



---

Private Organizations/  
Individuals  
(P)

William Penn Tuttle, III  
151 Dover Point Road  
Dover, NH 03820

August 23, 2006

  
Christopher Waszczuk, P.E.  
Chief Project Manager  
NH Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, NH 03302

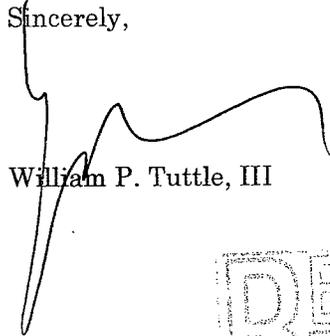
Dear Mr. Waszczuk,

1 It is my understanding that the preservation of my property (120-acres) has been identified as a recommended component of the wetland mitigation package for the Newington-Dover project. I am pleased to know that this is finally moving to the public hearing stage and would ask that this letter be included as part of the Public Hearing record. This conservation project is a cooperative effort between the City of Dover, The Strafford Rivers Conservancy (SRC), and the NHDOT, and I appreciate everyone's efforts to make the dream of preserving my family's historic farm a reality.

2 I have been in negotiations with folks at The SRC and the City of Dover for over two years now and I am ready to finalize this transaction! Due to the exceptionally rainy weather conditions that my crops endured over the last two growing seasons (2005 and 2006), I have run into some financial hardship and would request that the closing occur as soon as possible. I have yet to see any relief as my costs on this conservation project continue to mount (i.e. attorney fees, survey costs, appraisal costs, etc.) all while my regular daily operating costs of working the farm and running my store continue to increase.

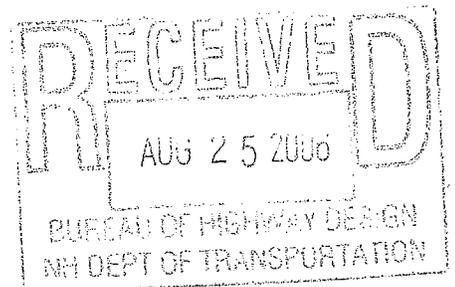
I look forward to the public hearing on September 21, 2006. Anything you can do to see that the closing occurs as quickly after the public hearing date as is reasonably possible would be greatly appreciated. Thank you for your continued efforts.

Sincerely,



William P. Tuttle, III

cc: A. Boudreau, The SRC  
S. Bird, City of Dover



**Response to Comments Made by  
William Penn Tuttle, III  
151 Dover Point Road, Dover, NH 03820  
Letter dated August 23, 2006**

1. & 2. The Tuttle Farm has been identified as one of four preferred components of the recommended mitigation package for the project. In response to the property owner's request, the NHDOT and FHWA, in partnership with the City of Dover, has expedited the acquisition of a conservation easement on the Tuttle Farmstead to permanently preserve the 120-acre farm. The preservation was consummated on January 29<sup>th</sup>, 2007 with the conservation easements executed and property rights on 109.1 acres transferred to the City, the NHDOT, and Strafford Rivers Conservancy (SRC). A second conservation easement on 11.0 acres was secured on September 14, 2006 through the Farm and Ranch Land Protection Program with easement rights held by the City, SRC and US Department of Agriculture.

James Moore *JMM 8/29/06*  
Special Committee Chairman  
State of New Hampshire Department of Transportation  
PO Box 483  
Concord NH 03302-0483

**RECEIVED**  
COMMISSIONERS OFFICE

AUG 29 2006

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

Mr. Moore:

In light of the upcoming public hearings, I thought I would, for the record, inform you of the worries the residents of our area have about noise impacts directly resulting from the proposed Spaulding Turnpike highway expansion. In addition to the obvious taking of properties and land, we are all very concerned with noise mitigation—many of us love where we live and have invested much into our homes—emotionally and monetarily.

My husband and I have followed these meetings over the years; spent time with Chris Waszczuk discussing the proposed alternatives, focusing on the preferred alternative #3; and spoke at several ATF meetings.

Our property directly abuts the expansions. We are very troubled by the impending sprawl into our backyard with the proposed set backs and project perimeters, and equally concerned about the proposed land clearing and the direct effect on our quality of life. I've been watching the construction in Newington, and the corresponding exposure to the highway traffic homes are now subject to.

For the record, we are in favor of

- 1) Minimized project set backs
- 2) Restricted tree clearing TO A BARE MINIMUM
- 3) Mitigation for the trees removed—TO INCLUDE a sound wall, privacy fence, and additional evergreen tree plantings

In summary, we feel strongly that our quality of life will be severely infringed upon if the above requests are not acted upon.

If you would like to discuss our concerns further; we can be reached at 742-1012.

*Angela and Matthew Carter*  
Angela and Matthew Carter  
335 Dover Point Road  
Dover, NH 03820

**Response to Comments Made by  
Matthew and Angela Carter  
335 Dover Point Road, Dover, NH 03820  
Letter dated August 27, 2006**

1. – 3. The NHDOT and FHWA are cognizant of the sensitive and scenic nature of the area and will strive to minimize tree clearing and setback areas to the extent practicable. As presented at the Public Hearing, the NHDOT and FHWA also propose four segments of soundwalls in Dover totaling approximately 15,600 linear feet to mitigate for the elevated noise levels from the Turnpike. In addition, the NHDOT and FHWA propose to develop a comprehensive landscaping plan, as part of the project's final design, and will plant new trees in select locations to mitigate for mature trees that will be lost due to construction and to landscape other locations along the corridor, as deemed appropriate.

A soundwall is currently proposed along the east side of the Turnpike from the Wentworth Terrace neighborhood area, past Pomeroy Cove, up the Exit 6 NB off-ramp, and along US 4 terminating at Dover Point Road, which will shield Mr. and Mrs. Carter's property.

**RECEIVED**  
COMMISSIONERS OFFICE

SEP 13 2006

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

September 11, 2006



Mr. James Moore *JAM 9/13/06*  
Director of Project Development  
P.O. Box 483  
Concord, NH 03302

RE: Tuttle Farm Protection Project: To be included as part of the Public Hearing record for the Newington-Dover 11238 project.

Dear Mr. Moore:

1

The Great Bay Resource Protection Partnership supports the permanent protection of the Tuttle Farm in Dover, NH. The protection of the 120 acre Tuttle Farm is critical for several reasons. The property contains a diversity of habitat including tidal and non-tidal wetlands, streams, and prime agricultural soils. The farm's location, between the tidal waters of the Bellamy and Piscataqua Rivers, provides critical habitat for migrating waterfowl including Canada geese. The permanent protection of the property from further development will be a positive contribution to the overall water quality of the adjacent streams and rivers, and Great Bay. The protection of the farm will be an important addition to the conservation land in the region, including the New Hampshire Department of Fish and Game's Bellamy River Wildlife Management Area which once was part of the Tuttle family farm. The conservation of the farm will also protect an important regional historic resource and scenic resource.

The Partnership is a group of organizations committed to protecting the important habitats of the Great Bay region. The Partnership consists of state and regional private non-profit conservation organizations and land trusts, federal and state public agencies and municipalities. The Principal Partners include the Audubon Society of New Hampshire; Ducks Unlimited, Inc.; Great Bay National Estuarine Research Reserve; New Hampshire Department of Fish and Game; The Nature Conservancy, NH Chapter; Society for the Protection of NH Forests; US Environmental Protection Agency; US Fish and Wildlife Service; and the US Natural Resources Conservation Service. The Partnership is pleased to lend its support to this significant conservation project.

Sincerely,

Dea Brickner-Wood  
Great Bay Coordinator

Principal Partners of New Hampshire's Great Bay Habitats PRINCIPAL PARTNERS: AUDUBON SOCIETY OF NEW HAMPSHIRE  
DUCKS UNLIMITED, INC. GREAT BAY NATIONAL ESTUARINE RESEARCH RESERVE NEW HAMPSHIRE DEPARTMENT OF FISH & GAME  
SOCIETY FOR THE PROTECTION OF NEW HAMPSHIRE FORESTS THE NATURE CONSERVANCY, NEW HAMPSHIRE CHAPTER  
U.S. ENVIRONMENTAL PROTECTION AGENCY U.S. FISH & WILDLIFE SERVICE U.S. NATURAL RESOURCES CONSERVATION SERVICE

**Response to Comments Made by  
Dea Bricker-Wood, Great Bay Coordinator  
Great Bay Resource Protection Partnership  
1 Colony Cove Road, Durham, NH 03824  
Letter dated September 11, 2006**

1. See Letter P-1, response #1 and #2.

1

My name is Richard Stern. I live at 516 Shattuck Way in Newington N.H. This letter is in reference to the expansion of the Spaulding Turnpike. I feel that this expansion will have a profound negative impact on my home. I have included a map with my home marked on it.

2

Thanks to the building of Shattuck Way around my home I have not only lost a large buffer area of trees but the property around me has been opened up to be developed. The result will mean a loss of all my buffer zones around my house. I have no control on the trees that now give me a buffer because I do not own the property they are on. No predictions have been projected for the sound around my home other than the state doing readings two mornings. I had asked for the projected increase but have not received them. The traffic noise inside my house at 5:00am is very loud. I know the state or FHWA does not measure the sound inside but this is where my family lives and sleeps. I think my property value will be decreased by the building of four more lanes within view of my house.

3

4

Nothing is being done in Newington for any noise abatement, that I am aware of. I would like to see more attention payed to the town for sound mitigation. We are not as close as the people in Dover , but as you know sound travels and a lot of people hear the roar of the highway in Town, not only are you adding lanes but the speeds of the vehicles will increase due to more travel lanes. Perhaps a buffer zone or more research into silent highway technology.

5

I also feel it is a undue burden on the taxpayers of N.H. to restore and maintain the old steel General Sullivan Bridge

I have already sacrificed a lot with the building of Shattuck Way. This will be the final blow for me and my family.

Thank You  
Richard C. Stern  
516 Shattuck Way  
Newington N.H. 03801  
603-431-9741



FHWA noise monitoring guidelines<sup>58</sup>. Traffic data (except for the June 2005 measurement) were obtained at the same time as the sound level data. This traffic data included traffic volumes, vehicle mix (automobiles, medium trucks, and heavy trucks), and operating speeds. Noise sources in the study area included vehicles on the Spaulding Turnpike and vehicles on local roadways. Figure 3.14-1 presents the location of the noise monitoring sites.

**Table 3.14-3  
Areas and Receptor Locations**

Area Number	Areas	Number of Receptor Locations Represented
Area 1	Fox Run Road - Newington	2
Area 2	Old Dover Road - Newington	5
Area 3	Patterson Lane - Newington	10
Area 4	Nimble Hill Road - Newington	25
Area 5	Shattuck Way - Newington	5
Area 6	Bloody Point - Newington	5
Area 7	Hilton Park - Dover	1
Area 8	Wentworth Terrace - Dover	20
Area 9	Dover Point Road - Dover	60
Area 10	Boston Harbor Road - Dover	25
Area 11	Cole Drive - Dover	50
Area 12	Bayview Park - Dover	1
Area 13	Clearwater Drive - Dover	55
Area 14	Homestead Lane - Dover	25
Totals		299

### 3.14.2.3 Existing Conditions

#### Sound Level Measurements

Table 3.14-4 presents the results of the noise monitoring program and the predicted results from the Traffic Noise Model (TNM). Little to no difference between the monitored results and the predicted results confirms that the Traffic Noise Model has been calibrated properly.

The existing sound levels for the study area were calculated using the TNM that was calibrated based upon the noise monitoring data. The results presented in Table 3.14-5 represent the range of sound levels in the study area that have been calculated using the existing peak hour traffic data. The highest sound levels will occur at receptor locations adjacent to the Spaulding Turnpike. The sound levels at the lower end of the range will occur at receptor locations further away. The study area includes a diversity

<sup>58</sup> Measurement of Highway-Related Noise, US Department of Transportation, Federal Highway Administration, FHWA-PD-96-046, May 1996.

of building types, such as, residential, commercial, and public buildings. The results of the noise analysis demonstrate that a majority of the non-commercial receptor locations currently experience sound levels that approach, are at, or exceed the NAC.

**Table 3.14-4  
Noise Model Calibration Data**

Monitoring Location Number	Monitoring Site <sup>1</sup>	Monitored	Predicted	Difference <sup>3</sup>
M1	Nimble Hill Road - Newington	64	65	+1
M2	Old Dover Road - Newington	62	64	+2
M3	Wentworth Terrace - Dover	69 <sup>2</sup>	69 <sup>2</sup>	+1
M4	Dover Point Road - Dover	72 <sup>2</sup>	71 <sup>2</sup>	-1
M5	Homestead Lane - Dover	55	57	+2
M6	Spur Road - Dover	63	64	+1
M7	Boston Harbor Road - Dover	76 <sup>2</sup>	75 <sup>2</sup>	-1
M8	Tricoy's Cove - Newington	54	54	0

Notes:  
1 The monitoring sites are depicted in Figure 3.14-1.  
2 The sound level approaches, is at, or exceeds the FHWA noise abatement criterion.  
3 Predicted minus Monitored.  
4 Measurement site only; no predicted values calculated.

**Table 3.14-5  
Existing Sound Levels (dBA)**

Area Number <sup>1</sup>	Receptor Type	Areas	Range of Existing Sound Levels
Area 1	Commercial/Church	Fox Run Road - Newington	55-67 <sup>2</sup>
Area 2	Residential/Commercial	Old Dover Road - Newington	51-59
Area 3	Residential/Commercial	Patterson Lane - Newington	39-47
Area 4	Residential	Nimble Hill Road - Newington	52-54
Area 5	Residential/Commercial	Shattuck Way - Newington	50-68 <sup>2</sup>
Area 6	Residential	Bloody Point - Newington	53-57
Area 7	Park	Hilton Park - Dover	57-67 <sup>2</sup>
Area 8	Residential	Wentworth Terrace - Dover	59-71 <sup>2</sup>
Area 9	Residential	Dover Point Road - Dover	55-70 <sup>2</sup>
Area 10	Residential	Boston Harbor Road - Dover	54-63
Area 11	Residential	Cole Drive - Dover	49-71 <sup>2</sup>
Area 12	Park	Bayview Park - Dover	40-56
Area 13	Residential	Clearwater Drive - Dover	44-66 <sup>2</sup>
Area 14	Residential	Homestead Lane - Dover	54-68 <sup>2</sup>

Notes:  
1 Areas Presented in Figure 3.14-1  
2 The sound level approaches, is at, or exceeds the FHWA noise abatement criterion.

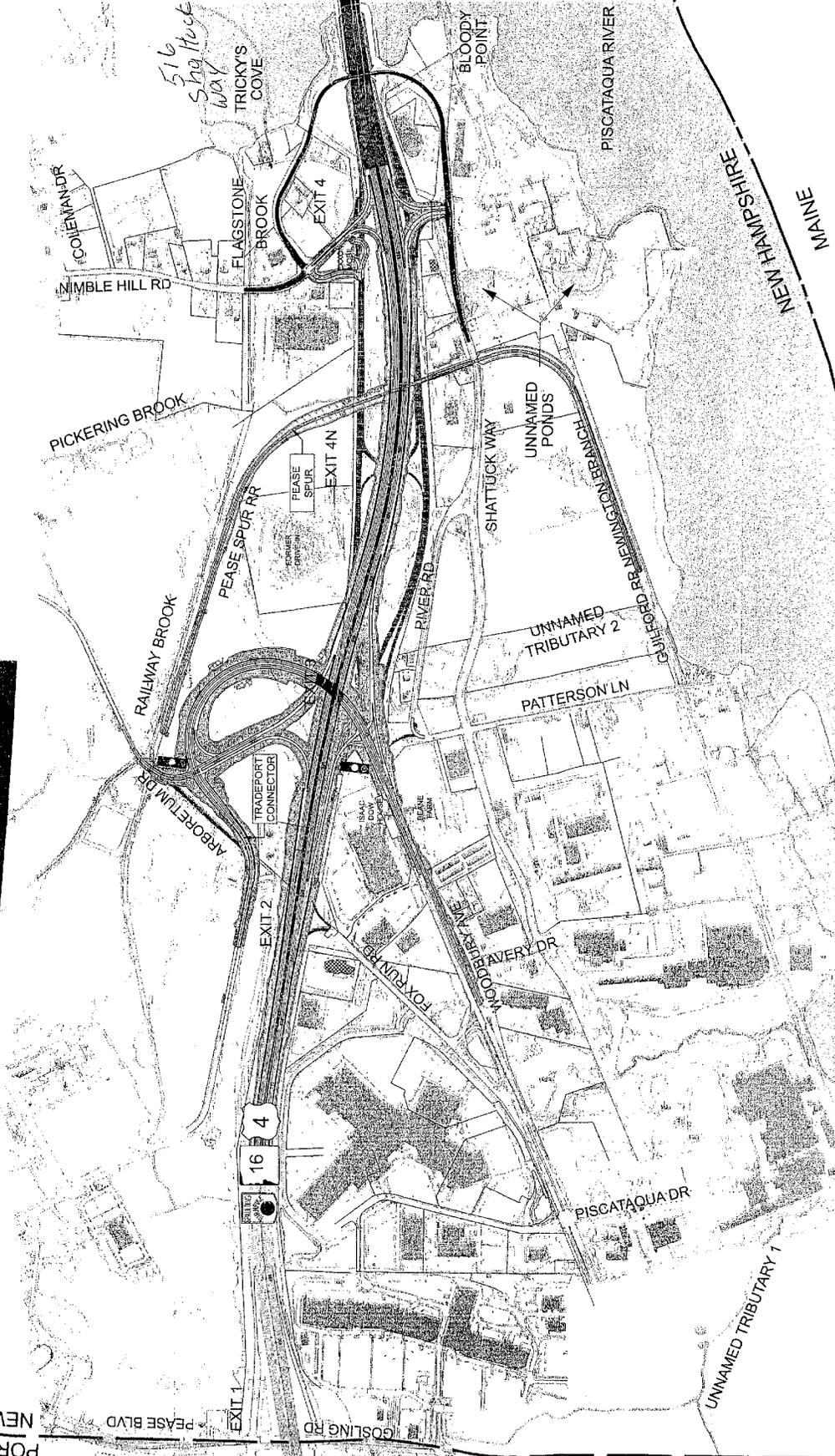
Legend:

-  Existing Roadway
-  Existing Building
-  Existing Wetland
-  Existing Property Lines
-  Proposed Roadway
-  Proposed Bridge
-  Proposed Rail Corridor
-  Proposed Acquisition
-  Pavement Removal
-  Existing LAROW
-  Existing CAROW
-  Existing ROW
-  Proposed LAROW
-  Proposed CAROW
-  Proposed ROW
-  Newington Interim
-  Safety Improvements
-  Impacted Receptor
-  Locations



Vanasse Hangen Brustlin, Inc.

Figure 4.14-2  
Newington Alternative 13  
Noise Impact Locations



**Response to Comments Made by  
Richard C. Stern  
516 Shattuck Way, Newington, NH 03801  
Letter dated September 21, 2006**

1. The NHDOT and FHWA are sympathetic to Mr. Stern's concerns. However, Mr. Stern's property is situated approximately 700 feet from the edge of the proposed Turnpike with no physical impacts to the property. The interim project, which constructed Shattuck Way, was closely coordinated with the Town of Newington and constructed an alternative that provided needed highway improvements to enhance safety at Exit 4. The layout for Shattuck Way did not physically impact the Stern's property or require the acquisition of any property rights from Mr. Stern. The NHDOT and FHWA have no control over zoning or development in the vicinity of Shattuck Way. Those elements fall under the purview of the Town of Newington.
2. Two field noise measurements have been made, one on June 23, 2005 at 6:37 am and the second on September 8, 2006 at 5:54 am in the vicinity of the Stern's residence. These measurements were taken in the morning, as requested, to represent the typical elevated noise levels. The average sound levels ( $L_{eq}$ ) ranged from 53.4 to 55.6, which fall below the FHWA Noise Abatement Criteria (NAC) of 67 for residential properties. The predicted sound levels for the Build 2025 in the vicinity of the Stern's residence range from 56 to 60 dBA, which are below the NAC.
3. Since there is no physical impact to the property, no monetary damages are due.
4. A detailed noise analysis was conducted for this project in accordance with the NHDOT's Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I Highway Projects and Title 23 Part 772 of the US Code of Federal Regulations. Approximately 300 properties in the project area (Newington-Dover) were included in the analysis. As a result of this analysis, the NHDOT and FHWA propose to construct four noise barriers totaling approximately 15,600 feet in length in Dover. Barriers are not warranted in Newington because the existing and predicted (2025) noise levels do not approach or exceed the FHWA noise abatement criterion. Two properties (located in Receptor Areas 1 and 5, see Table 4.14-1) do meet the criterion, but soundwalls are not proposed because these properties do not meet the cost-effective criterion, as established by policy.
5. The NHDOT and FHWA propose to rehabilitate the General Sullivan Bridge as an element of the Selected Alternative identified for the project. The General Sullivan Bridge, regardless of its present day condition, is a landmark structure, the second highest rated historic bridge in the state, and eligible for the National Register of Historic Places. The bridge offers a unique and important bicycle/pedestrian connection across Little Bay, as well as other recreational activities, and is deemed a historic resource with protection under Federal (USDOT) law. The NHDOT and FHWA have estimated the cost to rehabilitate the General Sullivan Bridge to a six-ton capacity, which will be able to accommodate pedestrians, bicycles, recreational activity, and emergency vehicles, at approximately \$26

million dollars. This represents a net cost to the project of approximately \$10 million dollars taking into account the cost that would be required to dismantle and remove the structure, along with the cost required to provide a replacement recreational connection across the Bay.

Date: Sept. 21, 2006

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

1  
There is a very large section of fence down  
(1-60' or more) right after the Toll Booth on the  
Spur Rd side. If there is an accident with  
a vehicle going off the road (like happened to  
the ~~last~~ political candidate down the other  
end of the Spaulding Tr/ Spur Rd - there is  
NO way it would be able to stop! It  
would plow right into 193 Spur Rd +  
maybe even into the river!

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Rosalie Veinott

Name: Rosalie Veinott  
(Please Print)

Address: 23 Roberts Rd  
Dover, NH

Phone: # 749-2957

NH DOT Project Parcel # \_\_\_\_\_

**Response to Comments Made by  
Rosalie Veinott  
23 Roberts Road, Dover, NH 03820  
Letter dated September 21, 2006**

1. The section of fence has been repaired. The NHDOT and FHWA appreciate being made aware of the fallen section of fence.

Date: 9-21-06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483 .

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

1

A great job has been done on the Final design and on the presentations made to the public. I've attended four of your public presentations and every meeting was very informative and conducted in a very professional manner.

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: *Thelma Briggs*

Name: Thelma Briggs  
(Please Print)

Address: 10 Cote Drive  
Dover NH

Phone: # \_\_\_\_\_

NH DOT Project Parcel # \_\_\_\_\_

**Response to Comments Made by  
Thelma Briggs  
10 Cote Drive, Dover, NH 03820  
Letter dated September 21, 2006**

1. The NHDOT and FHWA appreciate the efforts and input from the large number of people that attended the numerous public meetings and followed the project's development and progression. The NHDOT and FHWA will continue to progress the project in an expeditious manner and will continue to solicit input from the communities, the Advisory Task Force, and Planning Commissions on various aspects of the project during the project's final design.

Date: ~~10~~ 9-21-06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

1 [ Where ever possible, trees be planted/replaced in between  
The new roadways & existing houses to help  
with noise reduction

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Dean Trefethen

Name: Dean Trefethen  
(Please Print)

Address: 9 Danielle Ln  
Dover NH 03820

Phone: # 603-742-4740

NH DOT Project Parcel # \_\_\_\_\_

**Response to Comments Made by  
Dean Trefethen  
9 Danielle Lane, Dover, NH 03820  
Letter dated September 21, 2006**

1. The NHDOT and FHWA are cognizant of the sensitive and scenic nature of the area and will strive to minimize tree clearing and setback areas to the extent practicable. As presented at the Public Hearing, the NHDOT and FHWA also propose four segments of soundwalls in Dover totaling approximately 15,600 linear feet to mitigate for the elevated noise levels from the Turnpike. In addition, the NHDOT and FHWA propose to develop a comprehensive landscaping plan, as part of the project's final design, and will plant new trees in select locations to mitigate for mature trees that will be lost due to construction and to landscape other locations along the corridor, as deemed appropriate.

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

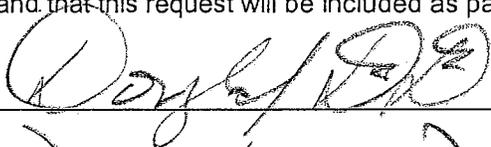
Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

1

I AM CONCERNED ABOUT THE  
BACKUP THAT WILL OCCUR AT  
THE REVISED EXIT 6 -  
IT APPEARS THAT THE  
BACKUP WILL BACK UP ONTO  
THE NORRIS BOUND HIGHWAY  
ITSELF

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: 

Name: DOUGLAS T DeDe  
(Please Print)

Address: 143 LOWST ST  
DOVER NH 03820

Phone: # 603 749 1578

NH DOT Project Parcel # \_\_\_\_\_

**Response to Comments Made by  
Douglas J. DeDe  
143 Locust Street, Dover, NH 03820  
Letter dated September 21, 2006**

1. The signalized intersection of US 4 with the Exit 6 northbound ramps under the Selected Alternative has been designed to efficiently process the 2025 future traffic volume demands. The overall intersection is projected to operate at Level of Service (LOS) B during the 2025 weekday morning peak hour and LOS C during the 2025 weekday evening peak hour (this is more fully documented in Chapter 4 of the EIS), which meets the NHDOT's LOS C desirable standard for the design of new roadway facilities.

As shown on the Hearing Plan for the Preferred Alternative (now the Selected Alternative), the 2-lane northbound off-ramp will be approximately 1,200 feet long extending from the nose of the ramp median on the Turnpike to the signalized intersection at US 4. At the signalized intersection, two left-turn lanes and two right-turn lanes are proposed with approximately 550 feet of storage in each lane. The proposed storage lengths on the northbound off-ramp will sufficiently accommodate the anticipated queues without causing vehicles to back up onto the Turnpike. This is more fully documented in Section 4.2 of the EIS.

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

I am a property owner of # 15  
Westworth Terrace, Dover.

There exists an ancient drain  
that traverses my lot west to east  
draining highway overflow into the  
Piscataqua at my shorefront. I am concerned  
that the # additional lane will seriously  
erode my shorefront and being ancient  
possible brook dry out.

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: John P Duff  
Name: JOHN P DUFF  
(Please Print)

Address: 16 Prospect St  
Dover, NH 03820

Phone: # 603 828-7876

NH DOT Project Parcel # D023

**Response to Comments Made by  
John P. Duffy  
16 Prospect Street, Dover, NH 03820  
Letter dated September 21, 2006**

1. The NHDOT and FHWA acknowledge the concerns regarding stormwater runoff and water quality on Dover Point. As part of the project's final design, the NHDOT and FHWA will closely review and evaluate the existing drainage conditions. Careful attention will be exercised to identify drainage related issues along the Turnpike on Dover Point and not exacerbate the deficient conditions. Detention basins and stormwater treatment areas will be considered as part of the project's final design to provide no net increase in pollutant loadings and to limit the peak runoff discharges to the pre-existing conditions.

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

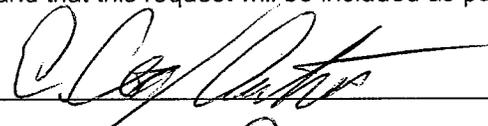
Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

1 ① THAT THE SIDEWALK FROM HILTON PARK (WEST SIDE)  
BE CONTINUED TO THE DMV EXISTING SIDEWALK  
DUE TO GREAT INCREASE IN TRAFFIC

2 ② THAT THE NOISE ABATEMENT BE INSTALLED  
AT THE BEGINNING OF THE PROJECT

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: 

Name: EDWARD ARTNICK  
(Please Print)

Address: 53 BOSTON HARBOUR RD  
DOVER, NH 03820

Phone: # 603-742-8689

NH DOT Project Parcel # \_\_\_\_\_

**Response to Comments Made by  
Edward Cartnick  
53 Boston Harbor Road, Dover, NH 03820  
Letter dated September 21, 2006**

1. The NHDOT and FHWA acknowledge that the section of Dover Point Road west of the Turnpike will see a moderate increase in traffic once the project is constructed and Exit 5 discontinued. The NHDOT has reviewed the area and proposes to incorporate a sidewalk (approximately 2700 feet) along the west side of Dover Point Road to improve pedestrian safety and provide pedestrian connectivity between the proposed sidewalk at Hilton Park and the existing sidewalk opposite the Division of Motor Vehicles (DMV) property with the following stipulations: the additional easements and/or property rights can be secured from the property owners in an amicable manner without the use of eminent domain; the additional impacts to wetlands (which are anticipated to be minor) will be permitted; and the City of Dover agrees to accept maintenance responsibilities (both winter and summer maintenance) for the sidewalk in accordance with its accepted policies and practices as mandated in RSA 231:92-a. A municipal agreement between the City and the NHDOT documenting maintenance responsibilities will need to be executed prior to this sidewalk (and the other sidewalks) being incorporated into the project.
  
2. The NHDOT and FHWA propose to install four sections of noise barriers totaling approximately 15,600 feet in Dover to mitigate for the elevated noise levels emanating from the Turnpike. A detailed noise analysis and evaluation were performed for the project and are documented in the EIS.

Additional meetings with the impacted property owners will be held to discuss the noise barriers and ascertain whether the barriers are desired or not. In accordance with the NHDOT's *Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I Highway Projects*, a minimum of 75% of the first row property owners, and predicted to benefit from the installation of the noise barrier, will need to support the installation of the barrier prior to its construction. During these meetings with the neighborhoods, more detailed information on the type, height, special features, and length of the noise barriers will be discussed and input gathered.

The NHDOT and FHWA will design the barriers to be as low as possible while still achieving the necessary noise reductions, and will consider various architectural treatments and landscaping during the final design phase to mitigate the visual impact of the barriers.

The NHDOT and FHWA will review the project's constructibility and advance the construction of the proposed noise barriers, where deemed appropriate and practicable.

Date: 9/21/08

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

1 I support the efforts on  
 2 expanding the spreading of  
adding noise barriers

---



---



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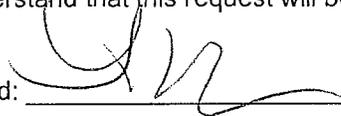


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I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: 

Name: LINDA PONTRAWI  
(Please Print)

Address: 40 Belanger Dr.  
Dover NH 03820

Phone: # 603-742-4439

NH DOT Project Parcel # \_\_\_\_\_

**Response to Comments Made by  
Linda Pontbriand  
40 Belanger Drive, Dover, NH 03820  
Letter dated September 21, 2006**

1. The NHDOT and FHWA acknowledge and appreciate the support and will progress the project, as proposed, as expeditiously as possible.
2. The NHDOT and FHWA acknowledge and appreciate support for the soundwalls, as proposed.

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

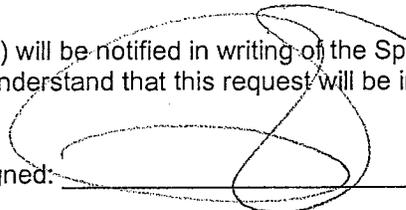
Attention: Chairman of the Special Committee  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

1 I support the plan as presented  
on 9/21/06. I would like  
to see the sound barriers  
installed. I am on the water  
2 on Pomeroy Cove, and I would  
like the barriers solid on the  
bottom with the clear top

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: 

Name: Patricia Rowe  
(Please Print)

Address: 17 Cote Dr  
Dover, NH 03820

Phone: # 749-2335

NH DOT Project Parcel # \_\_\_\_\_

**Response to Comments Made by  
Patricia Rose  
17 Cote Road, Dover, NH 03820  
Letter dated September 21, 2006**

1. The NHDOT and FHWA acknowledge and appreciate the support and will progress the project, as proposed, as expeditiously as possible.
2. The NHDOT and FHWA will design the barriers to be as low as possible while still achieving the necessary noise reductions, and will consider various architectural treatments and landscaping during the final design phase to mitigate the visual impact of the barriers.

Additional meetings with the impacted property owners will be held to discuss the noise barriers and ascertain whether the barriers are desired or not. In accordance with the NHDOT's *Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I Highway Projects*, a minimum of 75% of the first row property owners will need to support the installation of the barrier in order for it to be constructed. During these meetings with the neighborhoods, more detailed information on the type, height, special features, and length of the noise barriers will be discussed and input gathered.

RECEIVED  
COMMISSIONERS OFFICE

SEP 22 2006

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

September 19, 2006

Mr. James Moore *Am 9/22/06*  
Director of Project Development  
P.O. Box 483  
Concord, NH 03302

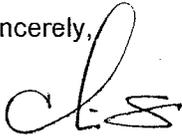
Dear Mr. Moore,

1

I am writing in support of funding the preservation of the Tuttle Farm on Dover Point Road in Dover, NH. Farmland like Tuttle's, once a common sight in southern New Hampshire, is quickly becoming a memory from days gone by. This farm in particular is very special not only to Dover residents, but to many throughout the region who buy their produce there or simply drive by.

Preserving this farm will be a historic moment. I hope you do all you can do to insure that this beautiful farm is preserved for future generations. Thank you in advance for your efforts.

Sincerely,



Christopher Snow

10 Mast Road Ext.  
Dover, NH 03801  
603-742-4400

RECEIVED  
SEP 22 2006  
DEPT. OF TRANSPORTATION

**Response to Comments Made by  
Christopher Snow  
10 Mast Road, Dover, NH 03820  
Letter dated September 19, 2006**

1. See Letter P-1, response #1 and #2.

**YAHOO! MAIL**

*JM 9/26/06*

Print - Close Window

**Date:** Sat, 23 Sep 2006 11:57:16 -0700 (PDT)  
**From:** "Scott Davidson" <jscottdav2002@yahoo.com>  
**Subject:** 2nd draft--rt 16 widening hearing record  
**To:** "jscottdav2002@yahoo.com" <jscottdav2002@yahoo.com>

Re: Newington-Dover NHS-027-1(037), 11238 Please include in hearing record.

1

The Dover Transportation Center (DTC) in central Dover is currently the most connected public transit hub in the NH Seacoast Region, served locally by four bus routes (COAST 1 and 2, UNH Wildcat 3A and 3B), and regionally by the Amtrak Downeaster train and C&J Trailways bus. It is also within walking distance for thousands of Dover residents.

2

It has come to my attention that the proposed new Park and Ride facilities at Exit 9 (two miles north) will include a new C&J station, and that service to DTC will be discontinued. While BUS travel times to Boston will shorten, Dover residents who can now leave their cars at home and take a local bus or walk will require private vehicles to access the C&J bus--a big step backwards in terms of the environmental and affordable travel challenges of the 21st century. Total costs will increase--including the fuel consumption and time costs of adding more cars to rush hour traffic. Air pollution and greenhouse gas emissions will also increase. Those without cars will be forced to take cabs both ways, easily doubling the cost of a round-trip to Boston for many.

It is therefore recommended that coordinated shuttle service between the Dover Transportation Center and new C&J station, for both leaving and returning passengers, be required as part of any plan to discontinue C&J service from central Dover.

Thank you for your attention.



Scott Davidson  
Executive Committee, NH Sierra Club, Seacoast Group  
158 Cricket Brook  
Dover, NH 03820  
(603) 749-4472  
jscottdav2002@yahoo.com

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**COMMISSIONERS OFFICE**

SEP 26 2006

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

**Response to Comments Made by  
Scott Davidson, Executive Committee  
NH Sierra Club, Seacoast Group  
158 Cricket Brook Road, Dover, NH 03820  
Letter dated September 23, 2006**

1. The NHDOT and FHWA acknowledge the importance of the Dover Transportation Center as a public transit hub serving the Seacoast region.
2. The NHDOT and FHWA note that the City of Dover has initiated a Congestion Mitigation Air Quality (CMAQ) improvement project, entitled “Dover 13509” to connect the downtown area, Dover Transportation Center, and other prominent places of employment with the proposed Exit 9 Park and Ride facility. The NHDOT and FHWA acknowledge that this connection is an important link in the regional transit system and that the project may be underfunded. The NHDOT will continue to advocate for this project and will support the City in pursuit of additional CMAQ funding for the project.

Date: September 24, 2006

Re: NEWINGTON-DOVER NHS-027-1(037), 11238  
PUBLIC HEARING  
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

**RECEIVED**  
COMMISSIONERS OFFICE

SEP 26 2006

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

Attention: Chairman of the Special Committee *JAM 9/26/06*  
% James A Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

1 At the meeting I briefly expressed my approval of  
wetlands mitigation going towards the remaining  
lands in the Tuttle Farm Conservation project. I totally  
2 approve the sound barriers along the Dover toll  
Booths and vote their construction before the  
bridge and highway constructions begin. Additionally,  
3 I join the concern of the destruction of the  
trees and natural plants. Please make every effort  
to save natural growth especially mature  
trees from being destroyed.

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Barbara J. Rushmore

Name: Barbara J. Rushmore  
(Please Print)

Address: 191 Spur Road  
Dover, NH 03820

Phone: # 749. 1151

NH DOT Project Parcel # \_\_\_\_\_

J.O.T.  
P.S. What more can  
be done to reduce  
motorcycle exhaust  
and truck jake  
brake noise?

**Response to Comments Made by  
Barbara Rushmore  
191 Spur Road, Dover, NH 03820  
Letter dated September 24, 2006**

1. See Letter P-1, response #1 and #2.
2. The NHDOT and FHWA acknowledge and appreciate support for the soundwalls, as proposed. The NHDOT and FHWA will review the project's constructability and advance the construction of the proposed noise barriers, where deemed appropriate and practicable.
3. The NHDOT and FHWA are cognizant of the sensitive and scenic nature of the area and will strive to minimize the clearing and setback areas to the extent practicable.
4. See Letter P-16, response #2 and #3.

Raymond H. Bardwell, P.E.  
199 Spur Road  
Dover, NH 03820  
(603) 749-6422

September 23, 2006

STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION  
P.O. BOX 483  
CONCORD, NH 03302-0483

**RECEIVED**  
**COMMISSIONERS OFFICE**  
SEP 25 2006

C/O James A. Moore, Director of Project Development

**THE STATE OF NEW HAMPSHIRE**  
**DEPT. OF TRANSPORTATION**

Subject: Improvements to Spaulding Turnpike & Little Bay Bridges

Dear Mr. Moore:

1

As an abbuttor since 1984 and daily user of the roads in the scope of work, I have followed this project for years. I stated at the Sept. 21<sup>st</sup> meeting that the design staff has been very thorough, courteous, and professional in their work and should be commended for this.

2

3

One of the problems that people have in this area is the noise level that has increased over the years and mainly from the motorcycles and trucks with no mufflers. Living on Spur Road, we spend time on the Bellamy River side of our home and there are many times that all conversation is stopped until these vehicles have stopped and proceeded from the area. That side of our home is 300 feet plus away and at a lower elevation with many trees. The residents appreciate the fact that sound fences will be constructed and would request that they be done at the front end of this project rather than at the end. This may not be practical. We also wonder if some sample of its type and design would be available for our information. I have observed various types, such as H columns driven in the ground and then pre-cast concrete sections with a design on them slid into the H columns; PT poles with PT planking and just concrete walls. The other thing that it brings to mind is that all vehicles must be inspected somewhere and have mufflers to pass this inspection. Why can some of the motorcycles and trucks operate without proper equipment? I have noticed that the State Police and some local police are setting up check- points to curb this outrageous noise. Why can't this be accomplished at the Dover Toll area now? My chief of police says it's a state road and problem.

4

The design team and I have had many discussions on the Dover Point layout and my concerns have been answered. I am a strong believer in free flow at off ramps and not traffic lights. My desire was to have 6W remain, as all of the traffic is already channeled into one lane and must be there by the time you arrive at the Spur Road intersection and only have the traffic light at Spur Road. With the present design, all traffic coming from Portsmouth and going to Hilton Park, Newick's and DMV must turn onto the end of Spur Road. This will include tractor- trailers going for testing. The design team has stated that there will be an adequate de-celeration lane and proper turning radius for this

5

intersection. With the proposed design and the tunnel from Spur Road to Boston Harbor Road, will there be a sidewalk between these roads and will the tunnel be lighted?

6

I know the following is additional work for the DOT, but can the Hilton Park area and boat ramp be improved while the equipment is near this site? If this is under Fish & Game, can this improvement be coordinated to make the boat ramp a safe area for launching? The Park is a gem and could offer much more with some improvements. In my opinion, we need:

- To have a boat ramp that is steeper and into deeper water.
- To construct a jetty parallel to the existing ramp.
- Construct a dock along this jetty so boaters can secure their boats after launching and receive people and gear safely.
- If a committee is needed, I would be happy to serve.

Much of the above has been addressed by the design team, but this is the last time to offer comments and the above suggestions are from a different point of view and I want them in the record. I tell my clients, "It is less costly to change lines on paper than a project once constructed".

Thank you for your review of the above and contact me with any questions.

Sincerely,



Raymond H. Bardwell, P.E.

**Response to Comments Made by  
Raymond H. Bardwell  
199 Spur Road, Dover, NH 03820  
Letter dated September 23, 2006**

1. The NHDOT and FHWA acknowledge and appreciate the support and will progress the project, as proposed, as expeditiously as possible.
2. Enforcement of non-conforming equipment (*i.e.* non-conforming mufflers) on trucks and motorcycles falls under the purview of the Department of Safety. The NHDOT has no jurisdiction over non-conforming equipment.
3. The NHDOT and FHWA propose to install four sections of noise barriers totaling approximately 15,600 feet in Dover to mitigate for the elevated noise levels emanating from the Turnpike. A detailed noise analysis and evaluation were performed for the project and are documented in the DEIS. This analysis modeled, calibrated, and predicted noise levels for the peak period of traffic in 2025 for over 300 properties in the project area. The barriers were evaluated as to their feasibility and cost-effectiveness, and will be of sufficient height and length to reduce noise levels (at least 5 decibels) at exterior, ground levels for approximately 170 residential properties.

Additional meetings with the benefited property owners will be held to discuss the noise barriers and ascertain whether the barriers are desired or not. In accordance with the NHDOT's *Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I Highway Projects*, a minimum of 75% of the first row property owners will need to support the installation of the barrier in order for it to be constructed. During these meetings with the neighborhoods, more detailed information on the type, height, special features, and length of the noise barriers will be discussed and input gathered.

The NHDOT and FHWA will design the barriers to be as low as possible while still achieving the necessary noise reductions, and will consider various architectural treatments and landscaping during the final design phase to mitigate the visual impact of the barriers.

The NHDOT and FHWA will review the project's constructibility and advance the early construction of the proposed noise barriers, where deemed appropriate and practicable.

4. The signalized diamond interchange configuration proposed for Exit 6, as part of the Selected Alternative, provides a safer and more efficient traffic operation in comparison to a free-flowing 2-lane loop ramp alternative for northbound traffic desiring to travel west on US 4. Two-lane loop ramp configurations are uncommon and not recommended due to safety concerns associated with vehicles, including heavy commercial trucks, traveling at high speeds exiting the Turnpike, traveling side by side in a circular manner, and then merging with local traffic from Dover Point Road. Improving the geometry of the proposed 2-lane loop ramp would increase wetland impacts without addressing the traffic operational and safety concerns inherent in the 2-lane loop ramp configuration. This combined with the

addition of the northbound ramp that is required under this alternative would severely impact a number of residential properties along Homestead Lane and on Dover Point Road. Not only is the 2-lane loop ramp alternative a safety concern, it would cost approximately \$2 million more to construct (primarily due to the increased span and width of the new bridge carrying US 4 over the Turnpike) than the signalized diamond interchange configuration (exclusive of right-of-way and mitigation costs).

The Exit 6 proposed improvements at the US 4/Spur Road, Spur Road/local connector, and local connector/Boston Harbor Road intersections will be designed to safely and efficiently accommodate heavy commercial vehicles including tractor-trailer trucks.

5. A sidewalk is proposed to be constructed alongside the proposed connector road connecting Spur Road with Boston Harbor Road. Lighting is proposed to be installed on the proposed underpass structure beneath US 4.
6. The NHDOT and FHWA will continue to coordinate with the NHF&GD and DRED to determine whether improvements to the boating infrastructure at Hilton Park could be accomplished concurrently with this Turnpike project.

**Jan K. MacMillan  
Gordon S. Smith  
14 Boston Harbor Road  
Dover, New Hampshire 03820  
603 / 742-5508**

**September 25, 2006**

**Peter J. Spaulding, Executive Councilor  
c/o: James A. Moore, Director of Project Development  
The State of NH Dept. of Transportation  
PO Box 483  
Concord, NH 03302-0483**

**Dear Councilor Spaulding:**

**Re: Spaulding Turnpike  
Newington-Dover  
NHS-027-1(37), 11238**

1

**With keeping in mind that progress must move forward, we all applaud the upgrades to be implemented with the Spaulding Turnpike Newington/Dover Project. Although, after attending the September 21<sup>st</sup> project meeting at St. Thomas Aquinas High School in Dover, I realized it is imperative for all of us involved to express our concerns, anxieties, and fears on how this project personally impacts us, our homes, and our standard of living.**

**I have resided at 14 Boston Harbor Rd, Dover, since 1978, well before the first major project for Rt. 4, Scammell & Little Bay bridges was implemented. We put a major addition onto the house in the late 80's, believing at the time that Rt. 4 was proposed to move North towards Exit 9, Dover. Of course this ended up not being the case. When the plans were finalized to move Rt. 4 directly behind us and to be widened, we had to do quite a bit of talking and pleading just to keep our 10' wood fence, as well as keeping a few of the trees behind the fence for minimal sound barrier and privacy purposes. (My belief is that the only reason that we were graced with keeping the fence and trees was because we asked that the property be purchased by the State) Our request for a sound barrier wall was denied. That project resulted in Rt. 4 moving approximately 25' closer to our property line and approximately 5' closer to the front property line on Boston Harbor Rd.**

**Also at this time the drainage issues for run-off on Boston Harbor Rd were also addressed, where a culvert was installed just behind the pumping station to allow the run-off to drain under Rt. 4 and into the Bellamy River (East end of the Scammell Bridge). What was not accounted for was the grading of land to the culvert, which is more elevated than the bed of the run-off water. Someone forgot to account for the fact that water cannot run uphill... Our house sits in somewhat of a basin, and for many years it has been mandatory for us to run 2 sump pumps and a dehumidifier 24/7 down in our basement to help keep the water out. This is not to say that we still don't have occasional flooding problems.**

**With some of our previous DOT project issues summarized, I'll move forward to the present Spaulding Turnpike Newington/Dover project issues. Not surprisingly, they remain the same with a few new twists added.**

**I will, at this point, for easier reference, categorize each of our major concerns and give more detail for each.**

#### **VIEW / PRIVACY**

2

**Currently, our major concern is the Rt. 4 overpass going across the neighborhood connector. Through our own investigation (Bill Jannell, Administrator, Concord, NH), we've learned that the road will rise 4-6' over the connector road. This will put the traffic at the top of our already 10' fence. Our house is at the West end of Boston Harbor Rd, the corner location, and a large amount of the property line runs along Rt. 4, making this connector proposal a larger impact for us than for any of our neighbors. The road is currently 57' from our fence and 23' from the fence to the corner our house. Our property is set at approximately 4' below the present highway grade. We already have a view of the passing traffic at first floor level, and much more so from all of our 2<sup>nd</sup> story bedroom windows, which all face Rt. 4, and are closer to the highway. As you can see in the enclosed photos, we can see the tops of pickup trucks and all tractor-trailer cab windows from over our 10' fence taken from the first floor level of the house. The trees in these pictures are mostly deciduous, and they do add a slight bit of privacy in the summer months. They do nothing to cut down on the noise. When the leaves fall from the trees, we have half a year of even more visibility and noise. Our fear is that with the 4-6' rise, we'll have no privacy at all and the noise will only worsen. The increased elevation will also have headlights shining in our windows from westbound traffic coming over the neighborhood connector.**

## NOISE

3 We recently had Charlie Hood from NH DOT come out (August 2006) to monitor the noise levels. This was done at 1<sup>st</sup> floor level. The method used by the DOT for measuring the sound takes an average of sound levels over a period of time, never actually taking into account the individual peaks. This obviously won't have any bearing on the noise levels after the project is completed, as the increased elevation of the highway will make the sounds more pronounced.

It is our understanding that: 1) due to the low number of properties impacted by the increased noise, the State DOT plans for no sound barrier on our road, and no guarantee that they will do anything about it; 2) there is a set amount of funds for sound barriers based on the number of properties impacted; and 3) there are no funds built into the project for future noise problems.

## DRAINAGE

4 The present situation created by the Rt. 4 Scammel Bridge project, as I mentioned before, is an improperly pitched drainage ditch beside the highway, behind the fence, where a culvert was built at the rear of the sewer pumping station, to carry off a large portion of the runoff. We have, in the past, made calls to request a remedy for this, but no action was ever taken. There is standing water in the ditch from early spring till mid summer. The enclosed photos of the culvert show how the bushes, brush and weeds over run the culvert area. The only maintenance work performed in the drainage ditch and culvert are performed by us, nothing at all by the DOT or City of Dover. We clean it out every spring to try to reduce the standing water and the mosquito problems that accompany it.

The area our house is located in is in the shape of a basin, with a layer of clay 3' below the surface, the perfect swimming pool. As I stated previously, we have 2 sump pumps and a dehumidifier running 24/7 in our basement as an attempt to keep it as dry as possible.

## MAINTENANCE

5 This seems a good time to mention the maintenance, or lack of, taken on the previous project (Rt. 4 Scammell & Little Bay bridges). As addressed above, the drainage ditches and culverts are not maintained at all. The Scammell bridge sidewalks are so overgrown with weeds, that at times we have had to walk single file on the sidewalk pushing aside weeds to pass. The litter on the bridge and in the parking lots is disgusting. Would it be

5 possible for the City of Dover or Madbury put in garbage cans to help eliminate the litter issue? It works well up the road at Hilton Park.

**REQUESTS FOR PROBLEMS**

6 1) **Build a sound barrier fence of sufficient height as to obscure view of highway and help diffuse the sound of traffic. This option was also supported by Frank O'Callahan when our situation was discussed with him at the meeting 9/21/06.**

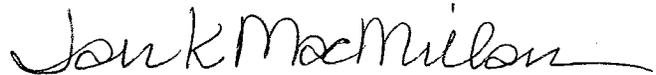
7 2) **Properly pitch the drainage ditch, ¼" per foot minimum.**

8 3) **If for any reason the trees behind existing fence are removed, replace with mature evergreen arborvitaes at least 12' in height. Placement of these to be put in same proximity (no more than 10') of trees removed. Or, stagger 2 rows of 12' arborvitaes approximately 8' apart to beautify roadside as well.**

9 4) **DOT can purchase the property at Fair Market Value.**

**Thanking you in advance for all your time and consideration, and our apologies for the lengthiness of this letter, but felt it imperative that all our concerns regarding this project go on record at this time. We look forward to hearing from you.**

**Sincerely,**



**Jan K. MacMillan  
Gordon S. Smith**

**14 Boston Harbor Rd  
Dover, NH 03820  
603 / 742-5508**

**Enclosures**

MacMillan  
14 Boston Harbor Rd

DURHAM



Pictures taken Sept., 2006

From 2<sup>nd</sup> Floor Bedroom  
Road visibility over 10' fence



From 2<sup>nd</sup> Floor Bedroom  
Vehicle visibility over 10' fence



From 2<sup>nd</sup> Floor Bedroom  
Entire vehicle seen over 10' fence

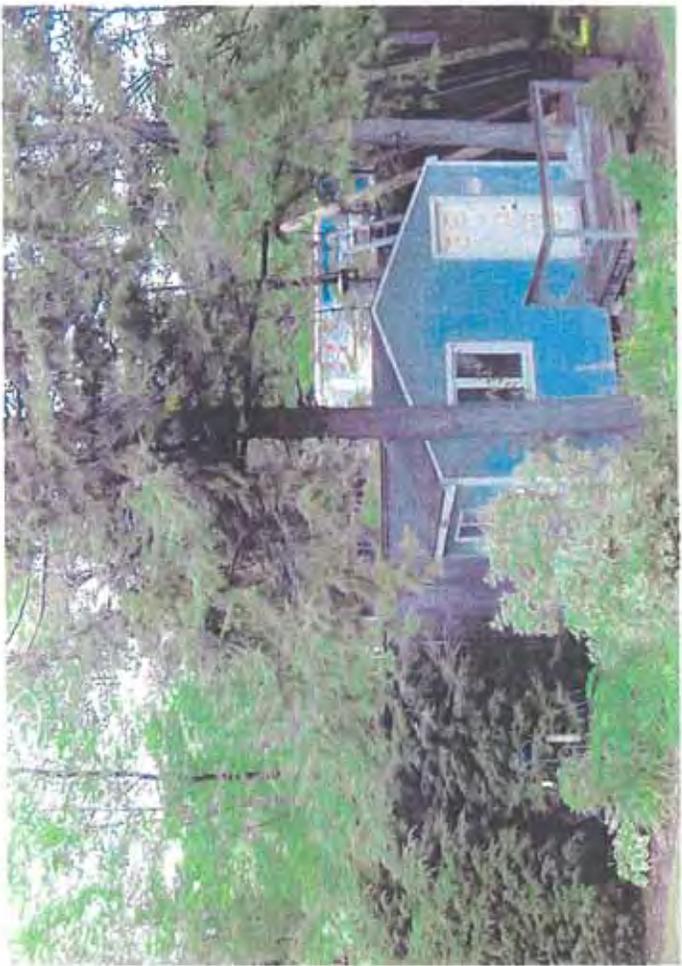


1<sup>st</sup> Floor sun room  
Road visibility over 10' fence



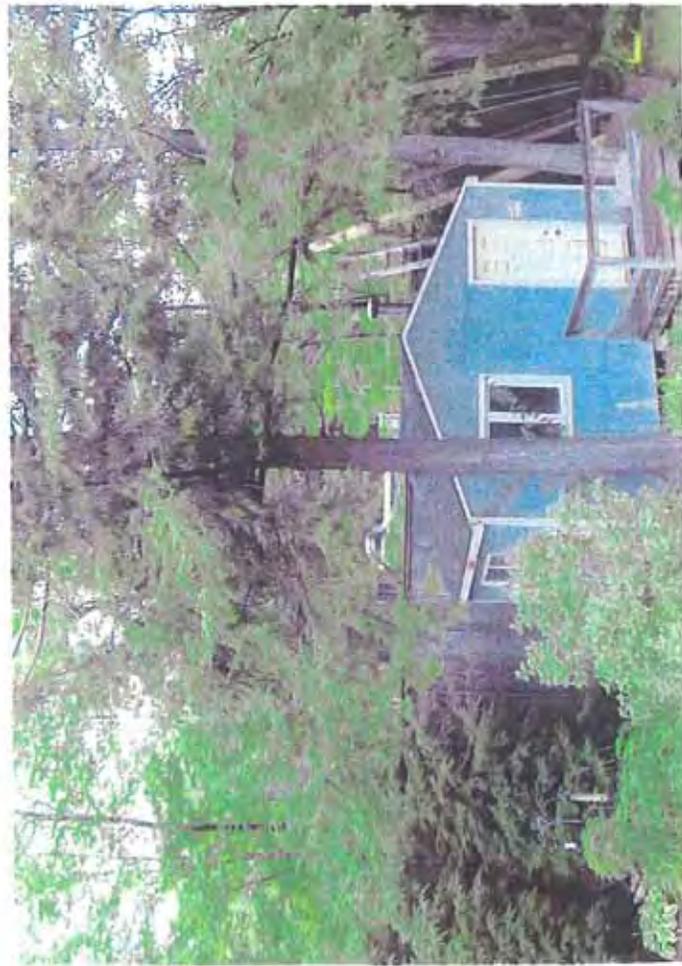
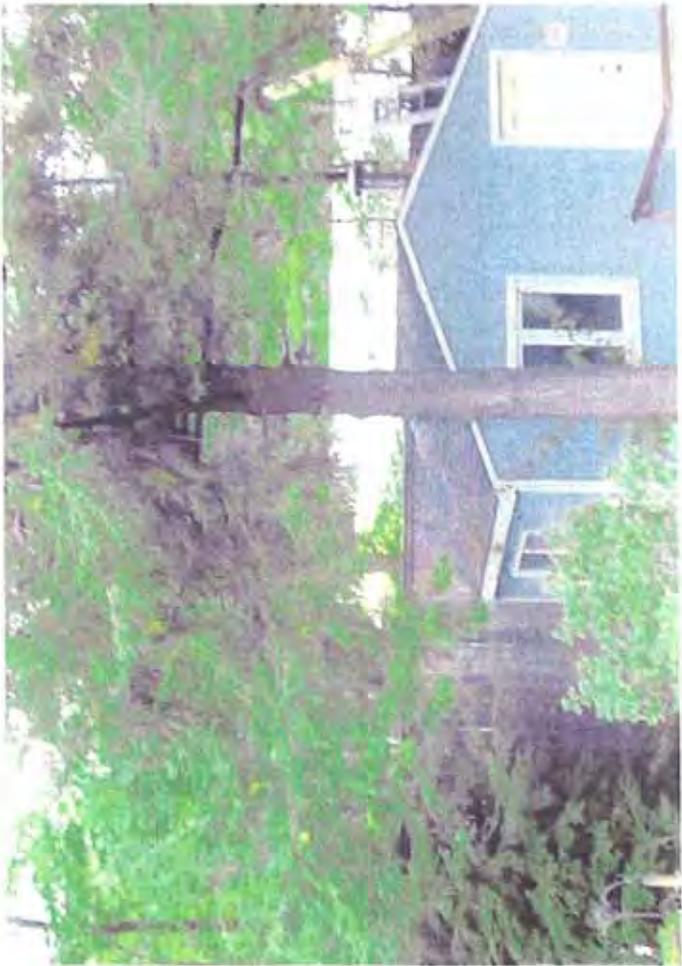
Pictures Taken Sept., 2006

From Mt. 4  
Looking at 10' fence & back of house



From 1st Floor  
Truck visibility: over 10' fence

From 1st floor  
White truck visible over 10' fence



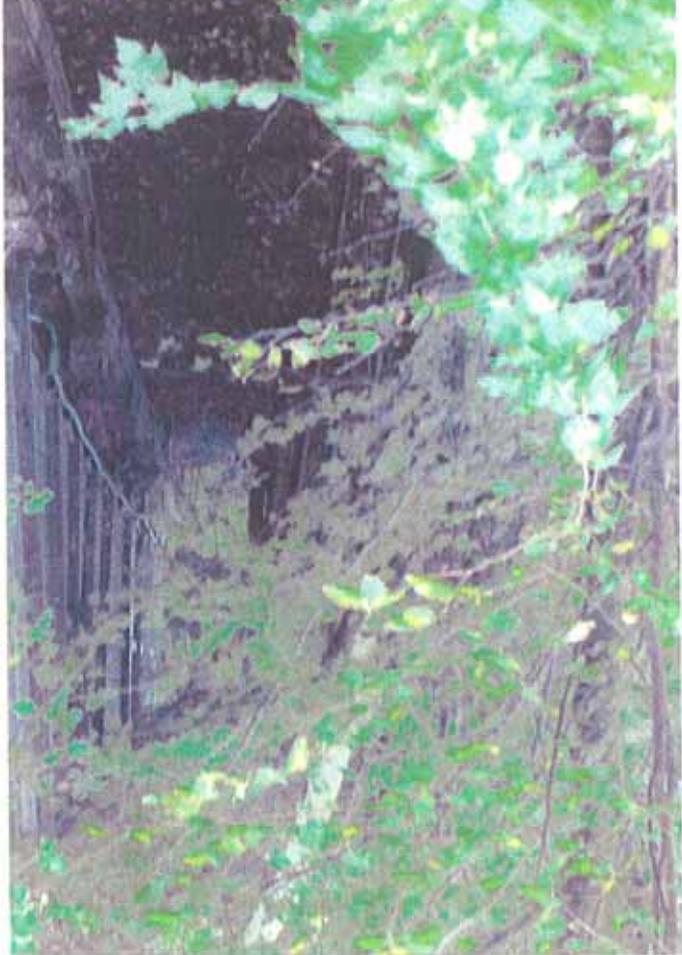
From 1st Floor  
Truck visibility: over 10' fence

From Pt. 4  
Overgrown culvert (10' fence, house)



Close up of overgrown culvert

Drainage ditch  
behind 10' fence



From Pt. 4  
View of 10' fence, house

**Response to Comments Made by  
Jan MacMillan and Gordon Smith  
14 Boston Harbor Road, Dover, NH 03820  
Letter dated September 25, 2006**

1. The NHDOT and FHWA acknowledge and appreciate the support and will progress the project, as proposed, as expeditiously as possible.
2. The NHDOT and FHWA propose to plant evergreen trees alongside US 4 to shield Ms. MacMillan's and Mr. Smith's property and the pocket neighborhood on Boston Harbor from headlight glare and the increased elevation of US 4. The evergreen trees will over time help to obscure the highway.
3. The NHDOT and FHWA recognize the owner's concerns. Noise impacts and mitigation measures were evaluated at this location, and documented in the DEIS. The noise analysis for the 2025 Build condition took into account the projected higher traffic volumes, traffic speed, and roadway alignment (both horizontal and vertical). The evaluation determined that the existing sound levels do not, and the predicted future levels will not, approach or exceed the FHWA's noise abatement criterion. Consequently, a sound wall is not proposed in the location along Ms. MacMillan's and Mr. Smith's property.
4. As part of the project's final design, the NHDOT and FHWA will closely evaluate the existing drainage in the vicinity of Ms. MacMillan's and Mr. Smith's property and properly grade or construct ditches and other drainage appurtenances to prevent the ponding of water adjacent to their property.
5. The concern is so noted. The NHDOT, as a matter of policy and limited resources, does not maintain sidewalks. The maintenance of sidewalks on the State system is typically deferred to the community. The NHDOT's District Six Office, which is responsible for the maintenance of drainage and other appurtenances to the State highway system in this area of the State, will address and prioritize the maintenance needs in the Scammell Bridge area with respect to the maintenance needs elsewhere in the District Six region.
6. See responses 2 and 3 above.
7. See response 4 above.
8. There are no physical impacts proposed to Ms. MacMillan's and Mr. Smith's property. Consequently, the existing arborvitae trees on this property are not proposed to be impacted.
9. Since no physical impacts are anticipated to Ms. MacMillan's and Mr. Smith's property, the NHDOT and FHWA do not propose to fully acquire the property.

RECEIVED  
COMMISSIONERS OFFICE

SEP 27 2006

September 25, 2006

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

NHDOT  
POBox 483  
Concord, NH 03302-0483  
Attn: James A. Moore

*JAM 9/27/06*

Mr. Moore,

I was apprised of your August 21, 2006 hearing today by a friend on Dover point some 4 days after it took place.

1

Since I too live on Dover point, and on Dover Point Road, and will be most certainly impacted by the traffic and noise during and resulting from the project, I was very interested to discover why I had not received the required certified mail notification.

I spoke with Christopher Waszczuk, Project Manager in which I voiced my concerns regarding both traffic and noise and the lack of notification. I was told that I could provide my comments in writing for inclusion in the transcript and future communications to people impacted by the proposal. That is the purpose of this letter. Pardon me if there is any redundancy since I didn't partake in the meeting!

2

My concern is the increase in both traffic and noise resulting from this project. I understand that the exit to Hilton Park, Exit 5 is to be closed and the traffic rerouted in front of my home on Dover Point Road. This will mean all the partiers, fisherman, and boaters will be entering and exiting the park via Dover Point Road at all times of day and night but especially on summer weekends. If traffic surveys were taken, I would suggest they are invalid unless taken at these peak periods.

3

Traffic noise at present is objectionable. Additional traffic on both Dover Point Road and the Spalding turnpike will be intolerable without noise control. The noise affecting property owners is not simply perpendicular or at a slight angle from perpendicular to vehicle traffic, it is a function of a combination of line of sight and physical barriers to the source. The majority of the highway noise emanates from either tires or vehicle exhausts. Both these sources are relatively low to the ground and easily blocked with barriers. However the noise from traffic on the bridge itself travels in all directions and is annoying from a considerable distance since the sides of the span are open and no sound mitigation is present. Again, traffic at peak times of morning and evening rushes and particularly Friday summer weeknights, Saturdays, and Sundays produces more objectionable noise. If noise surveys were taken, I would suggest they are invalid unless taken at these peak periods.

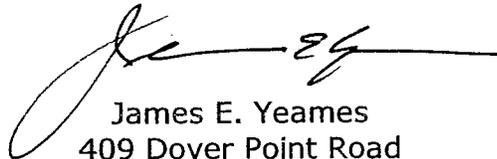
The fact that my notification for these meetings was not delivered is unacceptable. The records show that the package was returned and remailed (to the same address). The delivery address was an apartment on Middle Road. I have never lived there, never lived in an apartment anywhere, nor do I even know where Middle Road is!

4

In a city and state where I have a listed phone number, receive my tax and water bills at the physical property address, have a valid New Hampshire drivers license, and have up to 5 vehicles registered at that same address, I find it unbelievable that you couldn't find me!

5

I would like to formally request a transcription of the meeting or complete minutes if they are available. Please respond to my comments and include me and my wife in all future correspondence



James E. Yeames  
409 Dover Point Road  
Dover, NH 03820

Cc: Diana Yeames

**Response to Comments Made by  
James Yeames  
409 Dover Point Road, Dover, NH 03820  
Letter dated September 25, 2006**

1. The NHDOT is required by law (RSA 230:17 & 230:18) to provide notice of the Public Hearing by certified mail to owners of property with the potential to be physically impacted by the proposed project. Although residents on the east side of Dover Point Road are not proposed to physically be impacted by the project, mailings were forwarded to the owners of Dover Point Road properties to advise of the project's Public Hearing. In total, over 600 mailings were sent to property owners and property interest holders, as well as state, local, regional agencies and interested individuals advising of the Hearing. Although notice to Mr. Yeames was inadvertently sent to the wrong address, Mr. Yeames did take advantage of the public comment period and submitted correspondence that is included in the Hearing transcript. In addition, notices of the Public Hearing were published in local and regional newspapers. A copy of the Public Hearing transcript is posted on the project's website titled [www.newington-dover.com](http://www.newington-dover.com).
  
2. The closure of Exit 5 is necessitated from a safety and traffic operations standpoint due to its proximity to Exit 6 and the projected increase in traffic (2025 travel demand) along the Turnpike between Exits 3 and 6. Insufficient distance (approximately 2,000 feet) exists between the on-ramp from Exit 5 and the off-ramp to Exit 6 to safely accommodate the weaving movement of vehicles entering the Turnpike at Exit 5 and vehicles exiting the Turnpike at Exit 6. Traffic safety and efficiency aside, reconstructing Exit 5 to minimum design standards would severely impact Hilton Park and the Wentworth Terrace neighborhood, and would preclude the opportunity to construct soundwalls to reduce the existing and future traffic noise levels in the neighborhood that the Selected Alternative provides.

The potential traffic diversions to Hilton Drive, Dover Point Road and Boston Harbor Road resulting from the closure of Exit 5 have been analyzed. A portion of the existing eastbound traffic on US 4 that seeks to travel north on the Turnpike, and currently enters and exits Hilton Park and Wentworth Terrace via Exit 5, would be re-routed to Exit 6 (which is proposed to include a new northbound on-ramp to the Turnpike) and removed from Boston Harbor Road and Dover Point Road. For example, approximately 30 vehicles currently utilize the Exit 5 on-ramp during the weekday AM peak hour, and approximately 60 vehicles during the weekday evening peak hour. The overall re-distribution of traffic flow patterns associated with the Selected Alternative is anticipated to result in an increase of approximately 40 vehicles during the weekday morning peak hour (from 125 vehicles to 165 vehicles) and approximately 65 vehicles during the weekday evening peak hour (from 135 vehicles to 200 vehicles) along Dover Point Road in the vicinity of Boston Harbor Road. Both Dover Point Road and Boston Harbor Road have adequate capacity to accommodate the projected traffic volumes. A detailed unsignalized intersection capacity analysis conducted for the intersection of Boston Harbor Road/Dover Point Road and the proposed local connector road shows LOS A operations through the year 2025 (this is more fully documented in the EIS in Chapter 4).

3. A detailed noise analysis was conducted for this project in accordance with the NHDOT's Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I Highway Projects and Title 23 Part 772 of the US Code of Federal Regulations. Approximately 300 properties in the project area were included in the analysis. As a result of this analysis, the NHDOT proposes to construct four noise barriers totaling approximately 15,600 feet in length in Dover. The barriers were evaluated as to their feasibility and cost-effectiveness, and will be of sufficient height and length to reduce noise levels (at least 5 decibels) at ground level locations for approximately 170 residential properties.

The noise barrier along the west side of the Turnpike in Dover is proposed to end at the Little Bay Bridge, which will provide a feasible and cost-effective termination for the barrier while providing a noise reduction benefit to the Dover Point Road neighborhood. Noise barriers will not be constructed on the bridge.

Additional meetings with the benefited property owners will be held to discuss the noise barriers and ascertain whether the barriers are desired or not. In accordance with the NHDOT's Policy and Procedural Guidelines, a minimum of 75% of property owners, within the first row adjacent to a particular barrier, will need to support the installation of the barrier in order for it to be constructed. During these meetings with the neighborhoods, more detailed information on the type, height, special features, and length of the noise barriers will be discussed and input gathered.

The NHDOT will strive to design the barriers to be as low as possible while still achieving the necessary noise reductions, and will consider various architectural treatments and landscaping during the final design phase to mitigate the visual impact of the barriers.

The NHDOT will review the project's constructability and advance the early construction of the proposed noise barriers, where deemed appropriate and practicable.

As part of the project's final design effort, the NHDOT will investigate the merits and feasibility of utilizing "quiet pavement" to reduce tire noise throughout the project area.

4. See Response #1.
5. The transcript of the Public Hearing is posted on the project's website titled [www.newington-dover.com](http://www.newington-dover.com).



MALCOLM R. McNEILL, JR.  
R. PETER TAYLOR\*  
ROBERT J. GALLO\*\*  
FRANCIS X. BRUTON, III †  
STEPHEN H. ROBERTS  
WILLIAM L. TANGUAY  
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OF COUNSEL

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P.O. Box 815  
Dover, NH 03821

TEL (603) 749-5535  
FAX (603) 749-1187

September 26, 2006

Chairman of the Special Committee  
C/O James A. Moore  
Director of Project Development  
New Hampshire Department of Transportation  
P.O. Box 483, Hazen Drive  
Concord, New Hampshire 03302-0483

**RE: Newington – Dover NHS-027-1(037), 11238  
Public Hearing  
St. Thomas Aquinas School  
197 Dover Point Road**

Dear Members of the Special Committee:

Please be advised that this office represents Cumberland Farms, Inc., the owner of the property that operates the Exxon station, located in Newington, New Hampshire, and located just adjacent to Exit 4 off of the Spaulding Turnpike (NH Route 16). As you may be aware, this gasoline station is directly affected by the project being proposed by the New Hampshire Department of Transportation with respect to the upgrade of the Spaulding Turnpike, within the City of Dover and the Town of Newington.

1

As you know, the Department of Transportation has defined its “Preferred Alternative,” which, with respect to this property, is comprised of Newington Alternative 13. As set forth in the Draft Environmental Impact Statement, the Department of Transportation recognizes that Alternative 13 would impact the gasoline station owned by our client. As you may be aware, there currently exists direct access to this gasoline station from Spaulding Turnpike with direct access into the gas station and direct gas station out of the gas station right onto the highway.

2

As set forth within Alternative 13, and as identified on page 4-25 of the “Environmental Consequences” portion of the Draft Environmental Impact Statement, a copy of which is attached hereto, the Department of Transportation has attempted to address the concerns of our clients by providing a newly constructed access road adjacent to and south of the Exxon Mobil facility. While our clients agree that adding the access road is helpful, they cannot completely agree with the statement made within the Draft Environmental Impact Statement which indicates

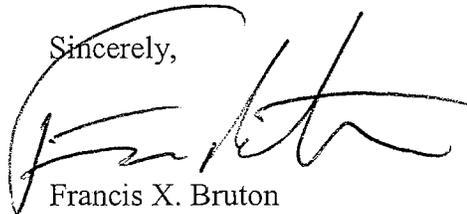
that with the addition of said access road “therefore, there would be no anticipated negative impacts for this business related to this change in travel patterns...” Rather, it is the belief of our client that, in fact, the business will suffer negative impacts with respect to a lack of direct access onto the highway.

2 As you may be aware, the current plans involve having Exit 4 empty into an exit ramp that would end with a traffic light at the intersection of the exit ramp and Shattuck Way. At this point, patrons of the gas station would take a left turn at the stoplight and go behind the gas station in order to get into the gas station. Similarly, in order to get back onto the highway, patrons would have to go back on the access road, behind the gas station, and up to the stoplight. Thereafter, the patrons would be able to take a right hand turn onto the entrance ramp of the highway and proceed onto the highway. Although it is understood by our client that direct access into the gas station may be problematic, in light of the creation of a median within the exit ramp, it is believed that direct access onto the entrance ramp, back onto the highway, is possible. As you may be aware, or as you can plainly see, the site lines with respect to those that would be exiting the gas station facility, and entering the entrance ramp to the highway are not compromised at all. In addition, it is presumed that, with the addition of the traffic light, traffic entering onto the highway will be a controlled, in terms of speed and timing. Therefore, it is difficult for our client to understand why a direct access for exiting from the station onto the entrance ramp to the highway could not be provided. Obviously, providing a direct access way onto the entrance ramp of the highway would involve minute design changes to the Preferred Alternative, as presented at the public hearing on September 21, 2006.

We ask that the Special Committee and the Department of Transportation take note of our client’s concerns, and make an effort to consider creating a direct access way onto the entrance ramp of the highway within this Exit 4 interchange.

Should you require any additional information, our clients are ready and willing to provide any such further input. Thank you kindly for your assistance with respect to the above.

Sincerely,



Francis X. Bruton

E-mail: [Bruton@mcneill-law.com](mailto:Bruton@mcneill-law.com)

FXB/mac  
Enclosure

cc: Cumberland Farms, Inc.  
Chris Waszczuk, Project Manager, New Hampshire Department of Transportation

be traffic-dependent. The only exception to this is the gas station/convenience store located at the intersection of Nimble Hill Road and the southbound lanes of the Turnpike. This establishment currently has direct access to and from the Turnpike. The proposed alternative would maintain the southbound Exit from the Turnpike at Exit 4, but require a more circuitous route to return to the Turnpike *via* a new connector road to Exit 3. Since gas stations tend to be more reliant on pass-by traffic for a greater percentage of their revenues, the proposed change in travel patterns could result in reduced revenues for this business. However, maintaining the southbound Exit at Nimble Hill Road will help to minimize potentially greater impacts that might otherwise be expected to occur if this access point was totally eliminated.

#### **Alternative 12A**

The potential impacts to businesses associated with this alternative would not be expected to vary in any substantial way from those discussed under Alternative 10A.

#### **Alternative 13**

Alternative 13 would be expected to have essentially the same potential impacts to area businesses as those described for Alternative 10A. The only notable difference is related to the gas station/convenience store located at Nimble Hill Road and Exit 4. Alternative 13 eliminates direct access to the Turnpike. However, this alternative maintains access to the southbound on and off ramps *via* a newly constructed access road adjacent to and south of the ExxonMobil facility. Therefore, there would be no anticipated negative impacts for this business related to changes in travel patterns, as discussed under Alternative 10A above.

#### **Alternative 2**

The Dover Point portion of the project area contains approximately seven commercial establishments with an estimated 30,000 square feet of building space. Generally, these businesses are not classified as traffic-dependent in that they do not rely on pass-by traffic for a substantial percentage of their sales. Although there is a restaurant located on Dover Point Road, which is typically classified as traffic-dependent, its current visibility or access will not be affected by the proposed alternative. In fact, the proposed alternative's reconfiguration of Exit ramps and other connecting roadways are not expected to have any localized secondary impacts to businesses located in this portion of the project area.

#### **Alternative 3**

The differences in configuration between Alternatives 2 and 3 are inconsequential with regard to potential impacts on area businesses. Therefore, as noted in the previous section, no localized secondary impacts are expected to businesses in this portion of the project area.

**Response to Comments Made by  
Francis X. Bruton  
McNeill, Taylor, & Gallo, P.A.  
P.O. Box 815, 180 Locust Street, Dover, NH 03821-0815  
Letter dated September 26, 2006**

1. The NHDOT and FHWA acknowledge that direct site access from the Turnpike to the property will be eliminated under the Selected Alternative. Upon completion of this project, the Turnpike will be a fully Limited Access facility. The limitation of access along the Turnpike provides a major public safety benefit.
2. The NHDOT and FHWA have reviewed the request and are amenable to maintain the existing driveways that service the property. The present driveway on Nimble Hill Road will not have direct access from the Turnpike off-ramp, as a raised median will be constructed as part of the project. The driveway will be restricted to right turns in and out. The second driveway from the Exxon Station that presently has access directly to the Turnpike will be connected to a new local connector roadway that will be constructed south of the gas station and intersect Nimble Hill Road opposite Shattuck Way Extension.

Although the NHDOT and FHWA agree that accommodating the request for a “right only” driveway on Nimble Hill Road would result in minimal changes to the Selected Alternative and that the driveway would have good visibility for entering and exiting traffic, the intersection of Nimble Hill Road and Shattuck Way is not proposed to be signalized as part of the project. Conduit for future traffic signals has been installed at the intersection, as part of the interim safety improvement project at Exit 4, with the intent that traffic signals would be installed should traffic increase in the area and the appropriate signal warrants met.

## Proposed 'Preferred Alternative' Alternative

By

Caren Curti Peloso, Honorable Jeff Hollinger, David Scott

- 1 **1. The existing afternoon traffic congestion is on the Newington side of the bridge.** This is evidenced by the smooth flow that resumes upon entering the bridge, barring a bridge breakdown/accident or holiday back-up from the Dover Toll Booth. The problem in Newington is that there are too many merges onto the turnpike and once traffic has queued to the two-lane bridge approach the back-up ceases to exist. The Preferred Alternative plan moves the problem from Newington to Dover Point.
- 2 **2. There are an excessive number of vehicles traveling Dover Point Road and Rt. 4 in the morning and afternoon that use these routes in order to avoid the Dover Toll.**
- 3 **3. Placing two traffic signals on Dover Point Road for Route 4 and Dover Point Rd. access will result in traffic back-ups on Dover Point Rd and the Spaulding Turnpike.** During the recent construction of a gas line on Dover Point Road, brief stopping of one lane of traffic resulted in long lines of backed up vehicles.
- 4 **4. Traffic lights on Dover Point Road will place a burden on Spur Road and Boston Harbor Road.** As people discover that these roads can be used to avoid traffic congestion and backups, they will become more heavily traveled. Spur Road, until it's reconfiguration to allow access to Route 4, was a 1 ½ lane residential back road that many enjoyed for quiet and safe recreational use. Boston Harbor Road has many residences sandwiched between the Route 4 access and the Spaulding turnpike and is the south-bound access to Hilton Park.
- 5 **5. An 8 lane highway running through historic Hilton Park and some of the highest taxed properties in Dover will ruin the character of one of Dover's significant natural resources.**

It is our contention that possible solutions to the traffic problems should include:

- 6 1. Making the proposed fixes in Newington.
- 7 2. Widening the bridge to three lanes.
- 8 **3. Moving the Dover toll booth to the Somersworth exit 9 area, consolidating it with the Rochester toll and increasing the toll. This move allows three additional exits both east and west before encountering the toll booth. More commuter traffic staying on the Spaulding Turnpike would alleviate traffic congestion on Route 4 and Dover Point Road, making much of the proposed Dover Point changes unnecessary, saving the state millions of dollars, and preserving the beauty of Dover Point.**
- 9 4. We would further recommend that if any of the proposed changes at Route 4 are implemented, Spur Road become a dead-end road at that intersection.

**Response to Comments Made by  
Caren Curti Peloso, Honorable Jeff Hollinger, David Scott  
39 Spur Road, Dover, NH 03820  
Letter dated September 27, 2006**

1. As part of the project, the NHDOT and FHWA evaluated the existing traffic operations along various freeway segments, weave locations, and ramp junctions in both Newington and Dover. While it is agreed that too many merges exist on the Turnpike in Newington, the same must be stated for the Turnpike in Dover where Exit 5, the Cote Drive on-ramp, and Exit 6 are located within 2,000 feet of each other. The existing conditions (2003 base year traffic) show poor levels of service (LOS E) for the weekday PM peak hour condition for NB travel between the Little Bay Bridge and the Exit 6 NB off-ramp. A poor level of service (LOS E) is also identified for the weekday AM peak hour condition for SB travel between the Exit 6 SB on-ramp and the Little Bay Bridges. Taking into account the projected growth in traffic of approximately 30% in Dover (between 2003 and 2025, the design year for the project), congestion will increase substantially in Dover for the No Build condition. The Selected Alternative proposes to provide enough capacity on the Turnpike to safely and efficiently handle the projected volume of traffic, provides adequate merge and weave areas to safely process the traffic, and adequate lane capacity at the Exit 6 ramps to handle the future travel demand in Dover.
  
2. The NHDOT has reviewed the historic traffic data on Dover Point Road, US 4 and the Spaulding Turnpike in the area of the Dover toll plaza. Traffic volumes (AADT) from 1993-2003, have increased from 25,223 to 39,109 (55%) at the Dover toll facility, while traffic volumes along Dover Point Road (at traffic counter 125001 which is located south of Middlebrook Road) have decreased from 13,547 to 12,901 (-4.7%). During the same 1993-2003 period, NB traffic exiting the Turnpike at Exit 6 to travel east on Dover Point Road has increased slightly (1%) on a daily basis, but has actually decreased by approximately 7.6% during the weekday PM peak hour. With respect to US 4, daily and weekday PM peak hour NB traffic exiting the Turnpike at Exit 6 to travel westbound on US 4 has decreased during the 1996-2003, 7-year period, by approximately 1.5% and 11%, respectively. Therefore, the statement that an excessive number of vehicles travel Dover Point Road and US 4 to avoid the toll is unfounded. This, coupled with the growing percentage of E-ZPass users (56% of all transactions at Dover Toll are E-ZPass), indicate that more vehicles are using E-ZPass and the Turnpike, with fewer vehicles diverting to secondary roads in the area.

Historic traffic volume data and regional travel demand projections demonstrate a greater regional transportation dependency on the Turnpike (or indicating that more traffic is using the Turnpike) as opposed to a larger diversion of traffic to the secondary routes in the region. These data indicate that the design year (2025) volume of traffic between Exits 3 and 6 requires the nature and scale of the Turnpike improvements as reflected in the Selected Alternative. The diamond-type signalized interchange configuration proposed for Exit 6 addresses the current and future levels of travel demand at this location and provides a high level of traffic safety and operations efficiency within the project area.

3. & 4. The signalized intersection of US 4 with the Exit 6 northbound ramps under the Selected Alternative has been designed to efficiently process the 2025 future traffic volume demands. The overall intersection is projected to operate at Level of Service (LOS) B during the 2025 weekday morning peak hour and LOS C during the 2025 weekday evening peak hour, which meet the NHDOT's LOS C desirable standard for the design of new roadway facilities.

The proposed storage lengths on the northbound off-ramp will sufficiently accommodate the anticipated queues without vehicles backing up onto the Turnpike. The 2-lane northbound off-ramp at Exit 6 is proposed to be approximately 1,200 feet long extending from the nose of the ramp median on the Turnpike to the signalized intersection at US 4. At the signalized intersection, two left-turn lanes and two right-turn lanes are proposed with approximately 550 feet of storage in each lane. This is more fully documented in Section 4.2 of the EIS.

Under the Selected Alternative, traffic operations at the signalized Exit 6 northbound off-ramp intersection with US 4 will be coordinated with traffic signal operations to the east at the Dover Point Road intersection, and to the west at the southbound entrance ramp to the Turnpike. The coordinated signal system will process traffic efficiently during the peak hour conditions, which will minimize delays and vehicle queuing. Detailed calculations conducted for all three intersections indicate that backups will not occur along Dover Point Road or on the Turnpike. All three signalized intersections are projected to operate at LOS B or better during the 2025 weekday morning and evening peak hours, with the exception of the northbound ramps which will operate at LOS C. These anticipated levels of operation meet or exceed the NHDOT's desired standard of LOS C for new roadway facilities. With the facility operating at high levels of service with modest delays, motorists will have no reason to seek alternative routes.

5. The Environmental Impact Statement (EIS) evaluated a number of different alternatives including a 6-lane alternative (three basic travel lanes in each direction). The travel demand projections for the project's design year of 2025 and the traffic capacity analyses that focused on safety and traffic operations along the Turnpike and across the Little Bay Bridges between Exit 3 (Woodbury Avenue) in Newington and Exit 6 (US 4/Dover Point Road) in Dover indicate that a 6-lane alternative, in conjunction with a combination of transportation system management (TSM) and travel demand management (TDM) measures (which include improved bus service) would not be sufficient to accommodate the future travel demands for the corridor. A sensitivity analysis of traffic volume growth on the Little Bay Bridges indicates that a 6-lane bridge would reach capacity and result in unacceptable traffic operations by 2017 (eight years prior to the design year). Furthermore, beyond the limits of the bridge, construction of six lanes between Exits 3 and 6 would result in congestion and system failure in 2017.

In addition, widening the Turnpike to provide three lanes in each direction would result in a very similar footprint as widening to provide four lanes in each direction. The typical cross-sectional width for a 6-lane highway (122 feet) is nearly as wide as the 8-lane highway (146 feet). Additionally, the interchange configurations at Exits 3 and 6 are relatively the same under both 6- and 8-lane alternatives, with the exception that the length of acceleration and deceleration lanes would be longer under a 6-lane alternative in order to better accommodate

traffic entering and exiting the Turnpike. With regard to environmental impacts, the difference between a 6-lane and 8-lane footprint is minor (less than 5 percent) when comparing impacts to wetlands, wildlife habitat (unfragmented lands), groundwater (stratified-drift deposits), noise (number of impacted receptors), and right-of-way (number of residential and business acquisitions).

The Selected Alternative would provide eight lanes only between Exits 3 and 6 to handle the heavy volume of traffic associated with the Turnpike, US 4, and Woodbury Avenue. South of Exit 3, six lanes are proposed to match into the existing Turnpike cross-section at Exit 1. North of Exit 6, six lanes are proposed to transition into the Dover toll plaza.

Through Dover Point, the Turnpike expansion has been carefully designed to limit property impacts to the greatest degree practicable. Most of the work is contained within the Turnpike's existing right-of-way (ROW) with the exception of nine properties where thin strip ROW acquisitions are required. No physical permanent impact to Hilton Park is proposed.

6. & 7. The NHDOT and FHWA concur that proposed improvements in Newington are warranted and addressed in the Selected Alternative. However, study area safety and mobility deficiencies transcend Newington and include the Dover Point and Exit 6 areas of Dover. Also, see Response #5 above.
8. The NHDOT has completed a rudimentary evaluation to identify possible alternative locations and the merits of potentially relocating the Dover Toll Plaza further north. Based on a review of the Turnpike and dense development along the corridor, the only potentially suitable location is situated north of Exit 9 and south of the Long Hill Road underpass. Although this section of the Turnpike is largely undeveloped along the west side, residential developments do exist on the east side. The construction cost of the toll plaza's relocation is estimated at approximately \$10 to \$13 million (including the removal of the Exit 6 facility). Toll revenue at this location would be considerably lower since traffic north of Exit 9 is roughly 35% lower than the traffic at the Dover toll plaza. Additionally, this new location would be very close to the Rochester plaza and simply shift the noise and perceived toll effects onto a different neighborhood.

Also see Responses 1 through 7 above.

9. Elimination of the existing traffic signal at the Spur Road/US 4 intersection, as included in the Selected Alternative, is an integral element of the local area traffic circulation system which includes a new local connector traversing under US 4 and connecting Spur Road with Boston Harbor Road and Dover Point Road. This system will improve local connectivity for both motorized and non-motorized traffic. As noted previously (see response #3 above), concern for motorists on Dover Point Road to seek alternate routes (Spur Road) due to congestion at the Exit 6 interchange associated with future traffic signal operations is unfounded. Dead-ending Spur Road is unnecessary and would adversely affect local traffic circulation.



September 27, 2006

  
 Mr. Christopher Waszczuk, PE  
 Project Manager  
 New Hampshire Department of Transportation  
 John O. Morton Building  
 P.O. Box 483  
 Hazen Drive  
 Concord, NH 03302-0483

Dear Chris:

As the Seacoast's regional public transit system we believe that expanded regional public transit is an essential part of the Spaulding Turnpike improvements between Dover and Newington. An efficient and convenient system for moving people by means other than the single occupant vehicle is fundamental to the continued smart growth of the region.

1 The inclusion of preferred bus alternatives 1, 2 and 3 is encouraging. We are concerned however, that the methodologies and assumptions applied have had the effect of minimizing transit ridership projections, thereby undervaluing public transit as an alternative. We believe realistic and accurate analyses will show the true value of the preferred bus alternatives as mitigation measures and substantiate support for their long-term funding.

2 To expand upon this a little further - could you please provide insight into why NCHRP Report 187 (published by TRB in 1978) was used for the methodology to project bus and rail transit ridership? Were you aware that an update to this 1978 Report was published as Report 365 in 1998? Were you aware that in a recently published NCHRP Proposed Problem Statement (which subsequently resulted in a NCHRP Research Project Statement [Project 8-61, FY07]) Reports 187 & 365 were referred to as *"in dire need of being updated to reflect the planning needs of today and the next 10 years?"* The data sources from which Report 187, let alone 365, were built have been replaced (in some cases many times over). Quantum leaps in terms of the data available for transportation planning have occurred. We do not believe that using these Reports as the methodology for determining bus and rail transit ridership for any current project, or a project with a design year of 2025, is valid. The projections should be reexamined and recalculated where necessary.

**P-21**

2

In addition, we would like to state our strong support for the questions and points made by the Seacoast MPO relative to the methodologies and assumptions used for bus and rail transit ridership projections. The validity of these assumptions and methodologies, particularly given current conditions and the apparent inconsistency in which these were applied to the various alternatives considered, deserve to be re-examined. For example, COAST ridership has skyrocketed (+19.6%) within the last three years. Looking at this trend over longer periods, in the past 5 years ridership has increased 67.3%, 112.6% in the last 10 yrs.

Fiscal Year	COAST Ridership	% Increase
FY04	293,917	
FY05	316,867	7.8%
FY06 *	351,569	11.0%

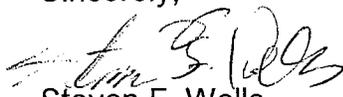
*\* estimate with one month remaining in the fiscal year.*

3

Just as important as using appropriate methodologies and assumptions, the consideration of how these alternatives will be funded can not be understated. Given the funding levels authorized in SAFETEA-LU and the projects anticipated to be undertaken at COAST, the assumption can not be that Federal Transit Administration (FTA) Section 5307 funds will be available to support the ongoing operation of bus alternatives 2 & 3. It will not be possible to sustain these alternatives without state funding. If the assumption is to utilize CMAQ funds for the first three to five years of the implementation of these alternatives, the state must identify and be ready to program funds for up to 100% of the ongoing capital and operations beyond CMAQ and to a minimum of the design life of the project (2025). Has any consideration been given to this level of state support for these alternatives?

Thank you for your earnest consideration of our public comments. We look forward to receiving answers to the questions and points raised and continuing to work toward a sustainable and smart approach to the preferred bus alternatives for this project.

Sincerely,

  
Steven F. Wells  
Executive Director

  
Rad C. Nichols  
Manager of Operations & Planning

cc: Seacoast MPO

**Response to Comments Made by  
Steven F. Wells, Executive Director  
Cooperative Alliance for Seacoast Transportation  
42 Sumner Drive, Dover, NH 03820  
Letter dated September 27, 2006**

1. Support for the Bus Alternatives included in the Selected Alternative is so noted.
2. See Letter S-8, response #1.
3. See Letter S-8, response #2.



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COMMISSIONERS OFFICE

SEP 29 2006

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

September 27, 2006

James A. Moore *JAN 9/29/06*  
Director of Project Development  
The State of New Hampshire Department of Transportation  
PO Box 483  
Concord, NH 03302-0483

Dear Mr. Moore,

Please include this letter as part of the official record pertaining to the public hearing which took place on September 21, 2006 regarding the proposed improvements to the Spaulding Turnpike and the Little Bay Bridge.

I am writing to you today as the owner of K9 Kaos, LLC which is one of the businesses that will be impacted from the upcoming changes to the Spaulding Turnpike. K9 Kaos is the sole tenant of the property just north of the Little Bay Bridge at 430 Dover Point Road, Dover, NH. As suggested in the preferred revision of the plans, my business will be significantly impacted.

1

It is certain that the barn on the property will be removed and we will also lose the portion of the land just after the barn, all of which is rented by K9 Kaos from the property owner, Fast Dogs Realty LLC. While it may not seem like much to most other businesses, but to a thriving dog daycare, land use and commercial grade stockade fencing is our number one asset. The barn currently provides us storage but its future use was for an indoor facility that would have included training programs and indoor daycare for inclement weather. Our fenced in yards provide 90% of our business income. It is important for you to realize that the amount of land available to us is an extremely important factor for our decision to stay on this property as it determines our dog daycare capacity.

2

Our current location is perfect for a dog daycare because there are not many residential neighbors, the noise of the dogs barking is somewhat drowned out by the existing noise of the traffic and the exposure on the highway has been key for our growth. Now that it has been determined that the sound barrier walls will be part of this project I am concerned because all of the above reasons for being here are eliminated. The sound barriers will create a quieter community which will mean that the dogs barking outside could become a problem for the residents. The sound barrier walls will also eliminate 100% of our current exposure. This will cause K9 Kaos a substantial increase in marketing and advertising expenses that we do not have today. Our signage on the Spaulding Turnpike currently accounts for approximately 95% of our new business. Our signage and our dog yards, which are easily viewable from the turnpike, have been our only advertising. As you know, we reach approximately 60,000 viewers per day with drive-by traffic. It will be financially impossible for K9 Kaos to recoup that exposure in advertising once the sound barrier walls are in place.

K9 Kaos 430 Dover Point Road, Dover, NH 03820  
Ph. 603-743-DOGS - Fax. 603-743-3648 - info@k9kaos.com - www.k9kaos.com



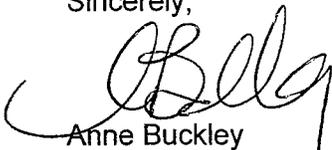
I am considerably concerned about the timing of the project with regards to K9 Kaos. I am unable to get a clear timetable from the right of way group. While they have been extremely helpful and forthcoming, they are unable to tell me how long I actually have to make the decision to stay or if the decision is made to move, exactly how long I have to find a new location and move. It all seems very unclear at this time.

3 Since relocation is a strong consideration, I will keep my eyes open for suitable properties to move to and will work with the right of way group should I find something. I would also like to ask the State to review their plans closely as there may be a piece of land that would work perfectly for my type of business. There are so many changes taking place around exit 6 with ramps changing and moving, I can't help but wonder if a parcel of land would emerge as a perfect new location for K9 Kaos. I am very interested in staying in Dover, NH and on the Spaulding Turnpike, however, I would consider moving to the Newington, NH side of the Little Bay Bridge as well. I would be grateful if you would present any State owned land opportunities to me as a potential new home for my business.

I realize that K9 Kaos is a very small business in the grand scheme of this project. I do employ five New Hampshire residents and over 500 seacoast residents have been served by our company. K9 Kaos is an important part of this community and I hope that the State of New Hampshire will do everything they can to help us with a smooth transition that will keep the doors of K9 Kaos open for a long time to come.

I can be reached at 603-743-3647 or by email at [anne@k9kaos.com](mailto:anne@k9kaos.com) to discuss this further. I thank you in advance for your time and your assistance.

Sincerely,

  
Anne Buckley  
Owner, K9 Kaos, LLC.