



Meeting Notes

Newington Dover Spaulding Turnpike Widening 11238

Vanasse Hangen Brustlin, Inc., 2 Bedford Farms Drive, Suite 200, Bedford, NH 03110

Tel: (603) 391-3100

Attendees: NHDOT – K. Cota,
P. Salo, D. Smith, M. Laurin,
B. Schutt
VHB – P. Clary
CHA – C. Lama
Unitil – M. Dupuis

Date/Time: 8/25/15

Project No.: 52012.00

Place: Dover City Hall Auditorium

Re: Public Informational Meeting

Notes taken by: NHDOT/CHA

This is a summary of the above-referenced Public Informational Meeting. It is not a verbatim transcript of the meeting but a recording of the gist of the questions from the public and the answers provided by NHDOT during the meeting.

Pre-Meeting. About 20 minutes prior to the meeting's scheduled 7:00 pm start a few members of the public arrived and exchanged informal questions and answers with members of the NHDOT and consultant project team in attendance. Unitil's Little Bay Horizontal Directional Drill Video was playing from 6:30 to 7:00.

Presentation:

Keith Cota, Pete Clary, M. Dupuis and Dave Smith proceeded through the PowerPoint presentation (Attachment A) with questions being asked throughout the presentation.

Questions and Answers:

The following questions were asked during or after the presentation from the audience.

1. What is being done to existing Little Bay Bridge piers for seismic load?
 - A. The piers were analyzed for seismic load and minor adjustment to the existing piers will be made.
2. How do you join existing (1966 & 1984) piers together for 11238O?
 - A. Today, there are two independent bridges and once Contract O is completed it will be one single bridge. There will continue to be a gap between both piers as the new concrete deck will transfer the load down to the existing piers.
 - B. In response to a question regarding the age of the existing bridges, the Department has confirmed the dates of 1966 and 1984 for the original construction.
3. Will bike lanes and the signals accommodate bikes at the signalized intersections on US Rt. 4?



- A. US Route 4 has 5' shoulders adjacent to curb and the design team will determine if the signals detection system can detect bicycles.
4. What is the proposed soundwall material?
A. The soundwalls will be made of wood.
5. When will the Boston Harbor Road work be done?
A. This work is scheduled to be completed in late 2018-2019.
6. How much has the Exit 6 Test Embankment settled?
A. The area has settled about 22" over the past 2 years or so.
7. What diameter drill is proposed for the 10" gas pipe directional drill under Pomeroy Cove?
A. There is a 4" pilot drill followed by 16" back ream prior to the 10" steel pipe being installed.
8. What type of vibration would we feel during drilling of the pipe under Pomeroy Cove at a depth of 35'?
A. None, the existing marine sediment dissipates it.
9. Is the drilling under existing Pomeroy Cove path?
A. No, it will be 15'-20' into the bay.
10. Where will drill come up on the northern end and how far away from the Pomeroy Cove path will it be?
A. The drill will come up about 50'-100' north of Cote Road NB-On Ramp and the path of the drill will be about 15' – 20' from the existing path toward the cove.
11. What is the mitigation or response time in case of gas leak?
A. The pipe is pressure tested prior to installation. In the event of a leak, there will be above ground valves to shut off the gas on each side of the cove, prior to implementing contingency plans.
12. What is the lifespan of gas pipe?
A. The pipe is cathodically protected, which will allow the pipe to last a lifetime.
13. What will the area look like during the Unutil gas line construction?
A. The directional drill equipment will be located at the southern drilling location. The northern location will have an excavation to receive the pipe. The remaining pipe installation north of the directional drill requires tree clearing approximately 35' wide, so Unutil can use an excavator to install the remaining pipe.
14. What will traffic mitigation be during 11238Q construction – 8 lanes available after 11238M?
A. The southbound direction of traffic will allow for the two lanes of traffic to transition to four lanes near Exit 4. The northbound direction of traffic will be opened to three

lanes of traffic in Newington near Exit 3 and will transition to two lanes prior to the Little Bay Bridge to maintain traffic in the existing condition in Dover. (Note: A recommendation was made to restrict the northbound traffic to 2 lanes near Exit 1 to allow the traffic to travel in a consistent number of lanes before entering the work zone). The traffic control and maintenance of traffic has been thoroughly reviewed to allow for construction, and to open up additional traffic lanes as soon as practicable.

15. How will design and final product affect traffic on Dover Point Road?
 - A. The traffic projections, new traffic patterns, and the lanes use were designed for a 20 year traffic projection.

16. The cost of the General Sullivan Bridge project (historic mitigation) could be substantially different if it is rehabilitated or replaced and that would be a factor in deciding on the alternative selected, correct? It would be beneficial if the report is available by May 2016, while the Ten Year Plan is still in the Senate Transportation Committee for review.
 - A. Yes, the rehabilitation and replacement alternatives that are developed in the future will have different costs and will enter into the selection of the preferred alternative to advance in final design. Additional coordination with the cultural resource agencies may be required in the selection of the preferred alternative.

17. When the General Sullivan Bridge is under construction is there an opportunity to have the bicyclists and pedestrians utilize a portion of the new Little Bay Bridge instead of a shuttle service? Any chance for on-road passage during construction?
 - A. Currently, Contract Q (Dover work) and Contract S (General Sullivan Bridge improvements) are scheduled to be under construction concurrently in 2019 and 2020. Based on the anticipated construction schedule and traffic phasing of Contract Q, that project would need to be completed prior to utilizing a portion of the new Little Bay Bridge which would delay the start of construction for the General Sullivan Bridge. In addition, given the current condition and level of deterioration that is occurring year after year, the Department may need to close the General Sullivan Bridge should it be determined that the bridge is no longer fit to serve it's intended use.

18. Is there any possibility of constructing a cantilevered pedestrian and bicycle structure off the new Little Bay Bridge?
 - A. The new Little Bay Bridge was not designed to support a cantilevered structure. In addition, the inspection and analysis to date of the existing General Sullivan Bridge substructure indicates that the substructure would be suitable for a new superstructure.

19. When was the median pier, to accommodate the future railway crossing, removed from the proposed work in Newington, and was there a public hearing to discuss this commitment?
 - A. The Department will review the commitments made through the EIS. The preliminary evaluation indicated that the construction of the pier in the future

wouldn't likely impact traffic significantly. Additionally, railroad design standards change periodically and, as a result, designing a pier at this time wouldn't be prudent.

20. Comments on toll-related projects –

- Moving toll plaza makes sense.
- Need to facilitate new projects more quickly.
- Need to progress FULL open road tolling.

21. Why isn't there an option in Newington for Open Road Tolling?

- A. From an operational sense, approximately 1 mile is needed for proper acceleration and deceleration at the open road toll location, and there isn't sufficient distance between Exits 1 & 3 and 3 & 4.

Follow up comments –

- One-way toll collection should be considered
- An alternative toll study was not considered with the Newington-Dover project

22. Where will the access to the new Turnpike maintenance facility come from?

- A. There will be access from Exit 4 via Mitchell Lane along the remaining paved portion of the southbound barrel, as well as a driveway access off of Woodbury Avenue just west of the Woodbury Avenue Bridge.

23. Is there a possibility of providing a bike path along the existing SB Barrel in Newington between Exits 3 and 4?

- A. The Department understands the desire for such connectivity and is willing to continue discussions with the Town of Newington on providing this connection and future maintenance concerns. The Department believes that the pavement width that will remain after construction is wide enough to support a bike lane.

24. What is the current of stage of development for the Turnpike maintenance facility?

- A. The project is in the current Ten Year Plan and is in the early conceptual planning stage.

25. Can the toll plaza construction occur sooner to improve traffic flow?

- A. The Turnpike Capital Program is based on current revenue sources and the completion of the Dover infrastructure is necessary to accept flow from the new toll plaza.

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.