

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

CONFERENCE REPORT

PROJECT: NEW HAMPTON
13876
X-A000(076)
NH 104 Park and Ride Expansion (I-93 Exit 23)
NH 104 widening

DATE OF CONFERENCE: March 23, 2011

LOCATION OF CONFERENCE: Highway Design Conference Room

ATTENDED BY: <u>NHDOT</u>	<u>Town of New Hampton</u>
Keith Cota	Ken Kettenring – Planning Board
Jonathan Hebert	Ralph Kirshner – Conservation Commission
Mark Morrill	Barbara Lucas – Town Administrator
	Paul Tierney, Board of Selectmen
	Kenneth Mertz, Board of Selectmen
	Nathaniel Sawyer, Jr., Board of Selectmen
	Jeannie Forrester – NH State Senator, Dist. 2
	Other members of the Public – see attached

SUBJECT: Public Informational Meeting

NOTES ON CONFERENCE:

K. Cota gave a brief introduction welcoming everyone to the meeting and introducing Department personnel. It was noted that this project is really two separate project locations combined into one contract. The project includes expansion of the I-93 Exit 23 Park and Ride located on District 3 Maintenance Facility and an eastbound shoulder widening on NH 104 in the vicinity of the NH 104 Diner.

K. Cota noted that the Lakes Region Planning Commission NH 104 Access Management Study (2004) highlighted a significant crash history, which includes 84 within the 2-mile corridor, 10 of which are in the immediate NH 104 widening area. The study noted 5 areas listed by priority, number one being the Residential/Commercial Area on NH 104 at the Diner location. Due to the close proximity to the park and ride site and an anticipated surplus of

material from the excavation at the site, it seemed appropriate to combine efforts and gain cost-effective bidding advantage.

J. Hebert presented the project, which will expand the existing 15-space park and ride to create additional parking and accommodate the potential for future bus service expansion. The work at the park and ride entails adjusting the profile and grading for sightlines along the State DOT Drive, lighting the parking area to address safety concerns and expanding parking up to 100 spaces. The parking area would have two access points and allow for vehicle circulation within the lot. A separate entrance for bus access, including a shelter and loading platform, were shown, but will not to be constructed at this time. Currently there is bus service (Concord Coach) on NH 104 with a stop at the Muncie convenience store just east of the park and ride. Concord Coach was contacted through the Bureau of Rail and Transit as to their interest to serve customers out of this lot; they do not appear interested in providing bus service at the park and ride at this time.

The Park and Ride expansion will be on state property and the acquisition of additional Right-of-Way/Easements will not be required based on the current design. There are no delineated wetlands in the P&R project area or impaired water bodies. Existing drainage currently flows off the parking lot and infiltrates into the well draining soil, which is sand and gravels.

During construction the intent is to keep the park and ride open by excavating and constructing of the western portion of the parking area, leaving the existing parking area accessible. Once the western portion is completed, commuter traffic will be allowed in that area and the second half of the park and ride will be completed. The P& R will be funded through the CMAQ program with Betterment matching funds.

The shoulder widening along NH 104 consist of expanding the limited eastbound four foot shoulder to ten feet in front of the Route 104 Diner and will involve about 1200 linear feet of reconstruction. This addressed the high priority location as outlined in the Lakes Region Planning Commission NH 104 Access Management Study (2004). Included in this location was a fatal crash involving an eastbound vehicle (motorcycle) getting rear-ended while waiting to turn left into the diner. The Department recommends creating a 10-foot wide eastbound bypass shoulder near the diner driveways instead of a center turn lane to be the best means to provide cost-effective safety improvement, while minimizing cost, environmental impacts and private properties to expand the widening on both sides of the highway.

The limited shoulder widening allows the project to be built within the existing Right-of-Way and save time for implementation due to no need to go to a formal Public Hearing. Any expanded work that may be recommended outside the existing right-of-way will require a willing property owner for the Department to obtain permanent easements. The Department is moving forward with a design that would retain steep slopes (2:1) and the need for guardrail in order to stay within the Right-of-Way. A full ten-foot shoulder will be provided in front of the guardrail, however, it is the Department's intent to see if the property owner(s) will be willing to grant the Department a permanent slope easement to allow the slopes to be flattened to a 4:1 slope to

eliminate the guardrail. If they are willing, this will be incorporated during the final design process, but will also require a wetland permit to extend the drainage culvert.

K. Cota noted that the traffic volumes on NH 104 vary dramatically due to seasonal variations. The AADT for the roadway is approximately 11,500 vehicles, however, during the summer months can raise to as much as 17,650 vehicles per day. Most of the work will be done out of the travel way, which will allow for two-way traffic flow. Limited one-way traffic, during non-peak hours, may be required. The Department hopes to advertise the project this late summer or early fall to allow the shoulder widening to be substantially done by Memorial Day and fully completed by 4th of July.

Federal funding for this project will be \$550,000 of Congestion Mitigation Air Quality (CMAQ) funds for the Park and Ride with a 20% State match (Betterment Funding). The NH 104 widening will cost \$200,000 and be funded 100% through the State Betterment Fund. .

K. Cota opened the meeting for questions:....

Ralph Kirshner – Conservation Commission

Concerned about impacts to the underground aquifer and how the infiltration of the runoff from the parking area will impact it, as well as, the runoff and impacts to Magoon Brook. K. Cota noted that we are still designing the drainage for the parking area and expect a system that will provide for infiltration to be cost effective. M. Morrill noted Magoon Brook is located quite a distance to the rear of the District facility and is not in close proximity to the proposed P&R lot.

Mr. Kirshner requested the Department to present the project to the conservation commission and the planning board once the design has been completed on the drainage and lighting. K. Cota concurred and noted that it would probably be in May/June of this year.

Barbara Lucas – Town Administrator

She noted that the town has seen some security issues in the past for the existing P&R lot and suggested the Department talk with the police chief as to ways to address future issues. K. Cota noted that the new configuration would be visible from NH 104. In addition, parking lot luminaries will be provide for night time visibility and with the location adjacent to the NHDOT fueling station, it gets 24 hour use that will allow for ongoing monitoring. He noted the Department has not proposed any security cameras for this location, at this time.

Ms. Lucas requested PDF's of the project to be emailed for posting on the town's website. *[Subsequent to the meeting, on March 24, 2011, the PDF's and a link to the NHDOT website were emailed to the town.]*

Jeff Day – Rte 104 Diner

Noted that there are a lot of accidents in this area and quite a few do not get reported.

Nancy and John Conklin – Abutters to P&R Lot

Concerned that a center median island would limit their driveway to a right turn only. K. Cota noted that no center median island is proposed as part of this project. The existing painted, left turn, median turnout will accommodate the traffic needs for the expanded lot.

Other comments

J. Day noted his preference for the left turn lane at the NH 104 Diner, as shown in the Lakes Region Planning Commission study. K. Cota stated that in the future, if and when funding may be available to expand the NH 104 corridor, the northerly side shoulder adjacent to the NH 104 Diner could be widened 6 feet to allow for expansion to a center turn lane. The southern shoulder widening will not require further expansion to accommodate the center turn lane in the future, should it become a priority. .

Fire Chief M. Drake noted his concern about guardrail adjacent to shoulder and the ability for emergency vehicles, especially with “snow curb”, to navigate safely through the shoulder areas. K. Cota noted that the 10-foot shoulder would provide adequate room for emergency egress. Chief Drake encouraged the Department to work with the property owner to eliminate this run of guardrail if possible.

Concerns about speeds on NH 104 were also noted and it was asked if the current speed limit of 55 mph could be reduced. K. Cota noted that speed limits are set based on many factors; however, the Department would be willing to review this area to see if the speed limit is appropriate.

At the conclusion of the answer and question session, the Board of Selectmen voted in full support of the project.

Submitted by:

Jonathan A. Hebert, EIT
Preliminary Design

JAH/jah

NOTED BY: ----KAC 04/24

cc: J. Butler; M. Dugas W. Cass, C. Green, W. Lambert, M. Morrill – District 3
Barbara Lucas, Town Administrator
Executive Councilor Burton

MEETING ATTENDANCE

PROJECT I-93 Exit 23 "park and ride" Expansion and NH 104 shoulder widening
LOCATION New Hampton School Academic Research Center Meeting Room
PROJECT NO. X-A000(076) 13876
 Federal State

Name	Agency or Address	Comments
Kent Cuts	NH001	
Son Heber	NH505	
VINCENT PAUL MIGLIORE	BRIDGEWATER NH	
Ken Kettinger	New Hampton Planning Board	
ARLA KIRSHNER	NEW HAMPTON Conservation Commission	
JEANIE Forrester	NH State Senator, District 2	
JEFF Day	104 Diner Dover	
Ralph S. Carter	N.H. 001 324	
LEO CARTER	New Hampton Resident	
NANCY CONKLING	abellen	
John Conkling	abellen	
Tom Smith	NEW HAMPTON Resident	
BEA LEWIS	LACONIA CITIZEN	
ROGER DEIGHTON	PIVOTACIE HILL RD.	
MICHAEL DRAKE	NH RTE 133 NORTH NEW HAMPTON	
Tommy	23 Lang Drive New Hampton	
Brendan Bernbe	Editor, Plymouth Record Enterprise	

Date 3/23/2011