



Meeting Notes

Newington Dover Spaulding Turnpike Widening 11238

Vanasse Hangen Brustlin, Inc., 6 Bedford Farms Drive, Suite 607, Bedford, NH 03110

Tel: (603) 644-0888

Attendees: NHDOT – K. Cota, P. Salo,
M. Esterberg
VHB – P. Clary
CEI – M. Lundsted

Date/Time: 5/16/13

Project No.: 52012.00

Place: Dover City Hall Auditorium

Re: Public Informational Meeting

Notes taken by: P. Salo
M. Lundsted

Mr. Cota opened the meeting by introducing the Department and VHB Design Team staff that was present for the meeting. He continued the presentation with an overview of the overall Newington-Dover project area, project need, the selected alternative and the current construction contract breakout, schedules and estimated costs. He also provided a construction update for Contracts L, which will be completed this fall with Wentworth Terrace being opened for two-way traffic in October. Contract M began construction last fall, and will continue until the summer of 2015 with multiple traffic shifts before northbound and southbound traffic is shifted onto the southbound Little Bay Bridge at the completion of the contract.

Mr. Clary continued the presentation with an overview of the Contract Q proposed design and the various elements including the geotechnical challenges associated with the marine sediments throughout Dover Point, and the soundwall alternatives being considered along Pomeroy Cove. He also provided an overview of the Little Bay Bridge Rehabilitation contract, Contract O, which will replace the 1960's vintage structural steel girders, both abutments, and the entire concrete deck.

Mr. Cota completed the presentation with an overview of the General Sullivan Bridge Rehabilitation project, Contract S, which is scheduled to undergo additional inspection over the next year to assist in determining the extent and cost of the rehabilitation. The rehabilitation is envisioned to require a complete replacement of the deck and floor system. However, if after the inspection and additional preliminary design is completed, it is determined that the cost of the rehabilitation significantly exceeds the currently estimated cost of \$26.8M, the Department would consider other options in providing pedestrian and bicycle access across Little Bay. Mr. Cota concluded the presentation by thanking everyone for their attendance and patience during the presentation and opening up the meeting for questions. The following questions were raised:

1. What does the term "barrel" mean? ANSWER: The term "barrel" refers to the northbound or southbound travel lanes as a group or system.
2. Will there be any increase in the number of travel lanes and capacity prior to Contract Q? ANSWER: There will be a minimum of two lanes in each direction prior to Contract Q, with three or four lanes being provided as a transition to the proposed Contract M improvements that are completed south of Exit 4.



3. The Spaulding Turnpike widening work is long overdue, but what is proposed for the secondary and side roads? Also, I have a concern with the operation of the roundabout and am not supportive of the additional money associated with the transparent soundwall, and why is it needed? ANSWER: Boston Harbor Road/Dover Point Road (West) will receive pavement rehabilitation along with a new sidewalk from the existing Department of Motor Vehicles location to Hilton Park. Spur Road will be reconstructed along with the expansion of the parking area. Dover Point Road (East) will be reconstructed near the Route 4 intersection, with a pavement overlay southerly to the existing northbound on ramp. It is intended to turn this roadway over to the City of Dover for future maintenance since the Department's roadway system no longer requires the use of this roadway. The two-lane hybrid roundabout was determined to operate more efficiently after comparing the differences between the signal design and the roundabout design for environmental impacts, traffic operations and costs. The soundwall is required along the Pomeroy Cove trail to provide noise abatement for the neighborhoods on both sides of Pomeroy Cove. Otherwise, the increased noise from the Turnpike would exceed the federal noise threshold by traveling directly across the cove into those neighborhoods. Therefore, the Department has made the commitment to construct a soundwall across Pomeroy Cove.
4. The "safety" soundwall presented this evening is not as aesthetically pleasing as previously presented, and we still have concerns with pitting and discoloration. ANSWER: Yes, the safety soundwall presented tonight does have additional steel supports that will interfere with the view of Pomeroy Cove. The Department has been investigating examples throughout the country, and the manufacturers indicate that the new technologically advanced transparent soundwall systems do not have pitting or discoloration issues.
5. Comment – Relative to views of the cove that may be impacted by the soundwall, it was noted that during low tide period the cove is just mud flats and not attractive. ANSWER: Beauty is in the eye of the beholder, but your point is taken.
6. Why does the number of travel lanes vary so much throughout the corridor? ANSWER: The number of lanes varies to match the traffic volumes through the corridor. There are three lanes in each direction at Exit 1. As traffic volumes increase at Exit 3, it requires the fourth lane before the traffic volumes decrease at Exit 6 where three lanes continue to the Dover Toll Plaza.
7. Who will clean the transparent soundwall? ANSWER: The Department is responsible for the cleaning and maintenance of the soundwall.
8. Why doesn't the design include a traffic signal at the Route 4/ Dover Point Road (East) intersection? ANSWER: The projected traffic volumes at the intersection do not warrant a traffic signal. However, conduit will be installed for future signals when the traffic volumes increase to meet a traffic signal warrant.
9. Why can't the signal at Boston Harbor Road be retained? ANSWER: The evaluation of retaining the signals resulted in additional widening of the Route 4 approach, which would have caused additional environmental impacts along the causeway. Therefore, the investigation of the roundabout was conducted and was determined to be a better design solution to advance.

10. What can the Department do to reduce the trucks from using their jake brakes as they approach the Boston Harbor Road area? ANSWER: The Department does not have jurisdiction regarding the use of jake brakes, but we believe that the signalized intersections and the roundabout should reduce vehicle speeds and reduce the frequency of jake brake use.
11. Who will maintain the sidewalks at the roundabout? ANSWER: The City of Dover will be responsible for the maintenance of the sidewalks in accordance with their policies.
12. Why does the soundwall stop short of the roundabout area? ANSWER: The northerly soundwall limit was established to avoid acquisition of additional Right-of-Way easements. The Department would consider extending the soundwall further, if the property owner is willing to donate the necessary easements.
13. Considering the increased traffic along Boston Harbor Road and Dover Point Road (West) to access Hilton Park, can speed bumps or other traffic calming be proposed to slow speeds? ANSWER: The addition of the sidewalk will narrow the overall roadway width, which will increase pedestrian safety and should reduce speeds along the roadway. The City should increase speed enforcement along this roadway to change the behavior of drivers.
14. What level of pedestrian and bicycle access will be provided during the construction of Contract Q along Wentworth Terrace? ANSWER: The existing Pomeroy Cove trail will remain open during construction, and the new two-way portion of Wentworth Terrace has 4'-wide shoulder and a 5'-wide sidewalk along the water side to provide access. There will be times during construction when short term restrictions are necessary for bikes, pedestrians and vehicles to accommodate construction operations. These operations include the removal and placement of the concrete deck, structural steel work, retaining wall work, and abutment construction.
15. Why doesn't Route 4 have a sidewalk across the bridge from Boston Harbor Road to the Dover Point Road (East) intersection? ANSWER: A proposed sidewalk in this location was considered during early project development. It was determined that the local sidewalk system as currently proposed was supported by the community, as the volume of traffic across Route 4 is high and was thought to be unsafe for pedestrian use.
16. The Pomeroy Cove pathway is used regularly and I support the wood soundwall, but I do not support the ivy planting on the pathway side of the soundwall. Could the money saved by constructing the wood soundwall be utilized for lighting improvements? ANSWER: There will not be any ivy plantings installed along the pathway side of the soundwall. The theoretical money saved by constructing a wood (vs. transparent) soundwall would go into funding other turnpike improvements.
17. Could lighting be considered along the pathway? ANSWER: The Department would consider lighting for the pathway, if the City would pay for the operational costs and future maintenance.
18. Comment: There are operational issues with the Pomeroy Cove pathway gate system, and traffic still tries to utilize the pathway. ANSWER: The Department will have the Construction Contract Administrator look into the matter to determine a final solution for

the gate system. Currently, the Department is paying the electric bills. Following construction, the costs of the system will be a City responsibility.

19. Why does the Exit 2 northbound off ramp need to be eliminated? ANSWER: The necessary deceleration lane for the Exit 3 northbound off ramp overlaps with the Exit 2 off ramp area, which would adversely affect the overall operation of the new Exit 3 northbound off ramp.
20. Are there plans to eliminate interchanges? ANSWER: The project is eliminating the interchanges at Exit 2 and Exit 5.
21. Is it possible to construct a pedestrian and bicycle overpass at the Dover roundabout instead of the signalized cross walk? ANSWER: The necessary grading to accommodate ADA requirements would require an extensive ramp and switchback system to get the bridge over Route 4. The Department previously determined that there isn't sufficient room for this solution at a reasonable cost.
22. When will the soundwalls be constructed? ANSWER: The soundwalls north of the Dover Toll Plaza are independent of roadway construction and could be constructed early in the schedule. The soundwalls south of the Dover Toll Plaza are linked with the construction of the roadways and with the settlement issues. Therefore, they will likely be constructed along with the roadways so that the soundwalls and roadways can be constructed simultaneously.
23. Is there protection for pedestrians along Wentworth Terrace beneath the Little Bay Bridges? ANSWER: Yes, there will be a sidewalk along the roadway with guardrail on the outside (water side) of the sidewalk to protect pedestrians from potentially falling down the slope to the water.
24. If the General Sullivan Bridge is not able to rehabilitated, how will pedestrians and bicyclists get across Little Bay? ANSWER: The Department has made the commitment to rehabilitate the bridge first. However, if it is determined that the bridge is not able to be rehabilitated cost effectively, the Department will work with the necessary authorities to determine a prudent solution to providing access across Little Bay.
25. There were three or four residents noting that they preferred the wood soundwall over the transparent soundwall.

These minutes are our attempt to summarize the discussions held during this meeting as accurately as possible. If there are any items discussed herein that are misrepresented in any way, please contact Pete Clary (VHB) within ten working days. In the absence of any corrections or clarifications, it will be understood that these minutes accurately summarize the discussions at the meeting