

- 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.

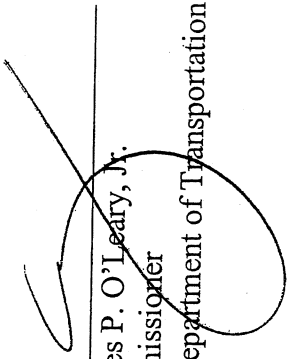
The layout also includes the accommodation for a future elevated rail spur line that would extend from the east along the existing rail spur alignment over the Turnpike to the west into the Pease Tradeport.

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.

Dated at Concord, N.H.

this 26th day of July, 2007.


Charles P. O'Leary, Jr.
Commissioner
NH 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. Wiczorek, 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:

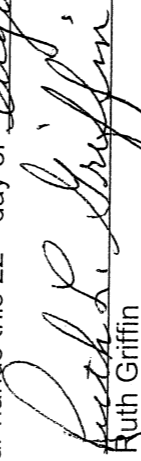
Leroy Syphers, Greenland
Raymond Curti, Dover
Richard Adams, Portsmouth

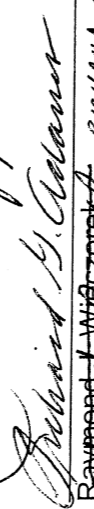
a Commission to serve as alternates to the Special Committee and to purchase the land needed for the project if approved.

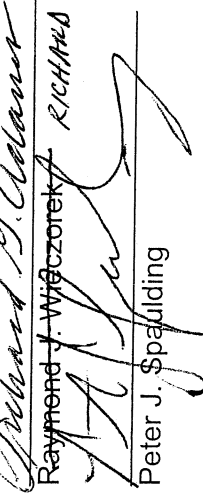
Upon said hearings held at St. Thomas High School in the City of Dover, after interested parties appeared, and having heard and read all of the evidence the Special Committee received, for the accommodation of the public there is occasion for the laying out of the highway petitioned for and the limitation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

PROJECT DESCRIPTION

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


Ruth Griffin


Raymond J. Wiczorek


Peter J. Spaulding

SPECIAL
COMMITTEE