

NEWINGTON PLANNING BOARD MEETING
Minutes Regarding the Spaulding Turnpike Corridor
Revision #1
Thursday, April 6, 2006

Call to Order: Acting Vice Chairman, Denis Hebert called to order the meeting at 6:04 P.M.

Present: Denis Hebert, Peggy Lamson, Jack Pare, Vincent Frank, Chris Cross, Cosmos Iocovozzi, John Frink, Sandy Hislop, Chairman, and Tom Morgan, Town Planner.

Not Present: Gail Klanchesser

Guests: Present from DOT; Steven K. Ireland, P.E., Christopher M. Waszczuk, P. E. and Atty. Francis X. Bruton, III, of McNeill, Taylor and Gallo

Denis: Informational Meeting regarding the Spaulding Turnpike Corridor, Newington Side and questions we have. DOT Representatives were invited to come to the meeting to explain what future developments are and we are particularly interested in the Newington side. Could you explain where we are.

Brief Overview given by Chris Waszczuk from DOT: Chris: Alternative 13 in Newington, basically keeps the alternative in this location down about the same grade as the existing turnpike with the idea that the Railroad will be brought up over that in the future should the need materializes. Serious concerns from towns prospective relative to potential noise, we addressed that by having an alternative that keeps it down lower. Exit 4 area we have off and on ramps at that location by basically perpetuating the current condition. Coming off the turnpike at Exit 4 we are proposing this alternative to have a median island to separate the ramp traffic from the traffic that wishes to enter into the abutting properties. Particularly it affects the Exxon Station and the 2 properties in reference to the hotel. The idea behind this configuration was to bring that traffic down to a signalized intersection and use a local roadway that would provide access to those properties in that area, bringing them up to signal and out to the ramp system. In addition, what this also offered was the benefit of drive-in theatre property should that be redeveloped could have access via the old southbound corridor and out to location and signal. Discuss Exit 3 area: Right now it's a left-handed exit and will consolidate exit 3 and 2 to provide a full sort of interchange to provide access to all directions and also provide a northern entrance into the Trade Port. Jack: How close are you going to River Road? Discussion ensued looking at the map. A larger map for viewing was put up. Denis: Anything slowing down traffic or speeding up? Chris: You will not have the traffic. The slowing down or speeding up traffic in this area. The configuration of the Turnpike is in essence very similar to what it exists today with the exception it is going to be widened primarily towards Dover Point Road.

Denis: What's happening with Exxon and hotel. Chris: Local roadway is intended to provide access to properties in this area. What they've done with these little connector driveways is to provide access for truck deliveries into Exxon. I've had some discussions with the developer of this site and sent him correspondence dated in December, whereas DOT's concern is that his proposal be compatible with this plan since it's the preferred alternative with the Town of

Newington. Ideally, if that connection is drawn out opposite Shattuck Way, that would be fantastic, with the way the runway, it would be slightly offset; in that case it's still workable, but inefficient.

Denis: Are there any other alternatives that you looked at and try to rearrange it, i.e. could you put a driveway on the on-ramp or the off-ramp for the Exxon station. Looking at it safety wise.

Chris: We stated it's a safety concern. In the interim, with perpetuating that condition, we've addressed that condition to a large degree by extending the concrete ramps so that that driveway is not directly extended right on to the turnpike and do have the ability to accelerate before they attain turnpike speed. From perspective of long-term condition probably having less into that station is problematic. Denis: Any questions from the Board? Discussion ensued regarding the Right-of-Way being preserved.

Tom: I would like to get back to hotel for a moment. Mike Black? Has been before the board several times and plans adjusted several times in response from comments from the board and one of the most important question that has come up is will the hotel planners currently propose or any way interfere with the turnpike extension. Chris: I saw and this would be problematic the way it's shown because that the Right-of-way is intended to be preserved all the way out to the turnpike right-of-way. I saw a fax that came from the District Office asking if he extended a right-of-way and built a roadway within a fifty foot wide right that extended out to Nimble Hill Road, that would be appropriate and compatible with this layout and I would say yes, if that right-of way was reserved. Tom: I think it's the most important thing to come out of this meeting. If you have any other issues. Discussion continued.

Denis: How far along are we to making the proposal solid, how far along are we in the process regarding Alternative 13 or any alternatives? Chris: we are looking at a Public Hearing this summer. Right now trying to get everything together. Target date is next summer of 2007. Discussion continued. Denis: Any other questions?

6:35 P.M.: Discussion Open to Public:

Francis X. Bruton, Atty. representing Cumberland Farms. We have a real problem with the plan and desperately want our access to stay the same way it is for obvious reasons. We really would like the board and anyone in the town to support maintaining our access our ingress and egress because it will hurt us significantly if not put us out of business. Talk about safety and agree with it and don't object to the plan for the hotel. Chris: made a few points in response to Cumberland's concerns. Denis also responded to their concerns and appreciated Francis' input. Peggy: Have you done a survey with number of cars coming out of NESLAB, etc.?

Chris: VHB has done a detailed traffic evaluation here. Not entirely sure how detailed. There has been an entire traffic study done for the entire corridor and also we utilized Seacoast our demand model, to make projections on where traffic would potentially increase, how traffic would potentially be converted and modifications to the interchanges would effect traffic in different areas. Another question asked by Gale Pare regarding interchange and lights. Chris responded. Right now part of interim project.

Utilities regarding a major gas line discussed. Denis wants to make sure everything is considered including existing underground utilities. Coordination with the State. Chris agrees: Need for everyone to work together for this to happen.

Denis: As far as you are aware, laid on paper by the State, is that the laying of a right-of-way? What is the legal case on this and what process has been made with this in the past?

Chris: Until we go to Public Hearing and receive their approval we are not in a position to purchase/secure a right-of-way. Record of decision is made in 2007. More detailed plans need to be developed, and then appraisals done, we are talking 2008-2009.

Denis: Any other questions or anything we missed? There being no questions, we appreciate everyone coming tonight and getting information that is correct and clear.

Vincent made motion to adjourn. Meeting adjourned @ 7 P.M.

Respectfully submitted:

Pearl Travis-Sirois, Recorder/Transcriber

File: NPB Mins. 4-6-06 re-Spaulding Tnpke Corridor