



New Hampshire
Department of Transportation

F.E. Everett Turnpike Improvements

Nashua-Merrimack-
Bedford, NH

Communications Plan



State Project No. 13761
Updated: October 2020

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1.0 PROJECT BACKGROUND AND OVERVIEW

1.1 Purpose of the Communications Plan

The purpose of this Communications Plan (the “Plan”) is to describe a wide range of public outreach activities that will be implemented as part of the F.E. Everett Turnpike Improvement Project (State Project No. 13761). This New Hampshire Department of Transportation (NHDOT) Communications Plan will:

- Provide contact information for the Project Team;
- List project stakeholders;
- Explain the NHDOT Project Development Process;
- Communicate upcoming meeting dates and overall project schedule;
- List implemented as well as anticipated communication products and methods;
- Keep all interested stakeholders and the public-at-large well informed of the project status and activities; and
- Provide timely, useful, current information through a variety of targeted means and methods.

This Plan will be revised periodically to reflect updates to the list of stakeholders, project meeting dates and locations, project schedule and other salient items that may change over the course of this multi-year project. This Plan will not be considered a complete document until the end of this phase of the project, Final Design.

1.2 Project Background

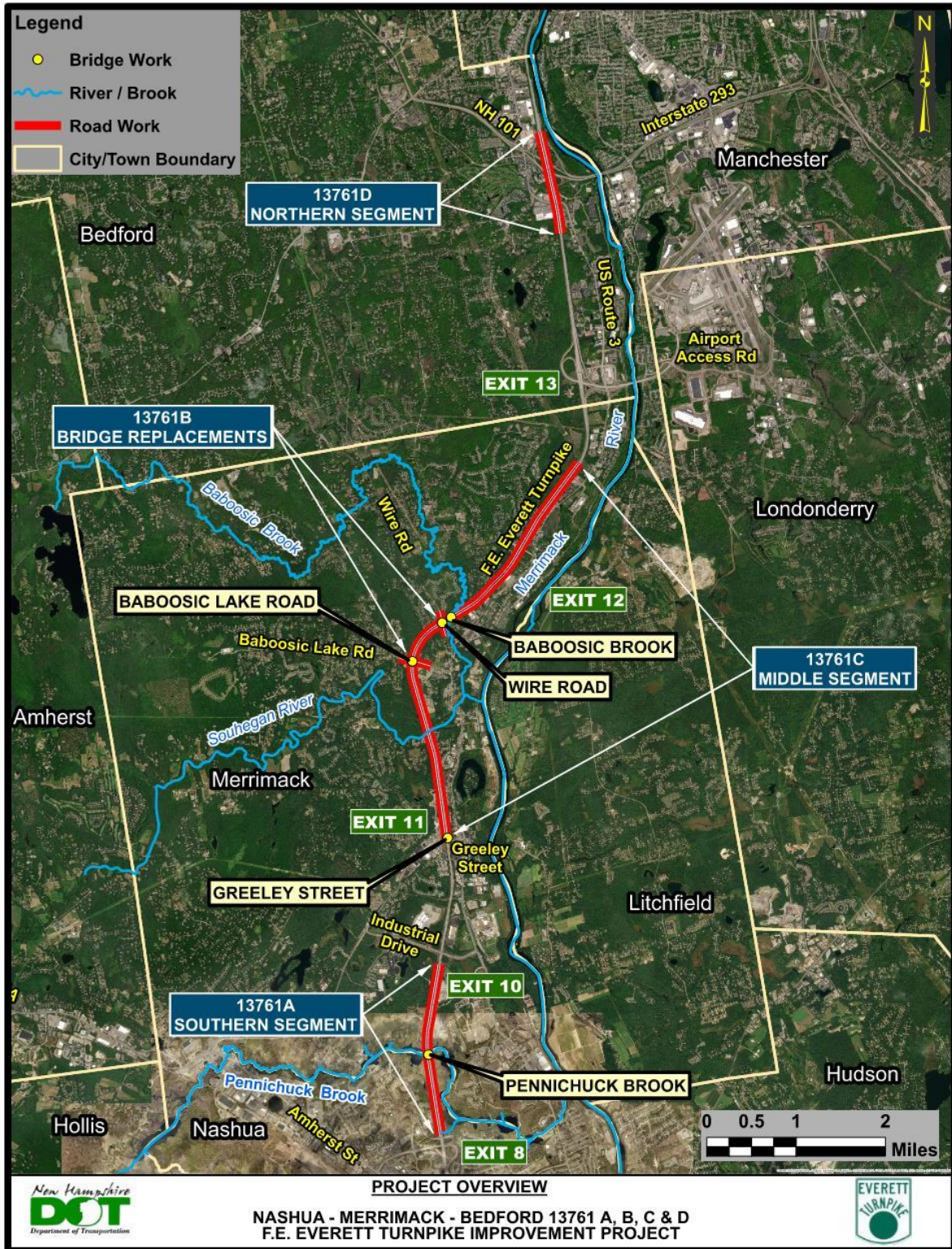
The F.E. Everett Turnpike (F.E.E.T.) was constructed in the early 1950s and has served as a link from Central New Hampshire to US Route 3 in Massachusetts. Today it remains a vital north/south transportation corridor linking residents, communities, commerce and year-round tourists throughout New Hampshire and travel between New Hampshire and Massachusetts. The project proposes to widen portions of the roadway and either replace or rehabilitate certain bridges, listed under Major Project Elements below, along a 12 mile corridor beginning in the City of Nashua and extending north through the Town of Merrimack and ending in the Town of Bedford.

This project is currently in the Final Design phase, based upon the NHDOT Project Development Process. Preliminary Design concluded with the Public Hearing held in October of 2018. The start of construction will be based upon available funding and permitting, but the first project is tentatively scheduled to begin as early as Summer 2022. The construction of the project will span multiple construction seasons and will be completed in multiple construction projects.

Additional project information can be found on the NHDOT project website. Click the link below to access this website.

www.EverettTurnpikeWidening.com

The following figure provides a visual reference of the project area on an aerial imagery.



1.3 Major Project Elements

The major components of the project are listed below.

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

Benefits of the Project:

- Improved traffic capacity and traffic conditions
- Improved safety
- Certain bridges will be rehabilitated or replaced.

1.4 Project Breakouts

Project 13761A - Southern Segment (Nashua and Merrimack)

The 13761A project begins on the F.E.E.T. approximately 2,000 feet north of the Exit 8 overpass bridge in Nashua and runs northerly for approximately 1.5 miles, ending approximately 1,000 feet south of the Exit 10 overpass bridge in Merrimack.

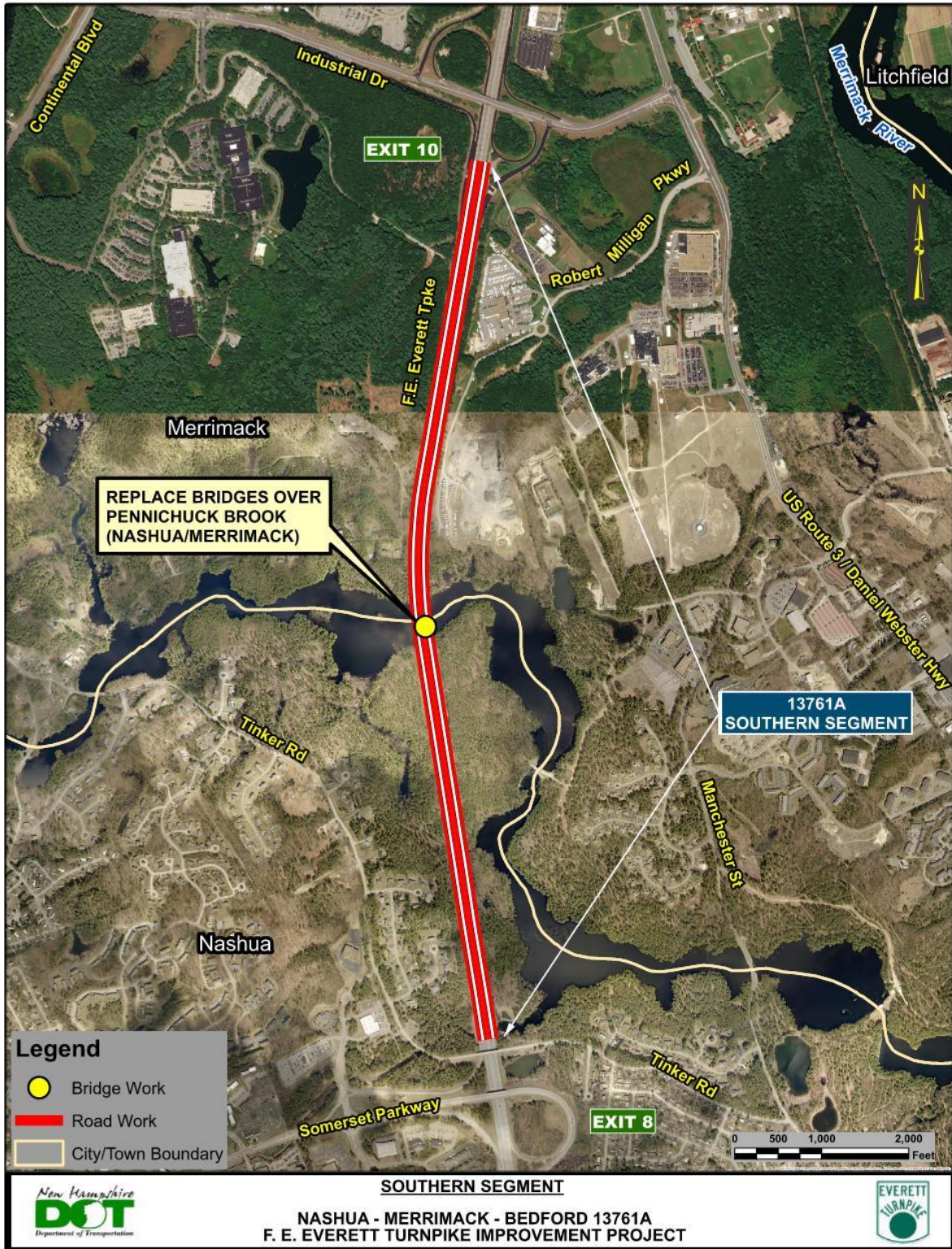
The two bridges over Pennichuck Brook (a reservoir) require replacement due to their advanced age, deteriorating structural elements, and the need to widen them to three lanes in each direction to accommodate the new wider roadway. Work along the causeway leading to the bridges has been minimized in order to avoid impacts to the reservoir. Pennichuck Brook is an environmentally sensitive area and is one of the drinking water sources for the City of Nashua. Careful attention to erosion control and stormwater management will be included in the design and construction.

A portion of the Exit 10 southbound on-ramp and northbound off-ramp will require reconstruction; however, the Exit 10 ramp toll plazas are not anticipated to be impacted by this project.

Stormwater treatment facilities will be constructed as part of this project.

The construction cost of this project is estimated to be \$28.7 million with work anticipated to begin as early as the Summer of 2022.

The following figure depicts the project limits of the 13761A project on aerial imagery.



Project 13761B - Middle Segment Bridge Replacements (Merrimack)

Two overpass bridges between Exit 11 and Exit 12 will require replacement as they are not in good condition and their lengths (spans) are not sufficient to accommodate the additional lane to be added in each direction on the F.E.E.T. underneath these bridges. The bridges carry Baboosic Lake Road and Wire Road over the F.E.E.T. The Baboosic Lake Road Bridge is on the State's Red List, meaning that it is structurally deficient and in need of repair or replacement. Sidewalks will be provided on both sides of the new Baboosic Lake Road Bridge and are being considered on the north side of the Wire Road Bridge. Both roads are town-owned and town-maintained.

The construction cost of this project is estimated to be \$11.8 million with work anticipated to begin as early as the Summer of 2023.

The following figure depicts the project limits of the 13761B project on aerial imagery.



Project 13761C - Middle Segment (Merrimack)

The 13761C project begins just north of the bridge over Greeley Street/Continental Boulevard at Exit 11 and runs northerly for approximately 5.3 miles, ending approximately one mile south of the Bedford Toll Plaza (Exit 13). The bridge over Greeley Street/Continental Boulevard will have some minor repair work completed as part of this project. This project is located entirely within the Town of Merrimack.

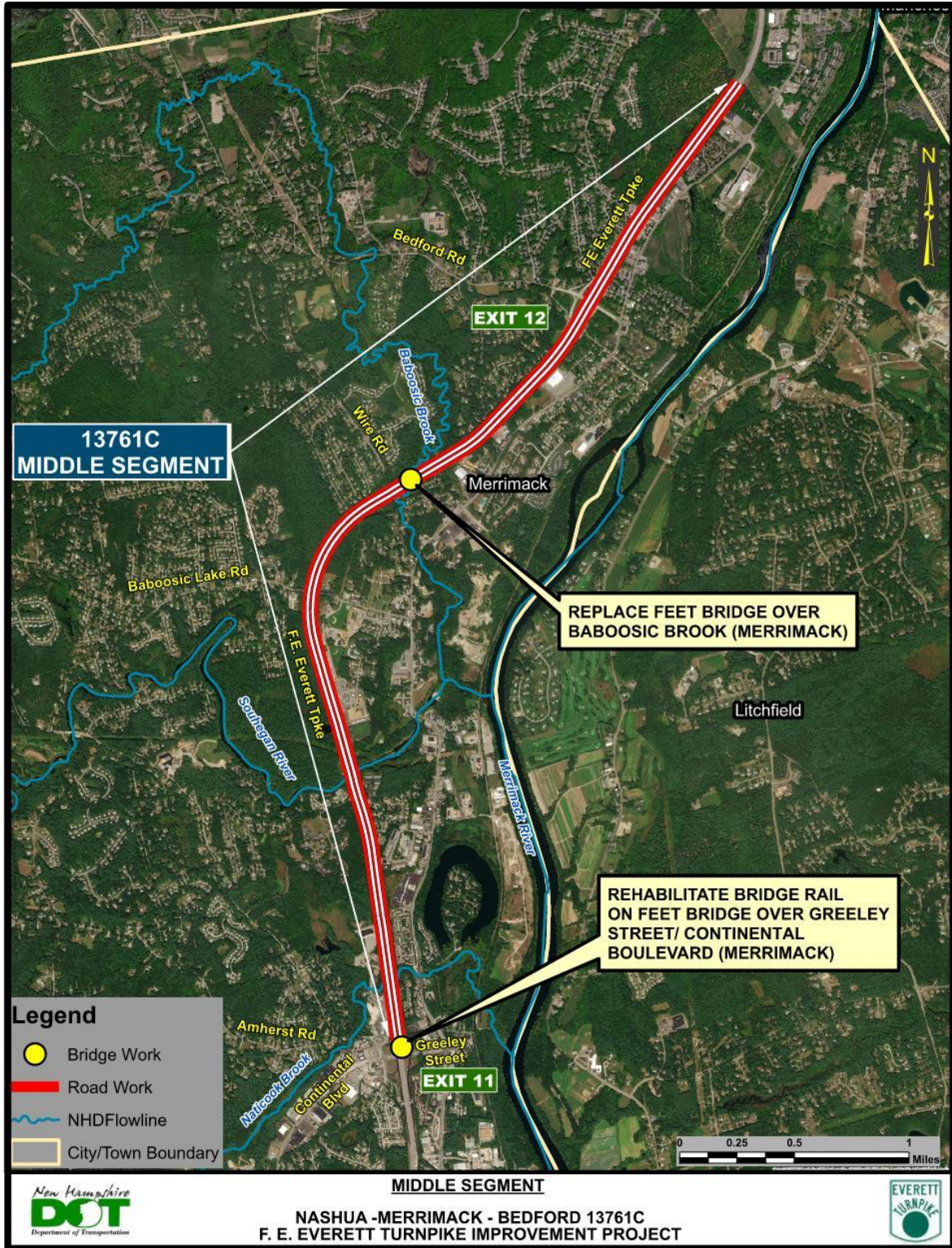
Portions of the Exit 11 northbound on-ramp and southbound off-ramp will require modifications to meet current ramp standards. Portions of the Exit 12 ramps will also require reconstruction to meet current ramp design standards. The bridge that carries Bedford Road over the F.E.E.T. at Exit 12 already spans far enough to accommodate the widening of the Turnpike.

The F.E.E.T. bridge over the Souhegan River was reconstructed in 2011 as part of a previous NHDOT project and is not anticipated to be impacted.

The bridge that carries the F.E.E.T. over Baboosic Brook (just north of the Wire Road overpass) is undersized and does not meet the standards for hydraulic capacity. In addition, it will require widening to accommodate the new third lane in each direction. A new structure is proposed that will provide a much larger opening improving stream flow and providing a wildlife crossing location while accommodating the wider roadway section.

Stormwater treatment facilities and seven noise barriers will be constructed as part of this project. The construction cost of this project is estimated to be \$79.8 million with work anticipated to begin as early as the Summer of 2023.

The following figure depicts the project limits of the 13761C project on aerial imagery.



Project 13761D - Northern Segment (Bedford)

The 13761D project begins approximately 0.6 miles south of the US Route 3 overpass bridge and runs northerly for approximately 1.3 miles, ending at the southbound off ramp to NH Route 101 and the northbound on ramp from NH Route 101 within the I-293 interchange.

The southern limit of this project will match into the F.E.E.T. widening completed as part of the Manchester Airport Access Road Project in 2011.

Stormwater treatment facilities will be constructed as part of this project.

The construction cost of this project is estimated to be \$17.6 million with work anticipated to begin as early as the Summer of 2021.

The following figure depicts the project limits of the 13761D project on aerial imagery.



Summary of Project Breakouts:

This project proposes to improve the capacity of the F.E.E.T. by providing at least three lanes in each direction from a point beginning approximately 2,000 feet north of the Exit 8 overpass bridge in Nashua north to the I-293 interchange in Bedford. This requires widening three separate segments of the highway and replacing the local road bridges as identified below.

PROJECT	LOCATION	LENGTH	COST
13761A	Exit 8 to Exit 10 (Nashua/Merrimack)	1.5 miles	\$28.7 million
13761B	Baboosic Lake Road and Wire Road (Merrimack)	0.65 miles	\$11.8 million
13761C	Exit 11 to Manchester Airport Access Road Project (Merrimack)	5.3 miles	\$79.8 million
13761D	Manchester Airport Access Road Project to I-293 Diverge (Bedford)	1.3 miles	\$17.6 million
13761 PE/ROW*	Project Wide	8.2 miles	\$19.8 million
Total Estimated Cost:			\$157.7 million

*PE/ROW – Preliminary Engineering (PE) / Right of Way (ROW)

1.5 Project Team and Stakeholders

The project objectives will be achieved through collaboration with several key groups, three municipalities, organizations, professionals, and private citizens. The project will be led by the NHDOT, which is the project sponsor. The NHDOT is in the process of retaining a team, to assist in the tasks necessary to complete the Final Design phase of this project.

The point of contact for all inquiries is the NHDOT Project Manager, Wendy Johnson, P.E. The contact information for Ms. Johnson is listed below along with other key members of the NHDOT project team.

NHDOT Team			
Wendy Johnson, P.E.	Project Manager, NHDOT	271-2171	wendy.johnson@dot.nh.gov
John Corcoran, P.E.	Administrator, Bureau of Turnpikes	485-3806	john.corcoran@dot.nh.gov

Stakeholder participants have been identified by the NHDOT and as of the date of this plan consist of the following members from organizations, associations, regional planning agencies, Nashua, Merrimack, Bedford and others:

Agencies/Organizations	
Name	Contact
Nashua Regional Planning Commission	Jay Minkarah, Executive Director
Southern New Hampshire Planning Commission	Sylvia von Aulock, Executive Director
CommuteSmart	Mike Tardiff
Manchester Transit Authority	Mike Whitten
Manchester-Boston Regional Airport	Theodore Kitchens, Airport Director
Pennichuck Water Works, Inc.	Donald Ware
Souhegan Watershed Association	George May
Merrimack River Watershed Council	Matthew Thorne
Lower Merrimack River Local Advisory Committee	Gene Porter

City of Nashua	Contact
Mayor	Jim Donchess
City Alderman	June Caron, Benjamin Clemons, Richard Dowd, Linda Harriott-Gartright, Elizabeth Lu, Ernest Jette, Shoshanna Kelly, Patricia Klee, Brandon Michael Laws, Thomas Lopez, Michael O'Brien, Sr., Skip Cleaver, Jan Schmidt, David Tencza, Lori Wilshire
Community Services Director	Sarah Marchant
City Engineer	Dan Hudson
Public Works Director	Lisa Fauteux
Planning Director	Roger Houston
Historic District Commission Chairman	Robert Sampson
Conservation Commission Chairman	Sherry Dutzy
Chief of Police	Michael Carignan
Chief of Fire	Brian P. Rhodes
Emergency Management Director	Justin Kates

Town of Merrimack	Contact
Chairman of Town Council	Thomas Koenig
Town Council	William Boyd, Peter Albert, Nancy Harrington, Barbara Healey, Finlay Rothhaus, Lon Woods
Town Manager	Eileen Cabanel
Public Works Director	Kyle Fox, P.E.
Town Engineer	Dawn Tuomala, P.E.
Planning Board Chairman	Robert Best
Conservation Commission Chairman	Matthew Caron
Chief of Police	Denise Roy
Chief of Fire	Matthew Duke
Emergency Management Director	Matthew Duke

Town of Bedford	Contact
Chairperson of Town Council	David Gilbert
Town Council	William Carter, Bill Duschatko, David Gilbert, Phil Greazzo, Lori Radke, Denise Ricciardi, Melissa Stevens,
Town Manager	Rick Sawyer
Public Works Director/Town Engineer	Jeff Foote, P.E.
Planning Director	Becky Hebert, AICP
Historic District Commission Chairperson	Theresa Walker
Conservation Commission Chairperson	Beth Evarts
Chief of Police	John J. Bryfonski
Chief of Fire	Scott Hunter
Emergency Management Director	Scott Hunter
Highway Safety Committee	John J. Bryfonski

2.0 PROJECT PROCESS

2.1 NHDOT Project Development Process

The project is following the standard NHDOT project development process. The project is currently in the Final Design phase. During Preliminary Design the project design alternatives were developed and analyzed for impacts. At the conclusion of the analysis, a recommended design alternative was identified. Environmental documentation occurred in the form of an Environmental Study. Preliminary Design was complete when the recommended alternative was presented at the formal Public Hearing, there was a Record of the Special Committee where it was determined there was occasion for the implementation of the F.E.E.T., and the Environmental Study was approved.

Final Design includes further development of engineering plans. Right-of-way, in the form of easements and acquisitions, will be acquired as needed, and construction contract documents will be prepared. Final Design is complete when the project has received all permits and approvals, is advertised for construction bids, and is awarded to a low bid contractor. The start of construction is based upon available funding, contractor schedule, and weather. Refer to the "Schedule" page of the website for the estimated construction start dates.

The project has been broken into multiple project segments. The contract number and a general description of each follows:

13761 (PE and ROW) consists of the Preliminary Engineering (PE) and Right-of-way (ROW) acquisition costs.

13761A (Southern Segment) consists of widening the F.E.E.T. at the 2-lane section located North of Exit 8 to South of Exit 10.

13761B (Middle Segment Bridge Replacements) consists of replacing the Baboosic Lake Road Bridge and the Wire Road Bridge over the F.E.E.T.

13761C (Middle Segment) consists of widening the F.E.E.T. through the 2-lane section from North of Exit 11 to South of Exit 13.

13761D (Northern Segment) consists of widening the F.E.E.T. through the 2-lane section from North of Exit 13 to North of the I-293 interchange.

Public Process

It is important to get public feedback on projects so that the concerns and needs of the community can be accurately incorporated into the project design. You are encouraged to stay involved by:

- Attending a public meeting. Please see the “Meetings” page on the website for past and upcoming public meeting dates.
- Exploring the website for more information on the project.
- Providing your thoughts and suggestions through email or phone to the NHDOT Project Manager. Please see the “Contact Us” page of the website.

[2.2 Project Meetings](#)

The NHDOT has held a series of public meetings and with local officials and public agencies.. A formal Public Hearing was also held in October of 2018.

The meetings were open to all members of the public and consisted of the following:

- **Public Officials Meetings:** The focus of these meetings was to engage and inform the elected officials, municipal staff, the members of the town boards within the three municipalities, and other interested members of the public about the details of the project. These meetings entailed a formal presentation to the elected officials. These meetings (or presentations) will be held throughout the project duration.
- **Public Information Meetings:** The focus of these meetings was to engage and inform the general public within the three municipalities about the details of the project and receive feedback. The meetings will be held throughout the project duration.

- **Public Hearing:** The purpose of the Public Hearing was to inform the public of the design alternative that was selected for construction. This hearing serves to meet the requirements of the NHDOT public information process.

The meetings that occurred included the following listed below. Materials presented are available on the project website.

Public Meetings		
Entity	Location	Date
Public Officials Meeting	Merrimack	November 17, 2016
Public Officials Meeting	Bedford	December 14, 2016
Public Informational Meeting	Bedford	March 28, 2018
Public Informational Meeting	Nashua	April 3, 2018
Public Informational Meeting	Merrimack	May 1, 2018
Public Hearing	Merrimack	October 3, 2018

2.3 Project Schedule

The schedule is approximate and subject to change. As the project moves forward this Plan will be updated to reflect more specific dates.

2016 - 2018	Public Officials Meeting Develop Design Alternatives Research Environmental Resources
2018	Public Informational Meetings Evaluate Design Alternatives Evaluate Environmental Impacts (wetlands, water quality, noise, etc.) Publish Environmental Study Public Hearing
2018 - 2023	Final Design Right of Way Acquisitions / Easements Environmental Permitting
2022	Anticipated Start of Construction for the 13761D project
2022	Anticipated Start of Construction for the 13761A project
2023	Anticipated Start of Construction for the 13761B and 13761C projects

3.0 COMMUNICATION METHODS

Effective communication is essential to the on-going success of the project. Below is a description of the communication methods that have been implemented, as well as methods planned for the future. As the project progresses, public involvement will be assessed periodically to determine if the methods of communication in use are effective or if adjustments are needed.

3.1 Project Website

Further details on the project are located on the project website. Project materials are available to the stakeholders and general public. The website includes a description of the project, contact information, relevant links, maps and other visual aids, and meeting information. As the project advances, additional information will be added to the website. Click the link below to access the project website.

www.EverettTurnpikeWidening.com

3.2 E-Mail

The primary method of communication for the project has been and will continue to be e-mail. Meeting agendas, meeting notes, and other pertinent project information have been and will be disseminated to the stakeholders via e-mail.

3.3 Meetings

Public Officials Meetings, Public Informational Meetings and the formal Public Hearing have been used as different avenues to disseminate and discuss pertinent project-related information and to gather information and receive feedback. Meetings will continue in the future. See the project website for updates on details of these meetings.

3.4 Media Coverage

In order to help maximize the distribution of notices for these meetings and the Public Hearing, news releases and/or notices have been and will continue to be provided to the three municipalities, local and regional newspapers and news agencies.

3.5 Social Media

Social Media has become the prime means for disseminating information to a large cross section of people. The NHDOT has a [Facebook](#) page and electronic newsletter that has been and will continue to be used to notify and inform the general public regarding project related information and to notify the public of upcoming meetings.

3.6 Newsletter

One project specific newsletter has been prepared and distributed, and is currently available to be viewed on the project website. Additional newsletters will be prepared for distribution electronically. The newsletters will be posted on the project website once completed.

3.7 U.S. Postal Service Notices to Abutters

The NHDOT provided advance notice to the project abutters through the U.S. Postal Service concerning the Public Hearing. The location, time and other details of the Public Hearing were included in this notice. Additional notices to abutters will be provided as needed in the future.