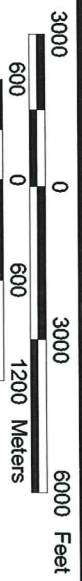


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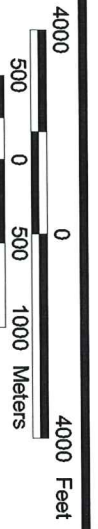
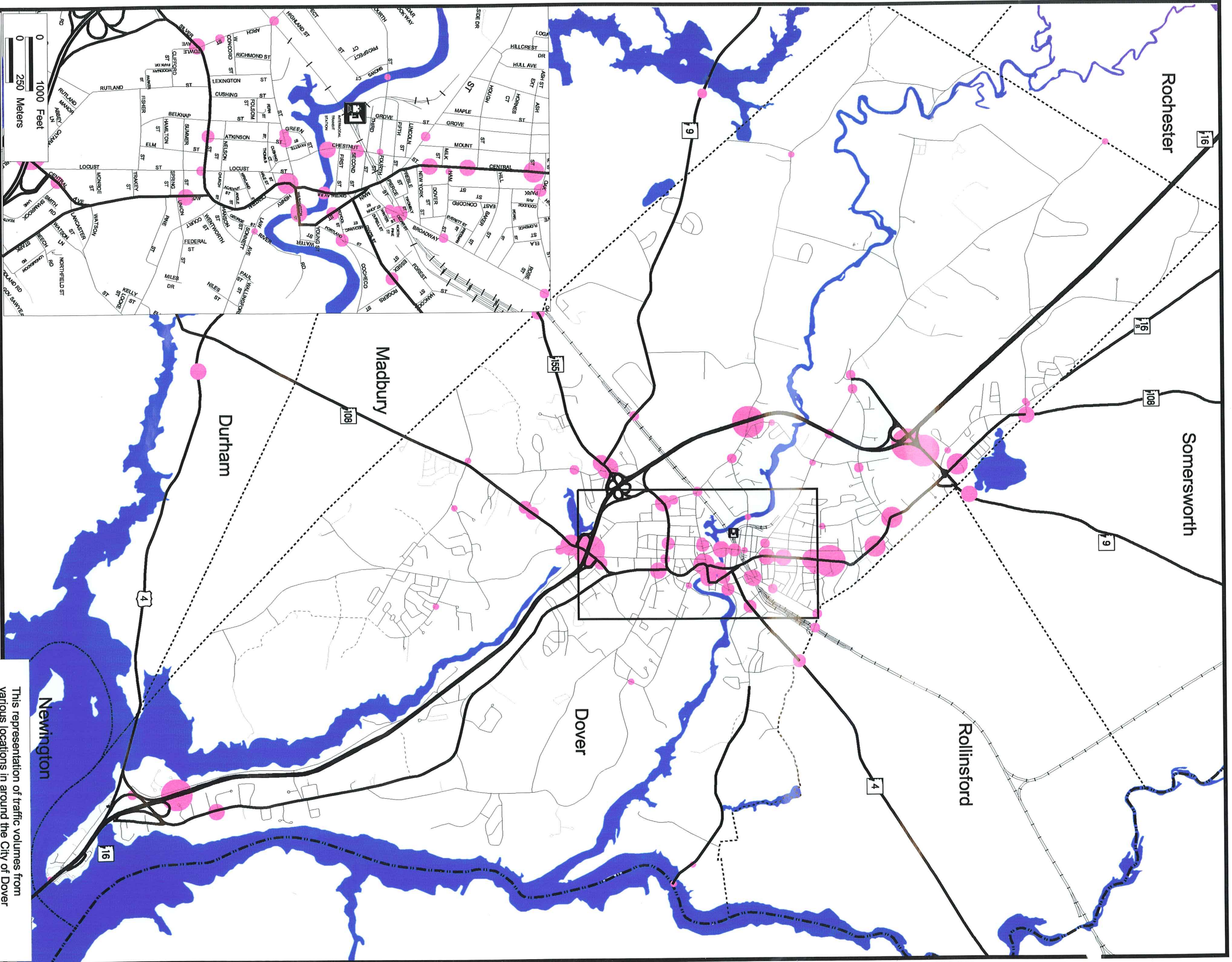
June 2000

CITY OF DOVER MASTER PLAN Road System



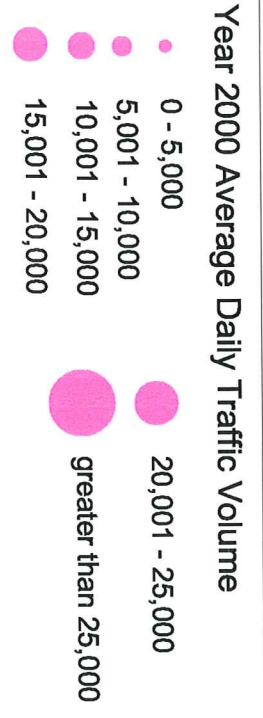
- State Maintained Road
- City Maintained Road
- Private Road
- Road Not Regularly Maintained
- Train Station
- Urban Compact Areas
(approximate boundary provided by NHDOT)

The shaded Urban Compact area represents the zone of which the City is responsible for maintenance of the roadways. For a detailed discussion of the City's road network, conditions, and recommendations, refer to the "Roads" section of this chapter.



CITY OF DOVER MASTER PLAN

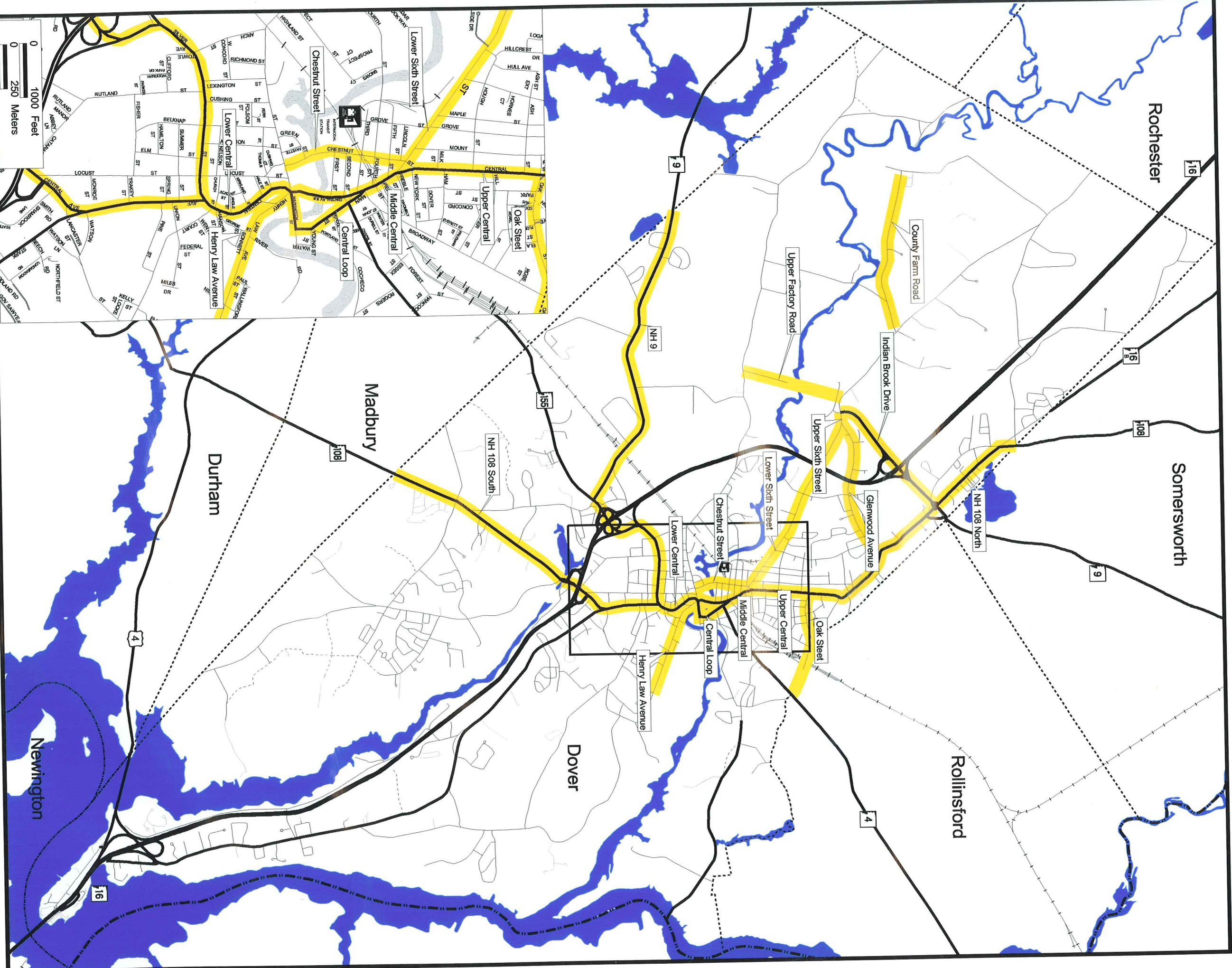
Traffic Volume



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This representation of traffic volumes from various locations in around the City of Dover gives a good sense of the most heavily traveled corridors. The volumes were calculated using recent average daily traffic (ADT) volumes collected through Stratford Regional Planning Commission's annual count program. Base volumes were from the 1998 and 1999 count season. Volumes were grown linearly by 2.5% per year to a uniform 2000 volume for all locations. A table of the locations and associated volumes is available in the Technical Appendices accompanying this chapter. For discussion of traffic volumes in the City and the region, refer to the "Traffic Volumes" subsection of the "Roads" section of this chapter.



CITY OF DOVER
MASTER PLAN
Critical Corridors

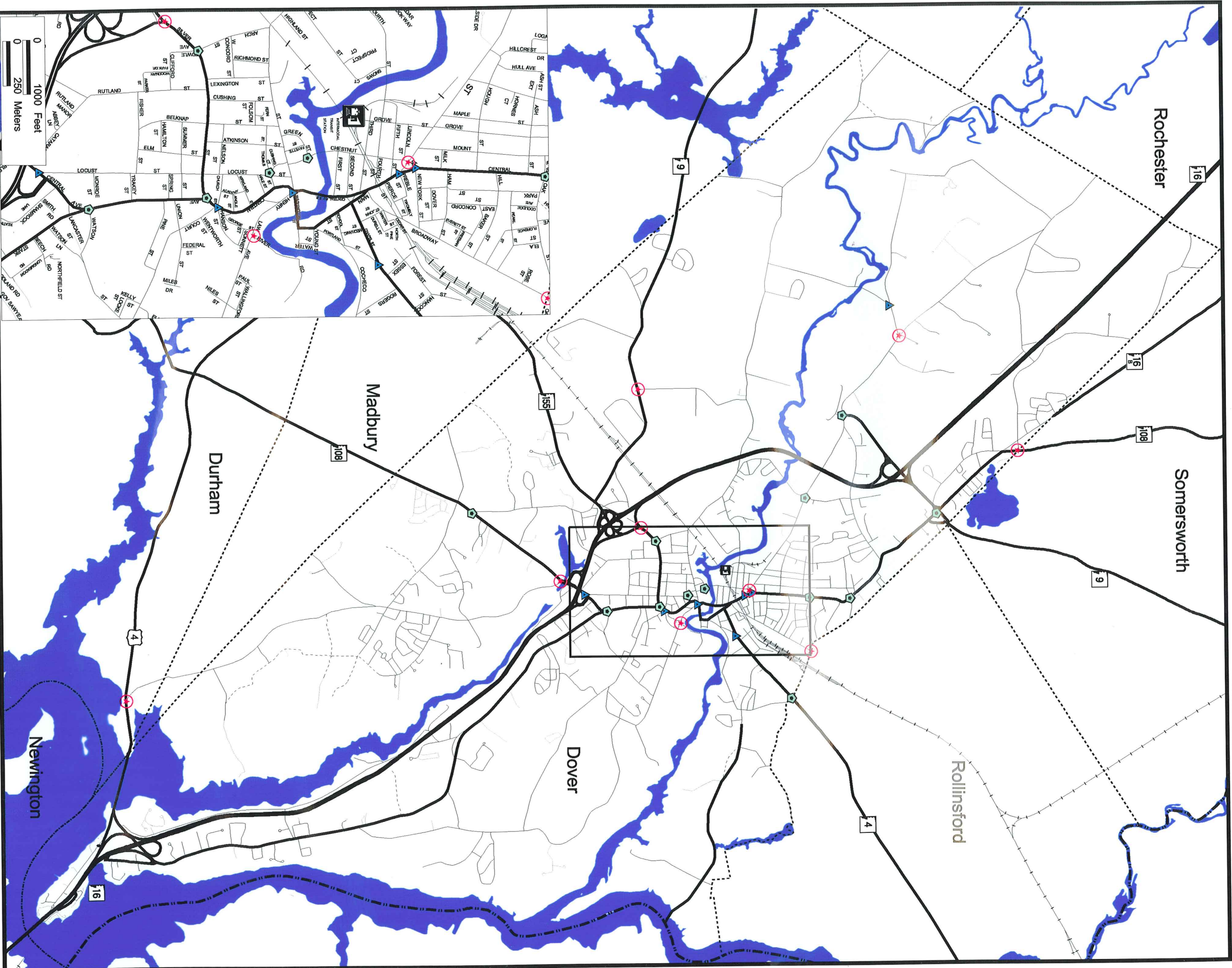
- Critical Corridor
- State Maintained Road
- City Maintained Road
- Private Road
- Road Not Regularly Maintained

Through analysis of volumes and capacities of roadway corridors within the City, these corridors were flagged as being particularly important ones to monitor for problems existing and in the future. A table describing each of these corridors, as well as discussion and recommendations is located in the "Roads" section of this chapter.



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CITY OF DOVER
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Intersection
Deficiencies



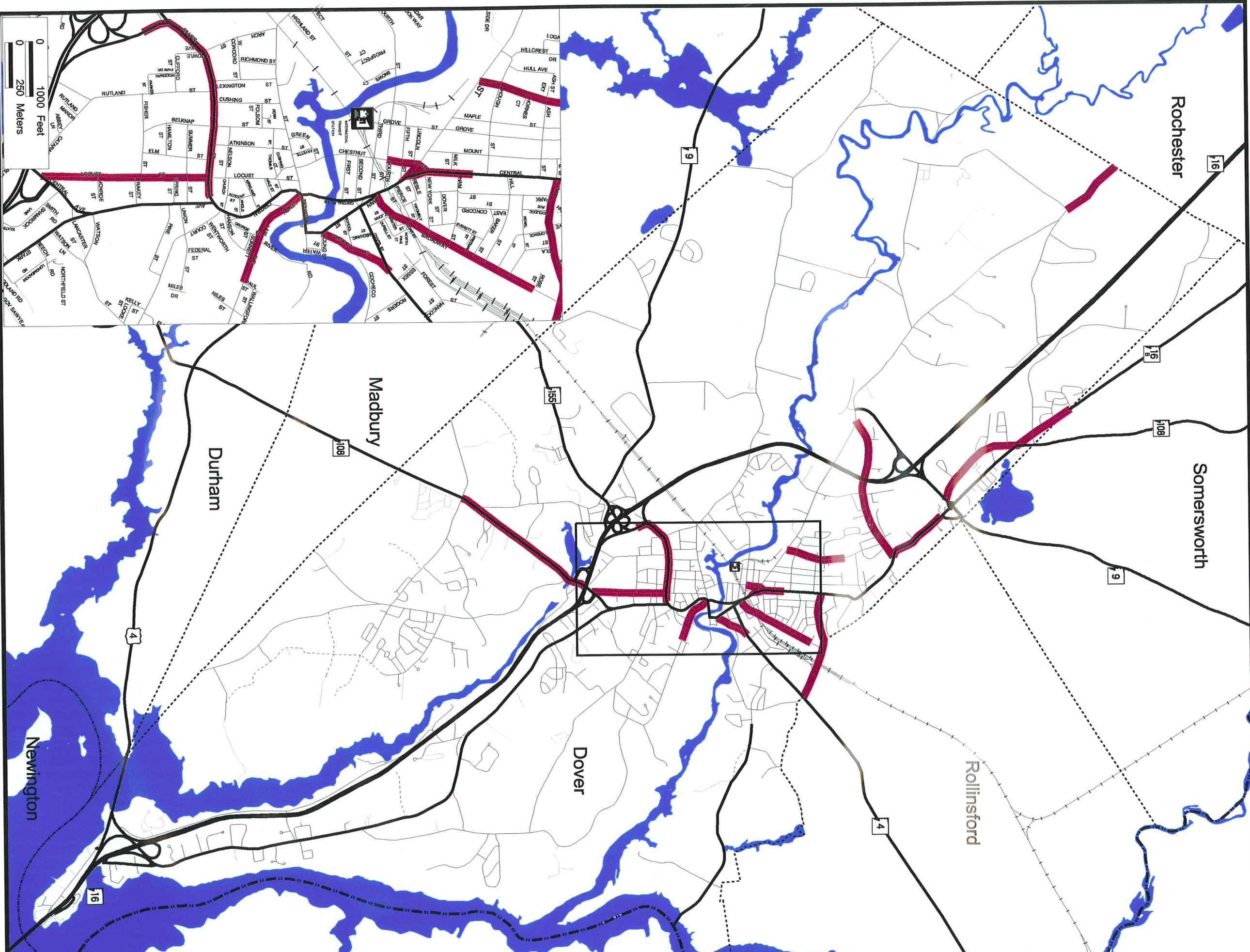
- Upgraded Since 1988
 - Location Limits Solution
 - Upgrade Required or Planned
- see table for details

For this analysis, intersections were screened for Level Of Service, as well as other factors affecting the level of improvement that is feasible given current conditions. Some intersections can stand significant improvement while others are simply constrained by physical barriers that preclude any major modification. For a detailed discussion on this topic, as well as a table of the intersections represented in this map with recommendations, refer to the "Intersections" subsection of the "Roads" section of this chapter.



June 2000

Stratford
 Regional
 Planning
 Commission



CITY OF DOVER MASTER PLAN

Major Reconstruction Needs

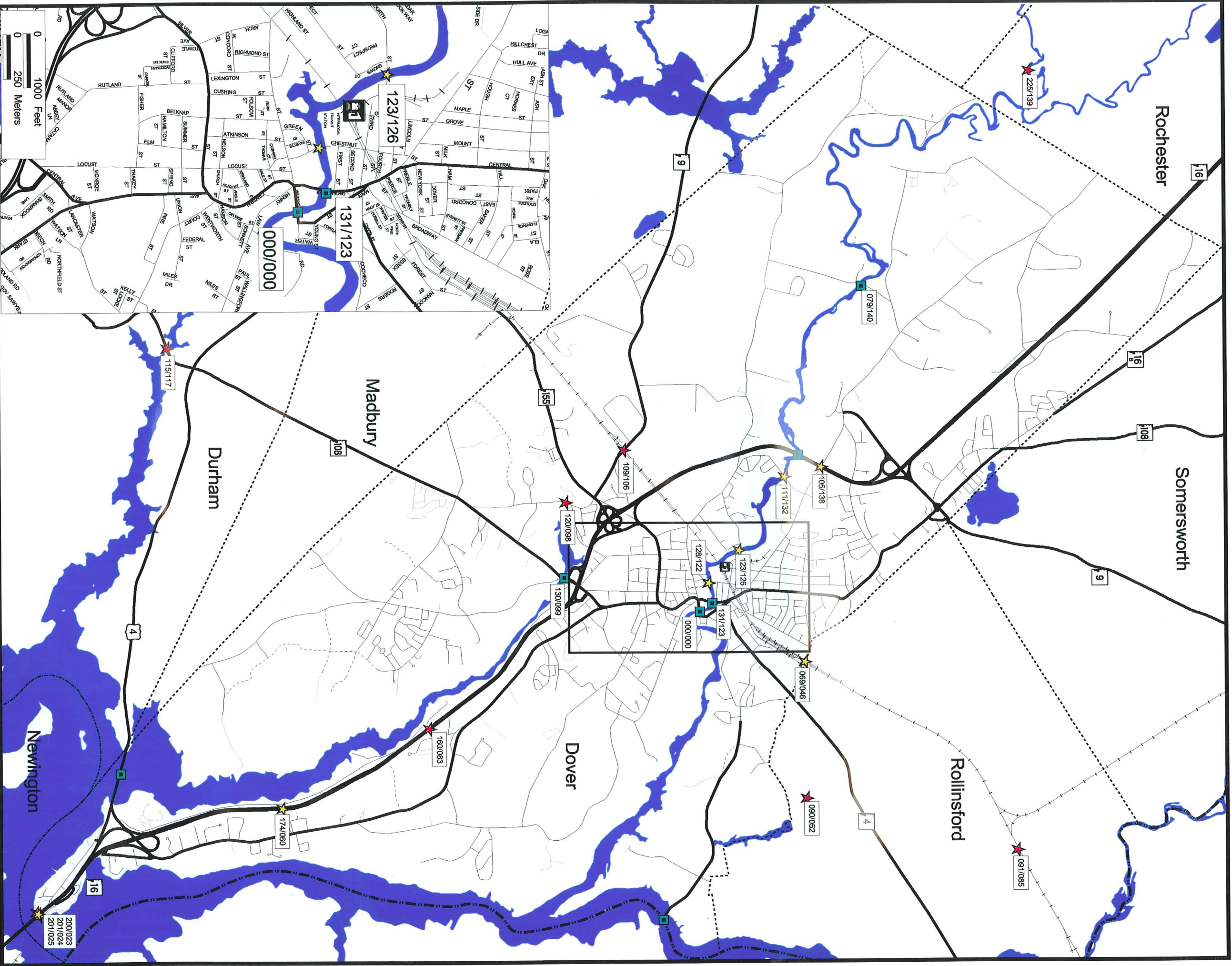
-  Major Reconstruction Needs
-  State Maintained Road
-  City Maintained Road
-  Private Road
-  Road Not Regularly Maintained

A review of the entire road network, as well as a review of traffic flow and volumes, was performed with the assistance of City Staff. The sections of roadway inventoried and those identified here are in particular need of resurfacing and/or reconstruction. For a list of the sections identified on this map and discussion of these issues, refer to the "Road Surface Conditions" subsection of the "Roads" section in this chapter.



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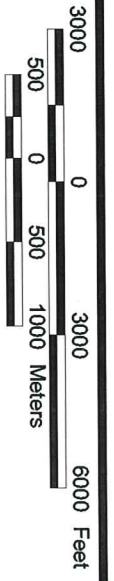
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Commission



CITY OF DOVER
MASTER PLAN
Bridges

Bridge Condition

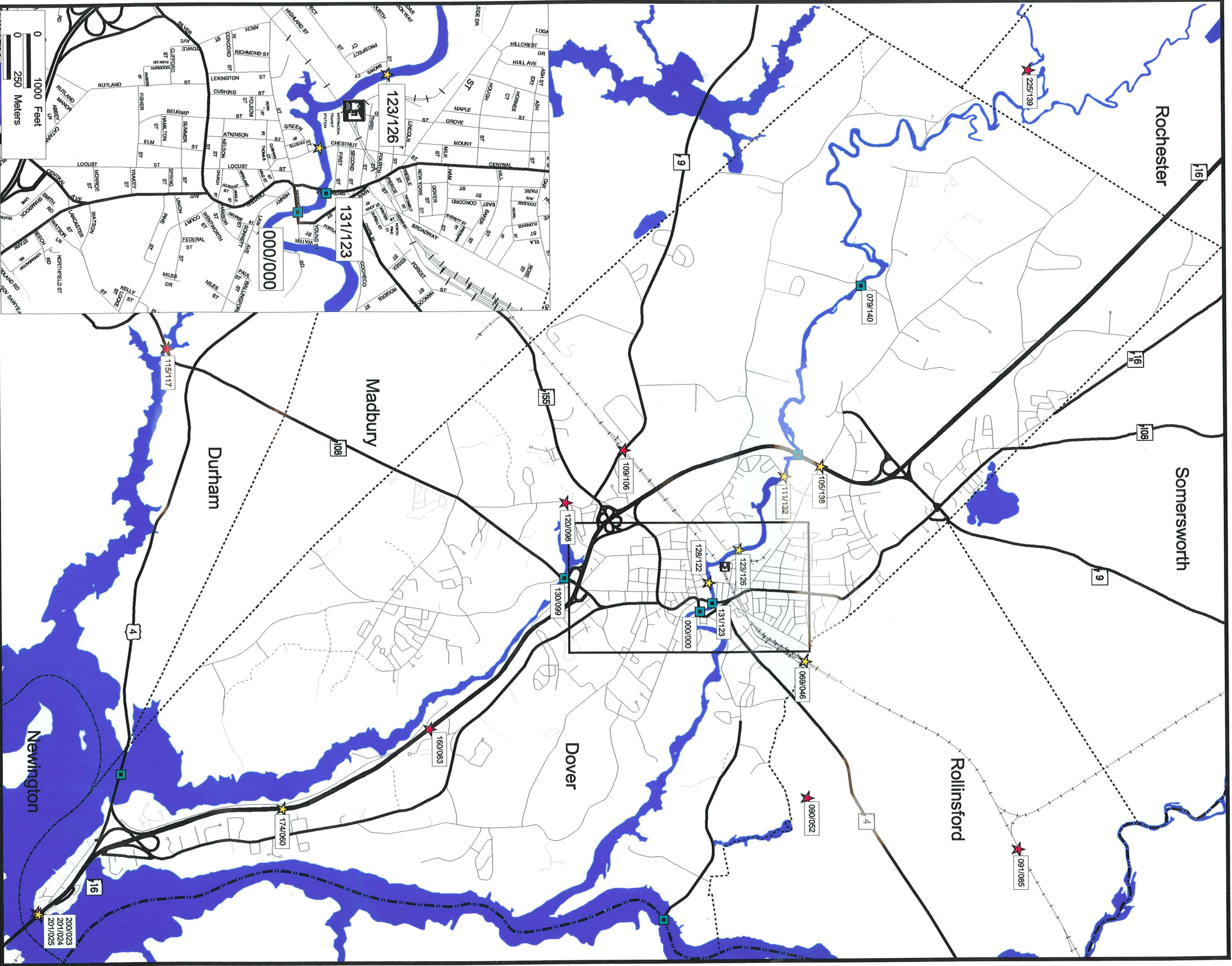
- Not Deficient
- ★ Red - BRIDGES THAT REQUIRE INTERIM INSPECTIONS
- ★ Yellow - STRUCTURALLY DEFICIENT (NO LONGER MEETS CURRENT HIGHWAY STANDARDS) OR FUNCTIONALLY OBSOLETE (NO LONGER MEETS STANDARDS FOR DECK, GEOMETRY, CLEARANCES ETC.) NOT ELIGIBLE FOR RED LIST STATUS.



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June 2000

Bridges of particular significance were studied in an effort to focus energies on the most critical needs of the City. Some key bridges in the City are in fine condition while others are suffering from structural or functional deficiencies. For a table of the bridges represented in this map, as well as discussion of the analysis and recommendations, refer to the "Bridges" subsection of the "Roads" section of this chapter.

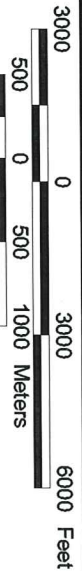
200/023
201/024
201/025



CITY OF DOVER
MASTER PLAN
Bridges

Bridge Condition

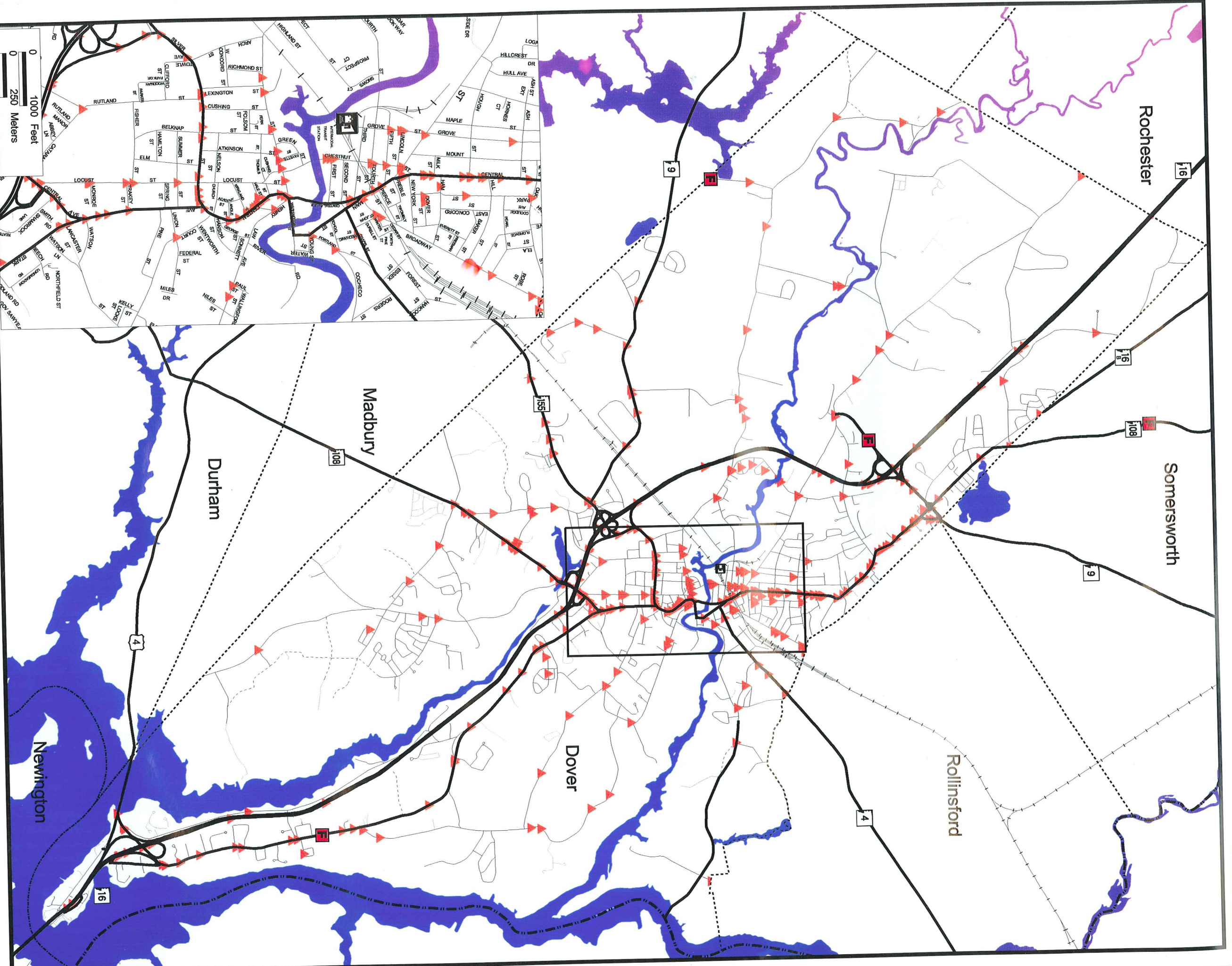
- Not Deficient
- ★ Red - BRIDGES THAT REQUIRE INTERIM INSPECTIONS
- ★ Yellow - STRUCTURALLY DEFICIENT (NO LONGER MEETS CURRENT HIGHWAY STANDARDS) OR FUNCTIONALLY OBSOLETE (NO LONGER MEETS STANDARDS FOR DECK, GEOMETRY, CLEARANCES ETC.) NOT ELIGIBLE FOR RED LIST STATUS.



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Bridges of particular significance were studied in an effort to focus energies on the most critical needs of the City. Some key bridges in the City are in fine condition while others are suffering from structural or functional deficiencies. For a table of the bridges represented in this map, as well as discussion of the analysis and recommendations, refer to the "Bridges" subsection of the "Roads" section of this chapter.

200/023
201/024
201/025

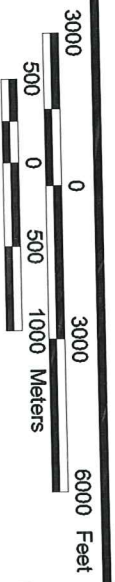


CITY OF DOVER MASTER PLAN

Accidents

available years 1997, 1998, 1999

- ▲ Accident
- Fatal Accident
- State Maintained Road
- City Maintained Road
- Private Road
- Road Not Regularly Maintained



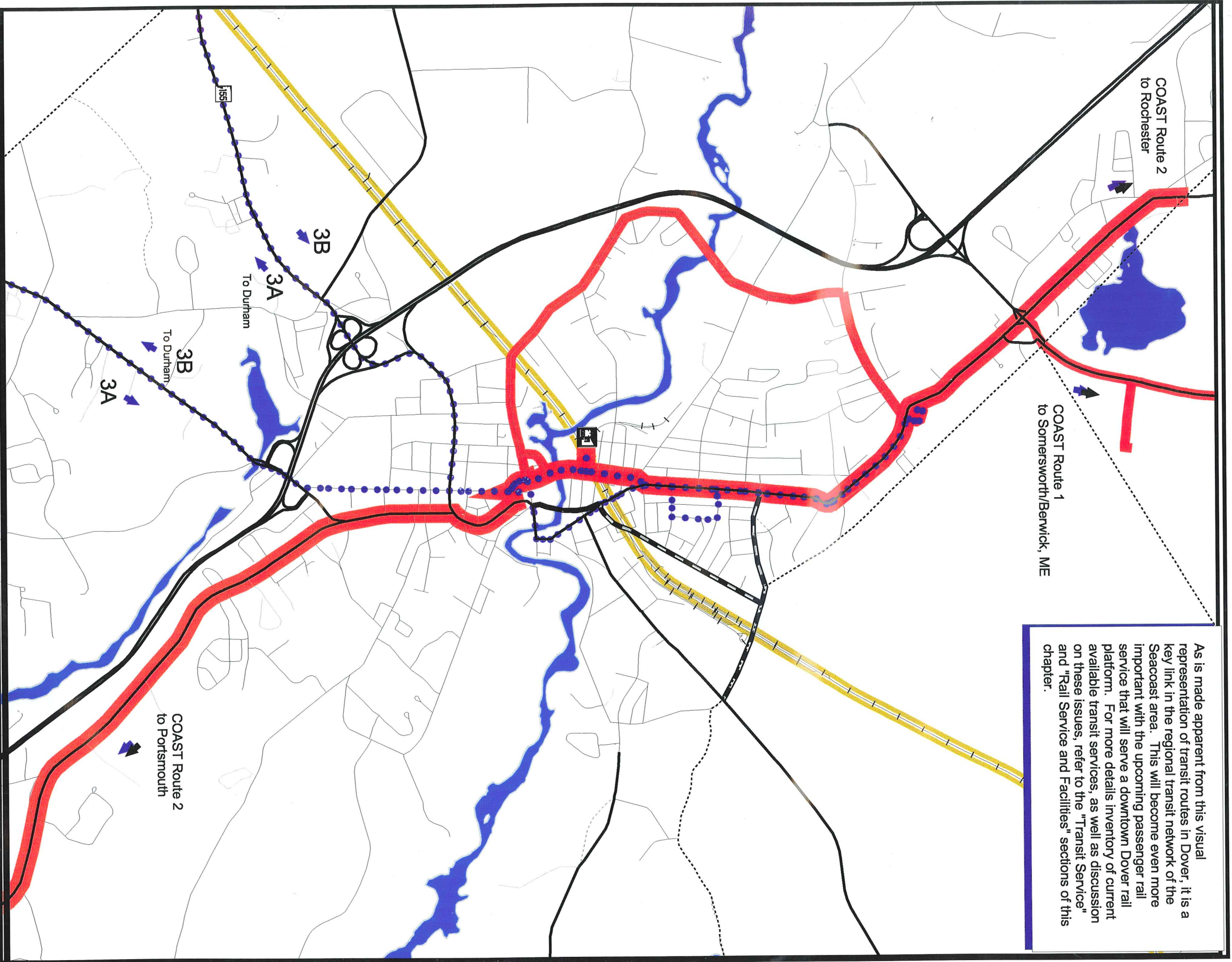
Data was collected from State offices and scatter plotted to identify the most accident-prone areas of the City. Available data consisted of non-fatal accidents from 1997 and 1998 and fatalities in 1998 and 1999. Not surprisingly, the corridors and intersections with the highest traffic volumes are those most strewn with accident sites. For more on this, refer to the "Accidents" subsection of the "Roads" section of this chapter.



June 2000

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As is made apparent from this visual representation of transit routes in Dover, it is a key link in the regional transit network of the Seacoast area. This will become even more important with the upcoming passenger rail platform that will serve a downtown Dover rail platform. For more details inventory of current available transit services, as well as discussion on these issues, refer to the "Transit Service" and "Rail Service and Facilities" sections of this chapter.



CITY OF DOVER MASTER PLAN

Urban Core Transit



June 2000

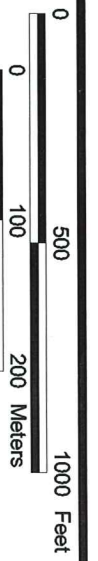
	Wildcat Transit Route 3 to Durham
	COAST Dover/Somersworth - Route 1
	COAST Portsmouth/Dover/Rochester - Route 2
	Intermodal Transit Station
	Corridors for Future Shuttle Trolley



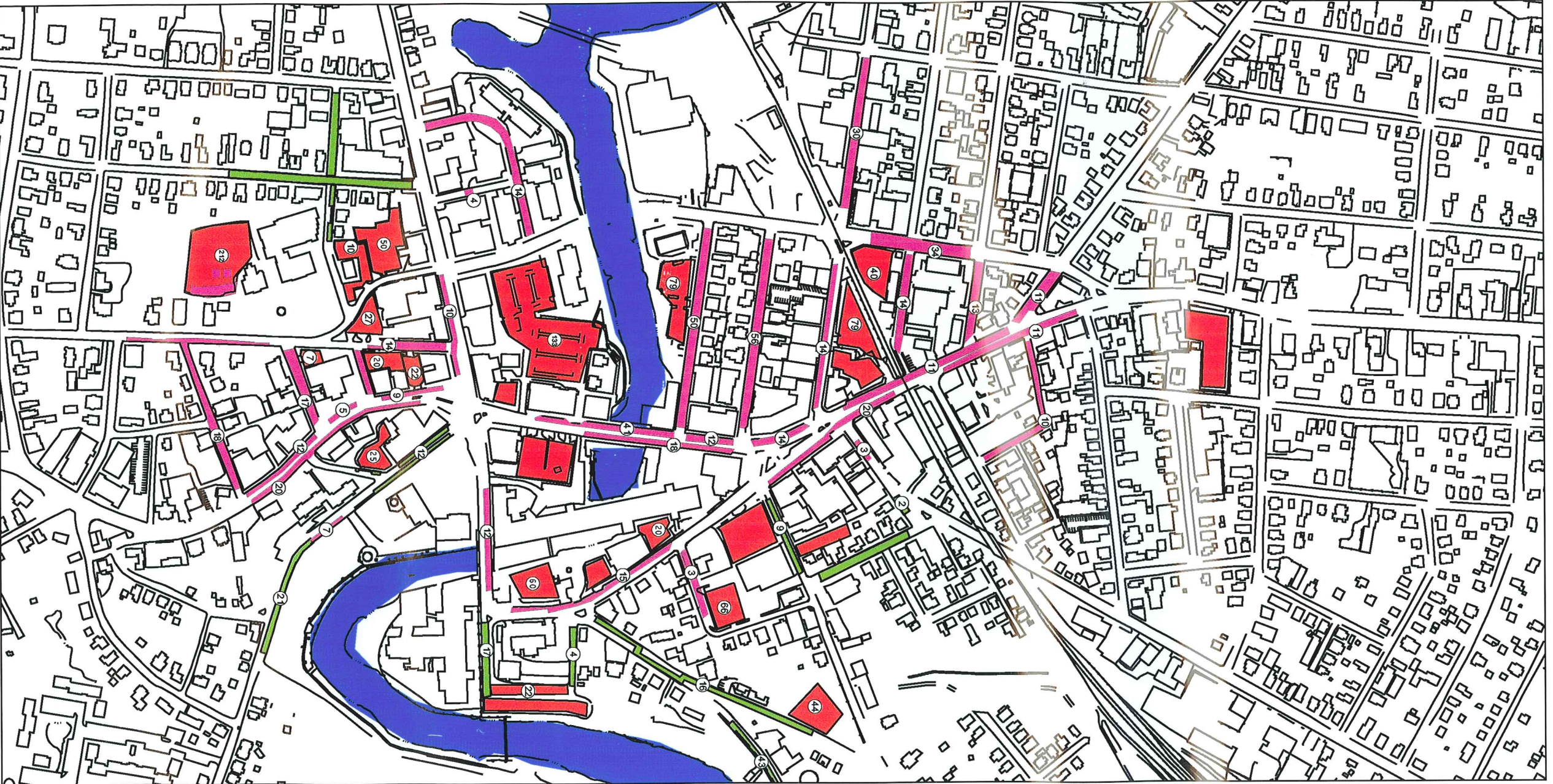
CITY OF DOVER MASTER PLAN

Urban Core Parking

June 2000

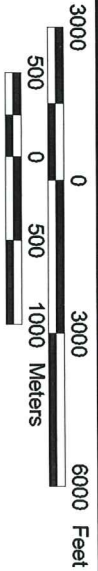
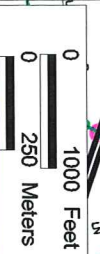
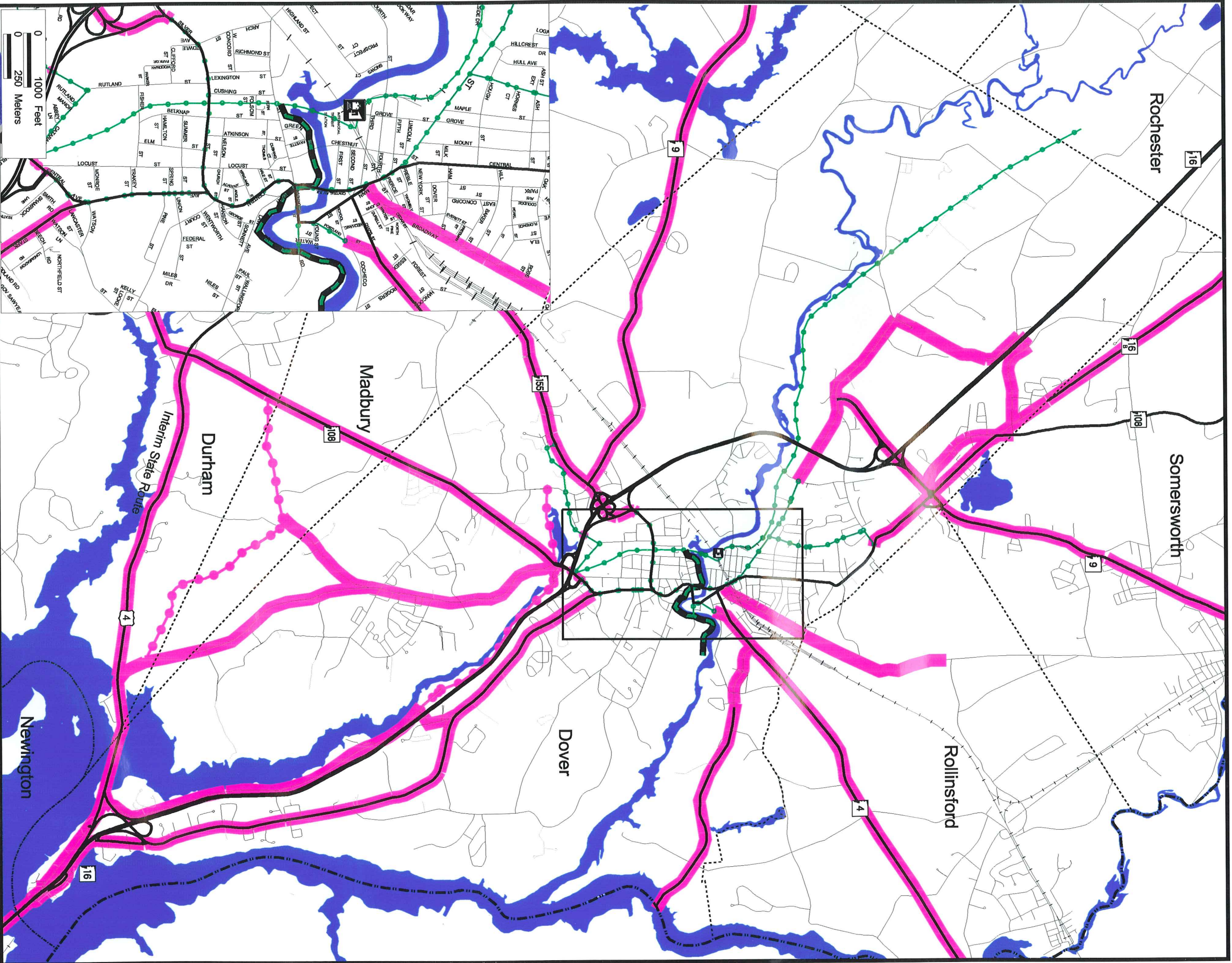


- █ 2 Hour Street Parking
- █ Lot Parking (Permit / Private)
- █ Unrestricted Street Parking
- 14 Number of Spaces per Area



This inventory is of downtown parking currently available as well as some locations that represent potential for public/private partnerships. For a detailed discussion of parking issues and recommendations, refer to the "Parking" section of this chapter.

Planimetric data extracted from CITY OF DOVER MASTER PLAN GIS database., February 2000.



CITY OF DOVER
MASTER PLAN

Bicycle Routes

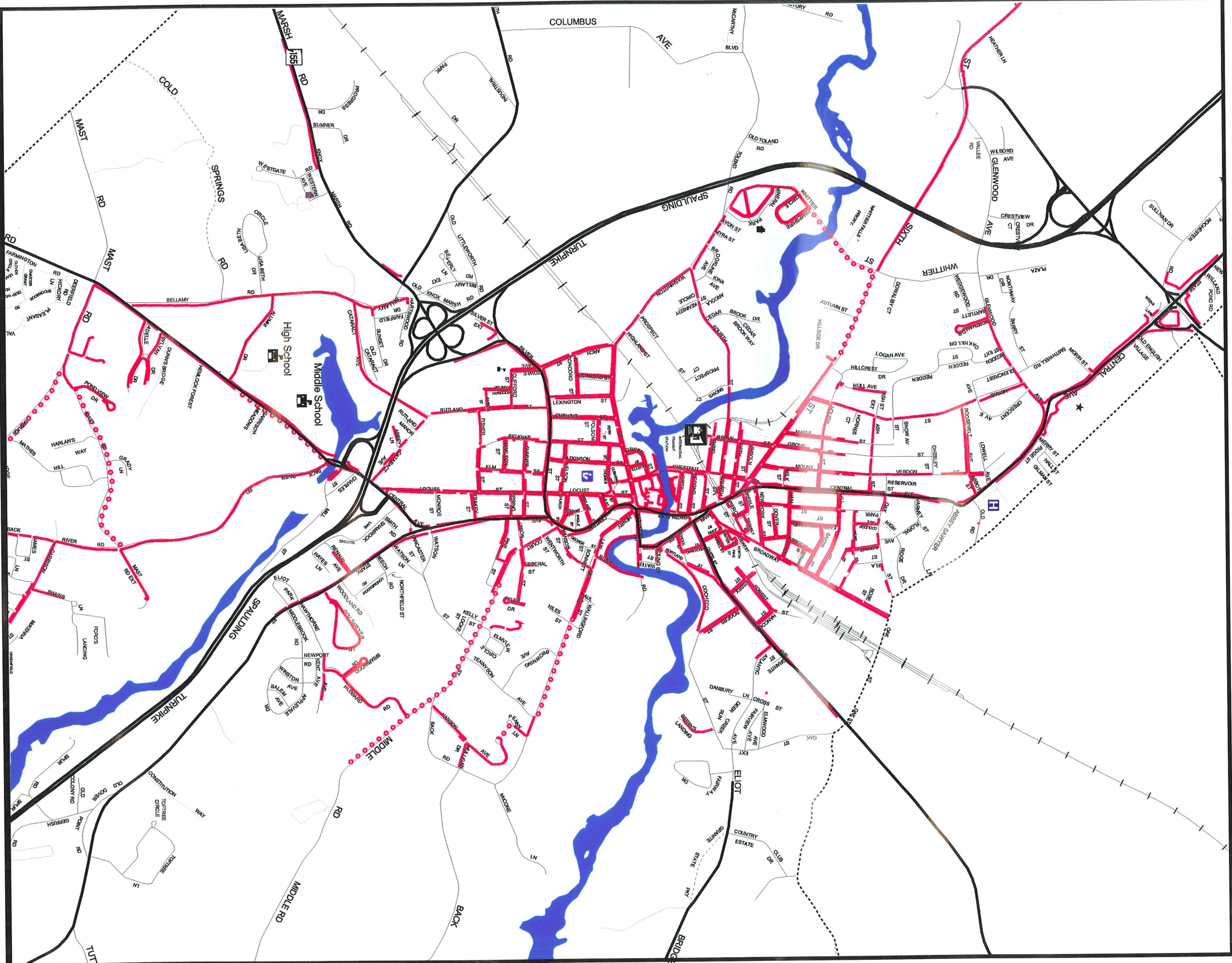
Type	Completed	Planned
MPO or Statewide		
Dover		

These routes are designated by State, Regional, and Local bicycle planning bodies as the preferred travel alternatives for bicyclists on all three levels of analysis. They don't necessarily represent facilities that have been significantly upgraded but do offer insight into the better existing routes and where efforts should be spent in the future to upgrade facilities to make bicycle travel safer and more enjoyable. For a detailed discussion on bicycle facilities, and explanation of the routes represented in this map, refer to the "Bicycle Facilities" section of this chapter.



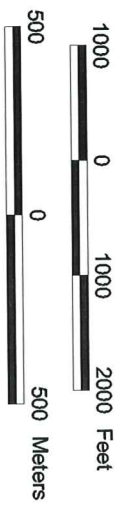
Stratford Regional Planning Commission

June 2000



CITY OF DOVER MASTER PLAN

Urban Core Sidewalks



 Existing Sidewalks
 Proposed Sidewalks

This inventory of urban core sidewalks provides an overview of existing sidewalk facilities. From this visual representation, the "missing links" in the network can be identified. For discussion on sidewalks, crosswalks, and other pedestrian-related issues, refer to the "Pedestrian Facilities" section of this chapter.



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