

March 19, 2013

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: Durham-Newmarket 13080A
NH Route 108
Shoulder widening from Stagecoach Road to the Longmarsh Brook Bridge

DATE OF CONFERENCE: March 7, 2013

LOCATION OF CONFERENCE: Durham Town Council Chambers (15 Newmarket Road,
Durham, NH)

ATTENDED BY:

<u>Public</u>	<u>CHA</u>	<u>NHDOT</u>	
See Attached	Rob Pinckney John Parelli	Ron Grandmaison Victoria Chase Melodie Esterberg Wendy Johnson	Brett McCrea Marc Laurin Kevin Russell

SUBJECT: Public Informational Meeting

NOTES ON CONFERENCE:

This Public meeting was to provide an update of the project status specifically for the Durham-Newmarket 13080A project. The project is located on NH Route 108 approximately 300 feet north of the intersection with Stagecoach Road and proceeds north 1.7 miles to approximately 300 feet north of the Longmarsh Brook Bridge.

The questions posed during the meeting, with the responses from the Department, are listed below.

1. Is there going to be roadway maintenance until the Contractor begins his work?

Response: Yes, maintenance, such as filling potholes and cracks, will continue until the Contractor is awarded the construction contract.

2. I've been following this project since 2004 through discussions and meetings. Is the Report of the Commissioner still a valid document that is being used for design criteria?

Response: Yes, the Report of the Commissioner is still a valid document and is being used for the design criteria in addition to the Engineering Report.

3. Will the rural character of the roadway be preserved after the project is completed?

Response: Yes, the rural character of the roadway will be preserved. The basis for the design was to maintain the roadway essentially in the same location as it exists today, just with added shoulders. Realignment of the roadway, removing or flattening curves, or straighten the roadway was not considered based on the nature of the roadway. In addition, the clearing throughout the project area for the roadway work will be as limited as possible to maintain the character.

4. Are the funds guaranteed for this project?

Response: Yes, this project has been identified within the federal allotment of funds and is within the Department's three year plan.

5. Wasn't there a surprise in Concord recently regarding \$25 million in funds that went to the State Police? Will this affect the project funding?

Response: The Department is unaware of any effects this would have on this project. The Department will look into this and respond if there are any negative impacts for this project.

6. Ms. Harris: My name is Annemarie Harris and I am in support of the bike lanes, although there appears to be a disproportionate impact to the Rowing Company. There are large vehicles and trucks that use this site and I want to have the island moved south to improve egress and ease of parking issues.

Response: The Department has been in contact with the Durham Boat Company parcel to strike a balance of controlling access and meeting the Department's design parameters. For example, the Department's Driveway manual only allows the access points to be 50' wide for a business. The location of the access points was optimized based on truck turning templates, parking areas and loading door locations. Several options have been reviewed, and although the island will not be removed, it has been reduced in size in accordance with negotiations with the parcel owner.

7. Are there going to be sidewalks on the project?

Response: No, there will not be any formal sidewalks under the 13080A project. There will be formal sidewalks added to the 13080B project which are the two ends of the project. These sidewalks will connect into and extend existing sidewalks.

8. There are concerns about flooding at Longmarsh Bridge and at the “woods road”. Is there ability to drop the water level at the Longmarsh Brook Bridge?

Response: Under this project there is no work at the Longmarsh Brook Bridge, and no funding to complete any work at this location. There are alternatives that are being considered to acquire funding to look at this area, such as Emergency Management grants which would relate directly to the access issues. As a side note, the Department of Fish and Game has indicated that the McClellan dam, near the intersection of Bay Road and NH Route 108 in Newmarket, is being considered for removal, which would affect the level of the water at the Longmarsh Brook Bridge.

9. These wetlands are connected to the Lamprey River, and there is a serious issue with the salt usage here. Has any consideration been given to the use of pervious pavement?

Response: There are certain applications where the Department considers the use of pervious pavement such as the roadways around park and ride parking spaces, where heavy vehicles are not present or resting. There are certain areas, such as this, with heavy truck traffic, and high traffic volumes that would cause the loss of perviousness. In cases like this, pervious pavement would not be used.

10. How long is the total construction work in the corridor going to last?

Response: The construction schedule is in the early phases. The final schedule is based on the Contractor’s method of construction. The Department was able to develop a time frame, completion date, for the Contractor to complete his work based on the quantities (length of pipe, tons of pavement, etc.) of work to be completed. For example, it is anticipated, with the amount of drainage that is to be completed, this effort will take 4 months to complete. Using the current design quantities, it is anticipated that construction will take 1½ years to complete for the 13080A project, and approximately 2 years for the 13080B project. As the designs progress, consideration will be given to changing the 13080B construction schedule to eliminate the whole corridor from being under construction at the same time.

11. Have you been in contact with the UNH Stormwater Center regarding the use of pervious pavement here? There is a new type of pavement that may be stronger and that can be used on this project.

Response: The Department has a Bureau of Materials and Research that includes a Pavement Design and Pavement Management Section. This Bureau is in contact with the UNH Stormwater Center. The Department will verify the pavement design recommendation, to not use pervious pavement, and will make any necessary changes as are appropriate for this project.

12. Have you changed the bike lane typical from a 10 foot lane, 5 foot shoulder typical to the 11 foot typical?

Response: The design in this corridor has never considered or used 10 foot travel lanes. Lanes that are this narrow are not comfortable for most drivers and is typically avoided.

13. What about reducing the speed limit along this corridor, is that being considered, or is it really an enforcement issue that people are going too fast?

Response: The Department uses the 85th percentile speed to develop speed limits. If a speed limit is artificially lowered it is unenforceable and breeds disrespect for the speed limits. If there is a speed issue, it should be addressed through enforcement.

14. How will construction progress? Which end of the project will be started first?

Response: The Department provides project restrictions, but it is the Contractor's Means and Methods that determine the construction progress and which segments will be impacted. The Department attempts to provide as much flexibility as possible to allow the work, but to minimize disruption. Ultimately, progress and working locations are up to the Contractor to determine, through the best use and efficiency of his efforts.

15. The ongoing projects in the Portsmouth area have a lot of stipulations on what work can be done, and when it can be done. Will this project have anything like that?

Response: Yes, this project will have stipulations that are standard Department stipulations, such as not allowing vehicle idling, no work will be allowed on Sundays and no work will be allowed on holidays. There will also be project specific stipulations regarding any special events that are in the town.

16. Will there be a bicycle symbol painted in the lane?

Response: No, there will not be painted bicycle symbols; this is not the Department's protocol. In addition, this is a shared use shoulder for pedestrians, disabled vehicles or vehicles pulling over to make a cell phone call, it is not just for bicycles. Aside from not installing these pavement markings, the Department (and the Federal Highway Administration (FHWA)) does not allow the installation of certain sign types, such as non-standard silhouette signs, so none of these will be replaced or installed within the corridor.

17. Ms. Harris: What's a silhouette sign?

Response: A silhouette sign would be a sign that contains a symbol of what appears to be a shadow of an object, such as a moose shape.

18. Can signs be added to advertise the 3 foot move over law for bicyclists?

Response: This is not a Federal standard sign, so it is unlikely that it will be added to the project. As it relates specifically to a State Law, this will be reviewed with the Bureau of Traffic.

19. Ms. Mower: My name is Robin Mower and I have been looking into this effort, the bike laws signs with the NHDOT. It isn't a standardized sign. If it is more of a grass route campaign and the request gets started on a local level through the Town, would this be an approach that could get the signs installed?

Response: As the sign is non-standard, the Department would still need to evaluate the request, even if the request comes from the Town.

20. In the area of the flood zones, are you increasing the size of the culverts?

Response: Yes, the increases to the culverts are really increases to equalizer pipes. The flats area is a big bathtub area where the Oyster River and the Lamprey River co-mingle. To facilitate turtle and smaller wildlife crossings such as muskrat or raccoon, the Department of Fish and Game, in conjunction with other Natural Resource Agencies, have requested that these pipes be increased in size.

21. Is the crown of the road going to move or be raised as a result of the pipe size increases?

Response: Yes, the roadway grade will increase slightly based on the pipe size increases. The raise is intended to be minimized to be in agreement with the environmental commitments of the project. In general, with the pavement treatment, the largest increase will be approximately six to twelve inches.

22. The problem with this area is the Lamprey River and the Oyster River joining. The culverts could be two to three times the existing size and the area would still be wet; the roadway is the dam.

Response: Your comment is noted. The culverts could be increased as much as we could, but this is still the low point within the watershed.

23. There was flooding here in the 1940s, during those times, six inches of water would take a week to dissipate. As time has gone on there has been increases in impervious surface areas that have gone unchecked and unaccounted for. The State should not have let this type of expansion continue. The water problems in this area are dam issues. Newmarket was allowed to have their dam and then the water rose, if we didn't let the watersheds mix in the first place, there wouldn't be any problems here now.

Response: Your comment is noted. As previously indicated the Town of Newmarket is considering removing the downstream dam, which could change the hydraulics in this area. Watershed management and water control issues are not the sole responsibility of the NHDOT; it is everyone within the watershed, and environmental agencies such as the EPA and the US Army Corps of Engineers that all play roles in watershed management.

24. Would you consider the use of wood guardrail for this project?

Response: No, the Department does not use wood guardrail on State Highways.

25. What percentage of the design is finalized or complete?

Response (CHA): The design is about 65% complete, meaning the line and grade are finalized and the plans, as shown, are nearly complete, the remaining 35% of the effort, is related to writing specifications, quantity calculations, cost estimates, supporting calculations and schedules. So, in actuality the plans, as shown, are more like 85% complete.

26. As a follow up to the percentage of the design that is complete, what percentage of completion are the bus stops at?

Response: The bus stops are approximately 95-98% complete. We have worked with the bus company for all of the stops taking into consideration size, location, sight distance, ledge outcrops, and other design features. The coordination has also included a site visit of each stop, using one of Wildcat Transit's buses. Wildcat Transit has several formalized stops already that are well maintained. Essentially, the existing stops will be perpetuated, with each stop having a "sister" stop roughly across from one another, which is Wildcat's policy.

27. Ms. Fuerst: There is a northbound and a southbound bus stop that service the Rowing Company. Nobody uses the southbound stop. Can the southbound stop be eliminated or moved to the south? How many people use this stop?

Response: We can discuss this with Wildcat Transit; however Wildcat Transit has indicated that this is a well-used stop, and that the Durham Boat Company is a destination stop.

28. Ms. Harris and Ms. Fuerst: How is safety changed with a wide island versus a curb cut, it looks like it [the island in front of the Durham Boat Company] is 12' wide? This is going to take away my parking.

Response: The width of the island is narrowed for the bus stop. The island is 4 feet wide; the bus stop is 11' wide. Parking is not allowed within the State's right-of-way.

29. Michael Behrandt forwarded a letter from Scott Bogle, a Transportation Planner for the record.

Response: Thank you.

30. When will this be aired on the television?

Response: The Department will place a copy of the plans and the PowerPoint presentation on the Department's website, the address is shown on this slide. As for when it will be aired on the television, it was to be presented live this evening, however due to a school board meeting, it was not. We are not sure when it will air, but when it does we have been told it will air several times.

31. Ms. Harris: Why is there such a disproportionate acquisition from the Rowing Company?

Response (from an attendee): There has been a lot of discussion on this one piece of land tonight and not everyone is interested in going over this again. Can this be held to a private discussion instead of having everyone in on their private discussions / negotiations with the State?

Response (Department): There has been quite a bit of discussion on this item tonight, and it does not appear that an agreement will be made tonight, without all of the rider information from Wildcat Transit. The Department will meet with the owners of the Durham Boat Company at a later time to discuss this further.

32. Some of us feel this is a public discussion item and shouldn't be in private.

Response: Your concern is noted.

Submitted by:

/s/ on file

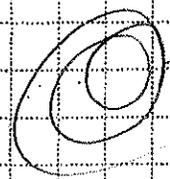
Wendy A. Johnson, P.E.

WAJ/waj

NOTED BY: RJG R. Grandmaison

cc: Correspondence File

ATTENDANCE



NAME	ADDRESS	
Marguerite Mathews	288 Newmarket Rd, Durham	
Robert Tucker		
Tracy McCreery	274 Newmarket Rd Durham	
Tom Wraith	274 Newmarket Rd Durham	
Wendy Shwartz	24 " " Durham	
John Parsons	16 Stevens way Durham	
Colleen Furst	220 Newmarket Rd Durham	
JAMES DREHER	" " " " " "	61
Michael Siny	" " " " " "	" "
Michael Schwilowsky	100 Newmarket Rd Durham	44
Cheryl Clancy	110 Newmarket Rd Durham	180
Margie Lund	98 Newmarket Rd Durham	
Greg Lund	98 Newmarket Rd Durham	
Thomas Knox	Bennett Rd + 105 Durham	
Joseph B. Morway	" " " " " " Durham	
Pam Bassett	25 North Main St Newmarket	
Marc Ambros	Stratford Regional Planning Commission	
Stephen Harriman for Carol Harriman	181 Newmarket rd Durham	
Wm. Ouellette	40 Stratford rd Durham	
MICHAEL BEHREND	Toml PLANNING	
Jason and Megan Leak	250 Newmarket Rd, Durham	
Aaron HUBBELL	8 BAYVIEW RD, DURHAM	
Cynthia Copeland	Stratford RFD #10 Rockwell	
Richard Lord	85 Bennett Rd Durham	
Ann Carden Welsh	3 Fairchild Dr Durham	
Robin Mower	11 Faculty Road Durham	
Annmarie Harris	56 Oyster River Rd Durham	
Diana Carroll	Durham	