



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, D. Smith,
M. Laurin, C. Blackman,
W. Cass, P. Stamnas,
A. Chestnut
VHB – P. Clary, S. Hodgdon

Date/Time: 10/25/16 7PM – 9:30PM

Project No.: 52012.00

Place: Dover City Hall Auditorium

Re: Public Informational Meeting

Notes taken by: NHDOT/VHB

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

Pre-Meeting. About 30 minutes prior to the meeting's scheduled 7:00 pm start, several members of the public arrived and exchanged informal questions and answers with members of the NHDOT and consultant project team in attendance.

Presentation:

Keith Cota, Steve Hodgdon 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. Has sea level rise been considered for the General Sullivan Bridge (GSB)?
 - A. Yes, sea level rise has been considered and the vertical clearance will be reduced. However, the fast tidal currents are the harshest element that the bridge faces in the design and evaluation of the bridge.
2. Why not retain the existing GSB deck width with the rehabilitation alternative?
 - A. The original bridge width was for vehicular travel and since the users now are pedestrians and bicyclists, the width can be narrowed accordingly and will save construction and future maintenance costs.
3. How long will construction take for the GSB?
 - A. The actual construction durations will be dependent upon which alternative selected. In general, the durations are estimated to be as follows:
 - a. Truss Rehabilitation Alternative – 3 years
 - b. Truss Replacement Alternative – 1 year



- c. Hybrid – Approach Span Replacement Alternative – 2 years
4. During the construction of the GSB, how will pedestrians and bicyclists get back and forth the Little Bay?
 - A. That decision has yet to be made, but the use of a shuttle similar to the one utilized for the Memorial Bridge closure is an alternative that was proven to be effective.
 5. Could the southbound Little Bay Bridge be used to allow the pedestrians and bicyclists to cross the Little Bay?
 - A. The use of the southbound Little Bay bridge for pedestrians and bicyclists has the following concerns:
 - a. The reduction of travel lanes from 4 lanes to 3 lanes will increase congestion.
 - b. The guardrail doesn't meet bicycle standards and would require a temporary barrier that meets bicycle standards.
 - c. The conversion of the outside travel way to a temporary shoulder and using the current shoulder for pedestrians and bicyclists would require additional temporary concrete barrier to positively separate traffic from the pedestrians and bicyclists. That barrier would need to be removed along with repaving and restriping the bridge and approaches.
 - d. Overall, the cost of implementing these temporary conditions may prove to be cost prohibitive.
 6. What will the shuttle hours of operation be during the peak rush hours?
 - A. We anticipate that the peak commuter hours would be covered by shuttle service. The Department has been and are currently collecting pedestrian and bicycle counts on the bridge to be utilized to determine shuttle service hours for the weekdays and weekends.
 7. With the construction of the GSB contract beginning in 2018, when is the decision on the selection of the preferred alternative expected?
 - A. We expect that the preferred alternative will be selected in the spring of 2017.
 8. If the shuttle is the method to transfer pedestrians and bicyclists across Little Bay during construction, how are the weekday and weekend times going to be determined as there is significant use on weekends and changes with the seasons?
 - A. The Department has been and continues to collect counts for pedestrians and bicyclists during all seasons. New counts over a week's time will be completed to determine the general percentages of pedestrian and bicyclist counts. Once all the information is available, the Department will identify the preliminary hours of operations for additional public input.
 9. Senator David Waters urged citizens to contact him regarding project questions and concerns.
 10. Besides the age of the GSB, what other features contribute to the historic significance?
 - A. The primary historically significant feature associated with the bridge is the innovative engineering of the continuous span truss by one of the pre-eminent bridge



firms, Fay Spofford and Thorndike, at the time. Additional information on the historical nature of the GSB is available on the project website.

11. Will the GSB be accessible during construction?
 - A. Do to the nature of construction, access to the bridge will be eliminated for the majority of the construction. As the final design details are developed and the construction schedule is identified, there may be times towards the end of construction when the bridge is open to pedestrian and bicycle traffic.

12. Why can the access for pedestrians and bicyclists be closed but not for vehicles?
 - A. The closure of traffic isn't practical as congestion for the existing two southbound lanes of traffic is significant during the peak commuter hours. There will be times when the southbound traffic lanes will be reduced to one lane of traffic for short periods of time. The GSB was closed for one year during the construction of the connection bridge to the GSB at the Dover abutment. The Department understands that there will be hardships experienced during the construction of the GSB and is seeking input on these hardships tonight.

13. What is the current loading capacity of the GSB?
 - A. The condition of the GSB has deteriorated over time with the outer edges of the deck being the most critical. As a result, the Department has over time limited the use of the bridge to limit access across the bridge to the middle of the bridge based on the conditions. The typical pedestrian loads are acceptable within the fenced area but typical pedestrian loads are not shoulder-to-shoulder packed pedestrian crowds. Normal groups of pedestrians are equivalent to about 60 pounds per square foot.

14. Will there be any ability of emergency vehicles to access the GSB once completed?
 - A. Yes, the approach to the GSB in Newington will allow for emergency vehicles on the GSB.

15. Once the existing Little Bay Bridge is rehabilitated can all of the traffic be placed on it, to provide the new Little Bay Bridge as a way for pedestrians and bicyclists to cross Little Bay during construction of the GSB?
 - A. No. The northbound traffic will be placed on the rehabilitated Little Bay Bridge in 2018 with the southbound traffic to remain on the southbound Little Bay Bridge. The remainder of construction of the Dover roadway improvements requires multiple shifts in traffic on the bridges and the roadway approaches. The GSB construction isn't anticipated to begin until the fall of 2019.

16. Will the presentation slides be uploaded to the website?
 - A. Yes they will.

17. There will be another public informational meeting on the GSB in the 2016/2017 winter. If the preferred alternative isn't consistent with the Memorandum of Agreement, the Section 106 process will be re-opened with the Federal Highway Administration and the New Hampshire Division of Historical Resources.

18. Did the Department consider the use of All Electronic Tolling (AET)?
- A. Yes. The Department looked into the feasibility of AET and it was determined that there are significant financial risks associated with travelers that do not have transponders and will evade paying the toll.
19. Will the dewatering required near Spur Road cause problems with the houses?
- A. The Department's studied how the settlement (dewatering of the existing soils) occurs and it isn't anticipated to affect properties outside the project limits.
20. With the tree clearing occurring along Spur Road, is there any tree replacement included in the project?
- A. There is currently no tree replacement included in the current contract. However, the Department will look into the feasibility of adding trees and landscaping on the west side of the soundwall.
21. Can you explain where the proposed soundwalls are, when they will be constructed and what type of noise reduction will be provided?
- A. There are two soundwalls along the southbound and northbound lanes of traffic. The first southbound soundwall begins at the Little Bay Bridge and continues north along the southbound barrel, the Exit 6 southbound on ramp and along US Route 4 where it ends near the roundabout. The second southbound soundwall begins near the Exit 6 southbound off ramp nose and continues north to a point approximately 2,000 feet north of the Dover Toll Plaza. The first northbound soundwall begins near where the existing Exit 5 ramps are and continue north along the northbound barrel, the Exit 6 northbound off ramp and along US Route 4 ending west of the Dover Point Road intersection. The second northbound soundwall begins near the Exit 6 northbound on ramp nose and continues north to a point approximately a half mile north of the Dover Toll Plaza. The soundwall north of Exit 6 will be constructed in 2017 and 2018. The soundwalls south of Exit 6 must be constructed in 2019 and 2020 along with the roadway construction due to the significant soil settlement issues. The locations of the soundwalls are determined by collecting noise data and performing existing and future noise modeling to determine the soundwall limits that meet the guidelines established for noise abatement. The reduction in noise is expected to be 5 dB.

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.