

Spaulding Turnpike:

EXIT 10 & ROUTE 108 IMPROVEMENTS



Quick Facts

Major Granite State Business Park Expansion (expected 1000+ jobs. Source: *Granite State Business Park Tax Increment Financing District; Development Program and Financing Plan, 2011*)

- Albany International (250 employees)
- Safran Aerospace (Projected 400 employees)

Regional Healthcare Facilities and Fitness Centers

- The Works (240)
- Goodwin Community Health Center (110)
- Frisbee Memorial Hospital (655)
- Wentworth-Douglass & Affiliates (1100)

Other Major Businesses

- Velcro International (180)
- Thermopol Incorporated (300)

Currently there are over 100 small businesses located along Route 108.



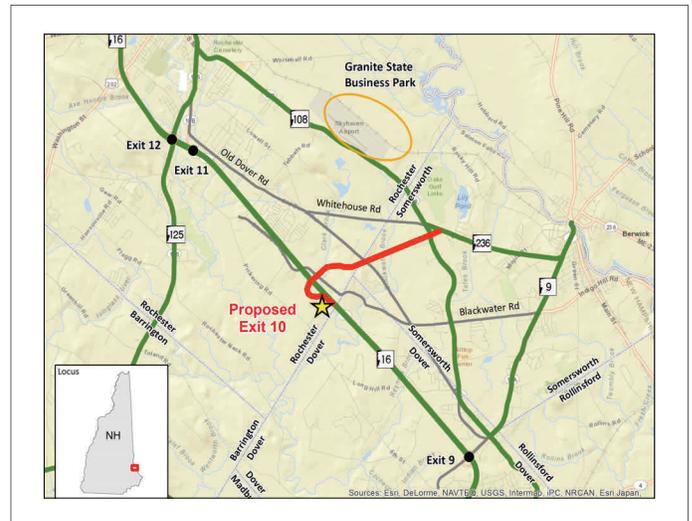
Granite State Business Park Ribbon Cutting

PROJECT DESCRIPTION

The purpose of the **Spaulding Turnpike- Exit 10 and U-Alternative** project is to improve the regional transportation system, thereby providing opportunities for orderly and coordinated economic development within the tri-city region by enhancing access to the Spaulding Turnpike from the east.

The Spaulding Turnpike is a north/south principal arterial highway that serves a vital function for the economy of Strafford region. The Turnpike is the principal transportation corridor providing a connection with Interstate 95 (I-95). It also connects the cities of Portsmouth, Dover, Somersworth, and Rochester and is the gateway to the White Mountains and Lakes Region.

Since the 2000 census Strafford County has the fastest growing population in the State of New Hamp-



Source: SRPC 2013

shire and in recent years has seen significant economic development in the Tri-City region. To facilitate ongoing economic growth, while promoting a high standard of life in the region, it is essential to provide additional access to the Spaulding Turnpike in the vicinity of the Somersworth/Rochester city limits.

The Exit 10 & U-Alternative improvements include:

- 1) Building the Exit 10 interchange
- 2) Building an access road from the Spaulding Turnpike to Route 108
- 3) Complete streets enhancements on Route 108

ECONOMIC DEVELOPMENT

Exit 10 would improve safe and efficient access for freight and commuters to major businesses and employers. The Spaulding Turnpike and Route 108 are major commuter corridors. Providing enhanced access between these two routes would shift traffic from route 108 to a limited access highway more appropriate for handling large volumes of traffic and freight. This would result in increased safety and a reduction in delays on the Route 108 corridor and create an environment more appropriate for industrial, commercial, and service activities.



Goodwin Community Health Center

TRAFFIC SAFETY AND CONGESTION:

Currently, Routes 108 and 9 (High Street) do not facilitate efficient movement of traffic. Traffic volumes, diverse, low density land uses, and lack of available alternative routes contribute to these highly congested, accident prone corridors. Adding the Exit 10 interchange would relieve traffic pressure corridor-wide, consequently improving traffic flow and the safe movement of people and goods throughout the region.

Crash Data:

Traffic accidents have increased dramatically at many intersections in this area. The likely primary causes of the increase in crashes are: poor access management along the route and poorly designed intersections. Intersection improvements have been made to the areas listed in the table below where crashes decreased. It should also be noted Exit 12 recently saw major interchange improvements that will likely reduce future crashes significantly.

Location	1994-2001	2003-2010	% Change
Weeks Crossing	66	41	-38%
Route 9 (Weeks Crossing – Stackpole Road)	332	271	-23%
Route 9 (Stackpole Road- Route 236)	152	326	114%
Exit 9 (Spaulding Tpk)	33	48	45%
Route 108 (at Blackwater Road)	47	83	77%
Exit 12 (Spaulding Tpk)	22	87	295%
Central Avenue (Glenwood Ave. – Weeks Crossing)	89	118	33%
Route 108 (Blackwater Road – Route 236)	91	208	129%

TRAFFIC SAFETY & CONGESTION CONT.

The major contributing factor to crashes in this area is access management for new development. There has been substantial economic development in this area leading to more turning movements on what once was primarily a commuter corridor. The corridors are also experiencing increased transit and alternative mode use than in the past. This further compounds the transportation safety and congestion challenges on these corridors.

COAST operates its most heavily used transit route (Route 2) on this corridor. A lack of bus pullouts and complete streets design on Route 108 contribute to a dangerous mix of transportation modes along the corridor. Sidewalks in areas near bus shelters and heavily used business, bus pullouts, and bike lanes should be included in the Route 108 U-Alternative improvements to ensure safe future use of this corridor for all modes of transportation.

Communities have also been experiencing a considerable shift of commuter and freight traffic onto local roads not designed to handle high traffic volumes. As a way to avoid traffic on major arterials travelers are finding alternative routes, often local residential roadways, triggering a host of local safety and quality of life issues. These include: increased maintenance cost, a reduction in safety, noise and air pollution, and congestion issues.



New Hampshire Revised State Statutes Title XX 237:2

Subject to RSA 237:3, II, the commissioner of the department of transportation, with the approval of the governor and council, is authorized to:

II-a. Include, as part of the study for a 4-lane east-west highway from I-93 in Concord to the Spaulding turnpike as defined in 1986, 203:8 as amended by 1988, 266:2 and 1990, 244:2, as one alternative, a corridor that would intercept the Spaulding turnpike between existing exit 9 and exit 11. This interchange would be known as exit 10. Such study shall include an evaluation of the potential social, economic and environmental impacts, and preliminary design for the siting of an interchange and exit 10.

II-b. Make improvements to the Spaulding turnpike by constructing exit 10.

