

August 12, 2010

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

CONFERENCE REPORT

PROJECT: Newington-Dover
11238M
Spaulding Turnpike Improvements

DATE OF CONFERENCE: August 1, 2011

LOCATION OF CONFERENCE: Newington Town Hall

ATTENDED BY:	<u>NHDOT</u>	<u>Town of Newington</u>
	C. Waszczuk	Newington Board of Selectmen
	K. Cota	Tom Morgan (Town Planner)
	S. Ireland	Len Thomas (Road Agent)
	P. Salo	

SUBJECT: Project Update

NOTES ON CONFERENCE:

The purpose of the meeting was to provide the Board of Selectmen with a project schedule update and to address specific items, particularly relative to the following:

- Access to Old Dover Road
- Construction Phasing for the Exit 2 Closure
- Draft Municipal Agreement

K. Cota opened the meeting by introducing staff members from the Department of Transportation. He then provided a brief, project schedule update for the Newington improvements that are currently scheduled to advertise for bids in early Spring 2012, followed by a 3-year construction duration.

Access to Old Dover Road

The project includes improvements along Woodbury Avenue, beginning just east of the intersection of Fox Run Road, and continuing westerly over the Turnpike to a proposed roundabout at the intersection with Arboretum Drive at the Pease Development Authority. The design currently includes a realignment of the east end of Old Dover Road (right out movement, only) to shift the intersection with Woodbury Ave. easterly, approximately 100 feet. The realignment will improve the geometry of the existing skewed intersection. An emergency access gate is proposed at the east end of Old Dover

Road replicating the existing condition. K. Cota noted that the Department had developed several conceptual designs for a formal turnaround at the east end of the road for maintenance vehicle use. The designs had not been carried forward due to geometric constraints relating to the proximity of Woodbury Avenue. C. Iocovozzi stated that the gate was originally installed on Old Dover Road for emergency access to the Shattuck Way Industrial Park. He requested that the Department coordinate further with Town staff relative to the following Old Dover Road issues:

1. Type of access restriction (e.g. earth berm vs. gate).
2. Provisions for a turnaround to accommodate an SU vehicle (e.g. one-ton truck).
3. Maintain a sufficient tree buffer along Woodbury Avenue to minimize noise.

Construction Phasing for the Exit 2 Closure

K. Cota explained that the anticipated construction sequencing for the Spaulding Turnpike (mainline) improvements results in the permanent closure of the Exit 2 NB ramps in the Fall 2013. Ms. Marconi expressed concern with traffic operations on Fox Run Road exiting the Newington Mall after the closure of the ramps. This is particularly relative to the unsignalized intersection that is approximately 300 feet south of Woodbury Avenue. C. Waszczuk stated that the Department has committed to analyze the intersections along Woodbury Avenue as part of the improvements, and make necessary upgrades, to ensure that there is adequate capacity along the corridor. Additionally, K. Cota stated that the Department would review the traffic analysis that was performed, specific to Fox Run Road, to address Ms. Marconi's concern.

Draft Municipal Agreement

K. Cota distributed draft copies of the Municipal Agreement for this project that is required between the State of NH and the Town of Newington. The Agreement:

1. Delegates authority to the State of NH for traffic control operations using flaggers and/or uniformed officers.
2. Transfers sections of state roadways to the Town at project completion.
3. Requires Town maintenance of the proposed sidewalks after project completion in accordance with the Town's Maintenance Policy.

K. Cota also distributed maps detailing the existing roadway maintenance responsibilities (State vs. Town) and the proposed maintenance responsibilities at the completion of the project. The Department proposes to turn over the following roadway segments to the Town after the project is complete:

1. Woodbury Avenue, from Gosling Road to the proposed Exit 3 NB ramps.
2. Fox Run Road
3. Nimble Hill Road Connector (approximately 500 feet of new roadway at the Exit 4 interchange that will be constructed as part of the project).

There was some confusion regarding the existing winter maintenance responsibilities for Fox Run Road. S. Ireland stated that District 6 performs summer maintenance only and that others were responsible for winter maintenance. L. Thomas, Town of Newington

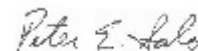
Road Agent, stated that the Town did not plow Fox Run Road and noted observing State plow trucks on the west (Turnpike) end of this road in the past. (It was also suggested that the Mall was possibly plowing Fox Run Road in the winter). C. Waszczuk stated that the Department would verify the State's current plowing practice for Fox Run Road. *(Subsequent to the meeting, C. Waszczuk reported that the Bureau of Turnpikes plows the Exit 2 ramps only, from the Turnpike to the east end of the raised island separating the on and off ramps).*

J. Reilly stated that the draft Municipal Agreement would result in a significant increase in Town expenditures for roadway and sidewalk maintenance. C. Iocovozzi noted that the acceptance of new roadways for maintenance would require a Town vote. T. Morgan questioned the Town of Newington responsibilities for future sidewalk maintenance on the portion of Woodbury Ave. west of the Turnpike. He stated that the City of Portsmouth was responsible for roadway-related maintenance activities on Pease Development Authority (PDA) land. K. Cota explained that the Department was purchasing right-of-way from PDA for the Woodbury Ave. improvements, including the sidewalks. As such, the Town of Newington would be responsible for future maintenance. C. Waszczuk noted that the State is making a significant, financial investment for the improvements and that these roadway segments no longer serve the State, as the primary use is for access to commercial and retail business. He further noted that the Town would have more direct control over these particular roadway segments if maintenance responsibilities were assumed, and expressed hope that the Town would see the benefit. C. Iocovozzi stated that the Board would consult with Town counsel regarding the Agreement, and would contact K. Cota when ready for further discussion.

C. Iocovozzi requested the total centerline miles of roadway proposed for turnover to the Town. Department staff stated that they would research the mileage and respond through L. Thomas. *(Subsequent to the meeting, Department staff reported to L. Thomas a total of 1.57 centerline miles with the following breakdown: Woodbury Ave. (from Gosling Road to the new NB ramps intersection) - 1.13 mi.; Fox Run Road (from Woodbury Ave. to the end of the proposed cul-de-sac) - 0.34 mi.; Nimble Hill Road Connector - 0.10 mi.).*

At the conclusion of the meeting, C. Waszczuk informed the Board members that the former drive-in theater site is a candidate for a future, Turnpikes Maintenance facility. The new facility will be required due to the increase in Turnpike lane-miles resulting from the roadway construction projects in Newington, Dover and Rochester. He noted that the planning was in the conceptual stages of development. C. Iocovozzi stated that the Department will need to meet with the Town cemetery committee to coordinate any improvements near the existing cemetery site at the rear of the property should the project move forward.

Submitted By,



Peter Salo, P.E.
Consultant Design Chief

PES/ pes

cc: K. Cota
C. Waszczuk
S. Ireland

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