



**Meeting
Notes**

Attendees: NHDOT - C. Waszczuk,
K. Cota, J. Evans
VHB - P. Clary, T. Wholley
CHA - R. Faulkner
Dover residents

Date/Time: 3/30/2010 - 6:00 pm

Project No.: 52012

Place: Dover City Hall

Re: Noisewall Public Informational Meeting

Notes taken by: VHB/NHDOT

The New Hampshire Department of Transportation (NHDOT) held a Noisewall Public Informational Meeting in Dover on March 30, 2010 to present an update of the proposed noisewalls south of exit 6. Mr. Keith Cota opened the meeting with the introduction of himself as the Chief Project Manager for the NHDOT, Mr. Chris Waszczuk as the Administrator for the Bureau of Turnpikes (former Chief Project Manager for this project), Mr. Jon Evans as the Noise Coordinator for the Bureau of Environment, Mr. Peter Clary as the Project Manager for VHB, the Consultant design team, Mr. Tom Wholley as the Lead Noise Analyst for the consultant design team. The materials presented included graphic boards displaying various project elements and plans that were displayed on the walls.

Mr. Cota provided an overview of the entire project consisting of the construction and reconstruction of Exits 3, 4 and 6 to provide full directional access, the discontinuance of Exits 2 and 5, the construction of a new Little Bay Bridge to service the SB traffic, the rehabilitation of the existing Little Bay Bridge for the NB traffic and the rehabilitation of the General Sullivan Bridge to provide pedestrian and recreational use. Additional elements of the project in Dover include the reconstruction of Hilton Drive to provide two-way traffic, the construction of a pedestrian and recreational bridge to access the General Sullivan Bridge from Hilton Park (West) in Dover, a connector road from Spur Road to Boston Harbor Road beneath US Route 4 and the extension of the sidewalk along the west side of Dover Point Road from Hilton Park (West) north to near the Department of Motor Vehicle property.

The proposed SB noisewall begins just north of the Little Bay Bridge and follows the Spaulding Turnpike north and terminates along the Exit 6 SB on ramp where the connector road slip on ramp merges into the SB on ramp. A second SB noisewall begins north of Exit 6 on the SB off ramp and continues north of the Dover Toll Plaza approximately half a mile.

The proposed NB noisewall begins approximately 1,200' north of the Little Bay Bridge and follows the Spaulding Turnpike north where it follows the Exit 6 NB off ramp and terminates on US Route 4

near the Dover Point Road intersection east of the interchange. A second NB noisewall begins north of Exit 6 on the NB on ramp and continues north of the Dover Toll Plaza approximately half a mile.

The construction of the project will utilize five construction contracts that will begin this summer and continue through 2018. The L Contract is the first construction contract and constructs the new Little Bay Bridge, Hilton Drive, the pedestrian bridge and portions of the Spaulding Turnpike in Newington and Dover. The subsequent construction contracts have been scheduled to maintain a minimum of two lanes of traffic over the Little Bay Bridges while concurrently constructing the improvements in Newington and Dover.

The Department held a Public Informational Meeting on March 30, 2010 to discuss an alternative design of a roundabout at the intersection of US Route 4 with Boston Harbor Road and Spur Road. The roundabout provides for two lanes in the east and west directions along US Route 4 and a single lane for the north south movements to and from Boston Harbor Road and Spur Road. The roundabout alternative provides direct local connectivity through the roundabout and reduces construction costs and environmental impacts. The proposed noisewall along the Exit 6 SB on ramp would be extended to US Route 4 where it will continue westerly to the roundabout.

Mr. Wholley presented the process in which noisewalls were analyzed and established. The noise levels for the existing condition and the proposed design forecast year are modeled and compared during the loudest hour of the day. Mitigation for increased levels of noise would be considered if the noise levels increase by 15 decibels or if the residences are experiencing noise levels of 66 decibels or higher. For this project, the residences are experiencing noise levels of 66 decibels or higher. The design of noisewalls strives to achieve a 10 - 15 decibel decrease in noise levels for the front row of receptors, the cost of the noisewall is within the NHDOT's cost criteria and the noisewall has 75% public support of the first row receptors.

The Department is considering the use of timber and transparent types of noise walls. The noise reduction characteristics of both these noisewalls are the same. The transparent noisewall is proposed for use only along Pomeroy Cove with the remainder of the noisewalls utilizing the timber noisewalls. The noisewall extension with the roundabout alternative provides additional benefits for the Boston Harbor Road neighborhood.

Mr. Clary provided some additional details on the roundabout alternative. Noisewall construction will begin with the first construction contract where 700' along the SB barrel will be constructed adjacent to Hilton Drive. The timeframe for the construction of the noisewall will likely not occur until 2012 or 2013 depending on the contractor's schedule. The remainder of the noisewalls will be constructed with the Dover contract with the noisewalls south of Exit 6 occurring in conjunction with the roadway construction to occur from 2014 to 2016. The noisewalls north of Exit 6 could be prioritized to be constructed early in the contract as there is no roadway work associated with these noisewalls.

Mr. Evans concluded the presentation by stating that the Department has sent out letters to the first row receptors for the soundwalls and are requesting your expression of support or non-support for the noisewalls. In addition, the Department is proposing the planting of Boston ivy on both sides of the timber noisewalls to improve the visual aesthetics of the noisewall.

Mr. Cota thanked everyone for attending the meeting and opened the floor for questions.

The following questions and answers arose after the presentation:

Question 1 – Will the noisewalls create airflow restrictions?

Answer: No, the noisewalls are approximately 12' – 14' high and in excess of 150' apart so airflow should remain similar to current conditions.

Question 2 – Will the transparent noisewall be extended to US Route 4 as it will provide additional light into the Dover Point Road neighborhood along the Exit 6 NB off ramp?

Answer: No, the transparent noisewall is limited to the Pomeroy Cove area. The transparent noisewall is more expensive than the timber soundwall and the Pomeroy Cove area was the only area considered during the FEIS analysis.

Question 3 - Are there examples of the transparent noisewall where discoloration hasn't been an issue?

Answer: The latest technology for transparent noisewalls has improved over the years and the designers of this product have accounted for discoloration concerns to address past problems.

Question 4 – The vehicle lights from NB traffic are blinding to those walking along the Pomeroy Cove pathway. Can the design be accommodated such that walkers along Pomeroy Cove are not blinded?

Answer: The Department will consider this in the design of Spaulding Turnpike and the emergency access roadway along Pomeroy Cove.

Question 5 – How big is the proposed roundabout compared to the one in Rye?

Answer: The Rye roundabout is a single lane roundabout so the one being proposed for this project is larger. However, the proposed roundabout is much smaller than the traffic circles in Portsmouth, Lee and Epping.

Question 6 – Could a pedestrian tunnel be provided with the roundabout alternative?

Answer: It was considered but requires that US Route 4 be raised up similar to the FEIS alternative which increases costs and environmental impacts. A tunnel also creates safety concerns as lighting would be required, it is more difficult to monitor suspicious activities and other projects in the State that have constructed non-traditional sidewalks are not being utilized as thought they would.

Question 7 – Comment – The Rye roundabout has been very well received and is successful.

Question 8 – If you make the noisewall higher how much noise reduction will there be?

Answer: Very little, as a 3' increase in the noisewall height results in a reduction of approximately 0.5 decibels. You need between a 3 and 5 decible change in noise levels for it to be perceptible to humans.

Question 9 – How will graffiti on the soundwalls be addressed?

Answer: The timber noisewalls will have the boston ivy growth which will prevent graffiti and the transparent noisewalls are design so that a spray can be used to remove graffiti.

Question 10 – What are the differences between the Lee Traffic circle and the proposed roundabout?

Answer: The traffic circle in Lee was designed many years ago based on the design standards at that time. It is a single lane traffic circle with higher entry, circulating and exiting vehicle speeds which lead to more severe accidents. The proposed roundabout is designed based on the latest design guidelines, will have much slower entry, circulating and exit speeds which should reduce the severity of accidents.

There was much discussion on the use of timber or a transparent noisewall adjacent to Pomeroy Cove. Mr. Waszczuk indicated that during the FEIS process the roadway users were the supporters of a transparent wall along Pomeroy Cove. Mr. Waszczuk asked the audience if they supported the noisewall along Pomeroy Cove and the audience was in support. The audience expressed their concern that they live here and the road users drive by Pomeroy Cove for a short period of time and they have the Little Bay Bridge they to see the beautiful views. Mr. Waszczuk indicated that the Department will take this into consideration during the design of the roadway and the Pomeroy Cove pathway. Mr. Waszczuk requested that when those that live in the neighborhoods adjacent to Pomeroy Cove respond to the Department on their support or non-support for the noisewalls that they also include their comments on the proposed noisewall types and any other concerns.

Meeting Notes Completed
And Submitted By:

Peter A. Clary, P.E. (VHB)

Noted By: P. Salo, C. Waszczuk & K. Cota

Cc: B. Cass
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