

April 16, 2013

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: Newington-Dover 11238Q

DATE OF CONFERENCE: April 9, 2013

LOCATION OF CONFERENCE: Newicks Restaurant, Dover NH

ATTENDED BY:

Peter Salo	Keith Cota	Trish Morrison
Charles Blackman	Carol Pittman	

SUBJECT: Newington-Dover, 11238Q – Dover Point Road (West) neighborhood sidewalk meeting

NOTES ON CONFERENCE:

This meeting was held to update the neighborhood residents along Boston Harbor Road West on the project status and to gather input from them regarding sidewalk impacts. K. Cota briefly explained the corridor wide improvements and provided estimated time frames for construction. He then described the proposed sidewalk improvements.

The slope impacts associated with construction of the sidewalks will be contained entirely within the existing Right of Way (ROW). There are four driveways that have impacts that extend past the ROW. The Department is looking to acquire rights of entry to enter onto the properties to complete the driveway matches. The Department will also need to acquire a drainage easement from one parcel as a direct result of installing the sidewalk. The Department currently has an undefined drainage easement between parcels D89 and D90. The intent will be to formally define the easement in order to replace the drainage pipe and headwall, and to clean out the current ditch.

At the conclusion of the meeting K. Cota asked if the residents were in support of the sidewalk construction. The residents were overwhelmingly in favor of the sidewalk construction. K. Cota indicated that the Department is currently planning on advertising this project in the summer of 2014, and could possibly look to make this an early construction item.

The following is a list of questions and answers that were discussed.

S = Statement

Q = Question

A = Answer

Q: Will the white fence across from the DMV parking lot be impacted?

A: No, the work will be able to be completed without disturbing the white fence.

Q: Will stormwater that is collected for the drainage system that flows between D89 and D90 be treated?

A: Currently stormwater is collected from the Turnpike, Dover Point Road West (DPRW) and the surrounding parcels and discharged to the Little Bay with no treatment. Once the improvements are complete, a majority of the Turnpike stormwater and much of the DPRW stormwater will be treated. Only the remaining stormwater from the surrounding parcels and a portion of the DPRW will remain untreated. The reason for not treating the remaining stormwater is due to insufficient elevation difference to collect and outlet stormwater into the Departments Best Management Practices (BMPs). The proposed condition will be an improvement over the current conditions.

S: The owner of parcel D90 stated that in 28 years they have only seen the outlet cleaned out once.

Q: Is the Department sure that this system will receive less stormwater runoff?

A: Yes, because much of the contributing areas will be redirected to a different outlet.

Q: The City is concerned about meeting the current MS4 guidelines set forth from the EPA.

A: K. Cota indicated that linear roadway projects fall into a different category of compliance than the City's wastewater facilities. The Newington-Dover project has already been permitted by state and federal agencies. The Department has achieved, and in many cases exceeded the environmental commitments for the project.

Q: How is stormwater "treated" in the BMPs?

A: The stormwater is stored in above-ground basins (depressed area). At the bottom of the BMP is a subsurface layer of stone that is lined with clay. The water seeps down thru the stone and is filtered, which in turn "treats" the stormwater.

Q: Will the drainage/BMP design adversely affect subsurface drainage (e.g. water in basements)?

A: Subsurface drainage will not be adversely affected by this project.

Q: Is there any federal funding for this project?

A: The Dover portion of the Newington Dover corridor does not include any federal funding.

S: The City noted their significant funding responsibility for utility relocations in Dover.

Q: How much will the sidewalk construction cost?

A: The sidewalk construction is estimated to cost approximately \$175,000.

Q: How will the collected stormwater get to the bay?

A: The stormwater will be collected in catch basins, water quality basins, and pipes that will channel the water to the bay.

Q: What do the colors for the driveways on the plan represent?

A: The intent is to show proposed paved driveways in orange, existing paved driveways in grey, and existing gravel driveways in brown.

Q: Who will replace the mailboxes?

A: The Department will replace any impacted mailboxes.

Q: Will water and sewer be impacted in front of the proposed sidewalk?

A: There will be some utility impacts that will be evaluated through the design process.

Q: Who is responsible for maintaining the sidewalks?

A: The City is responsible for maintenance and associated liability issues.

Q: When will the road that connects the two Hilton Parks be open?

A: This roadway will be open sometime this Fall.

Q: How will construction of the sidewalk and driveways affect access for residents?

A: The Contractor and the Department's on site Engineer will coordinate work with residents to minimize disruption.

Q: When will the soundwall be built?

A: The Department is looking to build the soundwalls early in the project. However due to poor soil conditions, this may not be possible. This item will continue to be investigated as the design progresses. Currently, the Department is conducting a settlement test next to the Exit 6 SB on ramp to aid in determining the strength of the soils for construction.

Q: What building materials will be used for soundwalls?

A: The soundwall will be made out of wood, and covered with ivy.

Q: Will the soundwall block the view of the cove?

A: If the Department uses a wood soundwall treatment through this section, the view of the cove will be blocked. The Hearing plans reflected the use of a transparent soundwall to allow viewing of the cove. However, the additional cost for 1,000' of transparent soundwall is estimated between \$800K and \$1M. As a result of higher (than originally anticipated) cost, the Department is currently proposing to construct a wood soundwall. A public informational meeting is tentatively scheduled for May 2013 to gather more public input on the subject.

Q: Is the soundwall needed in the cove area?

A: Yes, the soundwall meets the federal criteria in this area.

Q: Was there a vote on the soundwall?

A: No, it was part of the Public Hearing process.

Q: Will the proposed roundabout work well at the intersection of Rte. 4/Boston Harbor Rd/Spur Rd? (There was also concern about exiting Boston Harbor Road and going westbound towards UNH.)

A: Yes, the Department feels that a roundabout will work well in this location and that all traffic movements should be improved.

Q: How will pedestrians and bicycles get across the roundabout?

A: Pedestrians and bicycles, if walking, can use the sidewalks and crosswalks. A pedestrian signal will be installed on the Scammel Bridge side of the roundabout. Experienced bicyclists can ride thru the roundabout just like a car.

Q: Are there any similar roundabouts in the state?

A: Keene has a two lane roundabout that is the most similar, but significantly larger in diameter.

Q: Will this roundabout be able to handle all of the traffic?

A: Yes.

Q: Will the pedestrians and bicyclist be able to stop traffic?

A: Yes, by using the pedestrian signal.

S: There was concern that drivers may not stop for the pedestrian light causing conflicts with pedestrians/bicyclists.

Q: When will the roundabout be built?

A: Currently, it is anticipated that the roundabout will be built sometime between 2015 and 2017.

S: There was a general consensus that the Department's Contractor (Cianbro) was doing a great job, was clean, organized, and safe.

At the conclusion of the meeting everyone in attendance was given the opportunity to take a package that showed the sidewalk improvements along their parcel frontage in plan view and cross sectional view.

Submitted by:



Charles E. Blackman, P.E.

CEB/ceb

NOTED BY: PES