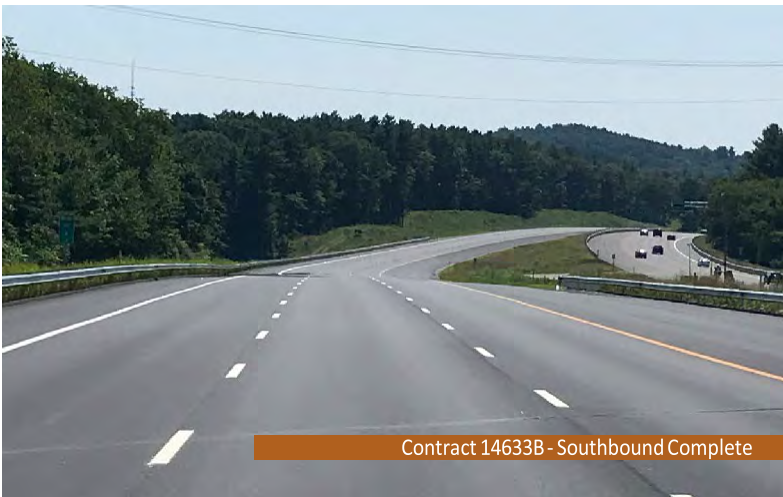
Contract 13933A - State Line to Exit 1

Reconstruction and widening of approximately 2 miles of NB and SB I-93 from the New Hampshire/Massachusetts state line to Exit 1.





Contract 14633B - Northbound Complete



Contract 14633B - Southbound Complete

Contract 14633D Exit 4 Ramps with Northbound and Southbound Mainline Widening

Construction Began: Spring 2017

Current Status: 71% complete

Anticipated Completion: Fall 2020

Recent Activities:

- ▣ The I-93 diversion between Ash Street and Exit 4 Ramps was constructed. This will be used to shift SB traffic to the NB barrel, allowing SB to be constructed outside of traffic.
- ▣ Median drainage was installed, and grading completed.
- ▣ The median crossover south of Kendall Pond Road was also constructed.
- ▣ Work on the southbound Beaver Brook Bridge is ongoing.

Contract 14633B Northbound and Southbound Mainline Widening from the Weigh Station to Kendall Pond Road

Construction Began: Spring 2016

Current Status: 99% complete

Anticipated Completion: Fall 2019

Recent Activities:

- ▣ Northbound Traffic was moved to its final location.
- ▣ Barrier work at Fordway Extension was completed.
- ▣ The pavement markings on the entire project were repainted.



Contract 14633D - Installing Drainage System



Contract 14633D - Treatment Basin Cut-off Wall



Contract 14633H-NoiseBarrierConstruction

Contract 14633H North of Exit 5 to the I-293 Interchange

Construction Began: Spring 2016

Current Status: 79% complete

Anticipated Completion: Fall 2019

Recent Activities:

- ▣ Ongoing drainage installation along the northbound side and at Bodwell Road.
- ▣ Foundations for the overhead sign structures were constructed.
- ▣ Noise barrier construction was completed at the Bodwell Road Bridge, the construction of the remaining noise barriers is ongoing.



Contract14633I-SignInstallation

Contract 14633I Northbound and Southbound Mainline Widening Between Exits 4 and 5

Construction Began: Spring 2017

Current Status: 99% complete

Anticipated Completion: Fall 2019

Recent Activities:

- ▣ Ditch grading, pavement and fencing was completed at Stonehenge Road.
- ▣ Final roadway signs were installed along the interstate, including the new double sided mile markers (See page 5).
- ▣ Closed Circuit TV Camera towers and Intelligent Transportation Systems equipment was installed.

Contract 13933A Northbound and Southbound Mainline, State Line to Exit 1

Construction Began: Fall 2019

Recent Activities:

This project will reconstruct and widen nearly two miles of I-93 starting at the Massachusetts State Line and proceeding northerly towards Exit 1. The majority of the widening is to accommodate a future fourth lane connection to I-93 in Massachusetts, if a fourth lane is built by Massachusetts. This is the last segment to be widened in the area, and will tie into previously constructed improvements in the Exit 1 area. The primary focus of the project is to address deteriorated pavement conditions, guardrail and drainage. This work will be accompanied by the construction of the last noise barriers on the corridor, which is part of the environmental commitments for the project. The project was awarded to R.S. Audley Inc. in August 2019, with construction starting shortly after that.



Contract 13933A - Existing Conditions



Wildflowers Galore!

Barbara Rollins, Landscape Specialist | NHDOT

If you have traveled on I-93 through the southern part of the state over the spring and summer season of 2019 you couldn't help but notice the beautiful display of wildflowers. Starting in spring the Lupine and Oxeye Daisy exploded between Exits 4 & 5 with a spectacular array of purples and white. Later, during the summer months, the area became a sea of yellows and oranges with Black-eyed Susan and Coreopsis.

One cannot help but feel the calm beauty while driving through the area in an otherwise uneventful commute. The scenery helps melt away stresses, if only for a short time, and makes us look forward to it again and again.

Vacationers are in awe and want to return for more. New Hampshire is a beautiful state and wildflowers are icing on the cake.

This display did not happen by accident, the mix was developed by the Roadside Section of Highway Design many years prior by simply adding wildflower seeds to an existing grass seed specification for slope applications during construction projects, choosing showy and hardy varieties. It has worked out tremendously. There have been many appreciative and positive comments from all over New England and beyond.

The flowers will return year after year for several summer seasons. In time, the grasses will dominate and flowers will fizzle out, but for now, as you travel throughout the state as a commuter or vacationer, take a breath and enjoy the view.

“

“I've been noticing the amazing roadside wildflower blooms along Route 93. The work that is being done is resulting in some amazing displays, and it warms my heart to see New Hampshire highways looking so good!”
- *Motorist from Pelham, NH*

“I am writing to you to let you know how your department brings just a small, but important, bit of joy into my day. Sometimes the pressures and aggravations of life hit us and bring us down, however, the wildflowers that have been included as part of the I-93 widening effort are just great! They never fail to bring a smile to my face and add just a little bit of wonder to my day.” - *Motorist from Windham, NH*

“My 91 year old mom used to be a florist. She is so impressed with all the wildflowers on the sides of the road that she begged me to write to you to thank you. It definitely helps to brighten our day.” - *Traveler from Burlington, MA*

”



Making it Count: Mile-Markers Contribute to Interstate Safety

Ever wonder what the purpose of the mile marker signs are along the side of the Interstate? If you have ever been in an accident you might know. In the early days of planning for the widening of the I-93 between Salem and Manchester the Department created an incident management work group comprised of local municipalities, police and fire departments, the Federal Highway Administration, and state personnel including the State Police.

One of the action items coming out of this work group was the need for quick response time for clearing the roadway of roadside hazards. This would facilitate earlier help to those in need, reduced congestion, and would reduce secondary incidents related to the initial incident. In order to meet this goal, first responders requested signing be installed to better identify locations of hazards.

When the first construction contracts came out along the corridor, the mile marker signs were placed every 2 tenths of a mile, both on northbound and southbound. Early on after deployment, the benefit of these signs became evident. Police and fire departments were able to improve response time to

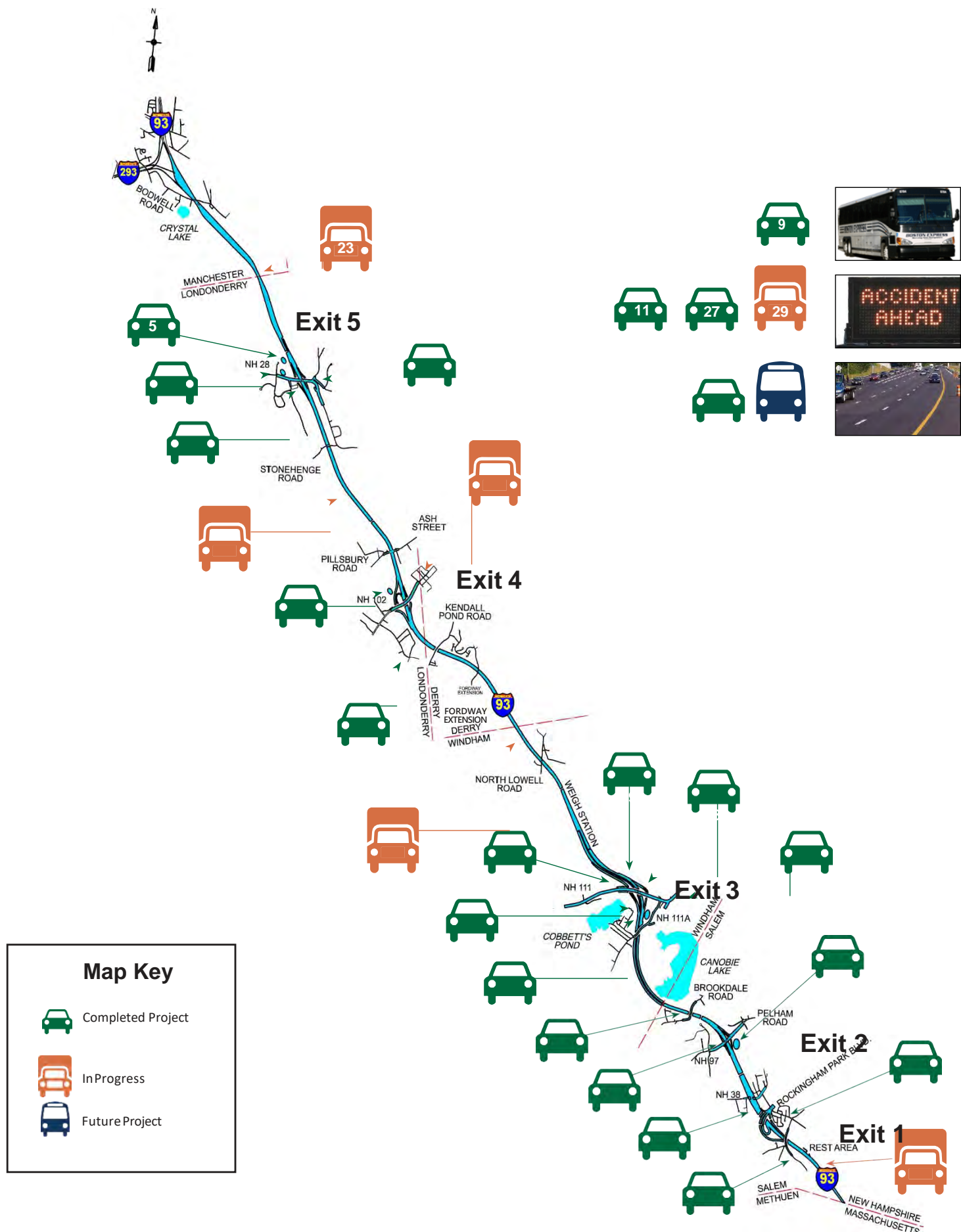
incidents along the highway, which obviously helped minimize the duration of traffic disruptions and assisted individuals who needed help more quickly.

Another side benefit to the mile marker signs was the ability to identify areas prone to incidents. This helped the Department make modifications to traffic control plans as the construction projects continued. The second phase of the implementation of the mile marker signs came when one of the Department's engineers came across a car fire along the interstate. When he called 911 and the dispatch operator asked what mile marker he was located at, because of the car fire he couldn't see the signs. When he looked back towards traffic all he saw were parked cars on the interstate and the back side of the previous mile marker sign.

When this story worked its way back to the incident management group, the idea of making the signs double side was discussed and adopted along the corridor. By making the signs double sided, we essentially increased the visibility by 100%. Now you know.



I-93 Improvement Projects: Location and Status



I-93 Project Summary of Construction Projects to Date

	Status	Project Descriptions	Contract Number	Construction To/From	Cost (M)
1	Complete	Exit 4 Bus Terminal/Park and Ride	10418M	01/06 - 05/07	\$1.4
2	Complete	Cross Street Bridge	13933B	11/06 - 10/08	\$6.6
3	Complete	Exit 5 PNR/Rockingham Road	10418I	12/06 - 10/08	\$4.8
4	Complete	Exit 2 Bus Terminal/Park and Ride	10418G	03/07 - 10/08	\$7.1
5	Complete	Exit 5 Bus Terminal/Maintenance Facility	10418N	08/07 - 10/08	\$7.4
6	Complete	Exit 1 Ramps & Bridges	13933C	09/07 - 10/09	\$24.1
7	Complete	Exit 5 Ramps & Bridges	14633E	07/08 - 05/10	\$15.1
8	Complete	Exit 3 SB Off-Ramp & NB Bridges	13933K	09/08 - 11/10	\$26.7
9	Complete	Bus Procurement - Operation for Expanded Service	10418L	Service Began 11/08	\$19.1
10	Complete	Exit 3 NB Mainline	13933G	06/09 - 04/12	\$30.8
11	Complete	Phase I Intelligent Transportation Systems (ITS)	10418Z	11/09 - 11/11	\$4.5
12	Complete	Brookdale Road Bridge	13933F	08/10 - 07/12	\$5.0
13	Complete	Exit 5/Route 28 Interchange	14633F	03/11 - 10/14	\$35.6
14	Complete	South Road Mitigation	10418F	03/11 - 08/14	\$1.1
15	Complete	Exit 1 Area, NB & SB Mainline	13933D	03/11 - 08/13	\$31.0
16	Complete	Exit 2 Interchange Reconstruction	13933E	08/12 - 03/16	\$43.6
17	Complete	Exit 3 SB Bridges over Routes 111 & 111A	13933N	01/12 - 09/13	\$11.4
18	Complete	Exit 3 SB Mainline, SB On-Ramp & NH 111	13933I	10/12 - 10/16	\$33.9
19	Complete	Exit 3 NB Mainline, NH Route 111A	13933H	12/13 - 05/17	\$32.9
26	Complete	Exit 3 Park and Ride	10418H	11/16 - 11/17	\$1.5
27	Complete	Smart Work Zone	13933Z	7/11 - 5/15	\$1.4
28	Complete	Misc. Early Construction Projects	Misc.	Prior to 2007	\$0.6
Completed Construction Subtotal: \$345.6					
20	In Progress	NB & SB Mainline between Exit 3 & 4	14633B	02/16 - 10/19	\$52.0
21	In Progress	NB & SB Mainline, Ramps & NH 102 Br. at Exit 4	14633D	01/17 - 09/20	\$66.7
22	In Progress	NB & SB Mainline between Exit 4 & 5	14633I	03/17 - 09/19	\$30.0
23	In Progress	NB & SB Mainline North of Exit 5	14633H	06/16 - 07/20	\$50.0
25	In Progress	NB & SB Mainline South of Exit 1	13933A	08/19 - 08/20	\$20.5
29	In Progress	Smart Work Zone	14633Z	04/15 - 09/20	\$2.3
Under Construction Subtotal: \$221.5					
24	Future	Future Corridor Paving	14633J	2019-2020	\$9.6
Future Projects Subtotal: \$9.6					
Total Construction Cost: \$576.7					

Stay Informed!

Look for regular status updates, project information, and past newsletters on our website:
RebuildingI93.com

New Hampshire Department of Transportation
John O. Morton Building
7 Hazen Drive
Concord, NH 03302-0483
(603) 271-2171
Contact@RebuildingI93.com





NHDOT to Hold I-293 Exits 6&7 Public Hearing: An Opportunity for Community Input on the Proposed Action!

Project Purpose: For residents and visitors, commuters and businesses, I-293 (FE Everett Turnpike) provides essential links to and around the Greater Manchester area. In order to help maintain safe and efficient travel along this important highway, the New Hampshire Department of Transportation (NHDOT) is leading an effort to address capacity, safety, and access along a 3.5-mile segment of I-293 from north of Exit 5 (Granite Street) to Exit 7 (Front Street). The project is intended to correct geometric and safety deficiencies, accommodate future traffic growth, and improve access to the highway consistent with the long-term vision of the communities.

What is the Proposed Action?

Based on an extensive engineering analysis and public involvement process beginning in 2012, the NHDOT proposes to reconstruct I-293 within the study area, including these three main elements:

1. Highway Widening

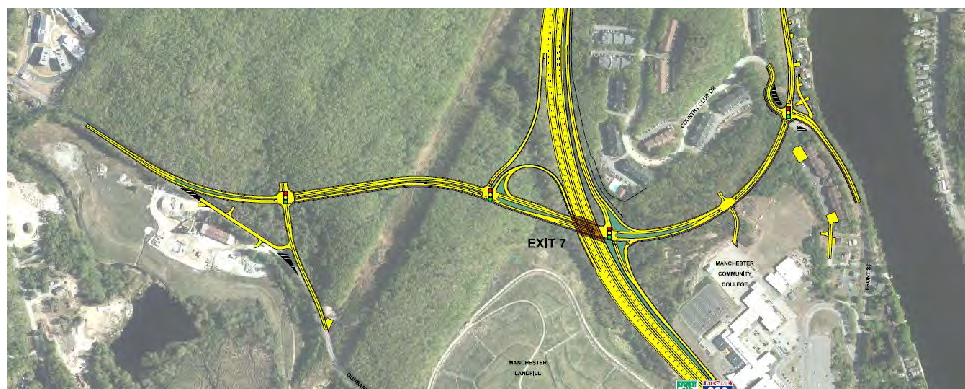
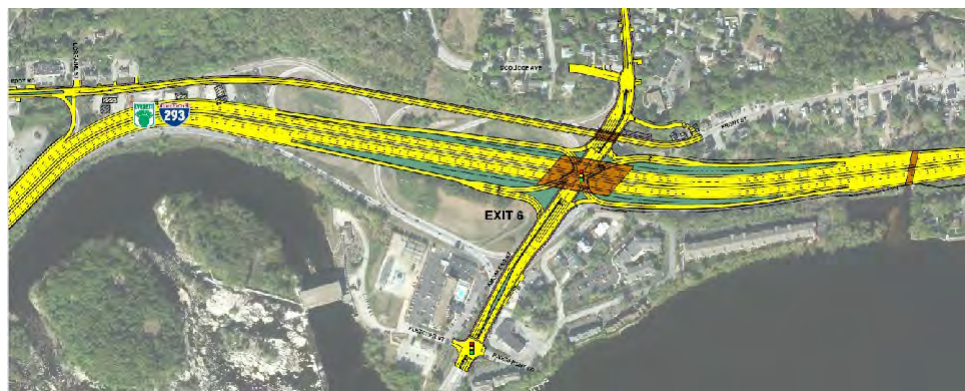
Widening the northbound and southbound barrels of I-293 from two to three lanes in each direction

2. Exit 6 Interchange

Reconstruct Exit 6 more or less in its existing location using a Single Point Urban Interchange (SPUI) configuration

3. Exit 7 Interchange

Relocate Exit 7 approximately 0.5 miles north of its current location, constructing a full access interchange



What is a formal public hearing?

The public hearing **provides a formal opportunity to receive comments and questions relating to the Proposed Action, as well as other alternatives and design options.** The comments are addressed in the final environmental document and in a document called the Report of the Commissioner.

The hearing is presided by a panel composed of members of the Executive Council. The panel members consist of Ted Gatsas (Chairperson), Russell Prescott, and Debora Pignatelli. At the hearing, the NHDOT will present the need for the project and a synopsis of alternatives. Social, economic, cultural, and natural environmental effects of the Proposed Action, as well as the potential necessity for land acquisition or relocations, will also be addressed in the presentation.

A transcript is taken at the public hearing; which is a public record of the oral dialogue at the hearing, including public testimony received at the hearing. Written comments received up to 15-days following the hearing will become part of the official record of the meeting, along with the transcript. The Report of the Commissioner will also include a list of issues, concerns, and requests contained in the transcript, and a discussion of how the NHDOT plans to address the items.

With the report in hand, the presiding panel will hold a second meeting to review the project, to discuss the NHDOT's response to comments and adjustments to the layout. This second meeting will be open to the public, although no additional public testimony will be taken. As an outcome of the meeting, the project will be approved or not approved, or in some cases, approval can be withheld pending further consideration of issues or potential changes in the layout or in the NHDOT's response to issues.

What's been happening?

At our last Public Informational Meeting, the Proposed Action plan and alternatives evaluation results were presented. Since then, the NHDOT and the Project Team have been focused on several initiatives, including:



Working to complete the Environmental Documentation



Working closely with Cultural and Natural Resource agencies



Meeting with impacted property owners



Coordinated with Manchester City Staff, Southern New Hampshire Planning Commission, and Project Advisory Committee



Making minor adjustments to the Proposed Action plan

How can I stay informed and participate?

Driving forward these improvements to I-293 is truly a team effort, and we'd love to hear your thoughts! You can stay involved by:

- Visiting the NHDOT's I-293 Exits 6&7 project website: (<http://www.293planningstudy.com>) for more information
- Connecting with the following key project team members:

NHDOT: Keith Cota, PE

603.271.1615 or kcota@dot.state.nh.us

Consultant from VHB: Marty Kennedy, PE

603-391-3900 or mkenedy@vhb.com

Public Hearing!

Please join us at the Public Hearing, which is scheduled for:

Wednesday, October 30, 2019
Manchester Community College
1066 Front Street, Manchester, NH

**Doors open at 6:00 pm
for public viewing**

Meeting Begins at 6:30 pm



The NHDOT actively seeks comments through a public participation process. Learn more about Section 106 of the National Historic Preservation Act in New Hampshire, and how to take part in a Consulting Party:

<http://www.293planningstudy.com/pdf/Section%20106%20Consulting%20Party%20Process.pdf>

What is the status of the rest of the Newington-Dover project?

The larger Newington-Dover project continues on, with the construction for several components that are part of the turnpike expansion in Dover (Contract 1238Q). Recent updates include the following:

- › Construction on the **soundwalls north of the Dover Toll Plaza** finished this spring and will provide some noise abatement to surrounding neighborhoods.
- › **Dover Point Road (west)** roadway improvements completed this summer.
- › **Woodbury Avenue** upgrade from Exit 3 to Gosling Road to be completed by fall 2019.
- › At **Dover Point (south of Exit 6)**, wick drains and embankment pre-loads are being used to accelerate the settlement of thick marine deposits; this may still take several months to complete, due to the poor soil conditions there.
- › The **Route 4 bridge** over the Turnpike at Exit 6 is nearly complete, and westbound traffic will be shifted this summer.
- › The **northbound off-ramp at Exit 6** should be opened to traffic this fall.
- › In the northbound Little Bay Bridge area, the **Exit 4 northbound on-ramp** will cross the rehabilitated northbound bridge this fall with northbound traffic being shifted early in 2019.

Future work includes the construction of improvements to US 4 and its roundabout, the completion of the southbound roadway section, and soundwalls. Soundwalls along the east and west sides of the Turnpike should be finished in fall of 2019 and 2020, respectively—and the overall turnpike expansion project is scheduled to be completed in the fall of 2020.

Where can I learn more?

Catch up on progress made to date by reviewing past public meeting presentations, notes, and documents, and sign up for email notices at: http://www.newington-dover.com/gsb_subsite/index.html

For more information about the Section 106 consultation process, contact:

Jamie Sikora, FHWA, NH Division Office
Jamie.Sikora@fhwa.dot.gov

For more information about the Newington-Dover project, contact:

Keith Cota, NHDOT
603.271.1615 or kcota@dot.state.nh.us



Rehabilitating or Replacing the General Sullivan Bridge

The General Sullivan Bridge (GSB) provides a critical connection for pedestrians, cyclists, and other recreational users—it is also one of the most significant historic bridges remaining in the State of New Hampshire. To maintain a safe connection for all travelers, the New Hampshire Department of Transportation (NHDOT) is reviewing options for its rehabilitation or replacement—and **values your input**.

Because US 4/NH 16 (Spaulding Turnpike) is part of the National Highway System, the Federal Highway Administration (FHWA) is also involved in this project. Working together, the NHDOT, FHWA, and a consultant team is responsible for seeing that environmental and cultural resources are protected—and integrated with social and economic objectives—as when carrying out proposed improvements to the bridge. Accomplishing this requires compliance with the National Environmental Policy Act of 1969 (NEPA).

As part of the larger project to improve the Spaulding Turnpike in Newington and Dover, the NHDOT and its consultant team completed a Final Environmental Impact Statement (FEIS) in 2007. **With the challenges of rehabilitating the GSB, the FEIS must now be updated with a Supplemental Environmental Impact Statement (SEIS) to consider other solutions to meet the project Purpose and Need.**

What is NEPA?

NEPA applies to federal actions that may affect the human environment, such as traffic or air—or natural environment, such as wetlands or endangered species. The FHWA is the lead federal agency overseeing the NEPA process for this project. Documentation of the NEPA process is essential; it helps assess the project from a wide range of viewpoints, including environmental to economic impacts.



The screening process resulted in four “reasonable alternatives,” which will be analyzed further in the SEIS. These include:

- » **Alt 1:** Rehabilitation of the General Sullivan 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

Additionally, the SEIS will include an assessment of the “no-build alternative,” which involves taking no action to serve as a baseline against which the rest of the alternatives will be compared.

Preliminary cost estimates have been developed for each alternative. These estimates included the anticipated **initial capital cost**, or the cost to bring each alternative into service—as well as the **life cycle cost**, or the capital cost plus the expense of maintaining the bridge for up to 75 years.

During the screening process, engineers assessed these costs for each alternative, as well as the difference between constructing a 12-foot-wide path versus a 16-foot-wide path. Because of the negligible cost difference, the tremendous safety benefits associated with using a 16-foot-wide path, and long-term maintenance affordability, the team recommended that wider path. Benefits of a wide path include improved access for emergency responders and better equipment maneuverability during future bridge inspections.

A summary of costs for the reasonable alternatives to be assessed as part of the SEIS can be found in **Table 1**.

Table 1. Summary of Cost Estimates for GSB Alternatives

Reasonable Alternative	Initial Capital Cost	Life Cycle Cost
Alt. 1: Rehabilitation of the General Sullivan Bridge	\$39.8 Million	\$70.8 Million
Alt. 6: Southbound Little Bay Bridge—Widened Deck on Pier Extension	\$23.0 Million	\$26.5 Million
Alt. 7: Southbound Little Bay Bridge—Independent Deck on Pier Extension	\$24.8 Million	\$27.8 Million
Alt. 9: Superstructure Replacement—Girder Alternative	\$23.5 Million	\$26.5 Million

The SEIS for the GSB project serves three key purposes:

- » To describe the purpose and need of the project
- » To assess a range of design options, or “alternatives” that will meet the purpose and need
- » To explore and disclose the potential effects of these alternatives so an informed decision can be made

As seen in **Figure 1**, the SEIS will be issued in draft form to allow **you—the public—to provide input and comments**, and it will present the appropriate information for FHWA to make an informed decision on the right action for the GSB, a process known as a Supplemental Record of Decision (SROD).

Because the GSB is eligible for listing in the National Register of Historic Places, the decision-making process must also

comply with Section 106 of the National Historic Preservation Act of 1966, as well as Section 4(f) of the USDOT Act. The State Historic Preservation Officer (i.e., the NH Division of Historical Resources), Advisory Council on Historic Preservation, and other consulting parties have a major role in the Section 106 and Section 4(f) processes for this project. Input from the public and other potential consulting parties will also be meaningful during the Section 106 evaluation process.

FHWA will make a final decision on the GSB, taking into account agencies’ and consulting parties’ feedback, and public input. FHWA will issue an SROD that will detail the impacts to the historic resources and appropriate mitigation measures. Mitigation of these impacts could include innovative rehabilitation measures, preserving a portion of the bridge, undertaking education initiatives or interpretive measures. These mitigation measures will be stipulated in a Memorandum of Agreement.

Figure 1. SEIS, Design, and Construction Schedule



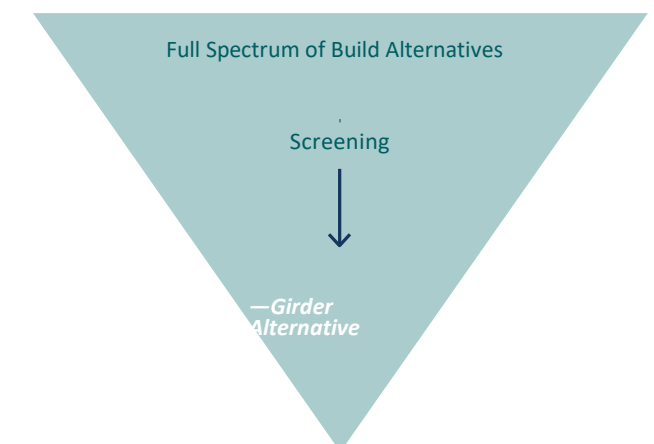
How are alternatives for GSB developed and screened?

Developing a full spectrum of alternatives to address the purpose and need of the GSB project is an essential part of the NEPA process. In 2017, the NHDOT and its consultants initially identified four alternatives for the structure. After further consultation with the public and FHWA, more alternatives were developed in 2018. This list was then narrowed down to the most reasonable alternatives through screening, as seen in **Figure 2**. These will be assessed in greater detail in the SEIS. The screening criteria included factors such as:

- » **Purpose and Need.** Does the alternative provide bicycle and pedestrian access between Dover and Newington?
- » **Feasibility.** Is the alternative reasonable and practical?

- » **Cultural resources impacts.** Does the alternative preserve some, or all, of the historic GSB?
- » **Transportation capacity.** Does the alternative maintain or improve existing vehicle capacity across the Little Bay Bridge?

Figure 2. Overview of Alternatives Screening Process



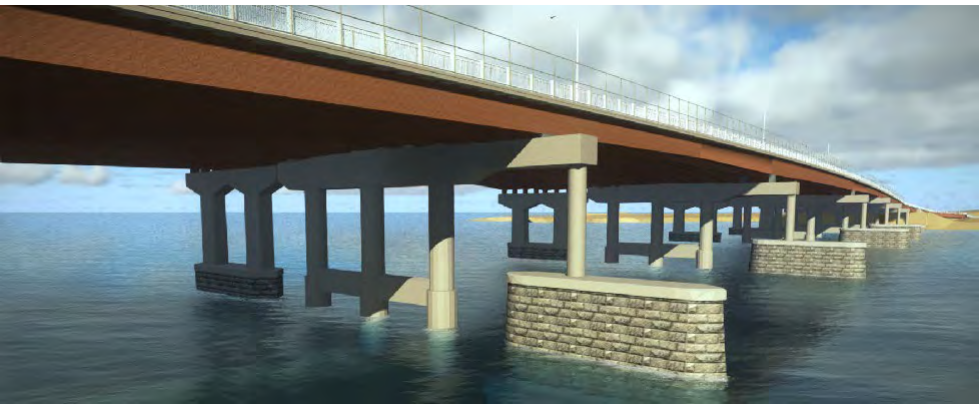
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with other alternatives?

- » **Safety.** Does the alternative minimize deviations from design standards for roadways and bridges—and provide a safe means for inspection, maintenance, and emergency vehicle access?

Reasonable Range
of Alternatives

Screening acts as a
filter, or a funnel. It
narrows down the
number of alternatives.



FROM:

Place
Stamp
Here

**Victoria Chase
Project Manager, Bureau of Highway Design
New Hampshire Department of Transportation
P.O. Box 483
John O. Morton Building
7 Hazen Drive
Concord, NH 03302-0483**

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Memorial Bridge

PORTSMOUTH, NH - KITTERY, ME



Memorial Bridge

PORTSMOUTH, NH - KITTERY, ME



Memorial Bridge

PORTSMOUTH, NH - KITTERY, ME



Memorial Bridge

PORTSMOUTH, NH - KITTERY, ME



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

Grand Opening of 2013 Memorial Bridge, August 8, 2013



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

Grand Opening of 2013 Memorial Bridge, August 8, 2013



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

Grand Opening of 2013 Memorial Bridge, August 8, 2013



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

Grand Opening of 2013 Memorial Bridge, August 8, 2013





Memorial
PORTSMOUTH, NH - KITTERY, ME

2013 Memorial Bridge under construction



Memorial
PORTSMOUTH, NH - KITTERY, ME

2013 Memorial Bridge under construction



Memorial
PORTSMOUTH, NH - KITTERY, ME

2013 Memorial Bridge under construction



Memorial
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2013 Memorial Bridge under construction





Memorial Bridge
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Memorial Bridge
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Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

Aerial view of 2013 Memorial Bridge under construction



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

Aerial view of 2013 Memorial Bridge under construction



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Aerial view of 2013 Memorial Bridge under construction



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Aerial view of 2013 Memorial Bridge under construction



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Memorial Bridge
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Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



Memorial
PORTSMOUTH, NH - KITTERY, ME



2013 Memorial Bridge at night

Memorial
PORTSMOUTH, NH - KITTERY, ME



2013 Memorial Bridge at night

Memorial
PORTSMOUTH, NH - KITTERY, ME



2013 Memorial Bridge at night

Memorial
PORTSMOUTH, NH - KITTERY, ME



2013 Memorial Bridge at night

Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

1923 Memorial Bridge, the night of the center span removal



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

1923 Memorial Bridge, the night of the center span removal



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

1923 Memorial Bridge, the night of the centerspan removal



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME

1923 Memorial Bridge, the night of the centerspan removal



Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



PHOTO BY STAPLES
PISCATAQUA RIVER BRIDGE VIEW N.N.W FROM WALKER'S COAL POCKET
APRIL 3, 1923

Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



PHOTO BY STAPLES
PISCATAQUA RIVER BRIDGE VIEW N.N.W FROM WALKER'S COAL POCKET
APRIL 3, 1923

Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



PHOTO BY STAPLES
PISCATAQUA RIVER BRIDGE VIEW N.N.W FROM WALKER'S COAL POCKET
APRIL 3, 1923

Memorial Bridge
PORTSMOUTH, NH - KITTERY, ME



PHOTO BY STAPLES
PISCATAQUA RIVER BRIDGE VIEW N.N.W FROM WALKER'S COAL POCKET
APRIL 3, 1923

Memorial
PORTSMOUTH, NH - KITTERY, ME



1923 Memorial Bridge

Memorial
PORTSMOUTH, NH - KITTERY, ME



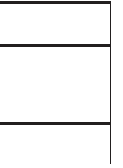
1923 Memorial Bridge

Memorial
PORTSMOUTH, NH - KITTERY, ME



1923 Memorial Bridge

Memorial
PORTSMOUTH, NH - KITTERY, ME



1923 Memorial Bridge

NEWS RELEASE

STATE OF NEW HAMPSHIRE, DEPARTMENT OF TRANSPORTATION
Christopher D. Clement, Sr., Commissioner

For Immediate Release

February 2, 2012

Contact:

Bill Boynton
Public Information Office
(603) 271-6495

“FLOAT OUT” PLANNED FOR MEMORIAL BRIDGE LIFT SPAN
DEMOLITION MILESTONE SET FOR NIGHT OF FEBRUARY 6

The first major event associated with the demolition of the Memorial Bridge that crosses the Piscataqua River between Portsmouth, New Hampshire and Kittery, Maine is scheduled to take place during the evening hours of Monday, February 6, 2012.

Weather permitting and barge setup, the removal and “float out” of the lift span of the nearly 90-year old lift bridge is expected to take place between 8:00 PM and Midnight on February 6. The operation as high tide approaches (10:34 pm) will involve the use of a barge upon which the estimated two million pound truss lift span will rest after it is disconnected from cables that support it. The barge will then be floated out of the channel, secured near the New Hampshire shoreline, and then floated down the Piscataqua River early Wednesday morning (2/8).

The public is welcome to observe the lift span removal and “float out” operations from safe nearby locations. While the work zone itself is not open to the public, good views can be obtained from Prescott Park, Four Tree Island, and Peirce Island. Interested persons are asked to be especially careful when driving near the bridge location as an increased number of pedestrians are expected.

Archer Western Contractors, of Canton, Massachusetts is the general contractor for the \$81.4 million project, which has a completion date of July 2013 to open the new bridge to vehicle, bicycle and pedestrian traffic.

For updates on the Memorial Bridge project, visit www.memorialbridgeproject.com or call 1-855-DOT-RIDE.

- XX -



AGENDA

3-DAY DOWNTOWN VISION FORUM

Monday, September 25

- 10am - 12pm: Open House / Drop-in
12pm - 1pm: Discussion Topic: Movement of vehicles, bicycles, pedestrians and parking
1pm - 2pm: Open House / Drop-in
2pm - 3pm: Discussion Topic: Public space use and utilization

Tuesday, September 26

- 3pm - 5pm: Open House / Drop-in
5pm - 6pm: Discussion Topic: Movement of vehicles, bicycles, pedestrians and parking
6pm - 7pm: Open House / Drop-in
7pm - 8pm: Discussion Topic: Public space use and utilization

Wednesday, September 27

- 3pm - 5pm: Open House / Drop-in
5pm - 6pm: Discussion Topic: Public space use and utilization
6pm - 7pm: Open House / Drop-in
7pm - 8pm: Discussion Topic: Movement of vehicles, bicycles, pedestrians and parking

TAKE THE SURVEY!
www.RevitalizingDowntownKeene.com



Survey Invite Examples



NHDOT Planning Ahead 2030

Get Involved Now!

The purpose of this survey is to gather information about what is important to you regarding the transportation system in New Hampshire. The survey information will be shared with the Department of Transportation (DOT) and shared with the New Hampshire Council on and other stakeholders. Survey 900 (contacted via the Department's 24-Hour Toll-Free Customer Improvement Plan: 1-800-333-0000).

The estimated time for you to complete this survey is 15 minutes. The survey is anonymous and your answers will not be disclosed back to any other person. <https://www.nhdot.gov/transportation-planning-ahead>

DOT

Take the survey
CLICK HERE TO BEGIN

Priority Response
11/20/2023
STRATEGY BAITING
11/20/23



RevitalizingDowntownKeene.com

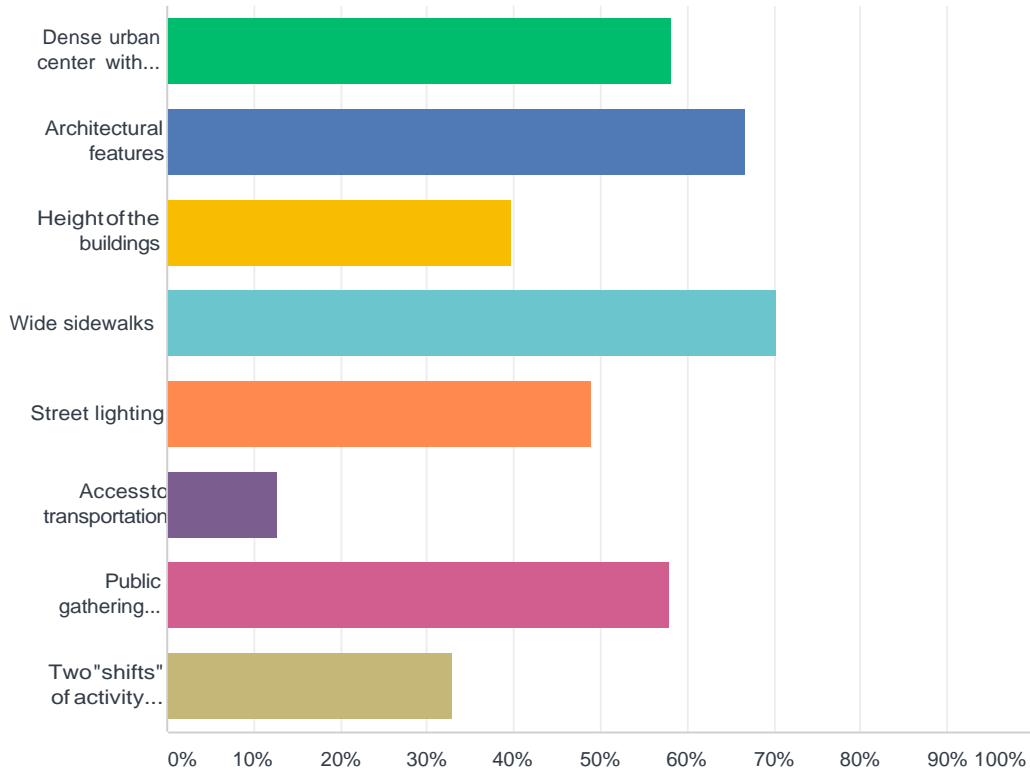
YOUR OPINION COUNTS!

What would you like to see in Downtown Keene? Fill out our survey – have your voice heard!



Q1 What features currently distinguish the downtown from other areas of the City today? (Select all that apply)

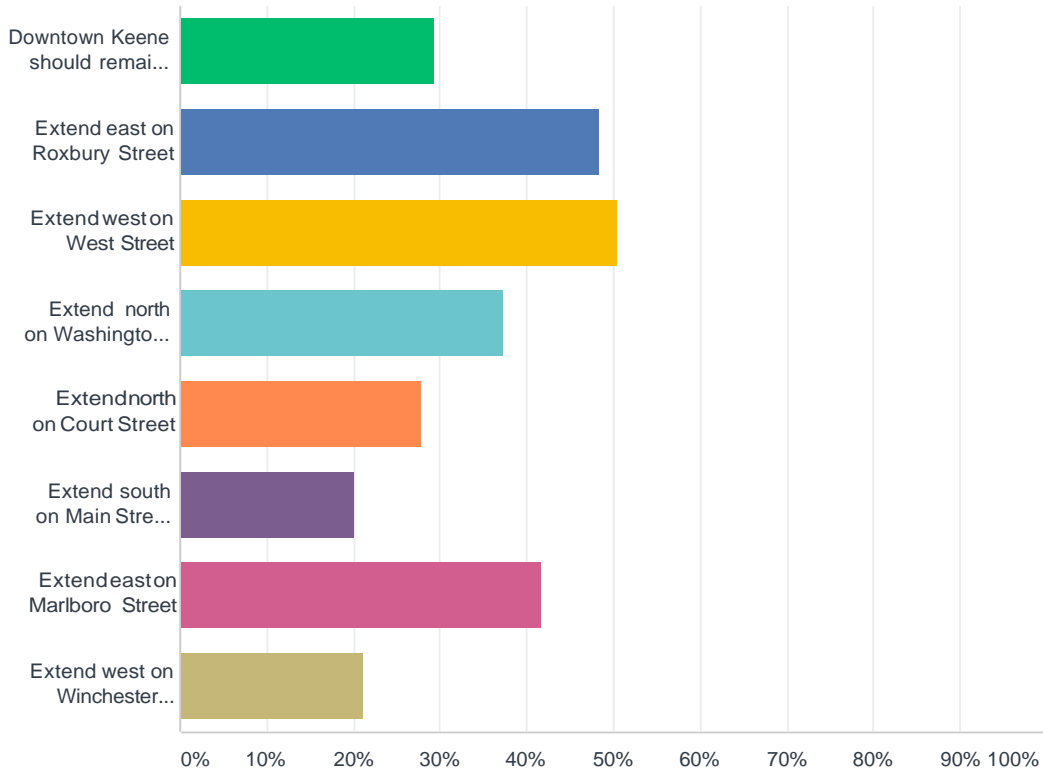
Answered: 525 Skipped: 19



ANSWER CHOICES	RESPONSES
Dense urban center with mixed uses	58.10% 305
Architectural features	66.67% 350
Height of the buildings	39.81% 209
Wide sidewalks	70.29% 369
Street lighting	48.95% 257
Access to transportation	12.76% 67
Public gathering spaces	57.90% 304
Two "shifts" of activity (day and evening)	32.76% 172
Total Respondents: 525	

Q2 Where do you want the downtown look and feel to be applied?(Select all that apply)

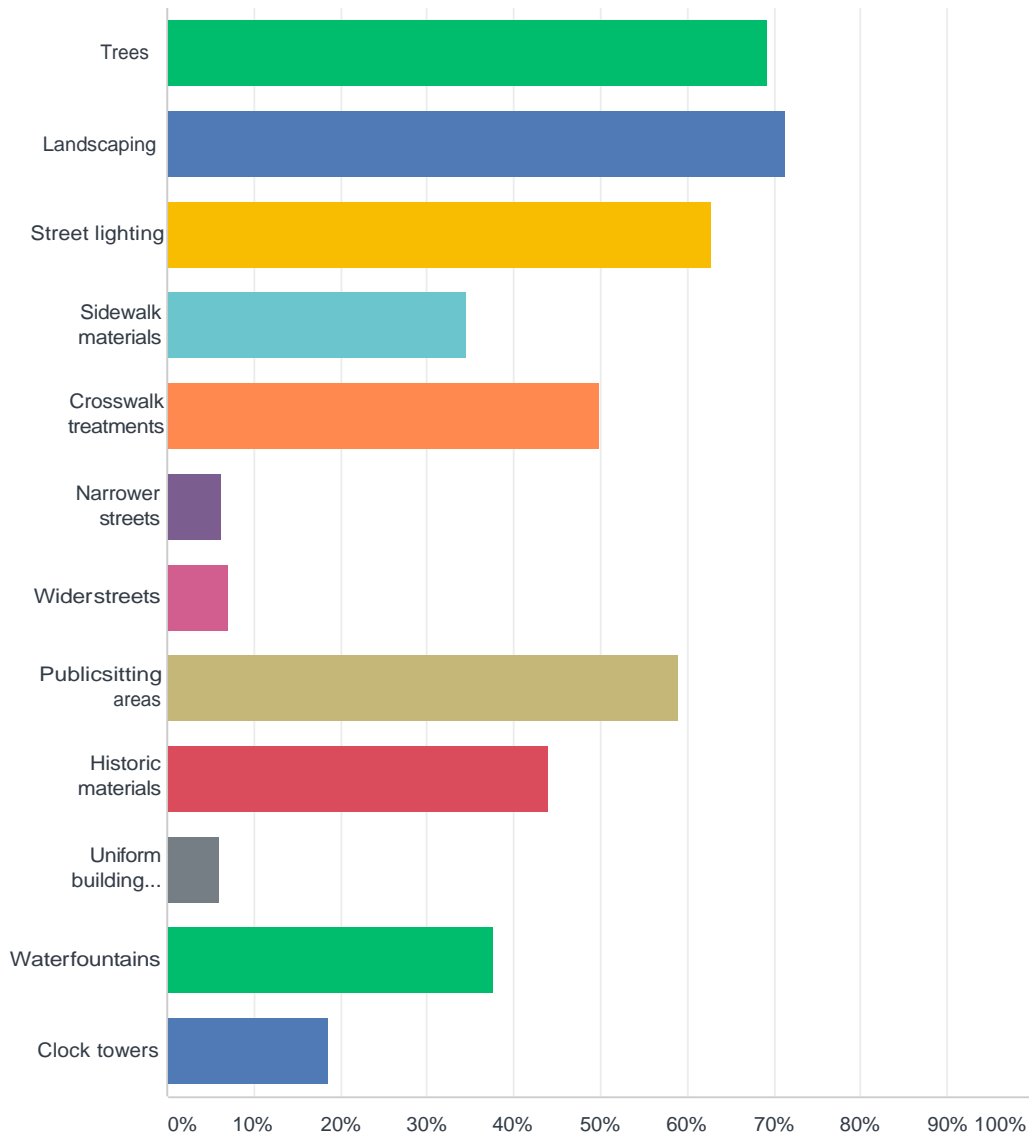
Answered: 497 Skipped: 47



ANSWER CHOICES	RESPONSES	
Downtown Keene should remain as it is today	29.38%	146
Extend east on Roxbury Street	48.29%	240
Extend west on West Street	50.50%	251
Extend north on Washington Street	37.22%	185
Extend north on Court Street	27.77%	138
Extend south on Main Street, past the rotary	20.12%	100
Extend east on Marlboro Street	41.65%	207
Extend west on Winchester Street	21.13%	105
Total Respondents: 525		

Q3 What specific streetscape features do you want to see incorporated into the downtown look? (Select all that apply)

Answered: 508 Skipped: 36



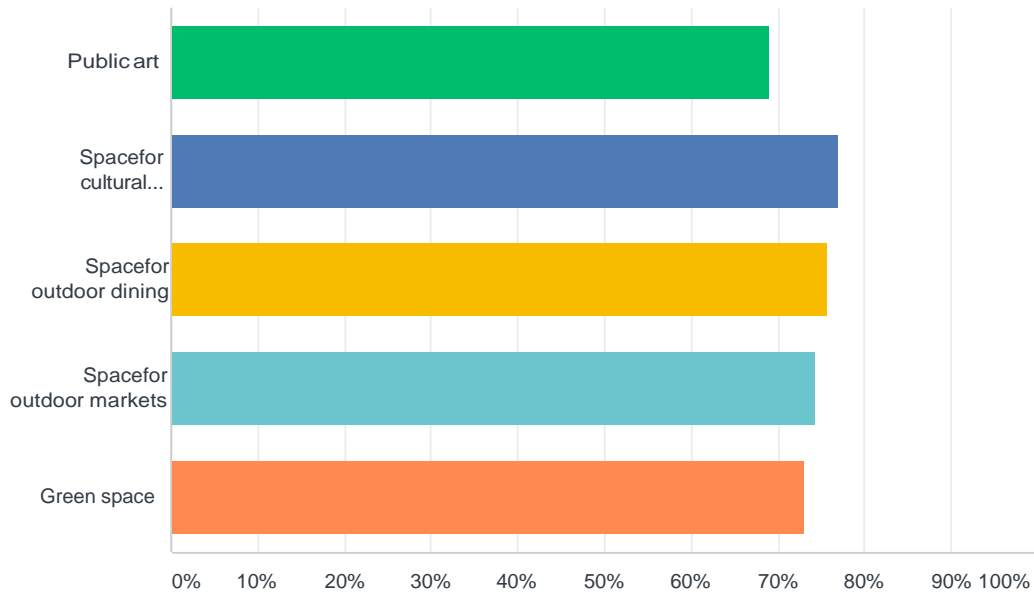
ANSWER CHOICES	RESPONSES	
Trees	69.29%	352
Landscaping	71.26%	362
Street lighting	62.80%	319
Sidewalk materials	34.45%	175
Crosswalk treatments	49.80%	253
Narrower streets	6.30%	32
Wider streets	7.09%	36

Your City, Your Voice, Your Downtown! (Survey Time Estimated at 10 Minutes)

Public sitting areas	59.06%	300
Historic materials	43.90%	223
Uniform building facades	6.10%	31
Water fountains	37.60%	191
Clock towers	18.70%	95
Total Respondents: 508		

Q4 What amenities do you want in your downtown (Select all that apply)

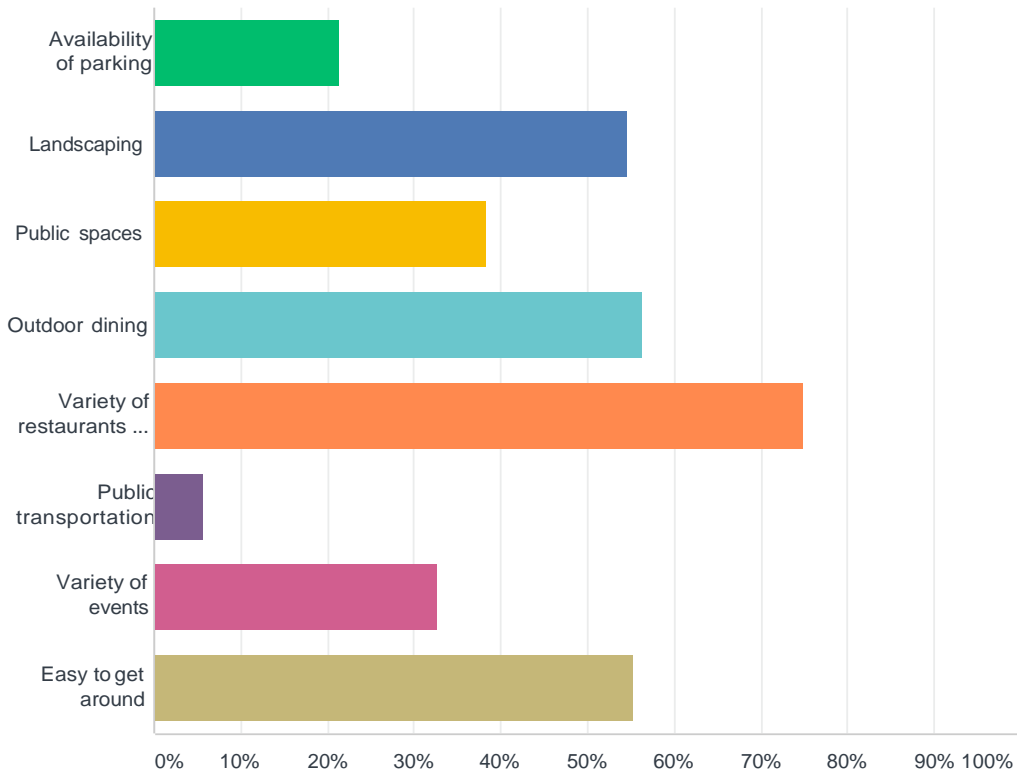
Answered: 514 Skipped: 30



ANSWER CHOICES	RESPONSES	
Public art	69.07%	355
Space for cultural activities such as outdoor concerts	77.04%	396
Space for outdoor dining	75.68%	389
Space for outdoor markets	74.32%	382
Green space	72.96%	375
Total Respondents: 514		

Q5 What do you like about downtown today? (Select all that apply)

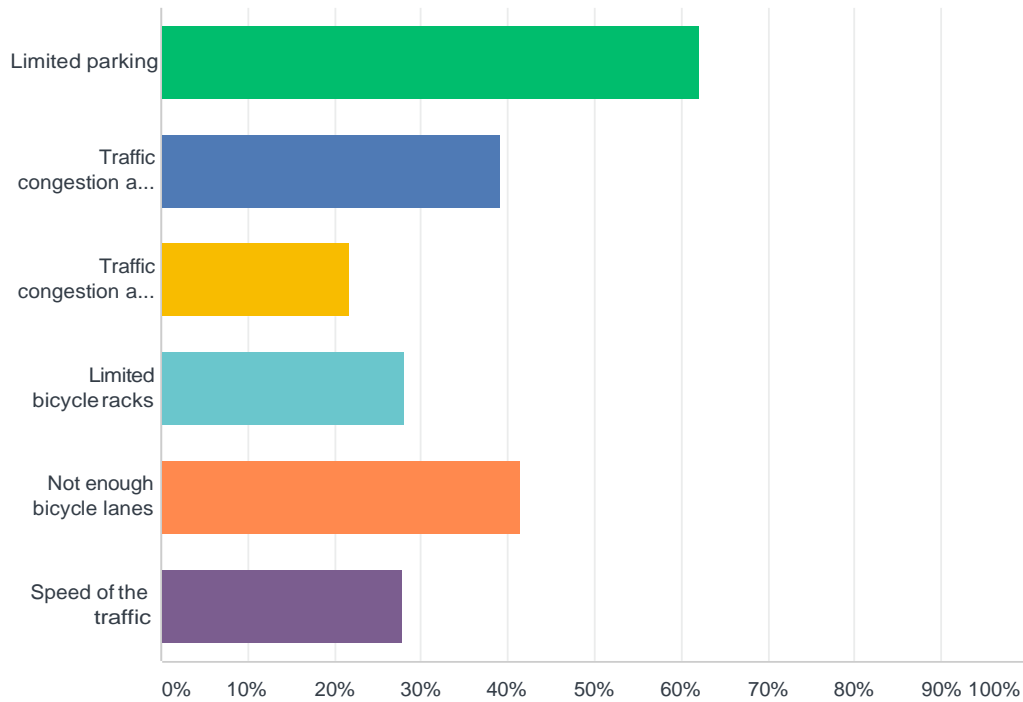
Answered: 519 Skipped: 25



ANSWER CHOICES	RESPONSES	
Availability of parking	21.39%	111
Landscaping	54.53%	283
Public spaces	38.34%	199
Outdoor dining	56.26%	292
Variety of restaurants and shops	74.95%	389
Public transportation	5.59%	29
Variety of events	32.56%	169
Easy to get around	55.30%	287
Total Respondents: 519		

Q6 What are the challenges to the traveling public today? (Select all that apply)

Answered: 487 Skipped: 57



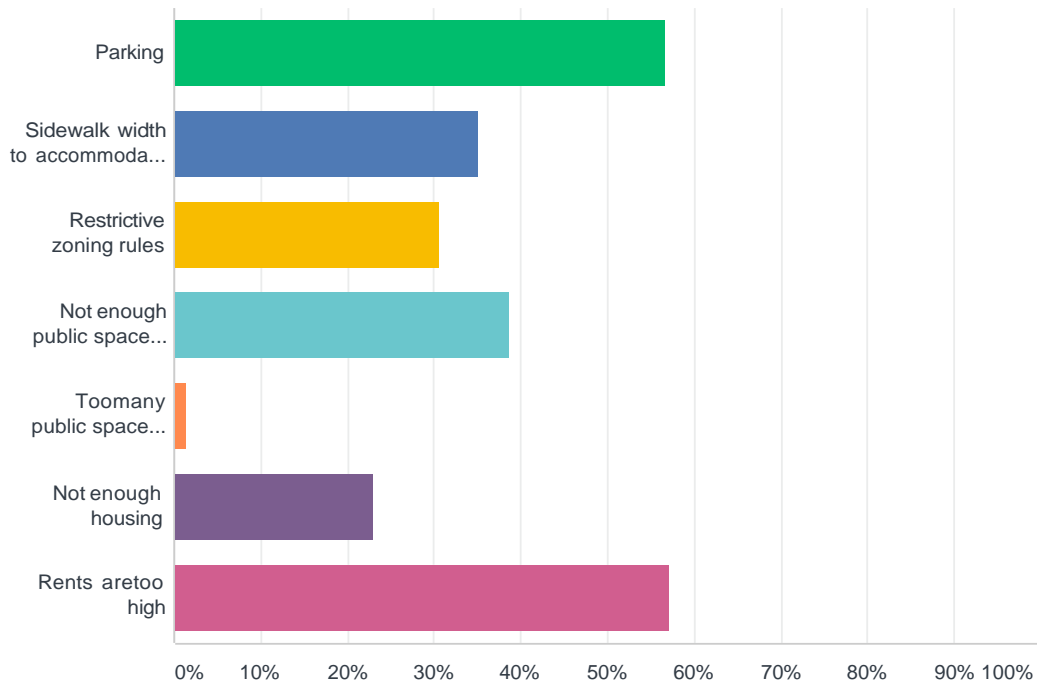
ANSWER CHOICES	RESPONSES	
Limited parking	62.22%	303
Traffic congestion at morning and evening commute hours only	39.22%	191
Traffic congestion all day	21.77%	106
Limited bicycle racks	28.13%	137
Not enough bicycle lanes	41.48%	202
Speed of the traffic	27.72%	135
Total Respondents: 487		

Q7 What opportunities do you think this revitalization project presents?

Answered: 262 Skipped: 282

Q8 What do you think are the obstacles to economic development in the downtown today? (Select all that apply)

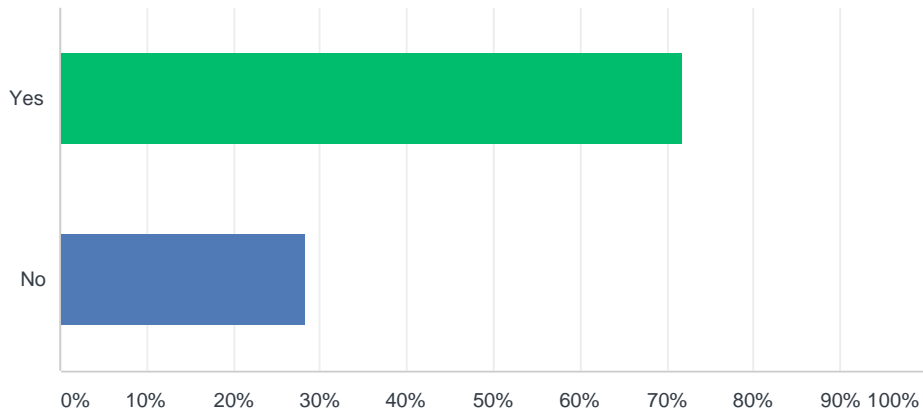
Answered: 475 Skipped: 69



ANSWER CHOICES	RESPONSES	
Parking	56.63%	269
Sidewalk width to accommodate pedestrians and outdoor dining	35.16%	167
Restrictive zoning rules	30.53%	145
Not enough public spaces and events	38.74%	184
Too many public spaces and events	1.47%	7
Not enough housing	22.95%	109
Rents are too high	57.05%	271
Total Respondents: 475		

Q9 Do you think there is enough street lighting downtown during the evening hours?

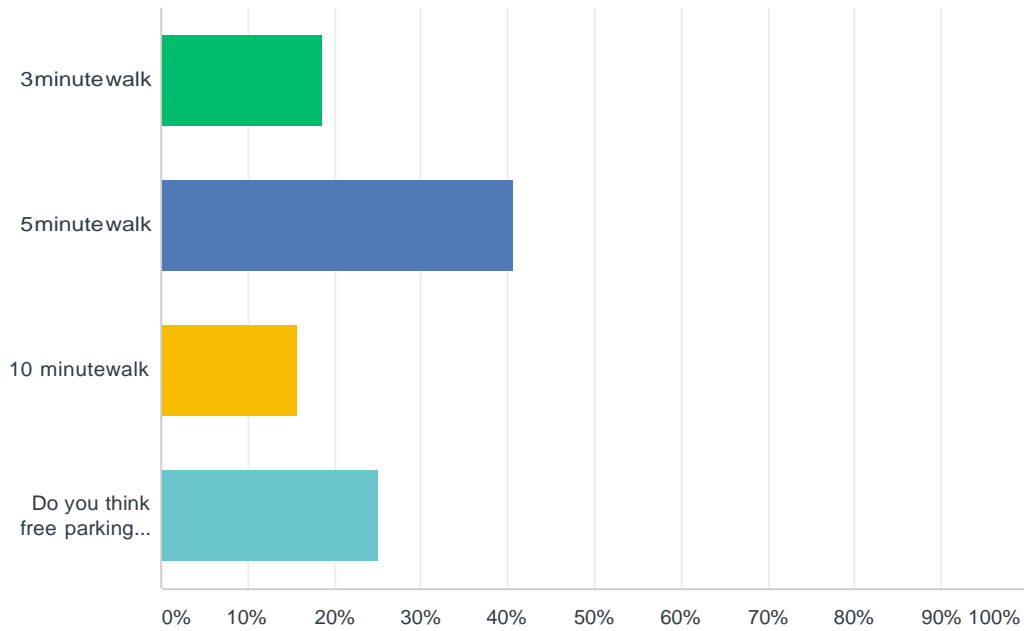
Answered: 501 Skipped: 43



ANSWER CHOICES	RESPONSES	
Yes	71.66%	359
No	28.34%	142
TOTAL		501

Q10 How long are you willing to walk from your parking space to your destination? (Select all that apply)

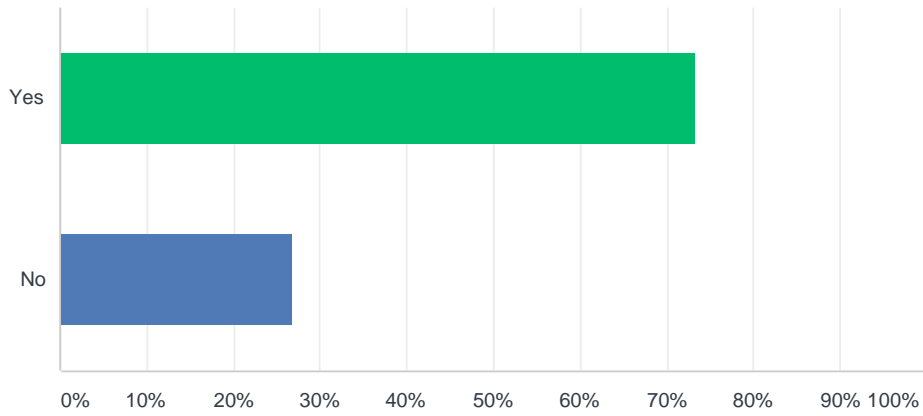
Answered: 512 Skipped: 32



ANSWER CHOICES	RESPONSES	
3 minute walk	18.55%	95
5 minute walk	40.63%	208
10 minute walk	15.63%	80
Do you think free parking encourages walking further distances?	25.20%	129
TOTAL		512

Q11 Should the downtown area be more friendly for bicyclists?

Answered: 505 Skipped: 39



ANSWER CHOICES	RESPONSES	
Yes	73.27%	370
No	26.73%	135
TOTAL		505

Q12 Why do you come downtown?Please specify

Answered: 462 Skipped: 82

Q13 Why don't you come downtown? Please specify

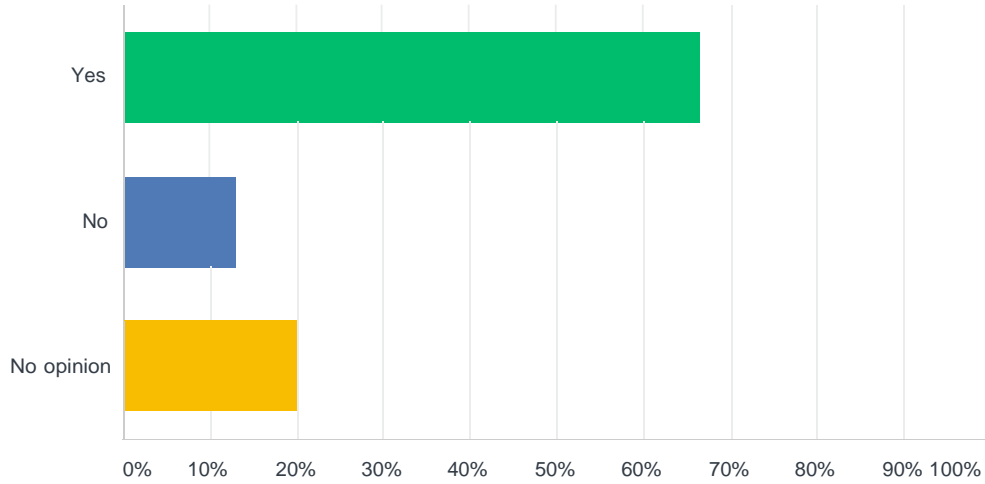
Answered: 362 Skipped: 182

Q14 What would encourage you to come downtown? Please specify

Answered: 377 Skipped: 167

Q15 Would you like more outdoor dining downtown?

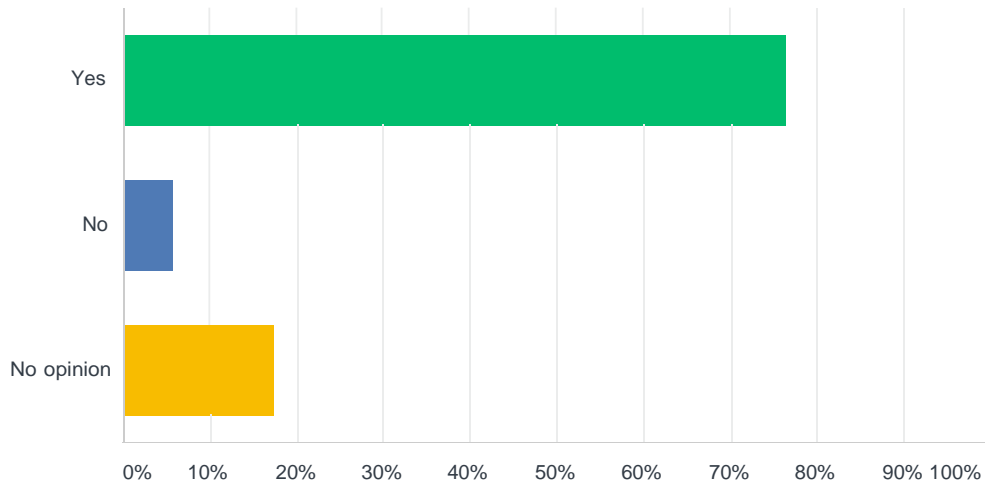
Answered: 526 Skipped: 18



ANSWER CHOICES	RESPONSES	
Yes	66.73%	351
No	13.12%	69
No opinion	20.15%	106
TOTAL		526

Q16 Would you like to see more public art downtown?

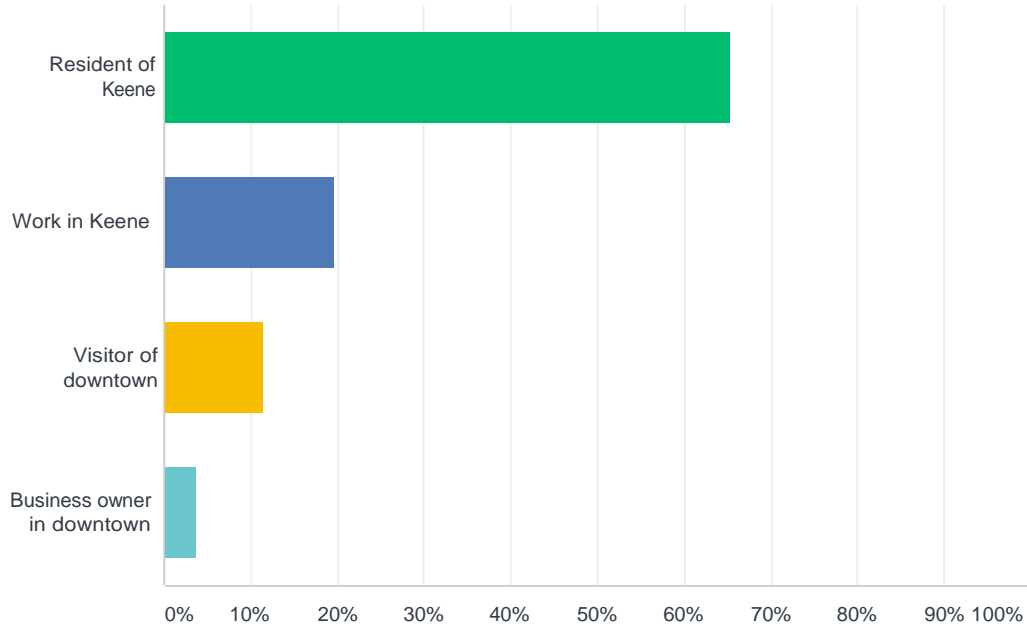
Answered: 535 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	76.64%	410
No	5.79%	31
No opinion	17.57%	94
TOTAL		535

Q17 Please describe yourself

Answered: 526 Skipped: 18



ANSWER CHOICES	RESPONSES	
Resident of Keene	65.21%	343
Work in Keene	19.58%	103
Visitor of downtown	11.41%	60
Business owner in downtown	3.80%	20
TOTAL		526

SURVEY – MEMORIAL BRIDGE USERS

Please help NHDOT by completing this survey on your use of the bridge.

Please check all boxes that apply.

Do you mostly walk bicycle across the bridge?

What time(s) of day do you use the bridge? Early AM Mid AM Noon
Early Afternoon Late Afternoon Early Evening Late Evening

Is walking or bicycling across the bridge your only method of transport between Kittery to Portsmouth and Portsmouth to Kittery?

Yes No

Once the bridge is closed (scheduled to close on January 9th or January 16th and remain closed until the new bridge is completed in summer of 2013), do you have another method of transportation?

Yes No

Do you plan to use the Shuttle Service that NHDOT will provide during the time the bridge is closed?

Yes No

If you plan to use the Shuttle Service, will this be for transportation to:

Employment Shopping Other

If you plan to use the Shuttle Service do you want to be informed, via email, of any updates that may apply to you as a Shuttle Service commuter?

Yes No

If you answered yes to the above question, please provide your name, email address and phonenumber.

Name: _____
Email: _____
Phone: _____

If you have comments or concerns regarding the Memorial Bridge that you would like to be considered, please provide these below.

Please note: if you provide your contact information to receive email updates on the Shuttle Service, you may also receive occasional inquiries from NHDOT so we can acquire feedback on the quality of the Shuttle Service.

Please return this form by any of the following methods:

Drop off: To the Bridge Gatekeeper

Mail to: Mr. Keith Cota, NHDOT, John O. Morton Building, Hazen Drive, PO Box 483, Concord, NH 03302-0483

Email to: KCota@dot.state.nh.us

Today's Deal!
Look for this deal only on LimelightDeals.com

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Portsmouth Herald

SATURDAY, FEB. 11, 2012



COURTESY IMAGE/ORIGINAL BRIDGE PHOTO BY ANGELA SGRIGNUOLI; ILLUSTRATION BY RON REILLY

BLAME PUT ON N.H. TROOPER IN HIGHWAY CRASH

Probeshowsspeedwasfactor

BY ELIZABETH DINAN
edinan@seacoastonline.com

“to use due care.”

“Whenever there is an at-fault accident involving a state trooper, once the accident investigation has been completed, the colonel and his command staff reviews the report and applies appropriate disciplinary sanctions within the personnel rules,” Quinn wrote. “The process also has a remedial component to identify any training deficiencies, and whether existing policies need to be changed or modified. Those steps will be taken in this case in an effort to prevent accidents of this type in

CONCORD — State Trooper Gary Ingham was “traveling too fast for the traffic conditions,” at more than 100 mph, Dec. 2, 2011, when he drove a cruiser off the eastbound side of Route 101 in Brentwood, veered across the median and crashed into a tractor-trailer heading west, according to a statement released Friday by State Police Director Robert L. Quinn.

The announcement states Ingham broke a state law, the Emergency Vehicles Statute

Now they've done it!

Missing lift span unleashes creativity — and monsters

BY J.L. STEVENS
jstevens@seacoastonline.com

Some folks see the gaping hole where the Memorial Bridge center span stretched for 89 years, until Wednesday night, and feel a void. For Ron Reilly of Dover, the bridge destruction was a call to duty. Adobe Photoshop duty.

Reilly, who has worked in the design and architectural field for more than 20 years, and principal of Reilly Design in Dover, couldn't pass up the chance at creation,

and fun. If you haven't already seen his photographs through the frequent sharing on a certain social media platform that rhymes with lachenook, check them out, and enjoy this little Q&A.

Is that Godzilla you've got going between the Memorial Bridge towers?
“Yes, that's Godzilla.”

Which illustration did you do first, Godzilla or the airplane (see below), and what specific type of airplane is that?
“The first one was the plane. The

plane is a 'modified' Coast Guard C130 — I looked it up. The pontoons are totally fake, which I figured most people would probably guess. ... Some people questioned whether that plane could actually fit, so I looked it up. C130's wingspan is 132 feet and the center gap of the bridge is 302 feet. So, feasible, yes. Plausible? Not likely. Well, impossible, since that plane would never be a float plane, which makes it fun. A former colleague inspired the Godzillaimage. She has said the plane

See GODZILLA, Page A6

RSA 265:8 Section V, by failing
See TROOPER, Page A2

'DONNING AND DOFFING' POLICE PAY ISSUE REVIVED

BY ELIZABETH DINAN
edinan@seacoastonline.com

man's Union president, characterized the first e-mail in the exchange that favored the wage demand as “sent by an officer venting.”

Copies of the Wednesday e-mails, mailed through the U.S. Postal Service anonymously to Seacoast Media Group, include one officer's “FYI” to his colleagues that he was instructed to stay in his uniform until the end of his shift and “be ready forms.”

But Tim Black, the Patrol-

PORTSMOUTH — An e-mail exchange distributed among city patrol officers, through the Police Department's computer system, indicated some members of the officers union were again considering wage demands for “donning and doffing,” or getting in and out of their uniforms.

See POLICE PAY, Page A2

GET IN ON THE FUN TO WIN \$50

Submit your best image of an object of your choice between the Memorial Bridge towers by noon Feb. 14. The best job, chosen by Herald staff, will win \$50. Use the photo by Angela Sgrignuoli, at www.seacoastonline.com/bridgethegap. Apply your creativity, then e-mail your image to features@seacoastonline.com. Save your file in .jpg format at the highest quality you can get while keeping the file size under about 1 MB. Images at right are by Ron Reilly (left) and Christopher Hislop.



KITTERY OFFICIALS DENYING SEXUAL HARASSMENT CLAIM

BY DEBORAH MCDERMOTT
dmcdermott@seacoastonline.com

KITTERY, Maine — Not only does the town deny that any sexually inappropriate situations occurred involving former police secretary Christiane McAllister, officials say her own conduct belies any sense of offense.

In response to a lawsuit McAllister filed against the town Jan. 17, the town al-

leges McAllister's “own use of sexual language, conduct, jokes, etc., in the work place demonstrated that she was not subjectively offended by any alleged speech or conduct of that nature by her co-workers.”

McAllister, the secretary of former Police Chief Edward Strong until she was terminated in April 2011, made a litany of complaints in her

See LAWSUIT, Page A6

Giant Powerball jackpot has locals dreaming

BY KAREN DANDURANT
news@seacoastonline.com

PORTSMOUTH — What would you do if you won the Powerball jackpot, with this Saturday's stakes estimated to be the fifth-largest in the history of the game, and the 12th biggest for any U.S. lottery?

The jackpot estimate was at \$325 million Friday night and was expected to grow. With that knowledge, people are dreaming about what they'd do with that amount of money.

“It's incredible to watch the jackpot roll over and accumulate to such a large amount,” said Charlie McIntyre, executive director of the New Hampshire Lottery. “This is the jackpot range where we start to see a lot of excitement; people who don't usually play the lottery want to get in on the game. They talk about it with co-workers and dream of an early retirement.”

In 2004, a \$85 million winning Powerball ticket was sold at Gary's Beverages in Portsmouth. Dipak Patel, who owns the store, said they have been selling a lot of tickets, and yes,

See LOTTERY, Page A6



IOANNA RAPTIS/IRAPTIS@SEACOASTONLINE.COM
South Berwick, Maine, resident Skip Turnbull buys a Powerball ticket Friday at Gary's Beverages on Deer Street in Portsmouth.

Elwyn Park

PROPERTY MAINTENANCE

Offering the Following Services Commercial & Residential

- Snow Plowing • Salting • Hauling
- Loader Work • Lot Sweeping
- Weekly Mowing • Fall Clean-ups

INSIDE			
Advice/TV	B5		
Comics/Sudoku	B4		
Obituaries	A6		
WEATHER			
Cloudy skies and snow showers; a HIGH of 34, A8			

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SEACOAST

Statehouse bullying law hits wall: Sponsor says she already won by drawing attention to issue, A2

Advisory panel to form for Memorial Bridge project: Public to share ideas on design and more, A3

Ex-Bureau of Securities Regulation chief won't run for governor: Connolly vows to continue fight against financial crime in the state, A3

Councilor says city needs to decide on parking principles: Dwyer calls for goals to

guide future decisions, A3

Drug incident sets off alarms at Marshwood Middle School: Administrators ask parents to speak to kids after new drug found at school, A4

Board of Appeals objects to videotaped meetings: Says "dangerous" practice could scare away members of the public, A4

Bill mulled to protect COAST bus service: Company wants to provide service in Maine, A4

OPINION

Reader speaks out: Columnist's remarks about racism

are deeply upsetting, A7

Our view: Town of Eliot should allow family to keep its four pet chickens, A7

REAL ESTATE

Tenants quick to fill up Portwalk apartments: Upscale living in downtown, A5

SPORTS

Playoff bound: Marshwood girls celebrate Senior Night with win over Noble, B1

Wildcat win: UNH gets two goals from Austin Block to outlast Northeastern, B1

Appendix H:
NHDOT Instructions on Zoom Meetings

APPENDIX H: NHDOT Instructions on Zoom Meetings

The following guidelines are for Public Informational Meetings, including Public Officials Meetings. The decision to host any Public Informational Meeting through a virtual format must be approved by the Commissioners at a Monday Front Office meeting. For permission to use virtual platforms to host Public Hearings and Public Informational Meetings for more complex projects, such as those requiring preparation of an Environmental Assessment (EA) or Environmental Impact Statement (EIS), must also be approved and coordinated with the Front Office and the lead Federal agency.

Given the concerns surrounding COVID-19, Project Managers **may present information electronically** via the platform of Web Ex or Zoom or other electronic “virtual” platforms as long as they follow the following steps/guidelines.

Roles and Responsibilities: Each meeting needs a Host, a Panelist (or several Panelists), and attendees.

- **The Host** will set up and start the meeting with an explanation of the format of the meeting, how to interact during the meeting and expectations for the meeting. For example, the host will explain if attendees will be kept on mute during presentations and if questions will be answered after each presenter/panelist or at the end. The Host will also describe if questions should be submitted via the chat or Q&A functions. The Host will ensure that the questions submitted are referred to the panelists. Ultimately, the Host is responsible to facilitate the meeting, maintain order during the meeting, and ensure everyone has an opportunity to speak or ask questions.
- **A Panelist** in many cases will be the NHDOT lead Project Manager or Engineer. Other panelists can include consultants or other NHDOT or agency representatives.
- **The Attendees** are the people that log on to see the presentation or call into the meeting.
- **Zoom Meeting Assistant** will assist the host as needed.

Schedule the Meeting using the selected virtual meeting platform. You can use Zoom Pro (groups of 10-20) or Zoom Webinar for large groups. –To schedule a Zoom webinar, coordinate with the Front Office (Jennifer Lane) to confirm availability of a Webinar License and if applicable, the scheduling of an appropriate NHDOT Conference Room. Refer to pages 5-7 of this document for the necessary steps to set up and schedule a Zoom meeting. It is important to ensure during setup that participants are muted and other settings are chosen for the meeting

Make an Agenda and utilize a script or notes. The Project Manager is responsible to ensure these documents are created.

Make sure the meeting is approved - Project Managers should seek approval from the Commissioners at Monday Front Office Meetings. For complex, EA or EIS projects, FHWA approval will be necessary as well.

All NHDOT Public Informational Meetings that utilize live video must:

- **Be publically noticed** two weeks prior to the scheduled meeting. The Project Manager and NHDOT Chief Communications Officer will develop and produce a press release for media outlets. This announcement

APPENDIX H: NHDOT Instructions on Zoom Meetings

will also be listed on the NHDOT website home page, and NHDOT social media pages as appropriate. The Project Manager should send town officials and other area stakeholders, a letter or email stating the purpose, the date and time, and the location of the meeting. The press release and letter/email must include:

- Electronic links to the application / meeting, with details of date and time, and must include a phone number for anyone wishing to call in on a phone to participate.
 - Links to the agenda and any documents that will be used during the meeting and a phone number and an email contact to assist the public, before and during the meeting. These documents should be posted to the NHDOT projects page. There should also be a note that it is the user's responsibility to install (preferably in advance of the meeting) and learn how to use the virtual platform where the meeting is being hosted. Specific "how to" links are available on most platforms' websites. Links to those resources should be provided when possible. For example, the Zoom website, <https://zoom.us/resources>, includes information that some attendees might find helpful to review prior to attending..
 - These announcements must also have the ADA compliance language to assist those needing assistance. See attached sample press release.
 - Contact information for the Project Manager and an invitation to participate through email/letter or a phone call instead of attending the virtual meeting.
- **Keep minutes of the meeting**, The Project Manager/Lead Project Engineer should clearly announce that this meeting is a public meeting and a summary of the meeting with presentation and questions/comments will be posted to the NHDOT's website.
 - **Clearly state that the meeting** is "informational" – i.e., announce that "the goal of this meeting is to present the problem and preferred solution and to gather feedback from the community."
 - **Clearly define the means for the public to ask questions** or to submit comments. Listeners can use the Q&A function. Everyone can post and all the panelists can respond or the facilitator can raise the questions for responses from the speaker or panelists. If you would like to allow the public to utilize the raise hand feature, explain the process/ timing that you will be taking to address individuals with raised hands.
 - **Post any documentation** referenced at the meeting to the appropriate NHDOT webpage before or within a few days after the meeting.
 - **Perform a Dry Run** with all other panelists to work out any potential issues prior to the date of the actual virtual meeting.

Instructions for ZOOM Meeting Attendees: (Post to Website)

- 1) **If** this is your first Zoom Meeting please visit <https://zoom.us/resources> and watch the "how to use Zoom" video. If you have technical computer issues, please use the phone number provided in the meeting instructions. The meeting facilitator or Zoom Meeting Assistant will not have time to trouble shoot or address computer issues.

APPENDIX H: NHDOT Instructions on Zoom Meetings

- 2) A few minutes before the meeting please “click on” the meeting link using your web browser and test your equipment. See the Zoom videos for assistance.
- 3) Once you join the meeting you will enter the waiting room. The meeting host will admit everyone at the start of the meeting. Please be patience as sometimes the meeting will start a few minutes after the scheduled time to allow participants and attendees access the meeting.
- 4) Attendees may “raise your hand” and the host may unmute your microphone. In most cases questions should be entered using the Q&A function. To reach the host directly one can use the “chat” feature.
 - Qs& As will be added to the meeting notes that are posted after the meeting.
- 5) Participants that call in on their phones must hit *6 to mute or unmute and *9 to raise and lower your hand.

Sample Press Release(s)

Example 1 - XYZ Public Informational Meeting

NHDOT to Discuss Proposed Plans

Arrangements have been made by the New Hampshire Department of Transportation to discuss proposed plans OR introduce an upcoming project OR present the preferred alternative for a project that will impact your town.

Due to the ongoing situation with COVID-19, the NHDOT will broadcast the meeting electronically via Zoom. Presentation materials, the meeting link, and additional instructions are located on the NHDOT website ([insert link page here](#)).

The meeting is scheduled for Tuesday, July 14, 2020, at 6:00 pm. Your town may connect to the meeting via Zoom, at the Town Building or school gymnasium at 123 Main Street, Mytown, NH.

The purpose of this meeting is to present citizens and public officials with information regarding the proposed project and to solicit public input to ensure that project decisions meet public transportation needs and community goals, and protect and enhance the environment. Accordingly, NHDOT assures that this project will be administered per the requirements of Title VI of the Civil Rights Act of 1964 and all related statutes to ensure nondiscrimination.

Any individual needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, New Hampshire 03302-0483 or call 603-271-3222 – TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at the earliest convenience.

Example 2 - Durham Public Informational Meeting (meeting run by the Town of Durham)

NHDOT to Discuss Proposed Improvements to Intersection

Arrangements have been made by the New Hampshire Department of Transportation to present the proposed improvements to the intersection of US 4 Westbound (WB) Off Ramp with NH 108 to resolve traffic congestion and safety concerns at the Durham Town Council Meeting. All work will occur within the existing State Right-of-

APPENDIX H: NHDOT Instructions on Zoom Meetings

Way. The project will not impact any identified historic properties within or immediately adjacent to the project area.

The Town Council Meeting is scheduled for Monday, July 6, 2020 at 7:00 pm and hosted online by the Town of Durham with Zoom teleconferencing. Due to the ongoing situation with COVID-19, the Town of Durham is taking extra steps to allow for public input during public meetings, while still ensuring participant safety and social distancing. If you would like to attend virtually via Zoom, you must be Preregistered. The registration link and additional instructions for the Zoom Public Meetings is https://www.ci.durham.nh.us/boc_dcatgovernance/zoom-video-conference-meetings.

The Town encourages preregistration, as well as sending comments in advance to participate. Therefore, those wishing to share comments are required to do so via email to council@ci.durham.nh.us by 5:00 PM on the day of the meeting.

The purpose of this meeting is to present citizens and public officials with information regarding the proposed project and to solicit public input to ensure that project decisions meet public transportation needs and community goals, and protect and enhance the environment. Accordingly, NHDOT assures that this project will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and all related statutes to ensure nondiscrimination.

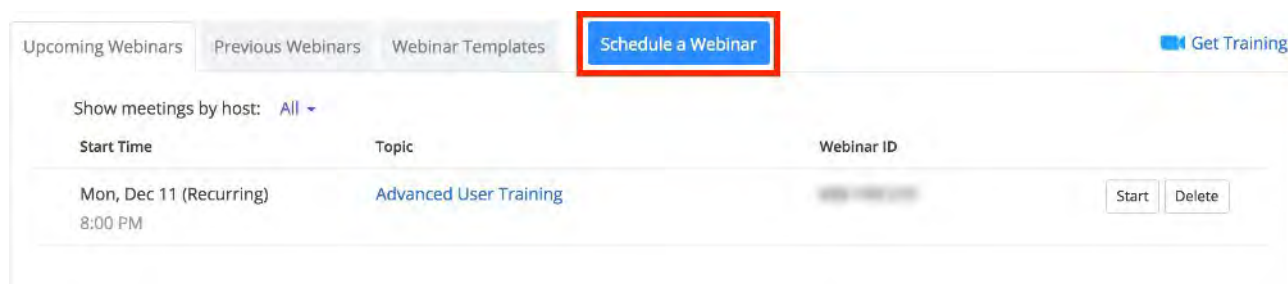
Any individual needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, New Hampshire 03302-0483 or call 603-271-3222 – TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at the earliest convenience.

How to schedule and Start a Zoom Webinar

Webinars are designed so that the host and any designated panelists can share their video, audio and screens. Attendee video and audio are not enabled however the host can unmute someone if they desire. Attendees have the ability to interact via Q&A, chat, and answering polling questions.

Scheduling a Webinar

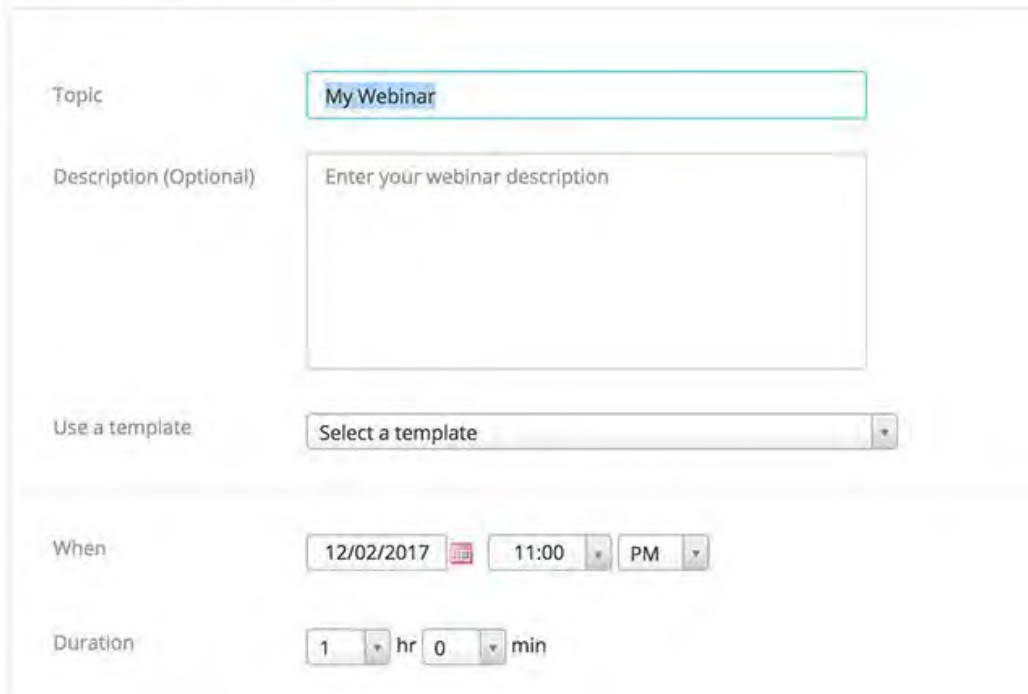
1. Sign in to the Zoom web portal.
2. Click Webinar. You will be able to see the list of scheduled webinars here.
3. Select **Schedule A Webinar**.



4. Choose the desired webinar settings.

APPENDIX H: NHDOT Instructions on Zoom Meetings

Schedule a Webinar



The screenshot shows the Zoom 'Schedule a Webinar' interface. It features several input fields and a date/time selector. The 'Topic' field contains 'My Webinar'. The 'Description (Optional)' field has a placeholder text 'Enter your webinar description'. The 'Use a template' dropdown menu is set to 'Select a template'. The 'When' section shows a date of '12/02/2017', a time of '11:00', and a time zone of 'PM'. The 'Duration' section is set to '1 hr' and '0 min'.

5. Name your webinar and make other selections as needed or suggested (see below)

- *Topic:* Choose a topic/name for your webinar.
- *Description:* Enter an optional webinar description-- this will be displayed on your registration page.
- *Use a Template:* If you have created webinar templates, you can choose one of them to apply to this new webinar.
- *When:* Select a date and time for your webinar.
- *Duration:* Choose the approximate duration of the webinar. It is important to include extra time to account for additional time should the meeting run longer than initially envisioned. Note this is most important for scheduling purposes, so that a subsequently scheduled meeting does not interrupt your webinar. If another meeting is not immediately scheduled, then the webinar will not abruptly end at the conclusion of the specified time.
- *Time Zone:* By default, Zoom will use the time zone that you set in your Profile. Click on the drop down to select a different time zone.
- *Recurring Webinar:* Check if you would like a recurring webinar i.e., the meeting ID will remain the same for each session. This will open up additional recurrence options.
- *Registration:* Check this to require registration (only if it's required).
- *Host Video:* Choose if you would like the host video on or off when joining the webinar. Even if you choose off, the host will have the option to start their video.

APPENDIX H: NHDOT Instructions on Zoom Meetings

- *Panelist Video:* Choose if you would like the participants' videos on or off when joining the webinar. If you choose off, panelists will not be able to turn their video on unless you change this setting in the webinar.
 - *Audio Options:* Choose “Telephone and Computer Audio (or both)”.
 - *Require Webinar Password:* You can select and input your webinar password here. Joining participants will be required to input this before joining your webinar if joining the webinar manually. It will be included in the registration confirmation email and if they join by clicking the link in this email, they will not need to enter the password.
 - *Q&A:* Check this if you would like to use a question and answer panel in your webinar. Learn more.
 - *Enable Practice Session:* Check this to start the webinar in practice session instead of a live broadcast.
 - *Only signed-in users can join this webinar:* Check this option if you want users to be required to be signed-in to a Zoom account before joining your webinar.
 - *Make the webinar on-demand:* This will automatically record the webinar in the cloud and share a link with all registrants. Learn more.
 - *Record the webinar automatically:* Check this option to record the webinar automatically. Choose if you want to record it locally (requires the host to join via a desktop computer) or the Zoom cloud.
 - *Advanced Options:* Click the arrow to view additional webinar options.
6. Click Schedule.
 7. “Send Invite” to the panelists. See instructions below.
 8. Copy the “invite link” and email it to upper management, the Chief Communications Officer and the Contribute User responsible for posting information to the NHDOT website.
 9. At least fifteen minutes before the meeting you and all of the panels log into the Zoom account and test the audio and video. When everyone is ready click “Start Meeting”.

How to add a panelist to a Webinar

You can invite a person or Zoom Room to be a webinar panelist.

1. Sign in to the Zoom web portal.
2. Click [Webinars](#).

APPENDIX H: NHDOT Instructions on Zoom Meetings

- Click the topic of the webinar you want to add panelists to.

Start Time	Topic	Webinar ID	
Today 10:00 AM	Mission Brief	644-159-140	Start Delete

- In the **Invitations** tab, select the **Edit** button in the **Invite panelists** section.

[Invitations](#) [Email Settings](#) [Branding](#) [Polls](#) [Q&A](#) [Integration](#) [Live Streaming](#)

Invite panelists [Edit](#)

Invite Attendees **Webinar Size: 500 attendees** [Copy the invitation](#) | [Email me the invitation](#)

Link to join Webinar:

Approval **No Registration Required** [Edit](#)

- Enter a name and email address to invite them. If you're inviting a Zoom Room, enter the roomname. The room's location will display in the **Email/Zoom Rooms** column.

Panelists [x](#)

Invite a person or a Zoom room as a webinar panelist

Name	Email/Zoom Rooms	
<input type="text" value="Jack Barker"/>	<input type="text" value="action.jack.barker1@gmail.com"/>	Delete
<input type="text" value="Helios Room 3468"/>	<input type="text" value="Zoom Rooms @Building1, Campus1, CH1, US"/>	Delete

[Add Another Panelist](#)

Send invitation to all newly added panelists immediately

[Save](#) [Cancel](#)

- Select **Add Another Panelist** to add more panelists. Press **Save** to send invites to the new panelists entered.

Note:

APPENDIX H: NHDOT Instructions on Zoom Meetings

- You can add up to 300 panelists, depending on meeting capacity.
- You can delete and add panelists any time prior to the Webinar.

If you checked **Send Invitation Email to Panelists Immediately**, they will be sent an email invitation after you click **Save**.

Registration for Webinars (Optional)

Webinars can require preregistration before the event. The host can either automatically approve all registrants or manually approve. The host can add custom registration questions and pull reports on the registration.

Alternatively, the host can turn off registration for the webinar. The attendees will still be required to enter their name and email address upon joining and the reports will be limited to this information.

Registration Approval

There are two approval methods for webinars that require registration

1. *Manually Approve Registrants* - The host of the Webinar will manually approve or decline a registrants approval. If a registrant is approved, they will receive an email with details on how to join the webinar.
2. *Automatically Approve Registrants* - All registrants to the webinar will automatically receive a confirmation email with details on how to join the webinar.

Webinars that require registration will have registration customization with Webinar Reports including the custom fields.