

**Response to Comments Made by
Anne Buckley, Owner
K-9 Kaos, LLC
430 Dover Point Road, Dover, NH 03820
Letter dated September 27, 2006**

1. So noted.
2. See Letter P-18, response #3.
3. The NHDOT will develop appraisals for a complete and a partial acquisition to reflect the impacts anticipated as a result of the project. The NHDOT will work with the owners to relocate and re-establish their business in accordance with NHDOT policy and Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act. The NHDOT and FHWA will progress the complete acquisition of the property, in addition to the business relocation, should the owners desire. The right-of-way acquisition process will not begin until after a Record of Decision to proceed with the project from FHWA is received.



Steven P. Burnley
Senior Engineer
Engineering Services

325 West Road
Portsmouth, NH 13801
(800) 542.0967
Fax: (603) 427.6839

September 28, 2006

Peter J. Spaulding
C/O James Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483
Concord NH 03302-0483

JAM 10/2/06

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COMMISSIONERS OFFICE

OCT 02 2006

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Re: Spaulding Turnpike Improvements, NHS-027-1(37), 11238

On September 21, 2006, representatives of Granite States Gas Transmission (Granite) attended a public hearing on the above referenced project. Granite owns and operates a predominantly eight inch high pressure interstate natural gas transmission line within the project limits. This line operates under the jurisdiction of the Federal Energy Regulatory Commission (FERC). As such, Granite's facilities are a public necessity serving local distribution companies (LDC) the energy needs of the region.

The project will have a significant impact on Granite. As an at-a-glance assessment, Granite will need to reroute and replace pipeline in 80 percent of the project's 3.5 mile limits. It appears that much of Granite's easements, rights-of-way, and the facilities contained therein will be displaced. Most notably, the expansion of the General Sullivan Bridge will render our existing 10-inch bridge crossing unserviceable, the retaining wall along Pomeroy Cove appears to be effectively coincident with the pipeline, numerous segments would be under the travel lanes of the turnpike, and a meter station to an LDC and a mainline valve setting will need to be relocated.

This will be a major project that potentially could cost between four and seven million dollars, depending on the final scope of work, and will require FERC approvals. It is assumed Granite's costs will be reimbursed through a combination of Federal and State dollars. It is impeditive that that Granite's continued operations and new facilities be integrated into the detailed design process of the turnpike.

1

As a starting point, our staff will attempt to coordinate with VHB to obtain a more accurate alignment of the new turnpike with our facilities overlaid to initiate new route and ROW planning along with development conceptual designs. On a project of this magnitude Granite will need between two to three years to acquire the needed permits.

Please advise what steps Granite must take to acquire funding and assure proper coordination.

Respectfully,



Steven Burnley
Senior Engineer

c: Christopher M. Waszczuk, PE (NH DOT)
Francis S. O'Callaghan, PE (VHB)
Joseph Kopalek (Granite)
Frank Callahan (Granite)
file

c:\...\Granite States\stpk\ltr092806.doc

**Response to Comments Made by
Steven Burnley, Senior Engineer
Granite State Gas Transmission
325 West Road, Portsmouth, NH 13801
Letter dated September 28, 2006**

1. With regards to the high-pressure gas facilities within the project limits, the NHDOT and FHWA will initiate early coordination of the project with Granite State Gas. Unless the gas facilities are located within a utility easement, costs for the relocation of facilities in conflict with the proposed construction are not eligible for reimbursement. The NHDOT and FHWA will work closely with Granite State Gas to limit the extent of the necessary relocations.

Brian M. Dubreuil
 Fastdogs Realty, LLC
 38 Drew Rd.
 Dover, NH 03820

September 29, 2006

James A. Moore *JAM 10/2/06*
 Director of Project Development
 The State of New Hampshire Department of Transportation
 PO Box 483
 Concord, NH 03302-0483

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 COMMISSIONERS OFFICE

OCT 02 2006

THE STATE OF NEW HAMPSHIRE
 DEPT. OF TRANSPORTATION

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 Bridges.

Fastdogs Realty, LLC is the property owner of 430 Dover Point Road in Dover, NH. Fastdogs Realty, LLC consists of four (4) members, including myself, who serves as manager of the LLC. As such, I speak on behalf of the other three members in the matter contained in this letter. Our property will be impacted by the plans of the State of New Hampshire to widen the Spaulding Turnpike on the Dover side of the Little Bay Bridges.

1 The primary reason for Fastdogs to own this property is to lease the land and building to other businesses. Since December of 2003, the property has been leased to K9 Kaos, LLC, a business which provides dog daycare as well as other dog-related services. We understand from the current plans that only one of the structures (the barn house) and only part of the land owned by Fastdogs, will be affected in this project. The owner of K9 Kaos has serious concerns about the impact this project will have on her business. Her concerns are not only in regards to losing land and storage space, but also to losing valuable signage and other intangibles that the current property affords her. We believe that any other business owner would also have the same concerns. Therefore, Fastdogs is concerned that the proposed project may make our property less desirable to K9 Kaos or any other prospective businesses.

2

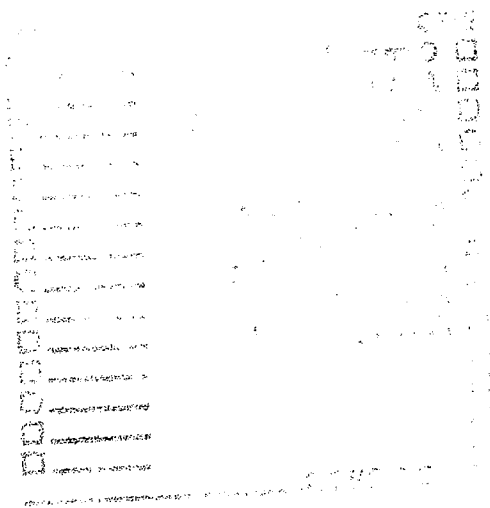
The members of Fastdogs Realty would like to request, that when the Right of Way group begins negotiations with us to acquire this property, they consider the option to purchase the entire property as well as the option of acquiring just a portion of the land. Although Fastdogs has not made a decision as to which option is preferable, at this time, we would like the Right of Way group be aware that both are possibilities from our perspective. Taking the entire plot of land may actually be preferable to Fastdogs, as this may make it easier to find an alternate location to purchase and continue its property leasing business.

I can be reached at 603-682-3430 or by email at gksand@comcast.net to discuss this further. I thank you in advance for your time and your assistance.

Sincerely,



Brian M Dubreuil
Manager, Fastdogs Realty, LLC.



**Response to Comments Made by
Brian Dubreuil, Manager
Fastdogs Realty, LLC
38 Drew Street, Dover, NH 03820
Letter dated September 29, 2006**

1. So noted.
2. See Letter P-22, response #3.

To: Mr James Moore Project Development September 29, 2006
 NH Dept of Transportation PO Box 483
 Concord, NH 03302

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 COMMISSIONERS OFFICE

OCT 02 2006

From :Jerry Lynch
 26 Lincoln Dover, NH 03820

Dear Mr. Moore:

JML 10/2/06

THE STATE OF NEW HAMPSHIRE
 DEPT. OF TRANSPORTATION

Let's try an experiment and let people drive through the Dover tolls without paying. That would make a substantial reduction of backups and allow traffic to move more freely both on the Spaulding and through the center of Dover.

Such a move would reduce the heavy traffic that comes onto Dover Point Road and Central Avenue and through the Center of Dover, caused by a lot of people going to Berwick Maine and Somersworth that want to avoid paying the tolls. If there were no tolls they would get off and on the Spaulding at Exit 9. During the morning and afternoon rush hour Central Avenue and Dover Point Road are packed.

Would it not be a good idea to try an experiment for a few months to see how much reduction there would be in Traffic going through the center of Dover. This experiment may also reduce substantially the bottleneck of cars trying to get on the Spaulding at Hilton Point entrance, with the merging of traffic coming in from route 4 would be substantially reduced.

More traffic would already be on the Spaulding coming from the exit 9 spot and would move more rapidly, therefore less tendency to clog up the Spaulding and the bridge crossing. We would see a large reduction of traffic on Central Avenue as well as eliminate to a large extent the bottleneck that occurs in the morning rush hour going south.

I also understand the aim of the Federal Highway administration is to slowly reduce tolls and get people to use larger federal and state and avoid local roads.

I have friends that live in the Hilton Point area and they are very concerned about a large enlargement of highway in their back yard. To make up for any lost revenue you could increase the Rochester tolls to compensate. I bet most of the toll payments at the Rochester tolls is for people going on vacation to the lakes and mountains.

Sincerely Yours,

Jerry Lynch

**Response to Comments Made by
Jerry Lynch
26 Lincoln Street, Dover, NH 03820
Letter dated September 29, 2006**

1. It has been consistently stated and acknowledged throughout the study and public participation process that the Dover toll facility and toll-related issues fall outside the project study area and scope of study. First, the project's study area was identified and established following the 1998 Route 16 Corridor Protection Study and the 2000 Newington-Dover Feasibility Study by determining that the current and future Turnpike traffic operating conditions north of the toll plaza were satisfactory. In contrast, the section of the Turnpike between Exit 1 and the Dover Toll Plaza operates at a poor level of service, both in the current and future design year. Secondly, changes to the Turnpike tolling system require State Legislative and Executive Council approval, and may have revenue impacts. These are considered state-level issues potentially affecting the entire Turnpike system, not project level matters. The Newington-Dover project was never envisioned to include an assessment of potential traffic impacts resulting from changes in toll facility locations or tolling pricing policies.

The NHDOT has reviewed the historic traffic data on Dover Point Road, US 4, and Spaulding Turnpike in the area of Dover Toll. Traffic volumes (AADT), from 1993-2003, has 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, and 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 exiting traffic from the Turnpike at Exit 6 to travel westbound on US 4 have decreased during the 1996-2003, 7-year period, by approximately 1.5% and 11%, respectively. Therefore, the assumption that recent congestion (since the mid-1990's) in downtown Dover is directly related to toll diversion is inaccurate and unfounded. This, coupled with the growing percentage of E-ZPass users (56% of all transactions at Dover Toll are E-ZPass), substantiate the assertion that more vehicles are using E-ZPass and the Turnpike, with fewer vehicles diverting to secondary roads.

Historic traffic volume data and regional travel demand projections demonstrate a greater regional transportation dependency on the Turnpike (or allowing more traffic to stay on the Turnpike) as opposed to a larger diversion of traffic to the secondary routes in the region and indicate that the design year volume of traffic between Exits 3 and 6 requires the nature and scale of the Turnpike improvements as reflected in the Selected Alternative.

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.

Due to the aforementioned reasons, and since sound walls are proposed from the Exit 6 area through the toll plaza area to a location approximately 2000 feet north of the plaza for noise mitigation, the NHDOT does not propose to relocate or eliminate the Dover Toll Plaza, nor implement a toll test and suspend toll collections.

September 29, 2006

Mr. James Moore *Jan 10/2/06*
 New Hampshire Department of Transportation
 PO Box 483
 Concord, NH 03302

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 COMMISSIONERS OFFICE

OCT 02 2006

THE STATE OF NEW HAMPSHIRE
 DEPT. OF TRANSPORTATION

Dear Mr. Moore

The department of Transportation should make a study and have a traffic test before we spend \$250 million dollars and negatively impact over 100 Dover homeowners living in the Hilton Point area of Dover with an expanded Spaulding turnpike.

Let's remove the toll just north of when drivers get off the bridge. The traffic jams are caused largely by drivers avoiding paying the toll. They take local roads such as route 4 and Dover Point road which get backed up because they are not designed to handle that overload traffic.

In the morning both Dover Point Road and route 4 come together and it is their merging that causes backups on route 4 for almost a mile. People coming off Dover Point road than wait in a long line trying to get on the bridge. Once on the bridge the traffic moves fairly well. The reverse happens in the evening and those getting off at exit 6N cause long lines of traffic on Dover Point Road which continues onto Central avenue and blocks up traffic in the center of Dover. Many of these drivers are going through the center of Dover to go to Somersworth, Berwick, the north end of Dover and the south end of Rochester.

My recommendation is to let people whiz through that Dover Toll without paying for 6 months and I bet you will see the morning bottlenecks largely evaporate.

I know there are many private interests that want us to spend money with accessory and related projects using this bottleneck as an excuse but let's look past those interests and address the real problem.

If revenue from that toll is a problem, let's increase the Rochester toll as other tolls on the Everett Turnpike and Hampton have done.

Yours Truly

John Scruton
 John Scruton
 99 Sixth Street
 Dover, NH

Also to Councilors Ray Wieczorek and Peter Spaulding

**Response to Comments Made by
John Scruton
99 Sixth Street, Dover, NH 03820
Letter dated September 29, 2006**

1. See Letter P-25, response #1.



JONES LANG
LASALLE.

Jones Lang LaSalle Management Services, Inc.
Fox Run Mall/ The Crossings at Fox Run
50 Fox Run Road, Ste. 128, Newington, NH 03801
tel +1 603 431 5911 fax +1 603 431 6671

September 29, 2006

Chairman of the Special Committee *JAM 10/2/00*
c/o James Moore, Director of Project Development
State of New Hampshire Department of Transportation
P.O. Box 483
Concord, NH 03302-0483

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COMMISSIONERS OFFICE

OCT 02 2006

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

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

Dear Sirs,

1

My company, Jones Lang LaSalle, represents Fox Run Mall as their managing agent. After personally attending the September 21, 2006 public meeting, I must commend the Committee on the proposed alterations to the Spaulding Turnpike and the thorough presentation.

I presented the proposed alterations to mall ownership and they are equally pleased with the preferred alternative as it will greatly benefit the town, local community, and State of New Hampshire.

Although we fully support the upgrades, there are some areas of concern that we are hopeful can be addressed prior to the commencement of the project.

2

One area of concern is that the elimination of Exit 2 in turn eliminates the need for turnpike signage for Fox Run Road. Although not labeled Fox Run Mall, the Fox Run Road signage is a clear indicator, to northbound traffic, of how and where to access Fox Run Mall.

The mall greatly benefits from the tourism traffic that makes its way north on the turnpike. We believe the loss of such signage will have a negative impact on the visitation from those outside our trade area. We ask, in an effort to minimize this impact, that the Committee consider specific mall directional signage at or near the proposed full-interchange Exit 3.

3

In addition to the potential of turnpike directional signage, we further ask your consideration in allowing the trimming and/or removal of select trees which are overgrowing the tall pylon Fox Run Mall sign on the northbound side of the turnpike. A number of years ago, my predecessor inquired with the state about such trimming but was denied.

4

The other area of concern is also associated with the closure of Exit 2 but more specifically as an on-ramp. Currently, patrons exiting the mall property heavily use Fox Run Road as a means to travel northbound on the turnpike. With the closure of this ramp, the next available alternative to these patrons is to exit the mall via our more westerly Woodbury Avenue entrance. Not only will this situation apply to mall patrons but those of Wal-Mart and Chuck E. Cheese. Their patrons desiring to travel northbound on the turnpike will have no other alternative but to travel down Fox Run Road and through our entrance to access Woodbury Avenue.

Due to this, we potentially will have substantial traffic backed up into our property while awaiting the signal change onto Woodbury Avenue. We ask that the committee consider what enhancements are possible to alleviate this situation. One possible enhancement is to consider allowing (with the addition of a traffic signal) the traffic exiting the backside of Wal-Mart the ability to turn left onto Woodbury Avenue in addition to the current sole option of turning right. This would help in alleviating the need for other Fox Run Road business patrons to utilize our entranceway and cause unnecessary congestion.

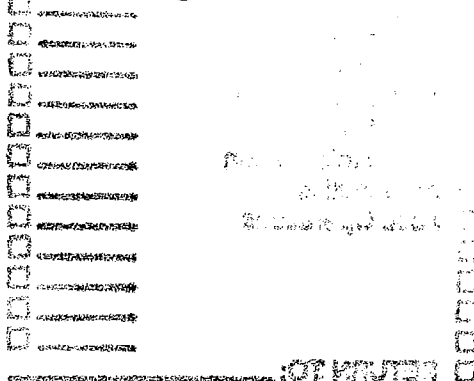
Thank you very much, in advance, for your consideration. I'd like to add that I, personally, am greatly pleased with the turnpike enhancements as my work commute consists of traveling over the Little Bay Bridges at peak congestion times.

If you should have any questions, please feel free to call me at (603) 431-5911.

Sincerely,



Scott A. DeCost
General Manager
Fox Run Mall & Crossings at Fox Run



**Response to Comments Made by
Scott DeCost, General Manager
Fox Run Mall/The Crossing at Fox Run
50 Fox Run Road, Suite 128, Newington, NH 03801
Letter dated September 29, 2006**

1. Support for the Selected Alternative so noted.
2. The NHDOT and FHWA are presently investigating the benefits of the Attraction Logo Program, similar to the Tourist Attraction Sign program enacted in the State of Massachusetts, where signs for specific, high volume attractions are installed on the freeway or Turnpike system to provide directional information to the traveling public. Should the Attraction Logo Program be implemented statewide, signage for the Fox Run Mall could be considered under the program.
3. As an element of the project's construction, the NHDOT and FHWA do not anticipate the need to undertake tree clearing or trimming in the area of the mall's pylon sign. As a matter of practice, the NHDOT and FHWA do not permit the clearing or trimming of trees that are located within the State right-of-way for the benefit of exposing signs located on private property.
4. The Seacoast Regional Travel Demand Model was used to model the existing and future traffic changes and assist in evaluating the improvement alternatives for the project. The changes in traffic patterns at Exits 1, 2 and 3 are expected to be more complex under the Selected Alternative than simply diverting traffic from Exit 2 to Exit 3. For example, creating the Woodbury Avenue extension from Exit 3 to Arboretum Drive is anticipated to divert a substantial volume of traffic related to the Tradeport that is currently using Exit 1 to travel north to use Exit 3. With this anticipated change in travel pattern, Exit 1 will have more available capacity and will become a more attractive route for some motorists destined to Gosling Road and Woodbury Avenue. Motorists currently using Exit 2 will divert to both Exits 1 and 3 when the Selected Alternative is constructed.

The NHDOT has reviewed the intersection of Woodbury Avenue and Fox Run Road. In order to accommodate the projected 2025 peak hour traffic demands at the signalized intersection, the improvements associated with the Selected Alternative propose to modify the existing right-turn lane on Woodbury Avenue eastbound to accommodate both through traffic and right-turns. This modification will substantially increase the volume of traffic that can be processed by the existing traffic signal. The intersection is anticipated to operate at LOS C or better throughout the design year (2025) with the proposed improvements. The analysis has been updated to include vehicular trips associated with a proposed 7,135 square foot restaurant and 4,800 square feet of ancillary retail space to be located off Fox Run Road. The results from the updated analysis indicate that the Woodbury Avenue / Fox Run Road intersection will continue to operate acceptably at LOS C through the design year with the additional commercial development on Fox Run Road. As such, an additional traffic signal

and break in the median on Woodbury Avenue at the Wal-Mart driveway is unnecessary. (This is more fully documented in Section 4.2 of the EIS.)

Christopher Waszczuk

From: James Moore
Sent: Saturday, September 30, 2006 5:56 PM
To: Christopher Waszczuk
Subject: FW: Newington - Dover Bridge project

Chris: I see you were copied on this. Please add to the record and respond.
 Thanks, Jim

-----Original Message-----

From: Jack Bernier [mailto:jack@atlanticinc.com]
Sent: Friday, September 29, 2006 5:49 PM
To: Christopher Waszczuk
Cc: James Moore
Subject: Newington - Dover Bridge project

Gentlemen,

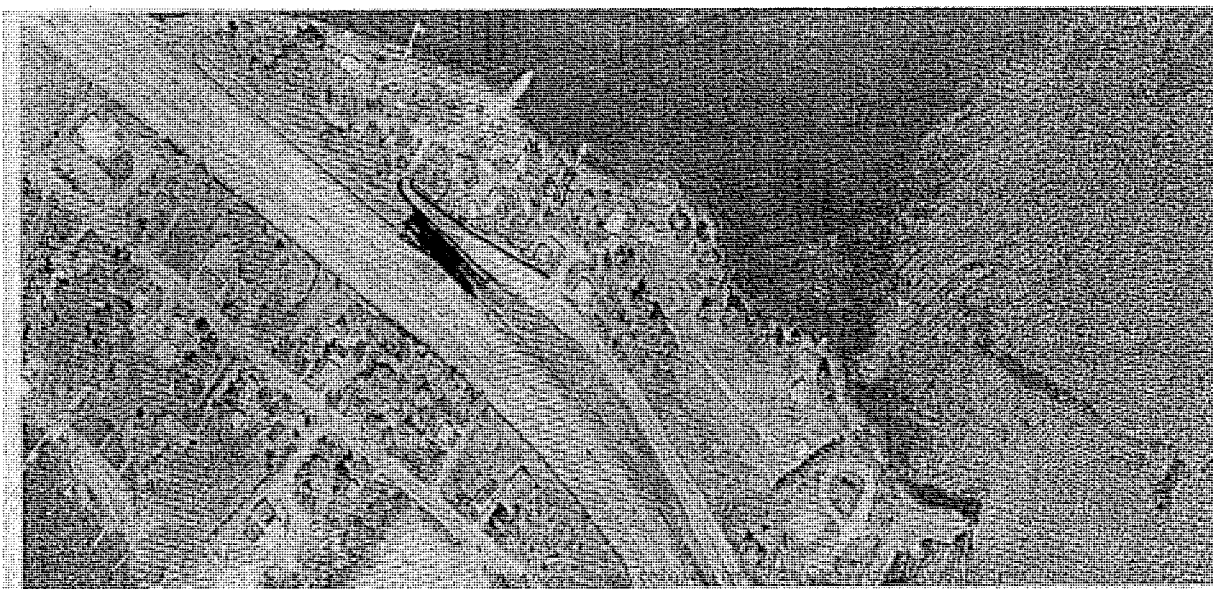
We live at 25 Wentworth Terrace in Dover.

1 My wife, Helen, and I attended the public meeting which was held at St. Thomas Aquinas High School on Thursday September 21st. After looking at the renderings at the meeting and on your website it appears to me when you remove Exit 5 off the Spaulding Turnpike the only way we will be able to come and go from Wentworth Terrace is by going in by the pumping station. The problem with this is it will effectively make Wentworth Terrace a dead end road. We have a lot of delivery trucks; recycle trucks, garbage trucks, and the mail that uses this road along with the people who live hear. People and other vehicles can now enter via the pumping stations and leave by going out past the house located at the corner of 22 Wentworth Terrace and back onto the highway. We at Wentworth Terrace would like it if you could consider changing your plan so vehicles could still be able to exit past 22 Wentworth Terrace and then back past the pumping station toward Hilton Park and then under the bridges. This would also make it much easier for snow removal by the city plows.

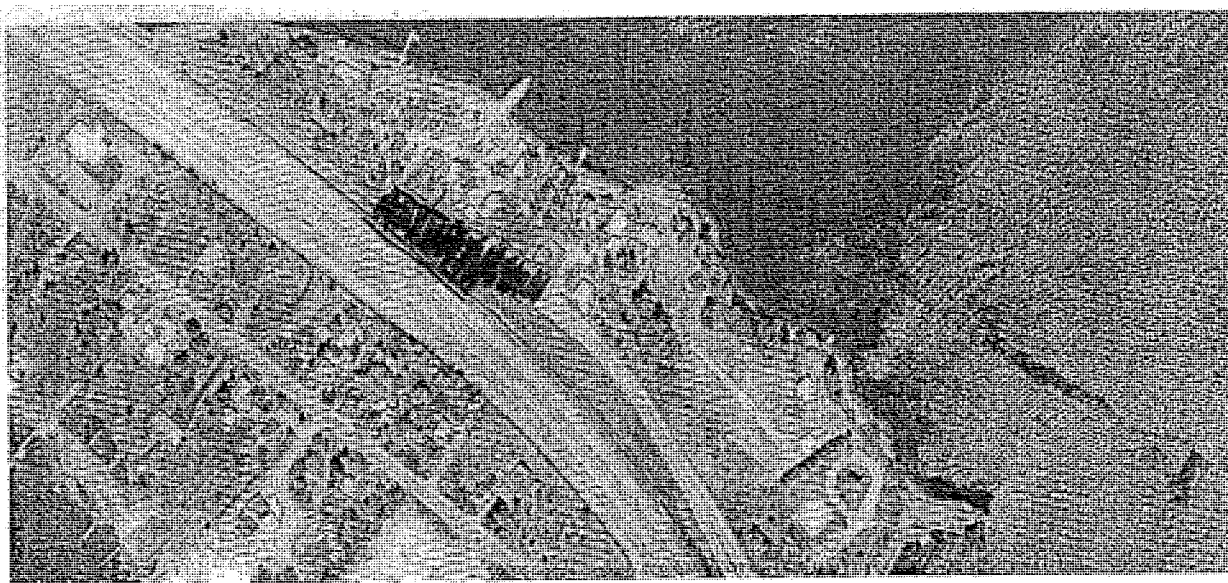
I have attached 2 photos one gives an example of what I believe your plan is and the other shows my proposed plan.

I met with Bruce Woodruff who is the City Planner and talked over the information I listed above and he thought that it would be a good idea and it is workable. I believe that he has sent you an email on this subject.

Jack Bernier
 Live camera in my favorites at,
www.atlanticinc.com



MY PROPOSAL



YOUR PLAN

**Response to Comments Made by
Jack Bernier
25 Wentworth Terrace, Dover, NH 03820
Letter dated September 30, 2006**

1. As suggested, a portion of Hilton Drive extending north from the existing ramps to the pump station will be retained to create a loop road for trucks and other vehicles to more easily exit the neighborhood.

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COMMISSIONERS OFFICE

38

OCT 03 2006

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

September 29, 2006

Dear Sir, *JAM 10/3/06*

1 It seems prudent to me that if before we commit \$200-\$250 millions of dollars to the expansion of the highway bridge at Millis Park in Dover we study the impact of the removal of the toll booths at exit six first.

Many of us in Dover have observed this bottleneck's affect on the flow of traffic and I among others have thought the problem could be solved or certainly relieved by removal of the toll stop.

Yours truly,

John M. Williams

2 Autumn St.

Dover, NH

743-0981

**Response to Comments Made by
Eileen Williams
2 Autumn Street, Dover, NH 03820
Letter dated September 29, 2006**

1. See Letter P-25, response #1.

Date:

9/30/06

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

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COMMISSIONERS OFFICE

OCT 03 2006

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

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 Keep the rural character of N.H. through agriculture.

Who has solved traffic congestion by widening the road, Spaulding Turnpike? negative impact to communities. Widen the buffer zones for farming and logging.

Cashing out - a program to pay employees not to drive alone
"Location efficient" mortgages - an incentive program to let homebuyers live closer to work. Lower transportation costs living close to work.

2 3 Hilton Park - buy land as it comes up for sale.

4 Noise - put the cars down in a trench. Roof - SNOW & RAIN
use the tourism money to convince commuters to live on the other side of the bridge

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 Scruton

Name:

JOHN SCRUTON

(Please Print)

Address:

99 SIXTH ST.

DOVER, N.H. 03820

Phone: #

603 742 2312

NH DOT Project Parcel #

— NHS-027-1(037) 11238

SPAUDING TURNPIKE IMPROVEMENT
NEWINGTON-DOVER

**Response to Comments Made by
John Scruton
99 Sixth Street, Dover, NH 03820
Letter dated September 30, 2006**

1. As part of the project, the NHDOT and FHWA evaluated the existing traffic operations and safety conditions along the Turnpike in both Newington and Dover. Under the existing conditions (2003 base year traffic), poor levels of service (LOS E) have been identified on seven freeway segments and at nine ramp junctions within the study area. Crash data compiled for the project shows 1,263 crashes occurred in the study area over a 7-year period (1997-2003) with an overall crash growth rate of 14% per year. Traffic projections for the future No Build (2025) condition project average daily traffic to increase roughly 30% from 70,650 vehicles per day (vpd) (2003) to 94,300 vpd (2025) on the Little Bay Bridges. With no improvements to the Turnpike, transportation safety and mobility would substantially deteriorate with congestion growing to consume more than two hours in the morning and approaching four hours in the evening.

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 ROW with the exception of nine properties where thin strip ROW acquisitions are required. No physical permanent impact to Hilton Park is proposed.

2. As part of the Selected Alternative, the NHDOT and FHWA support TDM strategies which are intended to provide a more balanced transportation system in the seacoast region and provide travel opportunities other than single occupant vehicles (SOV). These strategies include new park-and-ride facilities in Rochester, Dover and Lee, expansion of bus and rail service, and support for employer-based measures. Although the suggestion of "location-efficient" mortgages to reduce commuter traffic within the project study area is a novel idea which private lenders in partnerships with municipalities may wish to explore, the NHDOT and FHWA propose, as part of the Selected Alternative, to help fund the seacoast area Transportation Management Association (TMA), known as Seacoast Commuter Options, for a maximum five (5) year period to further encourage employers to promote employee travel by means other than SOV's. In addition to area-wide ride-sharing and guarantee-ride-home programs, Seacoast Commuter Options is educating area employers and employees about the availability of employee-paid, pre-tax transportation benefits and employer-paid transportation benefits programs as incentives to not driving alone.
3. Hilton Park is currently owned by NHDOT, Bureau of Turnpikes. Since there is no direct impact to Hilton Park, NHDOT will seek to acquire additional land only if necessary for the highway expansion or mitigation, and not necessarily to increase the size of Hilton Park.
4. The alternative of depressing the Turnpike and crossing the channel in a tunnel was discarded early on in the evaluation of alternatives due primarily to the preliminary construction cost estimate of \$400 million.

Richard Stern
516 Shattuck Way
Newington, NH 03801

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COMMISSIONERS OFFICE

OCT 03 2006

September 30, 2006

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Director of Project Development
The State of New Hampshire
Dept. of Transportation
PO Box 483
Concord, NH 03302-0483

Attention: James A. Moore

Jan 16/3/06

Dear Sir;

1 I am writing this letter about my home that my family and I live in at 516 Shattuck Way in Newington N.H. My home was involved in the Exit 4 Interim Improvement Construction. My home originally was nestled in the trees, five to six hundred feet from the nearest road. It now has a very busy highway exit 200 ft. from my home. Even though the state planted trees as a visual block, my home is no longer the same, with noise and the sound of large trucks constantly coming and going at all hours. We have lost the quiet enjoyment of our home. As I have stated in previous letters, I do not own any buffer or trees that will protect my home from the encroachment of the present highway or any future change to the Little Bay Bridge.

2 Even if the sound around my home was over the 67dB level, no help would come my way because there are only two homes in the proximity of the proposed construction. No sound receptors were every placed near my home that I am aware of, only a couple of sound readings done by the state at my request and only for 30mins. I don't believe the results were a real reflection of the sound that we are exposed to on a daily basis. The FHWA states that even if the noise level of 67dB is not reached it does not mean the sound does not have an impact.

3 With the building of the Exit 4 ramp through the surrounding property, all the land around my home has been opened up to being commercially developed by the owner, who has gained valuable road frontage.

3 The owner of the surrounding property has every right to develop his property, but when he does he will open my home to full exposure to the proposed Spaulding Turnpike expansion. The state has left me vulnerable to unacceptable noise and vibration involved in the up coming project. Unlike some Dover residents who bought their homes close to the highway, my home was not.

4 I ask that you consider purchasing my home as part of your plans for the proposed improvements to the Little Bay Bridge and Spaulding Turnpike. My home is also located in Trickey's Cove, near the Watson property, one of the sites for the wetland mitigation.

Please contact me to discuss this matter further. Thank You.

Sincerely,



Richard C. Stern

**Response to Comments Made by
Richard Stern
516 Shattuck Way, Newington, NH 03801
Letter dated September 30, 2006**

1. – 4. 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. Thus the NHDOT and FHWA do not propose to acquire the property. As part of the project's final design effort, the NHDOT and FHWA will investigate and consider items such as "quiet pavement" and added landscaping to lessen the project's acoustic and visual effect in Newington.

Also, refer to responses to Letter P-4.

Date: Sept. 30, 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 *JAM 10/4/06*
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

RECEIVED
COMMISSIONERS OFFICE
OCT 4 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

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 Either remove the Dover toll booth and
increase tolls at the Rochester toll OR move
them to the Somersworth (exit 9 area) to lessen
the traffic congestion on Dover Point Rd and
throughout the main streets of Dover (Central Ave,
Chestnut Street).

2 Fix the old bridge to accommodate cars + trucks
in case of an accident on the newer bridges.

P.S. Thank you for the quick attention given to fixing the price
on Spurr Rd by the toll booth. For a couple of years, I didn't
know who to get in touch with about this matter.

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 J. Veinott
JOHN A. VEINOTT

Name:

Rosalie J. Veinott

(Please Print)

Address:

23 Roberts Rd

Dover, NH 03820

Phone: #

(603) 749-2957

NH DOT Project Parcel # _____

**Response to Comments Made by
John and Rosalie Veinott
23 Roberts Road, Dover, NH 03820
Letter dated September 30, 2006**

1. See Letter P-25, response #1.
2. 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 listing on 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 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.

The Selected Alternative requires the existing approach embankment (on the Dover side) leading to the General Sullivan Bridge to be removed to accommodate a two-way local connector, and proposes to retrofit the end of the General Sullivan Bridge with a new pedestrian / bicycle structure, which will be fully designed during the final design stage of the project. The two-way connector is required to provide access to the east side of Hilton Park and the Wentworth Terrace neighborhood. This local roadway is proposed to replace the existing one-way Hilton Park connector that is situated beneath the Little Bay Bridges. This underpass location provides the benefit of utilizing the existing grade-separated crossing and reconstructing the Turnpike on the same general grades as currently exist. Without this concept, the profile of the Spaulding Turnpike just north of the Little Bay Bridges would have to be raised approximately 25 feet to accommodate a separate underpass structure connecting the east and west sides of Dover Point.

The Selected Alternative proposes the Little Bay Bridges be widened to provide four full travel lanes (12 feet wide) with two full shoulders (10 to 12 feet wide) in each direction. Therefore, incident management and emergency response will be fully accommodated on the Little Bay Bridges once the bridges are reconstructed and widened. Future incident management and response will be greatly improved over the current situation, negating the need to consider the General Sullivan Bridge for such use.

LONG HILL REALTY INVESTMENTS, LLC

340 CENTRAL AVENUE · DOVER PLACE · SUITE 201 · DOVER, NEW HAMPSHIRE 03820
PHONE 603.740.4930 · FAX 603.740.4931

October 1, 2006

RECEIVED
COMMISSIONERS OFFICE

OCT 04 2006

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Chairman of the Special Committee *Jan 10/1/06*
c/o James Moore, Director of Project Development
State of New Hampshire DOT
PO Box 483
Concord, NH 03302-0483

Re: Newington-Dover Mitigation Land

Dear Mr. Moore,

Recently we received a copy of the public hearing notice that NHDOT sent to Vivian Tsimekles of 355 Long Hill Road in Dover, New Hampshire (Dover, NH Tax MapA, Lot 28). We currently hold an equitable title to the subject property via a binding purchase and sale agreement. It is our understanding from reading the information sent to Mrs. Tsimekles and subsequently reading the draft EIS for the Newington-Dover project that the NHDOT has interest in purchasing a portion of the Tsimekles property for mitigation of impacts proposed as a result of the project.

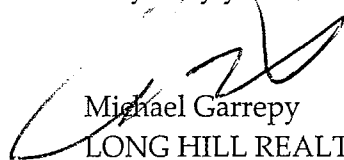
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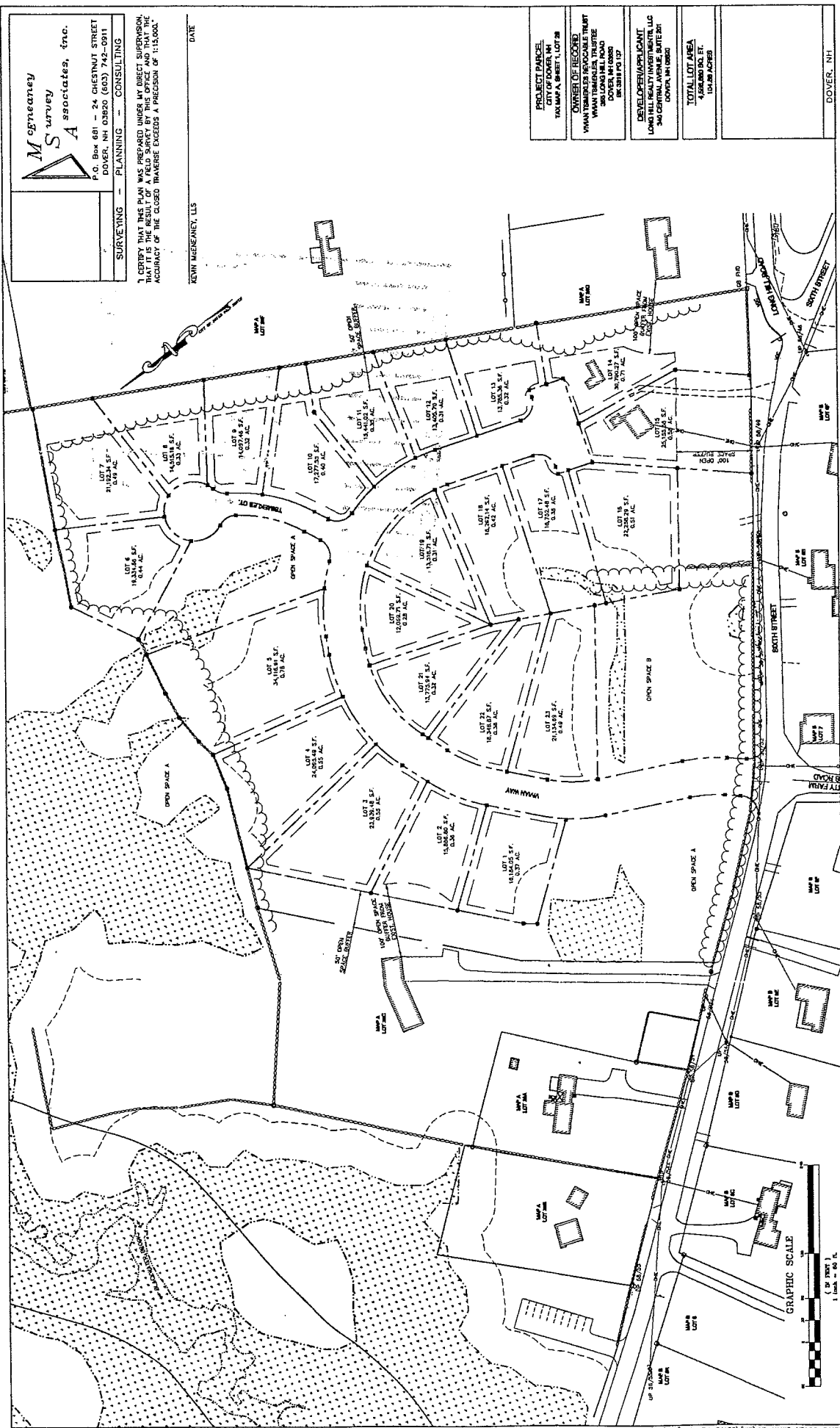
We are interested in talking to you about NHDOT's expressed interest in acquiring a portion of the property for wetland impact mitigation purposes, which we understand may be necessary to facilitate the permitting for the Newington- Dover project.

As you may be aware, we have a residential open space subdivision development plan before the Dover Planning Board. The plan proposal presents approximately 93 acres of open space along the Blackwater Brook and its associated watershed. We would be willing to discuss the sale of this open space area or a portion thereof. We have enclosed a copy of the overview plan for your use.

We look forward to discussing this matter with you at your convenience.

Very truly yours,


Michael Garrepy
LONG HILL REALTY INVESTMENTS, LLC



McGeaney Survey Associates, Inc.
P.O. Box 681 - 24 CHESTNUT STREET
DOVER, NH 03820 (603) 742-0311
SURVEYING - PLANNING - CONSULTING

7. CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION
THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND THAT THE
ACCURACY OF THE CLOSED TRAVERSE EXCEEDS A PRECISION OF 1:15,000.

DATE
KEVIN MCGEANNEY, L.L.S.

PROJECT PARCELS CITY OF DOVER, NH TAX MAP A, SHEET 1, LOT 28	OWNER OF RECORD WMAW TRUST FOR THE BENEFIT OF WMAW TRUSTEES TRUST 385 LONG HILL ROAD DOVER, NH 03820 DOVER, NH 03820	DEVELOPER/APPLICANT LONG HILL REALTY INVESTMENTS, LLC 340 CENTRAL AVENUE, SUITE 201 DOVER, NH 03820	TOTAL LOT AREA 4,586,000 S.F. 104.86 ACRES
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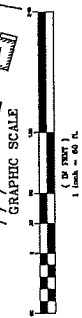
DRAWING NO.
A2
SHEET 3 OF 3
AS NOTED ON SHEET 1

Plan Name:	OPEN SPACE SUBDIVISION PLAN
Project:	OPEN SPACE SUBDIVISION SIXTH STREET, DOVER, NEW HAMPSHIRE
Client:	LONG HILL REALTY INVESTMENTS, LLC 340 CENTRAL AVENUE, SUITE 201, DOVER, NH 03820

J/B Jones & Beach Engineers, Inc.
Civil Engineering Services
100 Main Ave.
PO Box 610
Dover, NH 03820
TEL: 603-775-0248 FAX: 603-775-0247
E-MAIL: JONES@JONESANDBEACH.COM

REV.	DATE	BY
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PROJECT NO.	01779-PL-AN-2008	DATE	7/27/08
CLIENT NAME	LONG HILL REALTY INVESTMENTS, LLC	PROJECT NO.	01779-PL-AN-2008
THIS PLAN SHALL NOT BE REPRODUCED OR COPIED WITHOUT WRITTEN PERMISSION OF JONES & BEACH ENGINEERS, INC.			
ANY REPRODUCTION, ALTERATION OR COPIING SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO J.B.E.			



**Response to Comments Made by
Michael Garrepy
Long Hill Realty Investments, LLC
340 Central Avenue, Suite 201, Dover, NH 03820
Letter dated October 1, 2006**

1. The NHDOT and FHWA are working closely with the City to permanently protect the Tsimekles property, a 105-acre parcel located in the Blackwater Brook watershed that is undergoing the threat of development. Should an agreement with the City and developer to acquire the parcel or large portion thereof not be reached, the EIS identified several other parcels in the Blackwater Brook area that are deemed worthy of preservation and permanent protection, which the NHDOT and FHWA will then pursue in coordination with state and federal resource agencies to fulfill the mitigation requirement of the project in Dover.

264 Dover Point Road
Dover, NH 03820
October 4, 2006

Mr. James A. Moore *10/6/06*
Director of Project Development
State of NH Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RECEIVED
COMMISSIONERS OFFICE

OCT 06 2006

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Dear Mr. Moore:

RE: NHDOT, Newington-Dover #11238

I attended the joint public hearing on Thursday, September 21, at St. Thomas High School on Dover Point concerning the proposed improvements to 3½ miles of the Spaulding Turnpike. I did not speak nor did I stay through the entire meeting. But I feel I should express my concerns about the design.

I have lived on Dover Point Road for 42 years. There is now a steady flow of traffic by my house night and day as well as a constant steady flow of trucks and cars going onto Route 4 (the major route from the Portsmouth ports and the Pease Tradeport to the interior of the state.) One thing I know is that it will only increase rapidly. Therefore the design of this improvement is crucial. A poor design will cause us all to suffer for decades.

Traffic signals are very inefficient. They clump up traffic, waste fuel, add pollution and obstruct travel. I can only imagine the effect of trucks stopped at the light on the off ramp and how fast traffic will back up. We need to maintain a steady flow onto Route 4 and Dover Point Road without a traffic signal.

Also, if it isn't in the design, please consider a bike and pedestrian path through this entire area as that traffic has increased rapidly as well.

Thank you for allowing me to comment and offer suggestions on something that would be a major impact upon our lives.

Sincerely yours,

Richard J. Morin

Richard J. Morin

P.S. I would prefer to see the tolls taken out completely to relieve the congestion on Dover Point Road. Otherwise, please consider going to the overhead high speed toll EZ Pass system (it keeps traffic moving and works great in other states).

**Response to Comments Made by
Richard Morin
264 Dover Point Road, Dover, NH 03820
Letter dated October 4, 2006**

1. The signalized diamond interchange configuration proposed for Exit 6, as part of the Selected Alternative, will provide for safe and efficient traffic operation for northbound traffic desiring to travel west on US 4. Other potential ramp types and interchange configurations were studied in detail and were found to be less desirable.

The existing single lane loop ramp would not provide sufficient capacity for the anticipated future traffic volumes. In addition, the radius of the existing loop ramp is geometrically deficient relative to current standards and driver expectations. A two-lane loop ramp configuration is not recommended due to safety concerns associated with vehicles, including heavy commercial trucks, traveling at relatively high speeds exiting the Turnpike, traveling side by side on a lengthy, tight curve, and then merging with local traffic from Dover Point Road. Improving the radius of a potential 2-lane loop ramp would increase wetland impacts and severely impact a number of residential properties along Homestead Lane without solving the traffic operational and safety concerns inherent in the 2-lane loop ramp configuration. In addition to the issue of safety and more severe impacts, a 2-lane loop ramp alternative 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).

Under the Selected Alternative, the storage lengths on the proposed diamond shaped northbound off-ramp will sufficiently accommodate the anticipated traffic queues without vehicles backing up onto the Turnpike. Traffic operations at the signalized Exit 6 northbound off-ramp intersection with US 4 will be coordinated with 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 flow efficiently, minimizing delays and vehicle queuing. Detailed studies 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 Level of Service (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 desired standards of LOS 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.

2. On the Dover side, new sidewalks are proposed in the following locations: along the north side of Spur Road between the Bayview Park parking area and the Scammell Bridge; along the west side of the connector road between Spur Road and Boston Harbor Road; along the west side of Dover Point Road between the existing sidewalk, opposite the Division of Motor Vehicles property and Hilton Park; along the new two-way connector beneath the Little Bay

Bridges; and along Hilton Drive connecting to the reconstructed walkway along Pomeroy Cove.

As part of the project, NHDOT and FHWA propose to build 4-foot wide shoulders, at a minimum, to accommodate bicycles, along the reconstructed segments of Dover Point Road, US 4, Spur Road, Hilton Drive, and the two connector roadways in Dover.



3.0 Public Hearing Documents

REPORT OF THE COMMISSIONER

NEWINGTON-DOVER, NHS-027-1(37), 11238

SPAULDING TURNPIKE IMPROVEMENTS

PUBLIC HEARING

September 21, 2006 -- SAINT THOMAS AQUINAS SCHOOL -- 7:00 PM

As a result of the Public Hearing held on September 21, 2006 for the **NEWINGTON-DOVER, NHS-027-1(37), 11238** project, the following layout with limitations to access is established as shown on the Hearing Plan and as described below:

Beginning at a point in the travel way of the Spaulding Turnpike (NH 16) north of Exit 1 (Gosling Road Interchange) in the Town of Newington, NH and continuing northerly approximately 3.5 miles to the Dover Toll Plaza, just north of Exit 6 (US 4) in the City of Dover, NH.

The layout involves the reconstruction and widening of the Little Bay Bridges and the Spaulding Turnpike. Between Exits 1 and 3, the Turnpike will be shifted slightly to the west and widened to create three lanes in each direction to match the section south of Exit 1. Between Exits 3 and 6, the Little Bay Bridges and the Turnpike will be reconstructed on new alignment and widened to create four lanes (three travel lanes and one auxiliary lane) in each direction. North of Exit 6, the Turnpike will be widened to create three lanes in each direction to match into the Dover Toll Plaza. The project layout continues and expands the Limited Access Right-of-Way designation that exists for the Turnpike interchanges and connector roadways, with modifications as appropriate to accommodate the proposed infrastructure improvements.

The layout includes the reconstruction, reconfiguration, and consolidation of the interchanges along the Spaulding Turnpike at Exit 2 (Fox Run Road), Exit 3 (Woodbury Avenue), Exit 4 (Nimble Hill Road and Shattuck Way), Exit 5 (Hilton Drive) and Exit 6 (US 4 and Dover Point Road). The Exit 2 ramps at Fox Run Road will be eliminated and traffic routed to Exit 3. Exit 3 will be reconfigured to a full service interchange with access provided to the Pease Tradeport and Arboretum Drive. A portion of Arboretum Drive, approximately 1000 feet in length, will be relocated to form a new signalized intersection at the terminus of the new southbound Exit 3 ramps and terminus of the extended section of Woodbury Avenue. Woodbury Avenue will be reconstructed from the intersection of Fox Run Road and extended through the Exit 3 interchange area. The Exit 4N median reverse direction ramps (previously discontinued under a separate project) will be eliminated. Exit 4 will be adjusted to maintain the on and off-ramps at Nimble Hill Road and Shattuck Way. Access to Nimble Hill Road from properties directly adjacent to the Turnpike and adjacent to the on and off-ramps will be modified; a new local roadway will be constructed to provide access to the affected properties. Work on Nimble Hill Road will begin at the intersection with Shattuck Way and the new local road and continue approximately 600 feet to the Turnpike. The work to the existing northbound Exit 4 ramps will be limited to the area directly adjacent to Shattuck Way. The Exit 5 ramps will be discontinued and a new local two-way Connector Road, from Wentworth Terrace and Hilton Park, under the Turnpike to connect with Dover Point Road will be constructed. The existing ramps from Cote Drive to the Turnpike will be discontinued.

Exit 6 will be reconstructed to a full service modified diamond-type interchange. The work on US 4 will begin at the eastern end of the Scammell Bridge and continue over the Turnpike connecting to Dover Point Road and ending at the intersection with Homestead Lane.

Signalized intersections at the southbound ramps, the northbound ramps and Dover Point Road are proposed. The existing signalized intersection on US 4 with Boston Harbor Road and Spur Road will be modified to eliminate the traffic signal and restrict movements to right-turns only. A new local two-way connector road from Spur Road, beneath US 4, to Boston Harbor Road with access to the southbound on-ramps will be constructed.

The General Sullivan Bridge will be rehabilitated to function as a pedestrian/bicycle/recreational facility with the ability to carry emergency and maintenance vehicles from the Newington side. The northern approach embankment will be removed and the northern end of the bridge modified to accommodate the two-way local connector road and allow for continued pedestrian, bicycle and recreational use.

Also included are all potential mitigation and stormwater management areas as may be required to comply with State and Federal permitting requirements and best management practices as shown on the project plans. Further evaluation and coordination with State and Federal agencies will be required to determine the final components of the mitigation package, and in turn, the specific parcels, or portions thereof, to be acquired.

The layout also includes the accommodation for a future elevated rail spur line that would extend from the east along the existing rail spur alignment over the Turnpike to the west into the Pease Tradeport.

The limitation of access previously established for the Spaulding Turnpike will be maintained and expanded to prohibit any non-interchange accesses. No access will be allowed to the Turnpike except via designated interchanges.

The project further identifies new Park and Ride facilities near Exit 9 in Dover, Exit 13 in Rochester, and near the US 4 and NH 125 intersection in Lee. Also, other travel demand management components including improvements to bus and rail, and support for employer-based measures will be considered.

Limitations of access, as well as exceptions, are as follows:

NEWINGTON

Woodbury Avenue Extension (west of the Spaulding Turnpike)

PEASE DEVELOPMENT AUTHORITY (Parcel N1): One (1) point of access onto Woodbury Avenue Extension.

Spaulding Turnpike (NB & SB)

Limitation of access previously established for the Spaulding Turnpike will be maintained. No access to the Turnpike will be allowed.

River Road (east of the Spaulding Turnpike)

STATE OF NH remnant land with frontage along River Road located between parcels N18 & N20: One (1) point of access onto River Road.

Spaulding Turnpike (SB, remnant segment from station 550 to station 577 west of the Spaulding Turnpike)

Limitation of access previously established for the Spaulding Turnpike and exceptions thereto will be maintained.

DOVER

Spaulding Turnpike (NB & SB)

Limitation of access previously established for the Spaulding Turnpike will be maintained. No access to the Turnpike will be allowed.

Dover Point Road (east of the Spaulding Turnpike)

STATE OF NH remnant land with frontage along Dover Point Road located between the Turnpike and parcel D80: One (1) point of access onto Dover Point Road at station 238+60.

Dover Point Road (west of the Spaulding Turnpike)

STATE OF NH remnant land with frontage along Dover Point Road abutting parcel D39 to the north: One (1) point of access onto Dover Point Road.

The above limitations of access are established in accordance with RSA Section 230:46.

The following decisions are the Department's resolution of issues as a result of the testimony presented at the September 21, 2006 Public Hearing and written testimony subsequently submitted.

- 1) Ms. Gail Pare (188 Little Bay Road, Newington) expressed thanks to the Department for the response to public comments throughout the advisory process.

Mr. Bruce Woodruff (Dover City Planner, Advisory Task Force member) commended the Department for the context-sensitive design process and advisory task force procedure of project development.

Mr. Leon Kenison (Facilities Director, Pease Development Authority) extended thanks to the Department staff and engineering consultants for the cooperation exhibited during the project development process.

Mr. David Scott (Dover City Councilor) complimented the Department for the thought that went into the proposal and the process that was followed.

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast Metropolitan Planning Organization (MPO) expressed their appreciation for the Department's expeditious completion of the Draft Environmental Impact Statement and the Department's cooperation with the communities, Advisory Task Force, and Planning Commissions in developing the preferred alternatives.

Ms. Thelma Briggs (10 Cote Drive, Dover) expressed thanks for the informative and professional presentation at the Public Hearing and prior public meetings.

Response: The Department appreciates the efforts and input from the large number of people that attended the public meetings and followed the project's development and progression. The Department 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.

- 2) Mr. Leon Kenison (Facilities Director, Pease Development Authority, on behalf of PDA Board of Directors) expressed support for the preferred alternative as described in the Layout Petition noting the Board's concurrence that the preferred alternative will enhance safety and provide congestion relief. The Board also recognized that the new northerly entrance at Exit 3 would help disperse travel patterns within the Tradeport, lessening the travel demand at the Exit 1 Interchange, and making Pease's presence more valued. The Board also acknowledged and supported the proposed

accommodation of future rail service into the Tradeport via an elevated crossing of the Turnpike, as well as the preservation of the necessary right-of-way for its future construction.

Mr. Bruce Woodruff (Dover City Planner, Advisory Task Force member) expressed support for the proposed Turnpike improvements in Dover noting that the needed infrastructure improvements are provided while minimizing the impacts to Dover Point and Hilton Park.

Mr. Tom Morgan (Newington Town Planner), Ms. Eleanor Hendricks (401 Dover Point Road, Dover), Mr. Leon Kenison (Facilities Director, Pease Development Authority, on behalf of PDA Board of Directors), Mr. Scott DeCost (General Manager, Fox Run Mall / Crossings at Fox Run), Mr. John O'Reilly (Chair, Newington Board of Selectmen), Mr. Denis Hebert (Vice-Chair, Newington Planning Board), and Mr. Roy Greenleaf III (Newington Fire Chief) endorsed the proposed Turnpike improvements in Newington. Mr. Morgan, Mr. O'Reilly, and Mr. Hebert noted that the low elevation of the Turnpike in the Preferred Alternative would minimize noise impacts upon the Town.

John Brough (240 Old Garrison Road, Dover), Ms. Linda Pontbriand (40 Belanger Drive, Dover), Ms. Patricia Rose (17 Cote Drive, Dover), Ms. Thelma Briggs (10 Cote Drive, Dover) and Ms. Jan MacMillan and Mr. Gordon Smith (parcel D056, 14 Boston Harbor Road, Dover) expressed support for the proposed Turnpike improvements.

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO expressed their support for the project, as the project will vastly improve safety. They stated that the proposed improvements have been the top transportation priority of the Seacoast MPO for ten years.

Ms. Joyce Elkovarti (112 Bellamy Woods, Dover) concurred with the need for the bridge widening, but requested that the aesthetics of the bridge be considered so that the bridge's appearance not compromise the views of the water.

Response: The Department acknowledges and appreciates the community's support and will progress the project as presented at the Public Hearing, subject to the modifications contained herein.

Careful attention to aesthetic considerations, particularly concerning landscaping, the Little Bay Bridge structure, and proposed soundwalls, will be made during the project's final design.

- 3) Ms. Caren Curti Peloso (39 Spur Road, Dover), Mr. Jeff Hollinger (former State Representative, 346 Back Road, Dover), Mr. David Scott (Ward Three Dover City Councilor, 220 Back Road, Dover) expressed concern that the proposed widening of the Turnpike to eight lanes in Dover would have an adverse impact on the natural resources and ruin the character of Hilton Park and Dover Point.

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO stated their belief that the proposed improvements would enhance safety and travel efficiency. However, they expressed concern with the scale of the improvements and requested assurances of the necessity of the number of lanes proposed and the width of shoulders and other elements that contribute to the extent of the highway expansion.

Ms. Nora Kelly (348 Dover Point Road, Dover) expressed concern with the proposed widening of the Turnpike to eight lanes and stated her preference for the proposed Bus Alternative.

Mr. John Scruton (99 Sixth Street, Dover) expressed concern with the proposed Turnpike widening and its impact upon the rural character of the region, and doubted the efficacy of the proposed widening on reducing traffic congestion.

Response: 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 Preferred Alternative proposes three basic travel lanes and one auxiliary lane in each direction between Exits 3 and 6. The auxiliary lanes enable traffic to safely and efficiently enter, exit and switch lanes between Exits 3 and 6. Shoulder areas are proposed to be 10 feet to 12 feet wide. Experience and safety studies of limited access facilities have demonstrated the safety benefit associated with providing adequate space for disabled vehicles. Narrow shoulder areas are deemed to be safety hazards and are not recommended as they give the appearance of being safe areas for stopping but are not due to their confining width and the relatively high traveling speeds along the Turnpike.

- 4) Ms. Eleanor Hendricks (401 Dover Point Road, Dover), Mr. Douglas DeDe (143 Locust Street, Dover), Mr. Raymond Bardwell (199 Spur Road, Dover), and Mr. Richard Morin (264 Dover Point Road, Dover) expressed opposition to the proposed modification of the Exit 6W ramp from the existing free-flow loop to a diamond configuration under signal control. They felt that the signal would operate inefficiently, resulting in congestion, traffic queues on the Turnpike and Dover Point Road, and increased traffic diversion onto City streets (e.g. Spur Road).

Ms. Caren Curti Peloso (39 Spur Road, Dover), Mr. Jeff Hollinger (former State Representative, 346 Back Road, Dover), Mr. David Scott (Ward Three Dover City Councilor, 220 Back Road, Dover) expressed concern that the proposed traffic signals on Dover Point Road would create potential backups on Dover Point Road and the Turnpike. They felt the traffic signals would place an additional burden on Spur Road and Boston Harbor Road as motorists would be inclined to utilize these roadways as alternatives to avoid the congestion and backups.

Response: The signalized diamond interchange configuration proposed for Exit 6, as part of the Preferred Alternative, will provide for safe and efficient traffic operation for northbound traffic desiring to travel west on US 4. Other potential ramp types and interchange configurations were studied in detail and were found to be less desirable.

The existing single lane loop ramp would not provide sufficient capacity for the anticipated future traffic volumes. In addition, the radius of the existing loop ramp is geometrically deficient relative to current standards and driver expectations. A two-lane loop ramp configuration is not recommended due to safety concerns associated with vehicles, including heavy commercial trucks, traveling at relatively high speeds exiting the Turnpike, traveling side by side in a circular manner, and then merging with local traffic from Dover Point Road. Further, improving the radius of a potential 2-lane loop ramp would increase wetland impacts and severely impact a number of residential properties along Homestead Lane without absolving the traffic operational and safety concerns inherent in the 2-lane loop ramp configuration. In addition to the issue of safety and more severe impacts, a 2-lane loop ramp alternative 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).

Under the Preferred Alternative, the storage lengths on the proposed diamond shaped northbound off-ramp will sufficiently accommodate the anticipated traffic queues without vehicles backing up onto the Turnpike. Traffic operations at the signalized Exit 6 northbound off-ramp intersection with US 4 will be coordinated with 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 flow efficiently, minimizing delays and vehicle queuing. Detailed studies 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 Level of Service (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 desired standards of LOS 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) Mr. Robert Battles, Esq. (representing Wentworth Terrace property owners, Dover) expressed support for the proposed elimination of Exit 5 and the modified neighborhood access via Dover Point Road, as well as the widened two-way Hilton Drive. He felt the proposed improvements would minimize impacts on the Wentworth Terrace neighborhood and provide safer access, not only for the Wentworth Terrace residents, but Turnpike travelers, as well.

Mr. Jack Bernier (25 Wentworth Terrace, Dover) expressed concern that the proposed elimination of Exit 5 and alterations to Wentworth Terrace would create a dead-end road and make truck egress from the neighborhood difficult. He recommended that the portion of Hilton Drive extending north from the existing ramps to the pump station be retained to create a loop road.

Mr. Raymond Bardwell (199 Spur Road, Dover) recommended that Exit 5 be retained to provide convenient access to Hilton Park and not divert traffic to Dover Point Road and Boston Harbor Road.

Mr. James Yeames (409 Dover Point Road, Dover) expressed concern that the elimination of Exit 5 would increase traffic on Dover Point Road. Mr. Yeames noted that all traffic entering and exiting Hilton Park would need to pass by his home once Exit 5 is eliminated.

Response: 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 weave between 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 (as proposed with the Preferred Alternative) to reduce existing and future traffic noise levels in the neighborhood.

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 Dover Point Road. The overall re-distribution of traffic associated with the Preferred Alternative is anticipated to result in a modest increase in traffic 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 increases. A detailed 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.

Relative to commercial vehicles accessing and exiting the Wentworth Terrace neighborhood and Hilton Drive, the proposed improvements to Hilton Drive in the vicinity of Wentworth Terrace and Hilton Park (including the local connector roadway traversing under the Turnpike and adjacent to the channel) will be designed to accommodate tractor-trailer trucks. Also, as suggested, a portion of Hilton Drive extending north from the existing ramps to the pump station will be retained to create a loop road for trucks to more easily exit the neighborhood.

- 6) Mr. Scott Myers (Mayor, City of Dover) noted that the project would result in increased traffic along Dover Point Road (west of the Turnpike) and Hilton Drive. He strongly urged that a sidewalk be constructed along Dover Point Road and Hilton Drive to complete a gap section and connect the Boston Harbor Road sidewalk with the pedestrian path at Pomeroy Cove.

Mr. Edward Cartnick (53 Boston Harbor Road, Dover) asked that a sidewalk be constructed along Dover Point Road to connect the existing Boston Harbor Road sidewalk to Hilton Park to mitigate for the anticipated traffic increase along that section of road.

Mr. Raymond Bardwell (199 Spur Road, Dover) questioned whether a sidewalk would be constructed alongside the proposed Boston Harbor Road to Spur Road connector and whether lighting would be provided along the underpass structure beneath US 4.

Mr. Richard Morin (264 Dover Point Road, Dover) suggested that pedestrian and bicycle paths be constructed throughout the Dover Point area as part of the project.

Mr. Robert Battles, Esq. (representing Wentworth Terrace property owners, Dover) expressed support for the walkway that is shown on the plans as being reconstructed, and which connects Dover Point Road, Pomeroy Cove, Wentworth Terrace, and Hilton Park.

Response: The Department acknowledges 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 Department 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. The sidewalk is proposed to be constructed provided that the additional easements and/or property rights can be secured from the property owners; the additional impacts to wetlands (which are anticipated to be minor) will be permitted; and the City of Dover agrees to maintain (both winter and summer maintenance) 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 Department documenting maintenance responsibilities will need to be executed prior to this sidewalk (and the other sidewalks) being incorporated into the project.

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 as part of the proposed underpass structure beneath US 4.

New sidewalks are proposed in the following locations: along the north side of Spur Road between the Bayview Park parking area and the Scammell Bridge; along the west side of the connector road between Spur Road and Boston Harbor Road and along the west side of Dover Point Road as described above; along the new two-way connector beneath the Little Bay Bridges; and along Hilton Drive connecting to the reconstructed walkway along Pomeroy Cove. No other sidewalks are proposed in Dover as part of the project.

As part of the project, the Department proposes to build 4-foot wide shoulder areas, which will accommodate bicycles, along the reconstructed segments of Dover Point Road, US 4, Spur Road, Hilton Drive, and the two connector roadways noted above.

- 7) Mr. Scott Myers (Mayor, City of Dover) asked that tree clearing be kept to a minimum and that replacement evergreen trees be planted as part of the project to mitigate for the loss of trees.

Mr. and Mrs. Matthew and Angela Carter (parcel D058, 335 Dover Point Road, Dover) asked that project setbacks and tree clearing be minimized and replacement evergreen trees be planted.

Mr. Dean Trefethen (9 Danielle Lane, Dover) asked that trees be planted to replace those removed between the new roads and existing homes to help dampen noise.

Ms. Barbara Rushmore (191 Spur Road, Dover) asked that every effort be made to save mature trees.

Response: The Department is 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 Department also proposes four segments of soundwalls in Dover totaling approximately 15,600 linear feet in length to mitigate for the elevated noise levels from the Turnpike. In addition, the Department proposes to develop a comprehensive landscaping plan, as part of the project's final design, and plant new trees in select locations to mitigate for the mature trees that will be lost due to construction and to landscape other locations along the corridor, as appropriate.

- 8) Ms. Gail Pare (188 Little Bay Road, Newington) expressed concern that the reconstruction of the Spaulding Turnpike in Newington would eliminate the existing wooded median. She urged that the design preserve a natural median, or at the very least, consider heavily planting trees alongside the Turnpike to screen the facility.

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission), and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO expressed concern for the loss of the forested median in Newington. They requested that the Department seek to minimize the impact and restore trees where possible to replace the visual and sound absorbing buffer the trees provide.

Response: The Department has held numerous meetings with the communities, Advisory Task Force, and resource agencies to build consensus on a preferred design. The Advisory Task Force, the Newington Selectboard, Newington Planning Board, and Newington Conservation Commission have endorsed the Preferred Alternative in Newington, which proposes to construct the Turnpike within the wooded median. This approach has a number of advantages, particularly with regard to constructibility and maintenance of traffic during construction, as well as minimizing right-of-way impacts to private property. Also by constructing the Turnpike within the wooded median, the facility is further removed from the residential area in Newington.

As part of the project's final design, the Department proposes to develop a comprehensive landscaping plan and plant new trees in select locations to mitigate for the mature trees that will be lost due to construction and to supplement other locations with new plantings along the corridor, as appropriate.

- 9) Mr. Tom Morgan (Newington Town Planner) requested that the project address the need for pedestrians to cross between the east and west sides of the Turnpike in Newington.

Mr. John O'Reilly (Chair, Newington Board of Selectmen) and Mr. Denis Hebert (Vice-Chair, Newington Planning Board) asked that the design for Exit 3 (Woodbury Avenue) provide a safe and convenient route for pedestrians and bicyclists to cross the Turnpike. They also requested that sidewalks be constructed on both sides of Woodbury Avenue from Exit 3 to Fox Run Road to address the volume of pedestrians that utilize Woodbury Avenue and improve safety for people walking along the road. Furthermore, they recommended that dedicated bike lanes and sidewalks be constructed on Arboretum Drive to accommodate pedestrians and bicyclists that use this key link, which connects Portsmouth with Strafford County.

Response: The Department acknowledges that the Newington Master Plan recommends that sidewalks be provided along several roadways within Newington's Commercial District, including Woodbury Avenue. The Master Plan also provides for funding such sidewalk construction via negotiations with commercial developers and enterprises located within the Commercial District whose employees, customers and clients could benefit from and utilize such sidewalks.

As part of the Preferred Alternative, the reconstruction of Woodbury Avenue proposes a seven (7) foot wide panel, adjacent to the roadway, to accommodate both a future sidewalk and utilities. Should the Town of Newington agree to accept maintenance responsibilities (both summer and winter maintenance) for the new sidewalks in accordance with its accepted policies and practices as mandated in RSA 231:92-a, the Department will construct new sidewalks on both sides of Woodbury Avenue within the limits of the reconstruction project. Also, a new sidewalk would be provided on the north side of the bridge crossing over the Turnpike and extending through the new Woodbury Avenue/Arboretum Drive/Exit 3 southbound ramps intersection. The sidewalk would then continue along the west side of Arboretum Drive to the location of the first driveway on Arboretum Drive.

Roadside shoulder areas (4 to 5 feet wide) to accommodate bicyclists are proposed within the limits of the project along Woodbury Avenue, the bridge over the Turnpike within the Exit 3 interchange area, and along the reconstructed sections of Arboretum Drive.

- 10) Ms. Gail Pare (188 Little Bay Road, Newington) expressed support for the proposed preservation of the General Sullivan Bridge noting its historicity.

Mr. Bruce Woodruff (Dover City Planner) expressed support for the rehabilitation and preservation of the General Sullivan Bridge, as it is a highly rated and valued historic resource.

Ms. Eleanor Hendricks (401 Dover Point Road, Dover) questioned the historical value of the General Sullivan Bridge due to its poor condition, and its ability to withstand further deterioration until rehabilitation can begin.

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO expressed support for the rehabilitation of the General Sullivan Bridge for bicycle, pedestrian, and recreational use. However, they expressed concern that the details of the rehabilitation, including the removal of the northerly approach and the limited design load of the replacement deck, would preclude its use as a vehicular crossing in contingency emergency situations.

Mr. and Mrs. John and Rosalie Veinott (23 Roberts Road, Dover) recommended that the General Sullivan Bridge be rehabilitated to accommodate emergency use by vehicular traffic in case of incidents on the Little Bay Bridges.

Mr. Richard Stern (516 Shattuck Way) opposed the restoration and future maintenance of the General Sullivan Bridge as an undue burden on New Hampshire taxpayers.

Response: The Department proposes to rehabilitate the General Sullivan Bridge as an element of the Preferred 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 Department has 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.

The Preferred Alternative requires the existing approach embankment (on the Dover side) leading to the General Sullivan Bridge to be removed to accommodate a two-way local connector, and proposes to retrofit the end of the General Sullivan Bridge with a new pedestrian / bicycle structure, which will be fully designed during the final design stage of the project. The two-way connector is required to provide access to the east side of Hilton Park and the Wentworth Terrace neighborhood. This local roadway is proposed to replace the existing one-way Hilton Park connector that is situated beneath the Little Bay Bridges. This underpass location provides the benefit of utilizing the existing grade-separated crossing and reconstructing the Turnpike on the same general grades as currently exist.

The Preferred Alternative proposes the Little Bay Bridges be widened to provide four full travel lanes (12 feet wide) with two full shoulders (10 to 12 feet wide) in each direction. Therefore, incident management and emergency response will be fully accommodated on the Little Bay Bridges once the bridges are reconstructed and widened. Future incident management and response will be greatly improved over the current situation, negating the need to consider the General Sullivan Bridge for incident response or contingent emergency use.

- 11) Mr. Scott Myers (Mayor, City of Dover), Mr. Bruce Woodruff (Dover City Planner, Advisory Task Force member), Mr. and Mrs. Matthew and Angela Carter (335 Dover Point Road, Dover), Mr. David Scott (Ward Three Dover City Councilor, 220 Back Road, Dover), Mr. Robert Battles, Esq. (representing Wentworth Terrace property owners, Dover), and Ms. Linda Pontbriand (40 Belanger Drive, Dover), endorsed the proposed noise barriers on both sides of the Turnpike, both north and south of Exit 6 to shield the neighborhoods from the highway noise and provide the residents privacy.

Mr. Edward Cartnick (53 Boston Harbor Road, Dover), Ms. Barbara Rushmore (191 Spur Road, Dover), and Mr. Raymond Bardwell (199 Spur Road, Dover) also expressed support for the proposed noise barriers, recommending that they be installed before the highway and bridge construction begin.

Mr. Raymond Bardwell asked that samples of the materials used in the noise barrier construction be provided to the affected residents for inspection and input.

Ms. Joyce Elkouarti (112 Bellamy Woods, Dover) expressed concern with the visual obstruction that the noise barriers would create and requested that the Department seek a way to mitigate the noise impacts upon the Turnpike's abutters without sacrificing the scenic views of the water from the Turnpike.

Mr. Jesse Steed (Dover Point Road, Dover) questioned the effectiveness of the proposed noise barriers and asked if additional mitigation measures would be offered to the abutters impacted by Turnpike noise.

Ms. Patricia Rose (17 Cote Drive, Dover) expressed support for the noise barriers requesting that the lower portion of the walls be solid and the upper portions transparent.

Mr. James Yeames (409 Dover Point Road, Dover) stated that the noise from the Turnpike is objectionable and will become intolerable as traffic increases. He also noted that no noise mitigation is proposed for traffic noise emanating from the Little Bay Bridges. He recommended that noise measurements be taken during summer weekend peak traffic periods to capture the highest noise levels.

Mr. John Scruton (99 Sixth Street, Dover) suggested that the Turnpike be depressed and roofed to reduce traffic noise.

Mr. John O'Reilly (Chair, Newington Board of Selectmen), Mr. Denis Hebert (Vice-Chair, Newington Planning Board), Mr. Tom Morgan (Newington Town Planner) and Mr. Richard Stern (516 Shattuck Way, Newington) requested that noise mitigation measures, including "quiet pavement" or other alternative measures be implemented in Newington to address the noise from the Turnpike.

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission), and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO expressed support for the proposed noise barriers but noted concern with the visual impact they would cause. They recommended that the barriers be kept as low as possible while still achieving the necessary noise reductions, and that architectural treatments and landscaping be incorporated to mitigate the visual impact.

Ms. Anne Buckley (parcel D016, owner of K9 Kaos, 430 Dover Point Road, Dover) expressed opposition to the proposed noise barriers. Ms. Buckley noted that the barriers would eliminate her business' exposure to potential customers on the Turnpike, and the reduction in Turnpike noise within the Dover Point Road neighborhood would make the noise emanating from the kennel operations more prominent.

Response: A detailed noise analysis was conducted for this project in accordance with the Department'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 Department 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 Department'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 Department 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 Department will review the project's constructibility 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 Department will investigate the merits and feasibility of utilizing "quiet pavement" to reduce tire noise throughout the project area.

- 12) Ms. Eleanor Hendricks (401 Dover Point Road, Dover) explained that the existing drainage system along Dover Point Road (west of the Turnpike) is deficient, with blocked culverts that have created wetlands along the west side of the road. She also expressed concern with the quality of the stormwater that will drain toward Pomeroy Cove from the widened turnpike. Ms. Hendricks requested the project's design address the deficient drainage and mitigate for the increased runoff expected from the widened pavement that is proposed.

Mr. Robert Battles, Esq. (representing Wentworth Terrace property owners, Dover) and Mr. John Duffy (owner of 15 Wentworth Terrace, Dover) noted existing drainage problems along Wentworth Terrace and expressed concern that the widened Turnpike would direct more runoff to this area, possibly resulting in erosion of the property and the shore of the Piscataqua River.

Response: The Department acknowledges the concerns regarding stormwater runoff and water quality on Dover Point. As part of the project's final design, the Department 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 flows to pre-existing conditions.

- 13) Mr. Roy Greenleaf III (Newington Fire Chief) recommended that utilities serving the former drive-in site be re-established and upgraded by the project. He noted that the proposed widening of Woodbury Avenue would require the relocation of aerial utilities and hydrants. He also noted the presence of the high-pressure gas transmission line that is located parallel to Patterson Lane and crosses the Turnpike beneath Exit 3. He added that with future development along Arboretum Drive, the need for additional hydrants in this area should be reviewed. Similarly, he recommended that the adequacy of the water service and hydrants near Exit 4 should be evaluated.

Mr. Steven P. Burnley (Granite State Gas Transmission) noted the presence of an eight-inch high-pressure gas transmission line within the project limits and that the proposed construction would impact and displace up to 80% of the facilities, requiring substantial relocation. The relocation effort could cost four to seven million dollars and will require FERC approvals. He assumed that the cost of the relocations would be borne by the project. He estimated that the required permits would take two to three years to acquire. Mr. Burnley questioned whether the relocation costs would be reimbursed through a combination of Federal and State aid.

Response: The Department acknowledges Mr. Greenleaf's notation of several utility facilities in the project area. During the project's final design, the Department will closely coordinate the proposed work with local Officials with regards to municipal utilities and with the private utility companies regarding their facilities in the project area. Efforts will be initiated to verify the location of existing facilities, to identify potential areas of conflict and the utility relocations necessary to accomplish the proposed construction, and to accommodate requests for concurrent municipal or private utility improvements.

With regards to the former drive-in theater property, the Department does not envision upgrading the facilities to that parcel as part of the project. Utility upgrades should be accomplished by a prospective developer interested in acquiring and developing the property. However, the Department will coordinate with the Town to include municipally supported utility work, at the Town's expense, in the construction contract. Any property rights or additional right-of-way required for the utility work would be the responsibility of the Town.

With regards to the high-pressure gas facilities within the project limits, the Department will initiate early coordination of the project with Granite State Gas. Unless the gas facilities are located within a utility easement, costs for the relocation of facilities in conflict with the proposed construction are not eligible for reimbursement. The Department will work closely with Granite State Gas to limit the extent of the necessary relocations.

- 14) Mr. Richard Stern (516 Shattuck Way, Newington) noted that the interim safety improvements at Exit 4 and the proposed expansion of the Turnpike have and will continue to substantially change his property setting and adversely impact his quality of life and property value. He asked that the Department consider purchasing his property, which abuts Tricky's Cove.

Response: The Department is 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. Thus the Department does not propose to acquire the property. As part of the project's final design effort, the Department will investigate and consider items such as "quiet pavement" and added landscaping to lessen the project's acoustic and visual effect in Newington.

- 15) Mr. Francis Bruton, Esq. (representing parcel N031, Cumberland Farms, Newington) stated that the business (Exxon station) would suffer negative impacts with the loss of direct access to the Turnpike. Mr. Bruton acknowledged that direct access from the Turnpike off-ramp would not be possible, in light of the proposed raised median that will be constructed on the exit ramp, and that the proposed connector road and driveway to be constructed behind the business seek to mitigate the negative effect on the business. However, Mr. Bruton requested that a direct access be provided from the site to the Turnpike on-ramp, noting that this access would involve minimal changes to the Preferred Alternative, have good sight lines, and the conflicting traffic approaching the on-ramp would be under signal control at the Shattuck Way intersection.

Response: The Department has reviewed the area and is amenable to Mr. Bruton's request. Both of the existing driveway openings that presently service the property are proposed to be maintained. The present driveway on Nimble Hill Road is proposed to have direct access to and from the Turnpike on-ramp, but be restricted to right turns in and out, as a raised median will be constructed to separate the on- and off-ramp traffic. No direct access from the Turnpike off-ramp to this driveway is proposed. The second driveway from the Exxon Station that presently has direct access to the Turnpike is proposed to be connected to a new local connector roadway that is proposed south of the gas station and will intersect Nimble Hill Road opposite Shattuck Way Extension.

It should be noted that 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 be met.

- 16) Ms. Jan MacMillan and Mr. Gordon Smith (parcel D056, 14 Boston Harbor Road, Dover) detailed the encroachments to their property as part of prior improvements to the Exit 6 interchange and the impacts to their quality of life that the proposed

expansion would entail. They noted the following concerns relating to the Preferred Alternative for the project:

- a) The proposed increase in elevation of US 4 adjacent to their property would increase noise levels, cause headlights to shine upon their house, would make the highway more prominent, and diminish the property's privacy. They asked that a sound barrier fence of sufficient height be constructed to obscure the view of the highway and help diffuse the traffic noise.
- b) An improperly graded ditch along US 4 causes water to pond adjacent to their property. They requested the area be reviewed and the ditch properly graded to carry the runoff away from their property as part of the project.
- c) The need for improved maintenance of ditches, culverts, sidewalks, and parking areas that were constructed as part of the Scammell Bridge project.
- d) They requested mature (12 feet tall) arborvitae trees be planted to replace any trees that are impacted on their property by the project.
- e) They suggest the Department may purchase their property at fair market value.

Response:

- a) The Department recognizes the owner's concerns. A detailed noise analysis was conducted for this project in accordance with the Department'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. The analysis determined that the existing sound levels do not, and the future levels will not approach, meet, or exceed the Federal Highway Administration's noise abatement criterion. Consequently, a sound wall is not proposed in the location along Ms. MacMillan's and Mr. Smith's property. However, the Department proposes 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.
- b) As part of the project's final design, the Department will closely evaluate the existing drainage in the vicinity of Ms. MacMillan's and Mr. Smith's property and will grade or construct ditches and other drainage appurtenances to minimize the ponding of water adjacent to their property.
- c) The Department, 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 Department's District Six Office, which is responsible for the maintenance of drainage and other appurtenances to the State highway system, will address and prioritize the maintenance needs in the Scammell Bridge area with respect to the maintenance needs elsewhere in the District Six region.
- d) There are no physical impacts proposed to Ms. MacMillan's and Mr. Smith's property. Consequently, the arborvitae trees on their property are not proposed to be impacted.
- e) Since no physical impacts are anticipated to Ms. MacMillan's and Mr. Smith's property, the Department does not propose to acquire the property.

17) Ms. Anne Buckley (parcel D016, owner of K9 Kaos, 430 Dover Point Road, Dover) noted that the proposed Turnpike expansion would directly impact her property compromising her ability to operate her kennel business, and the proposed noise barriers will hide the business from passing Turnpike traffic thus eliminating her primary means of advertising. She asked that her business be relocated within the immediate area; possibly to land that would become available as a result of the Turnpike reconstruction.

Mr. Brian Dubreuil (Fast Dogs Realty LLC, owner of parcel D016) detailed the impacts to the business property and asked that the Department consider both the partial and, as an alternative, the complete acquisition of the property.

Response: The Department acknowledges Ms. Buckley's and Mr. Dubreuil's concerns. The Department will develop appraisals for a complete and a partial acquisition to reflect the impacts anticipated as a result of the project. The Department will work with the owners to relocate and re-establish their business in accordance with Department policy and the Federal Uniform Relocation Assistance and Real

Property Acquisition Policies Act. The Department will progress the complete acquisition of the property, in addition to the business relocation, should the owners desire.

- 18) Ms. Gail Pare (Chairman, Newington Historic District Commission) requested more information on the planned disposition of the historic railroad station on Bloody Point, noting that it was mothballed at the start of the Exit 4 interim safety improvement project. Ms. Pare noted that the field office for the prior construction was located near the station, and expressed concern that should the field office for the future Turnpike expansion be located similarly, it could have an adverse impact on the station. She requested the Department treat the sensitive historic area with care.

Response: The Department is presently working with the Town of Newington to develop an agreement and transfer the historic former railroad station building and immediate land surrounding the building on Bloody Point to the Town. The Department does not anticipate locating a field office for the future Turnpike expansion in vicinity of the station. The Department has acquired the former drive-in theater property and anticipates the use of the parcel for the project's staging, field offices, and material and equipment storage during the project's construction.

- 19) Mr. Anthony McManus (Dover Planning Board) explained that traffic studies completed by the City have shown that congestion in downtown Dover is partly due to traffic avoiding the Dover toll and following Dover Point Road rather than the Turnpike. He recommended that the toll either be eliminated or relocated south of Exit 6 to address this problem.

Mr. and Mrs. John and Rosalie Veinott (23 Roberts Road, Dover) recommended either eliminating the Dover toll or moving the toll to the vicinity of Exit 9 in Somersworth to lessen the congestion on Dover Point Road and throughout downtown Dover.

Ms. Caren Curti Peloso (39 Spur Road, Dover), Mr. Jeff Hollinger (former State Representative, 346 Back Road, Dover), and Mr. David Scott (220 Back Road, Dover) noted excessive traffic using both US Route 4 and Dover Point Road to avoid the Dover toll. They recommended relocating the toll plaza to the vicinity of Exit 9 in Somersworth, consolidating the plaza with the existing Rochester facility, and increasing the toll. In doing so, more traffic would stay on the Turnpike; congestion on US 4 and Dover Point Road would be alleviated; and most of the proposed improvements to Dover Point would become unnecessary.

Mr. David Scott (Ward Three Dover City Councilor, 220 Back Road, Dover) and Mr. John Scruton (99 Sixth Street, Dover) suggested that toll collection at the Dover toll plaza be temporarily halted to determine its effect on traffic patterns and congestion. Both felt that this change alone would solve traffic congestion on Dover Point and allow the delay or elimination of the Dover portion of the proposed Turnpike improvements.

Mr. Raymond Bardwell (199 Spur Road, Dover), Mr. Jerry Lynch (26 Lincoln Street, Dover), and Ms. Eileen Williams (2 Autumn Street, Dover) suggested that toll collection at the Dover toll plaza be temporarily (or permanently) halted to determine its effect on traffic patterns and congestion.

Response: It has been consistently stated and acknowledged throughout the study and public participation process that the Dover toll facility and toll-related issues fall outside the project study area and scope of study. The project's study area was identified and established following the 1998 Route 16 Corridor Protection Study and the 2000 Newington-Dover Feasibility Study by determining that the current and future Turnpike traffic operating conditions north of the toll plaza were satisfactory. In contrast, the section of the Turnpike between Exit 1 and the Dover Toll Plaza operates at a poor level of service, both in the current and future design year. In addition, changes to the Turnpike toll system require State Legislative and Executive

Council approval, and may have revenue impacts. These are state-level issues potentially affecting the entire Turnpike system, not project level matters.

The Department has reviewed the historic traffic data in the area. Since the early 1990s, the data shows an ever-increasing volume of traffic on the Turnpike, while traffic growth on Dover Point Road and US 4 has been relatively flat. This data, along with the regional travel demand projections demonstrate a greater regional use of the Turnpike over time as opposed to a large diversion of traffic to the secondary routes. The travel demand projections indicate that the design year (2025) volume of traffic between Exits 3 and 6 requires the type and scale of Turnpike improvements as reflected in the Preferred Alternative.

The Department has conceptually looked at possible alternative toll plaza locations. Relative to relocating the Dover Toll Plaza further north, the only potentially suitable location is situated north of Exit 9 and south of the Long Hill Road underpass. This section of the Turnpike is largely undeveloped along the west side, however, residential development does exist on the east side. 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, 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). This location would also be very close to the Rochester toll plaza and shift the noise and perceived toll effects onto a different neighborhood.

Due to the aforementioned reasons, the Department does not propose to relocate or eliminate the Dover Toll Plaza, nor implement a toll test and suspend toll collections.

- 20) Mr. Bruce Woodruff (Dover City Planner, Advisory Task Force member) and Mr. Raymond Bardwell (199 Spur Road, Dover) recommended that improvements be undertaken at Hilton Park, especially at the existing boat ramp, concurrent with the Turnpike expansion. Mr. Woodruff noted that he does not suggest that the Department fund the improvements, rather the Department should coordinate the work with the appropriate State agencies to have the badly needed improvements completed at the same time as the Turnpike construction. Mr. Bardwell suggested a steeper boat ramp into deeper water, a jetty parallel to the existing ramp, and a dock to secure the boats after launch be provided.

Response: The Department will continue to coordinate with the NH Fish and Game Department (NHF&GD) and Department of Resources and Economic Development (DRED) to determine whether improvements to the boating infrastructure at Hilton Park could be accomplished concurrently with the Little Bay Bridge and Turnpike Expansion project.

- 21) Mr. Mark West (West Environmental, Inc.) and Mr. Vincent Frank (Chairman, Newington Conservation Commission) requested more detailed information on the proposed stormwater management system be included in the Final Environmental Impact Statement due to the extent of the project's impacts on wetlands and the amount of impervious surface proposed in proximity to tidal wetlands.

Mr. Justin Richardson, Esq. (Newington Conservation Commission) noted concern with water quality in Little Bay and with the risk of further degradation posed by the proposed project. He recommended that stormwater treatment measures be in place prior to roadway construction, that the Final Environmental Impact Statement provide specific locations for stormwater treatment measures, that treatment be provided adjacent to Little Bay in the vicinity of Exit 4, and that environmental inspectors reporting directly to the NH Department of Environmental Services be considered for the project.

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO recommended that the stormwater management plan

incorporate infiltration. They also asked for details of the proposed detention basins and their outfall locations, whether the potential impact of the temperature of the discharged stormwater had been considered, and that the Department coordinate water quality monitoring with the New Hampshire Estuaries Project of the University of New Hampshire.

Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) requested details be provided of the outfall locations for several proposed detention basins and drainage swales and noted that some of the stormwater facilities appear to be located within wetlands. She questioned whether the quality of the stormwater discharged from the treatment structures would further degrade the receiving water bodies and whether the shade created by proposed structures (expanded bridges, noise barriers, overpasses, etc.) would impact wetland systems or habitats.

Response: Additional details regarding the stormwater management system and treatment devices will be provided as the project progresses through the final design stages. At the EIS phase, the general drainage patterns and approximate locations for detention basins are identified. These locations and the estimated sizes of the areas needed are rough approximations and generally do not account for site-specific constraints. The presence of wetlands and other site constraints will be factored into the sizing and final layout of the treatment devices as the areas are refined during the final design process.

The Department has worked with NHDES to develop the stormwater treatment needs and the available methods to assess the potential water quality impacts associated with roadway runoff. The Department has also collaborated with the University of New Hampshire (UNH) Stormwater Center to explore the latest in innovative treatment measures, such as gravel wetlands and infiltration measures that can provide a high level of treatment for the various pollutants associated with highway runoff. As a result of this effort with the University and coordination with NHDES, the most current best management practices and design guidance will be incorporated into the water quality treatment measures. A predictive modeling procedure provided by NHDES will determine appropriate stormwater treatment measures, and will also be used to show that to the extent practicable, the estimated future pollutant loads resulting from the expanded roadway area will not increase over the existing conditions.

With regard to the comments pertaining to the potential for water quality degradation and the need for erosion control planning, review and inspection procedures, the Department will require construction contractors to provide detailed erosion control plans including contingency measures and periodic turbidity monitoring of the site discharge during wet weather events. The Department will also require the contractors provide frequent inspections of construction sites to maintain compliance with permit conditions. Stringent requirements in the final design plans will be incorporated requiring contractors minimize any movement of eroded sediment beyond the work area. These requirements are typically a condition of the Army Corps of Engineers and NHDES Wetlands Bureau permits, as well as part of the 401 Water Quality Certificate that will be required for the project.

The Department will evaluate the potential impacts to wetlands and surface waters that may result from shading effects and will address these potential impacts in the Final EIS.

- 22) Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO noted that the New Hampshire Estuaries Project presently sponsors extensive water quality monitoring in the Great Bay estuary, including a permanent monitoring site beneath the Little Bay Bridges. They strongly encouraged the Department to closely coordinate with and augment this monitoring effort as part of the project.

Response: The Department will coordinate with the NH Estuaries Project to locate and avoid impacts to the existing monitoring station located between Pier 8 of the Little Bay Bridges and the Dover shoreline during construction.

As nitrogen is the limiting factor in estuarine systems, the Department will mitigate any increases in nitrogen (directly resulting from the runoff from the increased impervious surfaces of the proposed widened pavement) in accordance with NHDES guidance on the Best Management Practices (BMP's) for treatment of nitrogen.

The Department will construct BMPs in accordance with NHDES guidelines and will use predictive modeling procedures provided by NHDES to show to the extent practicable, the estimated future pollutant loads from the roadway area will not increase above existing levels, and to determine appropriate stormwater treatment measures. The Department will coordinate with NHDES, and as practicable will assist with their monitoring efforts in the area.

Prior to construction, the Department will take boring samples and test sediments to assess the presence of toxins in the sediments of Little Bay in the vicinity of proposed pier construction and sheet pile installation. If any toxic material is identified, the Department will address the disposition of these toxic substances in accordance with NHDES regulations and through the USEPA's Remedial General Permit (RGP) guidance.

- 23) Mr. Bruce Woodruff (Dover City Planner, Advisory Task Force member) expressed support for the advanced implementation of an improved southbound merge condition at Exit 6 in Dover, identified in the DEIS as Dover TSM – Exit 6, Southbound.

Response: The Department recognizes the safety and operational benefits of implementing the Transportation System Management Improvement #2 for the southbound merge condition at Exit 6 in Dover. This improvement would create a traditional merge condition and reduce the vehicle delays and vehicle queuing on both the on-ramp and mainline, as compared to the existing condition. The Department will progress the Dover TSM at Exit 6, Southbound as part of an interim project.

- 24) Mr. Bruce Woodruff (Dover City Planner, Advisory Task Force member) recommended that additional funding for the proposed shuttle between the Dover train station and the proposed Exit 9 park and ride facility be incorporated into the project. He noted that the current Congestion Mitigation and Air Quality (CMAQ) project is under funded by 50%, but is a pertinent element of the local bus alternatives as it provide a critical connection from downtown Dover to the Exit 9 park and ride facility.

Ms. Nora Kelley (348 Dover Point Road, Dover) expressed support for public transportation and the proposed park and ride facilities in Dover, Rochester, and Lee.

Mr. Scott Davidson (Executive Committee, NH Sierra Club – Seacoast Group) expressed concern with the relocation of transit bus service from Downtown Dover to the proposed Exit 9 park and ride facility, noting that downtown Dover residents can now walk or take a local bus to access C&J Trailways intercity bus service without having a need to use a private vehicle. Mr. Davidson recommended that coordinated shuttle service be provided between the Dover Transportation Center and the park and ride facility at Exit 9.

Mr. Steven Wells (Executive Director, COAST) and Mr. Rad Nichols (Manager of Operations & Planning, COAST) expressed support for the inclusion of Bus Alternatives 1, 2, and 3 in the project, but noted concern that the methodologies and assumptions used to project ridership on public transportation were outdated and should be reexamined with more current data. They also expressed doubt that the proposed expansions to the bus service would ever be financially self-supporting or adequately funded by either Federal highway or transit funding, and recommended

that the Department commit to funding the operations of these new bus services at least through the design life of the project (i.e. 2025).

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO recommended that the project incorporate aggressive transit alternatives and commit to fund and implement those alternatives. They urged the early implementation of all proposed Travel Demand Management (TDM) and Transportation System Management (TSM) measures identified in the Draft Environmental Impact Statement to mitigate existing traffic congestion. They recommended that additional small-scale rail improvements be identified in consultation with NNEPRA to enable future service expansion along the Main Line. They expressed concern with some of the assumptions used in projecting public transportation ridership and noted that the methodologies and assumptions used to project mode choice and ridership on public transportation were outdated and should be reexamined with more current data. They expressed concern that the bus expansions proposed as part of the project, particularly the local fixed-route transit services, would not be sustainable without State funding, and recommended that the Department commit to funding the transit operations through the project's design year of 2025.

Mr. John Scruton (99 Sixth Street, Dover) suggested that Travel Demand Management programs such as paying employees to not drive alone or offering "location-efficient" mortgages that provide incentives for employees to live closer to work be implemented to reduce traffic across the bridges. He suggested that tourism revenue be applied to these efforts.

Mr. John O'Reilly (Chair, Newington Board of Selectmen) and Mr. Denis Hebert (Vice-Chair, Newington Planning Board) recommended that housing be constructed within the Pease International Tradeport as a means of reducing traffic crossing the bridges.

Ms. Eleanor Hendricks (401 Dover Point Road, Dover) recommended that the Lee traffic circle be improved to enhance the viability of NH Route 125 as an alternative route for Turnpike traffic.

Response: The Department acknowledges 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 Department acknowledges that this connection is an important link in the regional transit system and that the project may be under funded. The Department will continue to advocate for this project and will support the City in pursuit of additional CMAQ funding for the project.

The Department also acknowledges the support for the early implementation of the TDM and TSM elements of the Preferred Alternative and will strive to implement these elements prior to or in the early stages of construction. These TDM elements, which are intended as mitigation for the potential for increased congestion during construction, will provide a more balanced transportation system in the seacoast region and travel opportunities other than single occupant vehicles (SOV). These elements include new park and ride facilities in Rochester, Dover and Lee, expansion of bus and rail service, and support for employer-based measures. Although the suggestion of "location-efficient" mortgages to reduce commuter traffic within the project study area is a novel idea which private lenders in partnerships with municipalities may wish to explore, the Department proposes, as part of the Preferred Alternative, to help fund the seacoast area Transportation Management Association (TMA), known as Seacoast Commuter Options, for the duration of the Turnpike's construction or a maximum five-year period to work with and encourage employers to promote employee travel by means other than SOV's. In addition to area-wide ride-sharing and guarantee-ride-home programs, Seacoast Commuter Options is educating area employers and employees about the availability of employee-paid, pre-tax transportation benefits and employer-paid transportation benefits programs as incentives to not driving alone.

With respect to the suggestion that housing be constructed at Pease as a means to help reduce travel across the bridges, the Department acknowledges that mixed use developments offer opportunities to reduce daily vehicular traffic by combining trips and/or by substituting walking, bicycling and transit/trolley service for commuting and other travel purposes (e.g., shopping, social, recreational). At the Pease Tradeport, the generation of daily vehicular traffic has been reduced as a result of the implementation of transit service, employer-based strategies to reduce SOVs, the development of ancillary commercial activities (such as banking, convenience stores and restaurants) and the provision of pedestrian (sidewalk) and bicycle system connectivity. Since transit service within the study area and at the Tradeport will be expanded as part of the Preferred Alternative, additional reductions in vehicular traffic generated at the Tradeport can be expected. However, since current zoning at the Tradeport does not allow residential use, further reductions in daily vehicular traffic resulting from some employees residing at the Tradeport appears infeasible.

With respect to transit service, the methodology and assumptions which form the basis of estimating future transit ridership will be updated for presentation in the FEIS and will include recent ridership data, recent modeling enhancements and updated costs for parking, fuel and travel time.

Developing and maintaining a sustainable funding source for the preservation and improvement of the area's transportation system, transit included, is a challenge that transcends the Newington-Dover, Spaulding Turnpike improvement project. The need for sustainable funding has been recognized as an issue by both the Department during development of the New Hampshire Transportation Business Plan and by the State Legislature. The Department has proposed a maximum five-year commitment to fund the transit-related elements of the Preferred Alternative as mitigating elements to the potential for increased levels of congestion during construction and overall dependency on SOV travel in the region.

The limited capacity along NH 125 between Exit 12 of the Spaulding Turnpike in Rochester and the Lee traffic circle diminishes the viability of NH 125 as a suitable alternative route to the Spaulding Turnpike for many weekday peak period travelers, independent of traffic operations at the Lee traffic circle. In addition, commuters from the Rochester area traveling south to Portsmouth and communities along the I-95 corridor would not travel US 4 and NH 125 as an alternative route to the Turnpike.

- 25) Ms. Jennifer DeLong (Assistant State Coordinator, National Flood Insurance Program) noted that alterations proposed within special flood hazard areas should be coordinated with Newington and Dover to ensure that the project meets the National Flood Insurance Program (NFIP) requirements, since both communities participate in the NFIP. She also noted that if the Department determines that the proposed construction would have a negligible impact upon flood dynamics, further coordination with the Federal Emergency Management Agency would likely be unnecessary.

Response: Floodplain impacts were evaluated during development of the project and are documented in the EIS. The Preferred Alternative would affect a total of 3.9 acre-feet of 100-year floodplain volume. The majority of this impact (2.7 acre-feet) is associated with the expansion of the bridge piers.

The floodplain impacts are considered inconsequential in the context of the tremendous volume of Little Bay and will have a negligible effect on the base flood elevations in the area. Likewise, changes to the hydraulic characteristics in the channel would have negligible effects on tidal flooding.

A hydrodynamic model was built to analyze the potential effects of the project on the estuary and provided information on tidal heights throughout the estuary. The model compared the existing condition with the Preferred Alternative and predicted that the

pier extensions may change tidal maxima on the order of 0.1 to 0.2 inches, depending on the tidal condition and the location in the estuary. Similarly, current velocities and directions are expected to change only minimally. Thus, effects on local and regional flooding resulting from the additional fill in the Little Bay are considered to be negligible.

The Department has and will continue to coordinate the project with both Dover and Newington and will seek to further minimize, to the extent practicable, floodplain impacts during the project's final design.

- 26) Mr. James Yeames (409 Dover Point Road, Dover) noted that he was not notified of the Public Hearing and asked that a transcript of the meeting be provided him.

Response: The Department 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 them 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. A copy of the Public Hearing transcript is posted on the project's website titled www.newington-dover.com, and Mr. Yeames has been made aware of the posting.

- 27) Ms. Rosalie Veinott (23 Roberts Road, Dover) reported that a section of right-of-way fence between the Turnpike and Spur Road, in the vicinity of the toll plaza, was down and in need of repair.

Response: The section of fence has been repaired. The Department appreciates being made aware of the fallen section of fence.

- 28) Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO expressed concern that the computer visualizations created for the project likely satisfy Federal requirements, but were inadequate to satisfactorily convey to the public the scope of the proposed improvements. They suggested that additional visualizations be prepared of sufficient size and clarity to provide the communities with a better understanding of the relationship of the project to the surrounding area.

Ms. Nora Kelly (348 Dover Point Road, Dover) suggested that more computer animations of the proposed improvements be prepared.

Response: During the project's final design, additional coordination and meetings with the Advisory Task Force, as well as communities and neighborhoods directly affected by the project will be held to further discuss the project and better explain the project details as they are more fully developed. Additional visualizations to help illustrate the proposed improvements will be developed, if necessary, and presented at that time.

- 29) Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO recommended that the Department work proactively with tidal power companies to study and potentially facilitate, in the design of the bridges, the future placement of tidal power generation equipment on the new bridge or within the bridge area.

Response: The Department is amenable to consider studies and designs of tidal power generation equipment and systems that are developed by the tidal power companies. The Department's concern resides with any potential degradation and/or deterioration of the Little Bay Bridges and General Sullivan Bridge should turbines or equipment be directly attached to or located in close proximity to the bridges.

- 30) Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO noted their general concurrence that this project would not induce substantial growth. However, they expressed concern that the induced growth projected by the modeling proved to be relatively negligible. They noted anecdotal evidence suggests that the congestion at the bridges has been influencing development decisions for years. They concurred with the use of the REMI model for making socioeconomic predictions, but expressed concern with the manner in which the countywide model results (particularly the Rockingham County data) were interpolated to represent the project study area, and suggested this methodology be reviewed. They also noted concern regarding the assumptions used in estimating the percentage of wetlands within the socio-economic study area and potential wetland impacts that could be caused by the induced growth. Finally, they recommended that a Community Technical Assistance Program, more limited in scope than that implemented by the I-93 expansion project, be incorporated into this project. They noted the Spaulding Turnpike corridor would benefit from a program that focused on assisting communities in two specific ways: local implementation of the *Land Conservation Plan for New Hampshire's Coastal Watersheds (August 2006)* and local assistance to improve opportunities for workforce housing in the region.

Response: The Department acknowledges the Seacoast MPO's assertion that the project would not induce substantial growth. This is substantiated by the fact that growth has and continues to occur in the communities north of the Little Bay Bridges without regard for the congestion levels within the project area. While the delay associated with traffic congestion in the project area is certainly a factor in determining regional economic trends, the results of the Regional Economic Model, Inc. (REMI) suggest that other factors also influence growth in the area. Individuals and businesses make decisions based upon a complex set of factors related to economic benefit and quality of life such as housing costs, health care, environmental characteristics, safety/security, standard of living, shelter and social interaction. The EIS contains information about property values and local tax rates which are also critical factors used by people and businesses to evaluate options about how and where to locate. Thus, while anecdotal evidence may suggest that the chronic congestion on the bridges plays a role in people's economic decisions, traffic congestion is one of a number of factors, the balance of which likely outweighs the issue of congestion within the project area in determining regional growth patterns. It is also important to note that nearly all of the growth in the study area is expected to occur regardless of whether the Turnpike is improved or not, in response to other influences (such as the cost of housing) involving overall quality of life and continued economic prosperity found in New Hampshire. Further, it is not clear whether the additional growth that has been identified by the REMI model, and the associated land conversion, is growth that otherwise would not occur, or growth that would simply occur later in time if the project were not completed. A more thorough discussion of these factors (particularly housing costs) will be included in the Final EIS.

With regard to the treatment of Rockingham County data, it is important to note that the REMI model was used to estimate population growth on a county basis. Due to how model input data is collected by various Federal and State agencies, the county level is the smallest unit for measuring possible social and economic impacts. The model does not allow for analysis of population, employment and housing below the county level. A simple proportional approach was therefore used to compare and analyze potential economic impacts for the Rockingham County portion of the Socio-economic Study Area – which is a standard and accepted statistical practice for this type of analysis. However, given the concerns expressed by the Seacoast MPO and others, the sections of the Final EIS that discuss secondary growth issues will be updated to consider the effects of allocating 100% of the secondary growth to the

Rockingham County communities within the Socio-economic Study Area. Also, the methodology used to allocate the projected future growth and corresponding potential wetland impacts will be re-assessed and data updated in the Final EIS.

Due to the relatively minor level of secondary growth related to the project, the Department does not propose to incorporate a Community Technical Assistance Program (CTAP) for the communities in the area. The CTAP program established for the I-93 corridor has developed several practical resource booklets to help other communities statewide proactively plan and manage growth in their communities. These booklets, as well as, other pertinent material are available on the Department's website at <http://www.rebuildingi93.com/content/ctap>.

- 31) Mr. Scott Myers (Mayor, City of Dover), expressed support for the proposed mitigation package for the project noting the City Council and Mayor fully support the proposed mitigation elements.

Mr. Cliff Sinnott (Executive Director, Rockingham Planning Commission) and Ms. Cynthia Copeland (Executive Director, Strafford Regional Planning Commission) on behalf of the Seacoast MPO expressed support for the wetland mitigation package proposed for the project as it contained a mix of preservation and restoration opportunities. They also expressed support for the proposed conservation of the Tuttle Farm as part of the project's mitigation package.

Mr. William Tuttle III (151 Dover Point Road, Dover) and Mr. Kevin McEneaney (President, Strafford Rivers Conservancy) endorsed the preservation of the Tuttle Farm asking that the effort be expedited.

Ms. Anna Boudreau (Executive Director, Strafford Rivers Conservancy) expressed support for the Dover elements of the wetland mitigation package comprising preservation of the Tuttle Farm and land in the Blackwater Brook area.

Ms. Wendy Scribner (130 Henry Law Avenue, Dover) expressed support for the Dover elements of the wetland mitigation package, particularly funding for the preservation of the Tuttle Farm and land in the Blackwater Brook area. Ms. Scribner noted that the Tuttle Farm has a prominent presence in the community and its preservation will protect a rapidly disappearing farming tradition and the scenic views provided by the farm. She also noted that the Nature Conservancy, Audubon Society, and NH Natural Heritage Bureau identified that Blackwater Brook area as one of three watersheds within the Cocheco River watershed that was of exceptional habitat of regional significance.

Ms. Marcia Colbath (Chair, City of Dover Open Lands Committee) and Ms. Joyce Elkovarti (112 Bellamy Woods, Dover) endorsed the proposed preservation of the Tuttle Farm and land in the Blackwater Brook area, requesting that the efforts be expedited in light of the constant threat of development.

Mr. John Pike (Dean and Director, University of New Hampshire Cooperative Extension) endorsed the effort to permanently preserve the 120-acre Tuttle Farm noting the farm as historic, the oldest family farm in America, and an irreplaceable asset.

Ms. Dea Brickner-Wood (Great Bay Coordinator, Great Bay Resource Protection Partnership) supported the effort to permanently preserve the 120-acre Tuttle Farm noting the property contains a diverse habitat of tidal and non-tidal wetlands, streams, and prime agricultural soils. The property's permanent protection from further development will be a positive contribution to the overall water quality of the adjacent streams, rivers, and the Great Bay, as well as protect a regional historic and scenic resource.

Mr. Christopher Snow (10 Mast Road Extension, Dover), Ms. Barbara Rushmore (191 Spur Road, Dover) expressed support for the preservation of the Tuttle Farm.

Mr. Michael Garpey (Long Hill Realty Investments LLC) expressed interest in discussing the sale of the Tsimekles property, which is located in the Blackwater Brook area and has been identified for potential preservation as an element of the project's mitigation package.

Response: The Department acknowledges and appreciates the community's support for the mitigation package presented for the project. In response to the property owner's request, the Department, 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 29th, 2007 with the conservation easements executed and property rights transferred to the City, the Department, and Strafford Rivers Conservancy.

The Department is working closely with the City to permanently protect the Tsimekles property, a 105-acre parcel located in the Blackwater Brook watershed that is undergoing the threat of development. Should an agreement with the City and developer to acquire the parcel or large portion thereof not be reached, the DEIS identified several other parcels in the Blackwater Brook area that are deemed worthy of preservation and permanent protection, which the Department will then pursue to fulfill the mitigation requirements of the project in Dover.

The Department will also continue to coordinate the restoration and preservation elements, as identified in the DEIS, with Pease, the Town of Newington, and the property owners of the mitigation parcels to finalize the mitigation requirements of the project in Newington.

- 32) Mr. Mark West (West Environmental, Inc.) and Mr. Vincent Frank (Chairman, Newington Conservation Commission) presented a preliminary review of the wetland application and compensation mitigation package for the portion of the project in Newington. They suggested additional information concerning temporary impacts to wetlands, as well as impacts within the tidal buffer zone are needed. They generally agreed with the components of the recommended mitigation package in Newington cautioning that a risk assessment regarding potential contamination needs to be completed prior to pursuing stream and wetland restoration work of Railway Brook. They also noted that restoration of segment A is more attractive than segment B, since Restoration Alternative A is further removed from the runway at the Pease Tradeport. They noted general support for the preservation of the Watson property and preservation of land in the Knight Brook area as elements of the wetland mitigation package, but urged the former drive-in theater site be eliminated from further consideration as a candidate site based on its lower ecological value. Lastly, they requested additional information demonstrating that the NHDES compensatory mitigation ratios are met to compensate for the amount of wetlands impacted by the project.

Mr. John O'Reilly (Chair, Newington Board of Selectmen) and Mr. Denis Hebert (Vice-Chair, Newington Planning Board) concurred with the support of the Newington Conservation Commission for the proposed stream restoration and recommended the elimination of the drive-in theater from further consideration as a mitigation site. They added that the name Railway Brook is not recognized and is locally known as either Flagstone's Ditch or Flagstone's Brook.

Response: The Department agrees that it is appropriate to identify impacts to the tidal buffer zone. This information has been developed and will be reported in the Final EIS and submitted as an addendum to the NHDES Wetlands Permit application.

The Department also agrees that temporary impacts to wetland resources must be identified. It is expected that all wetland impacts will be contained within the footprint as shown on the project wetland plans. However, additional temporary impacts may be required. These impacts are typically a function of construction sequencing and procedures, and will be determined during the final design or construction phase. As is standard practice for projects such as this, the Department will continue to track actual wetland impacts during final design and construction of

the project and will submit those updated impacts to the regulatory agencies for their review.

Additional work is being conducted to provide a conceptual design for the restoration of Railway Brook, and Alternative A is the preferred restoration option based on public comment and coordination with various resource agencies. As stated in the DEIS, a conservation easement on the Watson property is also a preferred element of the mitigation package in Newington. Should agreement not be reached on the Watson property, then the Department will pursue the preservation of two of the three parcels (or 60 to 70 acres) identified for preservation in the Knight Brook area. With regard to the former Drive-in Theater property, the Department will not pursue the former drive-in for mitigation.

The name "Railway Brook" derives from maps of the area developed by the US Air Force. Prior to the development of the Pease Air Force Base (AFB) in the 1950s, the watercourse identified as "Railway Brook" was a branch of Pickering Brook which flowed north to join the main stem of Pickering Brook, then east to discharge into the Piscataqua River. Topographic maps from that era show that Flagstone Brook was a relatively short stream located entirely north of Nimble Hill Road and was located in a different watershed which discharged to Tricky's Cove. With development of the AFB, the former branch of Pickering Brook was diverted to Flagstone Brook. The informal name "Railway Brook" is used in the DEIS and related documents to help distinguish the impacted stream reach located between Arboretum Drive and Nimble Hill Road from the true Flagstone Brook north of Nimble Hill Road.

- 33) Mr. Raymond Bardwell (199 Spur Road, Dover) noted that the proposed road reconfigurations in Dover would change the access to the Division of Motor Vehicles office on Boston Harbor Road. He asked that the intersection designs make accommodations for truck access to the facility, particularly on US 4 westbound at Spur Road.

Response: 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.

- 34) Mr. Scott DeCost (General Manager, Fox Run Mall and Crossings at Fox Run) noted that the proposed elimination of Exit 2 would change traffic patterns on Fox Run Road directing much more traffic to its intersection with Woodbury Avenue. He expressed concern with the intersection's ability to handle the added traffic and asked that suitable improvements to the intersection be considered. He suggested a traffic signal also be considered on Woodbury Avenue at the Wal-Mart driveway to allow full access under signal control, which would alleviate some of the increase in traffic on Fox Run Road.

Response: The Seacoast Regional Travel Demand Model was used to model the existing and future traffic changes and assist in evaluating the improvement alternatives for the project. The changes in traffic patterns between Exits 1, 2 and 3 are expected to be more complex under the Preferred Alternative than simply diverting traffic from Exit 2 to Exit 3. For example, creating the Woodbury Avenue extension from Exit 3 to Arboretum Drive is anticipated to divert a substantial volume of traffic related to the Pease Tradeport that is currently using Exit 1 to travel north to use Exit 3. With this anticipated change in travel pattern, Exit 1 will have more available capacity and will become a more attractive route for some motorists destined to Gosling Road and Woodbury Avenue. Motorists currently using Exit 2 will divert to both Exits 1 and 3 once the Preferred Alternative is constructed.

The Department has reviewed the intersection of Woodbury Avenue and Fox Run Road. In order to accommodate the projected 2025 peak hour traffic demands at the signalized intersection, the improvements associated with the Preferred Alternative include modifying the existing right-turn lane on Woodbury Avenue eastbound to

accommodate both through traffic and right-turns. This modification will substantially increase the volume of traffic that can be processed by the existing traffic signal. The intersection is anticipated to operate acceptably at LOS C or better throughout the design year (2025) with the proposed improvements. The analysis has been updated to include vehicular trips associated with a proposed 7,135 square foot restaurant and 4,800 square feet of ancillary retail space to be located off Fox Run Road. The results from the updated analysis indicate that the Woodbury Avenue / Fox Run Road intersection will continue to operate acceptably at LOS C through the design year with the additional commercial development on Fox Run Road. As such, an additional traffic signal and break in the median on Woodbury Avenue at the Wal-Mart driveway are unnecessary.

- 35) Mr. Scott DeCost (General Manager, Fox Run Mall and Crossings at Fox Run) expressed concern that the elimination of Exit 2 and the related guide signs indicating "Fox Run Road" would remove the existing guidance provided for tourist related traffic to the mall. He requested suitable directional signs be placed at Exit 3 to guide motorists to the mall. He also requested consideration to allow the selective trimming or clearing of trees within the Turnpike right-of-way that have grown to obscure the mall's pylon sign.

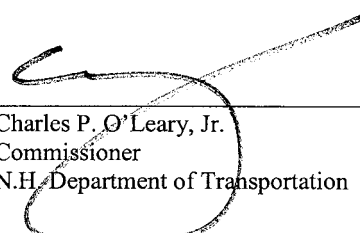
Response: The Department is presently investigating the benefits of the Attraction Logo Program, similar to the Tourist Attraction Sign program enacted in the State of Massachusetts, where signs for specific, high volume attractions are installed on the freeway or Turnpike system to provide directional information to the traveling public. Should the Attraction Logo Program be implemented statewide, signage for the Fox Run Mall could be considered under the program.

As an element of the project's construction, the Department does not anticipate the need to undertake tree clearing or trimming in the area of the mall's pylon sign. As a matter of practice, the Department does not permit the clearing or trimming of trees that are located within the State right-of-way for the benefit of exposing signs located on private property.

- 36) Mr. David Scott (Ward Three Dover City Councilor, 220 Back Road, Dover) expressed concern for the residents that own land which will be impacted by the project and expressed hope that property acquired through the eminent domain process will be appraised to determine its fair market value and will be fully compensated.

Response: Any land or property that is impacted by the project will be acquired at fair market value based on an appraisal of the property's highest and best use in accordance with State and Federal law.

25 June 07
Date


Charles P. O'Leary, Jr.
Commissioner
N.H. Department of Transportation

REPORT OF THE SPECIAL COMMITTEE
FOR

NEWINGTON-DOVER, NHS-027-1(37), 11238

September 21, 2006 St. Thomas Aquinas High School, Dover

Upon the foregoing Petition, the Governor and Executive Council assembled on July 19, 2006, appointed:

Hon. Ruth Griffin, Councilor, District 3, Portsmouth
Hon. Raymond J. Wieczorek, Councilor, District 4, Manchester
Hon. Peter Spaulding, Councilor, District 2, Hopkinton

a Special Committee to hold a hearing in accordance with the provisions of Chapter 230:45, RSA, to determine whether there is occasion for the laying out of the highway.

On June 7, 2006 the Governor and Council appointed:

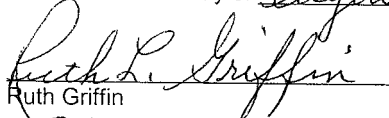
Leroy Syphers, Greenland
Raymond Curti, Dover
Richard Adams, Portsmouth

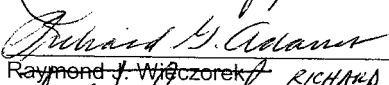
a Commission to serve as alternates to the Special Committee and to purchase the land needed for the project if approved.

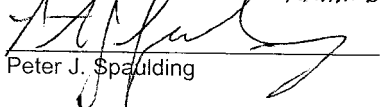
Upon said hearings held at St. Thomas High School in the City of Dover, after interested parties appeared, and having heard and read all of the evidence the Special Committee received, for the accommodation of the public there is occasion for the laying out of the highway petitioned for and the limitation of access.

PROJECT DESCRIPTION

Given under our hands this 22nd day of August, 2007.


Ruth Griffin


Raymond J. Wieczorek


Peter J. Spaulding

SPECIAL
COMMITTEE

RICHARD G. ADAMS

- PUBLIC NOTICE -

NEWINGTON-DOVER, NHS-027-1(37), 11238

The Special Committee appointed by the Governor and Executive Council on July 19, 2006, to determine if there is occasion for the laying out of alterations to the Spaulding Turnpike from Exits 1 through 6 to include the Little Bay Bridges in the Town of Newington and City of Dover, will be meeting on Wednesday, August 22, 2007, at 2:00 pm at the NH Department of Transportation, 7 Hazen Drive, Room 114 in Concord, NH, to discuss the proposed project. This meeting is a public proceeding under RSA Chapter 91-A. The intent of the meeting is **not** to continue taking testimony as was done at the September 21, 2006, Public Hearing, but instead the meeting serves as a decision-making forum for the Special Committee. The public may observe the proceedings.

The Report of the Commissioner, which addresses all issues raised during the public hearing process, is available. Those interested in obtaining copies should contact Chris Waszczuk, Project Manager, at (603) 271-6675.

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact William P. Janelle, PE, Administrator, Bureau of Right-of-Way, New Hampshire Department of Transportation, PO Box 483, Concord, NH 03302-0483, (603) 271-3222-TDD access: Relay NH 1-800-735-2964. Notification of the need for assistance must be made no later than August 12, 2007. This project will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and related statutes to ensure nondiscrimination.

PROJECT DESCRIPTION

Beginning at a point in the travel way of the Spaulding Turnpike (NH 16) north of Exit 1 (Gosling Road Interchange) in the Town of Newington, NH and continuing northerly approximately 3.5 miles to the Dover Toll Plaza, just north of Exit 6 (US 4) in the City of Dover, NH.

The layout involves the reconstruction and widening of the Little Bay Bridges and the Spaulding Turnpike. Between Exits 1 and 3, the Turnpike will be shifted slightly to the west and widened to create three lanes in each direction to match the section south of Exit 1. Between Exits 3 and 6, the Little Bay Bridges and the Turnpike will be reconstructed on new alignment and widened to create four lanes (three travel lanes and one auxiliary lane) in each direction. North of Exit 6, the Turnpike will be widened to create three lanes in each direction to match into the Dover Toll Plaza. The project layout continues and expands the Limited Access Right-of-Way designation that exists for the Turnpike interchanges and connector roadways, with modifications as appropriate to accommodate the proposed infrastructure improvements.

The layout includes the reconstruction, reconfiguration, and consolidation of the interchanges along the Spaulding Turnpike at Exit 2 (Fox Run Road), Exit 3 (Woodbury Avenue), Exit 4 (Nimble Hill Road and Shattuck Way), Exit 5 (Hilton Drive) and Exit 6 (US 4 and Dover Point Road). The Exit 2 ramps at Fox Run Road will be eliminated and traffic routed to Exit 3. Exit 3 will be reconfigured to a full service interchange with access provided to the Pease Tradeport and Arboretum Drive. A portion of Arboretum Drive, approximately 1000 feet in length, will be relocated to form a new signalized intersection at the terminus of the new southbound Exit 3 ramps and terminus of the extended section of Woodbury Avenue. Woodbury Avenue will be reconstructed from the intersection of Fox Run Road and extended through the Exit 3 interchange area. The Exit 4N median reverse direction ramps (previously discontinued under a separate project) will be eliminated. Exit 4 will be adjusted to maintain the on and off-ramps at Nimble Hill Road and Shattuck Way. Access to Nimble Hill Road from properties directly adjacent to the Turnpike and adjacent to the on and off-ramps will

be modified; a new local roadway will be constructed to provide access to the affected properties. Work on Nimble Hill Road will begin at the intersection with Shattuck Way and the new local road and continue approximately 600 feet to the Turnpike. The work to the exiting northbound Exit 4 ramps will be limited to the area directly adjacent to Shattuck Way. The Exit 5 ramps will be discontinued and a new local two-way Connector Road, from Wentworth Terrace and Hilton Park, under the Turnpike to connect with Dover Point Road will be constructed. The existing ramps from Cote Drive to the Turnpike will be discontinued.

Exit 6 will be reconstructed to a full service modified diamond-type interchange. The work on US 4 will begin at the eastern end of the Scammell Bridge and continue over the Turnpike connecting to Dover Point Road and ending at the intersection with Homestead Lane. Signalized intersections at the southbound ramps, the northbound ramps and Dover Point Road are proposed. The existing signalized intersection on US 4 with Boston Harbor Road and Spur Road will be modified to eliminate the traffic signal and restrict movements to right-turns only. A new local two-way connector road from Spur Road, beneath US 4, to Boston Harbor Road with access to the southbound on-ramps will be constructed.

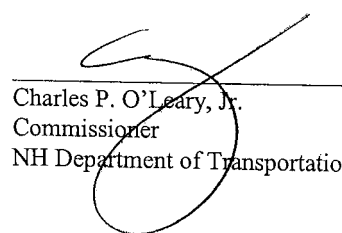
The General Sullivan Bridge will be rehabilitated to function as a pedestrian/bicycle/recreational facility with the ability to carry emergency and maintenance vehicles from the Newington side. The northern approach embankment will be removed and the northern end of the bridge modified to accommodate the two-way local connector road and allow for continued pedestrian, bicycle and recreational use.

Also included are all potential mitigation and stormwater management areas as may be required to comply with State and Federal permitting requirements and best management practices as shown on the project plans. Further evaluation and coordination with State and Federal agencies will be required to determine the final components of the mitigation package, and in turn, the specific parcels, or portions thereof, to be acquired.

The layout also includes the accommodation for a future elevated rail spur line that would extend from the east along the existing rail spur alignment over the Turnpike to the west into the Pease Tradeport.

The limitation of access previously established for the Spaulding Turnpike will be maintained and expanded to prohibit any non-interchange accesses. No access will be allowed to the Turnpike except via designated interchanges.

The project further identifies new Park and Ride facilities near Exit 9 in Dover, Exit 13 in Rochester, and near the US 4 and NH 125 intersection in Lee. Also, other travel demand management components including improvements to bus and rail, and support for employer-based measures will be considered.



Charles P. O'Leary, Jr.
Commissioner
NH Department of Transportation

Dated at Concord, N.H.
this 26th day of July, 2007.

