



Meeting Notes

Attendees: See Below

Date/Time: August 28, 2003 6:30 PM

Project No.: 51272

Place: Plaistow Library

Re: NH 125 Plaistow-Kingston 10044-B
Advisory Task Force Meeting #10

Notes taken by: Senan Murdock

Attendees

ATF Committee:

Dave Walker, RPC
Chris Waszczuk, NHDOT
Ellen Faulconer, Kingston
Merilyn Senter, Plaistow
Tim Moore, Plaistow
Leslie Hume, Kingston

Others:

Ken Briggs, Kingston
Ernie Shaltry, Plaistow
Madeline Marcotte, PACTV
Russell Thomas, Kingston
Norman Major, Plaistow
Dennis Marcotte, Plaistow
Marty Kennedy, VHB
Senan Murdock, VHB

Committee Business

Dave Walker opened the meeting and welcomed all of the Committee members to the tenth ATF meeting. Dave explained that Glenn Greenwood was unable to attend tonight's meeting and that he would fill in for him as ATF Chairman. He then asked each of the members to introduce themselves for the benefit of the public that was in attendance, as well as those viewing the meeting on cable television.

Dave proceeded to discuss the role of the ATF and guidelines for conducting ATF meetings. The role of the ATF is to 1) represent the concerns and interest of the community, 2) review and comment on work conducted throughout the study, 3) meet on average every other month throughout the study, to provide information relative to the concerns of the community for inclusion in the study, and 4) to discuss information and issues with community leaders and the general public.

Dave asked for a motion to adopt the 6/12/03 ATF meeting notes. The motion was moved, seconded, and accepted without modifications.

Hunt Road/Newton Junction Road

Chris Waszczuk briefly summarized the status of the Hunt Road/Newton Junction Road intersection project. Chris stated the following:

- The final design is approximately 90% complete.
- The right-of-way negotiations are approximately 60% complete. Agreements have been reached on 19 of 29 parcels. Formal offers have been made on the remaining 10 parcels. The Department is waiting for feedback on those offers. Bayberry Variety remains a critical element due to the legal requirements of relocating a business. Ninety days lead-time is the legal requirement to vacate once an offer has been made. An offer was made in early August, and the 90 day vacate letter will likely be forwarded in the next week.
- Two design issues have arisen:
 - The NH Department of Environmental Services (DES) has expressed an interest in locating the detention pond elsewhere on the Sullivan parcel. The pond had been located in an upland forested area and DES has suggested that it be located in a wetland area that has been previously disturbed. The merits of this are being investigated.
 - The second issue involves the Trailer Place property and the owner's interest to not have the retaining wall, access drive, and septic relocation completed. It is unknown at this time just how this issue will be resolved.
 - A potential third issue involves the proposed improvements to the Guptill property. The Department has not received additional feedback from the owner subsequent to the Public Hearing regarding the driveway or landscaping proposed on their property.
- The project advertisement date is now targeted for November 11, 2003. Construction is still projected to start next spring.
- The current estimate reflects a construction cost of \$2.5 million, which is up from the earlier estimate of \$2.1 million. The estimated cost from the Feasibility Study was \$1.75 million.
- Right-of-Way costs will exceed the previously programmed amount of \$1.4 million.

Ellen Faulconer asked about the status of the archeological work on the foundation at the Newton Junction intersection. C. Waszczuk explained that the current investigation should be completed by the end of September. This investigation will determine whether or not the foundation is significant, and whether a phase 3-recovery effort will be required.

Dave Walker asked if it was unusual for right-of-way costs to be greater than 50% of the construction costs. C. Waszczuk explained that this was an unusual case. He noted that there are two building acquisitions in a well-developed commercial area.

E. Faulconer asked if the discussions with DES indicated interest in utilizing the Sullivan parcels as mitigation for the proposed wetland impacts anticipated with the Plaistow-Kingston project. C. Waszczuk noted that discussions with DES are very preliminary. He indicated that the Department of Environmental Service's field review of the Sullivan parcel was positive with regards to using the parcels as part of a mitigation package. Chris mentioned that there would be more discussions with DES before a decision is made to relocate the detention basin.

Chris Waszczuk introduced Marty Kennedy of VHB to discuss the access management considerations and give a brief overview of the planned improvements for the NH 125 corridor.

Access Management

Marty Kennedy gave a brief overview of the plan displayed on the wall. He explained that the project begins at East Road in Plaistow and extends to the northerly limit at the Kingston Bypass at the intersection of NH 111 in Kingston.

M. Kennedy stated that the plan provided two through lanes in each direction from East Road to the intersection of Hunt Road/Newton Junction Road. Most of this segment would have a raised center median. Left-turn lanes would be provided at each of the signalized intersections (East Road, the former Drive-in site, Danville Road, Main Street, Old County Road, Roadstone Drive, and Hunt Road/Newton Junction Road). The plan for the segment north of the Hunt Road/Newton Junction Road intersection would be to maintain a single lane in each direction, widen the shoulder area where needed, and to provide left-turn lanes at major intersections. The northern segment would not be median divided.

M. Kennedy proceeded to describe the details of the plan including the locations of proposed traffic signals, connector roadways, jug handles, and breaks in the median for emergency vehicles. Marty noted that some of the connector roadways are proposed to be constructed as part of the corridor project. Those roadways included: the connector road on the east side of NH 125 opposite the old Drive-in site in Plaistow and the proposed frontage roadway that would connect Kingston Road to the new signalized intersection opposite Roadstone Drive.

M. Kennedy explained that directional median breaks would also be provided as part of the proposed improvements. The directional median allows motorists to turn left off of the corridor on to side streets or driveways, but does not allow left-turns onto the corridor. Marty noted that passenger vehicles would be permitted to make u-turns at signalized intersections, and that jug-handles would be constructed at various locations to provide the opportunity for large trucks to reverse direction.

D. Walker asked if a decision had been made to close off the northern end of Walton Road to NH 125. Marilyn Senter stated that the town has not made a decision yet. The Town is going to conduct some traffic counts once school gets underway before a decision is made.

E. Faulconer noted that the intersection of Debra Road would function as a truck turnaround. She asked if the other jug handles were at intersections and would function similarly. M. Kennedy stated that the truck turnarounds have been designed so that trucks would use a protected left turn lane, wait for a gap in oncoming traffic, and then turn left. The trucks will only be crossing traffic in one direction.

Dennis Marcotte asked about the planned configuration of the Danville Road and Jesse George intersections. He said he was concerned with the amount of traffic using Danville Road as a short cut because of the schools located off Danville Road. M. Kennedy explained that Danville Road will be realigned to a signalized intersection at NH 125. He also explained that a raised median will be constructed on NH 125 through the Jesse George intersection. Vehicles will only be able to make right-in and right-out turns to Jesse George Road.

Russell Thomas, 2 Granite Road, asked for clarification on how he would head southbound on NH 125 from his house. M. Kennedy explained that he would head northbound on the Kingston Road Extension to the new signalized intersection opposite Roadstone Drive, and make a left-hand turn.

C. Waszczuk asked the Committee for their feedback on the current proposed plan. He asked if the Department and VHB have adequately addressed the majority of the issues that have arisen, and if the Committee thinks that this is a reasonable plan to move forward to a Public Informational Meeting, and Public Hearing. C. Waszczuk noted that the following issues are still outstanding and need to be resolved:

- Location of the connector road in Plaistow
- Location of the proposed signalized intersection of Roadstone Drive and Kingston Road Extension

C. Waszczuk said that meetings would be scheduled with the business and property owners to finalize these locations. M. Senter and E. Faulconer agreed that this was a reasonable plan and should be carried forward, with the condition that they both review the plan with their respective Fire/Police Chiefs. Chris said he would send out plans to each town within the next week. He requested that they coordinate with the Fire/Police Chiefs and have their comments back to the Department by the end of September.

E. Faulconer asked if the Department has had any additional discussions relating to the maintenance issues of the directional median breaks. C. Waszczuk stated that if the community supports the plan, the Department would resolve the maintenance issues.

M. Senter noted that it might make sense to extend the Industrial Connector Road to the Fieldstone Industrial Park. T. Moore said that it might be difficult to extend it further to the south due to the capped landfill and wetlands in the area.

M. Senter informed Chris that when the town of Plaistow submitted its recommendations from the Re-use Committee for the Superfund Site, they requested a bridge over Kelly Brook that would connect to Old County Road in the vicinity of the Fieldstone Industrial Park. She explained that the cleanup would generate 50 trucks a day for 2 years, and is estimated to begin in 2005. A signalized intersection at Old County Road would facilitate this additional truck traffic. She said the EPA is currently studying this option and the Record of Decision is due in October.

C. Waszczuk noted that the Old County Road/NH 125 intersection is currently not signalized. He said this would be important to keep in mind when discussing priorities and construction schedules.

E. Faulconer asked about the proposed improvements on Meeks Road. M. Kennedy explained that the plan is to re-align the southerly entrance at a slightly better angle. The northerly entrance will be closed and a turn-around would be constructed.

Schedule

C. Waszczuk explained that there are a couple of more steps before this project can be brought forward to a Public Hearing. He envisions two Public Informational Meetings, one in each town. He

said that the Department routinely invites all of the abutters to these meetings. The Department would like to have meetings with the property owners within the vicinity of the Connector Road in Plaistow, and Roadstone Drive and Dorre Drive in Kingston. He stated that this needs to be completed in September, and he asked Ellen Faulconer, Marilyn Senter, and Tim Moore to help facilitate this work effort. Chris explained that it is difficult for the Department to identify the property owners on these parcels, because a lot of them are held in trust. He noted that the Department needs to flag and survey the wetlands in the connector road locations.

The ATF Committee targeted Public Informational Meetings for the following dates:

- October 22, 2003 in Plaistow at 7:00 PM (location to be determined)
- October 23, 2003 in Kingston at 7:00 PM at the Kingston Town Hall (E. Faulconer to reserve room)

D. Walker asked if the Department would invite all property owners along the corridor to both meetings. C. Waszczuk said yes. M. Senter asked if that included all business owners along the corridor. Chris said that he would contact PACE to ask if they could announce the meeting dates at future meetings and in they're mailing list of business owners. Chris also noted that the Department would advertise the meeting in the local newspapers.

There was some discussion and a decision was made to keep the October 9th ATF meeting. The Committee will cancel the meeting at a later date if they determine it is not necessary. The following revision was made to the schedule:

- Additional ATF meeting on November 13th at 6:30 PM at the Plaistow Town Hall

The intent of the November ATF meeting is to discuss issues that come out of the Public Informational Meetings, the GACIT Meetings, and confirm the Preferred Alternative in order to schedule a Public Hearing. C. Waszczuk explained that the Public Hearing would require 4-6 months lead-time, and will be held at one location, either in Plaistow or in Kingston. E. Faulconer said that the town of Kingston could televise the hearing and make a tape available for the town of Plaistow. M. Senter agreed that Kingston might be the best-suited location for the Public Hearing (although she noted that the Timberlane Regional High School Performing Arts Center may be suitable and merit consideration).

C. Waszczuk reviewed some of the funding issues with the project. He reiterated the following points that were discussed at the last ATF meeting:

- Construction estimate for this project has increased from \$13.1 million to approximately \$22 million.
- Right-of-Way costs were originally programmed at \$500,000. The Department has reprogrammed \$1.4 million for the Hunt Road/Newton Junction Road intersection. Approximately \$4.5 million remains for the rest of the corridor.

He also explained that due to the funding constraints in the State's Ten-Year Plan whereas there are a lot more projects than funding available, shifts in funding for projects statewide were necessary. Based on the increases in cost to this project, some of the funding has been moved out of the current draft Ten Year Plan (2005-2014) into 2015. He said that it is important to identify sections of the

corridor the two communities feel need to be prioritized for improvement. C. Waszczuk reviewed the following prioritization that was established in the Feasibility Study:

- Group 1
 - Danville Road and Main Street Intersections
 - NH 125 from Jesse George to East Road

- Group 2
 - Kingston Road Intersection
 - Old County Road Intersection
 - NH 125 from Old County Road to Main Street

- Group 3
 - NH 125 from Newton Junction Road to Kingston Road
 - NH 125 from Exeter Road to Newton Junction Road

E. Faulconer stated that she thought it would be counter productive to discuss schedule and funding prior to the GACIT hearings. She would prefer to wait until after the GACIT hearings to discuss these issues publicly. C. Waszczuk explained that the communities would need to prioritize sections of the project, regardless of funding issues, as the entire 6.0-mile corridor cannot be constructed in one year.

L. Hume stated that the Committee never envisioned a ten-year gap in construction when the different sections of the corridor were grouped and prioritized in the Feasibility Study. She also expressed concern that the Ten Year Plan continues to under fund the project, and that the bulk of construction dollars for this project is now off the Ten Year Plan. She reiterated E. Faulconer's concern from a previous public meeting that the Ten Year Plan does not use inflated dollars.

C. Waszczuk reviewed the original estimate from 1995, the previously programmed estimate from the Feasibility Study, and the current estimate. He noted that the project has grown in scope from that originally conceived. He also reviewed the current funding for the project from the Draft Ten Year Plan as submitted to GACIT on July 16, 2003.

There was some discussion and a motion was made by the Committee members that a letter would be sent to GACIT (drafted by the ATF Chairman) relaying the concerns with funding for this project. The motion was moved, seconded, and accepted without modifications.

Motion to adjourn.