

REPORT OF THE COMMISSIONER

BARNSTEAD, X-A000(208), 14121

NH ROUTE 28/ NORTH BARNSTEAD ROAD/ NORTH ROAD

Commission

PUBLIC HEARING

September 20, 2016 -- Barnstead Town Hall -- 7:00 PM

The following decisions are the Department's resolution of issues as a result of the testimony presented at the September 20, 2016 Public Hearing and written testimony subsequently submitted for the Barnstead, X-A000(208), 14121, project described as:

Reconstruction of the intersection of NH 28, North Road and North Barnstead Road and widen a segment of NH 28 to improve safety. The proposed reconstruction of NH 28 will begin approximately 3,400 feet south of North Road and North Barnstead Road and extend north approximately 6,000 feet. The improvements to North Barnstead Road will extend approximately 200 feet east of NH 28 and the improvements to North Road will extend approximately 550' west of NH 28. In addition, the approaches of Colony Drive, Danbury Road, Kent Lane and Crescent Drive to NH 28 will be modified.

- 1: Rich Locke, parcel 15, asked if access to the existing field would still be available from North Barnstead Road and Route 28, once the project is constructed.

Response: The existing access to this property from North Barnstead Road is outside of the limits of the proposed construction so will not be impacted by the project. Access from Route 28 for a field drive appears feasible and will be further investigated during final design.

2. David Allen, asked what it would cost to provide a 50 MPH design project, instead of the 45 MPH proposed design.

Response: To provide a 50 MPH horizontal and vertical design at the Route 28/North Barnstead Road/North Road intersection would create greater impacts to private property and exacerbate constructability and traffic control issues due to the need to excavate even more of the current crest in Route 28. The proposed 45 MPH design already requires lowering Route 28 by 8 feet in the vicinity of the Route 28/North Barnstead Road/North Road intersection. A 50 MPH design would require lowering Route 28 by more than 10 feet and create even more excavation of the side roads. The additional excavations and traffic control during construction would ultimately increase the cost of construction. The proposed 45 MPH design provides a balance of impacts to the surrounding properties while sufficiently improving the existing sight distance deficiencies. Other segments of Route 28 north and south of the North Barnstead Road/North Road intersection have 45 MPH design features which are not part of this project so bringing one piece of the roadway to greater design standards is of little or no overall value especially when the deficiencies can be addressed in other ways.

3. Pam St Laurent, parcel 1 and Dan St Laurent, asked if access from Route 28 to the field across from Danbury Road will still be available with the proposed project.

Response: Access to the field on parcel 1 will still be available from Route 28 with the proposed design.

4. Pam St Laurent, parcel 1 and 17, had a number of concerns and requests as follows:
- Whether access to the fields from North Road would be maintained?
 - That fences are maintained during construction and at the end of construction as they have domestic animals in the fields.
 - That any impacted stone walls on the property be replaced in the same locations as they exist today.
 - That the area for material to be stockpiled during construction be designated in the more southerly field as it has less farm activity than the field directly off North Road. A temporary fence should be installed around the stockpile area.
 - That the project be inspected during construction to ascertain we are getting the safety improvements currently envisioned.
 - Whether the speed limit could be reduced to 40 MPH in this segment of Route 28 as it is posted lower in other areas in Barnstead and Pittsfield.

Response:

- The limit of construction on North Road does not currently extend far enough westerly to impact the existing field drives to parcel 1 and 17 so that access will remain the same as it is today.
- The Department will provide guidance in the construction bid documents that ensure the contractor is aware of the requirement to keep fences in working order through the duration of the project.
- Impacted stone walls will be considered for replacement in accordance with the Department Stone Wall Policy. Factors such as condition of the existing wall, location of the wall and reconstruction options will be considered as the design is finalized.
- The location of easements for stockpile of construction materials is flexible so it can be in a different location on the property. Keeping the stockpiles in the vicinity of the excavation areas is desirable, but can be at another approved location on parcel 1. The southerly field location will be further investigated in Final Design and a suitable location will be coordinated with the property owner. The stockpile areas will be secured with fencing or other methods as appropriate during construction.
- There will be inspections during the construction of this project so we will be able to determine what improvements are resulting as the project progresses. With the three dimensional modeling that is being used to design this project we are better able to determine the benefits of various improvements prior to construction activity taking place. The combination of horizontal and vertical changes will improve sight lines for people turning out of North Barnstead Road and North Road onto Route 28. In addition people driving southerly on Route 28 will have adequate line of sight to be able to safely turn left onto North Barnstead Road.
- The Department will investigate the posted speed limit once the project is completed. The posted speed limit may be reduced if it is determined through an engineering and traffic investigation that the current posted speed limit is greater than what is reasonable and safe for the conditions. The engineering and traffic investigation will include an analysis of the random distribution of free flowing vehicles, or speed study. Ideally the value of the posted speed limit should be within 5 MPH of the measured 85th percentile speed.

3/23/17
Date



Victoria F. Sheehan.
Commissioner

N.H. Department of Transportation