

March 8, 2013

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

CONFERENCE REPORT

PROJECT: MILFORD
13692B
NH 101 (Elm Street)

DATE OF CONFERENCE: January 8, 2013

LOCATION OF CONFERENCE: Milford Town Hall

ATTENDED BY: R. Grandmaison
M. Dugas
N. Spaulding
See attached attendance sheets

SUBJECT: Public Official – Informational Meeting
Safety Improvement for segment of NH 101 in Milford, NH

NOTES ON CONFERENCE:

R. Grandmaison presented the project and gave a brief history on the 2002 Corridor study. This segment of NH 101 has been identified in the corridor study as an area of concern regarding safety. As a result the Department is moving forward with a safety improvement project.

M. Dugas gave a technical presentation. M. Dugas introduced the segment under consideration as having been constructed in the 1950's with two 12' travel lanes and 8' shoulders. The existing restrictions are the Soughegan River and numerous commercial properties along this segment of NH 101. Previous improvements within the project limits include traffic signals installed at the NH 101 and Wilton Road intersection, North River Road Bridge and the traffic signals at Phalen Road. M. Dugas explained that 23,000 vehicles travel this segment on a daily basis with nine percent of the vehicles being trucks. The posted speed is 35 mph.

M. Dugas commented on the 2002 corridor study. The study introduced the idea of extending the bypass from before the Phalen Road intersection to just after the Wilton Road intersection. Given the fiscal climate and potential high Right-of-Way costs, the bypass extension is not being pursued at this time. The focus of the project is not to improve capacity, but to improve the safety along NH 101.

M. Dugas commented on potential design considerations to include the construction of a left turn lane. With approximately 40 feet of existing pavement the construction of a left turn lane may be possible with narrower shoulders and three 12-foot lanes; two travel lanes and a left turn lane. Access management is also going to be considered because of the numerous driveways. M. Dugas emphasized that the design was not underway and that the purpose of the meeting was to get public input on what everyone was seeing out there and what the public felt needed to be done.

R. Grandmaison explained that the project was part of the current 10-year plan and was scheduled to advertise in 2016. The construction money available at this time is approximately 3 million dollars. The following items are areas of concern expressed by attendees.

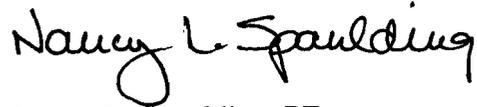
- Town of Milford Board of Selectman chair expressed concern over the lack of guardrail along the river and asked whether extending the guardrail further west is under consideration. In addition, he commented on access management and is concerned over the installation of another traffic signal if driveways were combined. M. Dugas responded that there were no new signals being considered at this time within the project limits. The limits of guardrail will be determined during the preliminary design process and may extend beyond the existing location.
- An attendee asked if the Jones Road connection would be opened again as a one way in. The traffic that goes to Market Basket has to go through two sets of lights and back again. By allowing the traffic to go to Market Basket along Jones Road that would reduce traffic thru the traffic signals. Another attendee added to the Jones Road request by suggesting that the residential traffic located south of the bypass that uses the Phalen Road intersection is able to avoid the two lights by using Jones Road. M. Dugas responded that the rail line was active and that the permitting involved in a new rail crossing was extensive. The Department will investigate the feasibility of this suggestion.
- An attendee expressed concern over the NH 101 WB two-lane merge that happens just west of the NH 101A intersection. The merge appears short and the attendee asked if the 2 lanes could be extended to the old iron bridge before tapering down to one lane. M. Dugas responded that we could look at the lane merge during our preliminary design.
- An attendee expressed concern over the development of 200 hundred acres located nearby and as to whether the traffic numbers should be adjusted for the additional traffic generated from the development. M. Dugas explained that the traffic numbers are projected out 20 years and take into consideration a growth factor for the region.
- An attendee expressed concern over the impact the project may have on the 100-year flood plain. His concern was the river potentially flooding the new roadway. He also asked if roundabouts are being considered for the three traffic signals. He often observes long queues at the two signals at the east end of the project. M. Dugas responded that the flood plain would be a constraint on expanding the roadway toward the river. He also added that roundabouts would be looked at during preliminary design. He cautioned that the size of the three roundabouts required for the high volume of traffic would cost more than the 3 million dollars programmed for the safety improvements.
- An abutter to the project expressed concern over potential impacts to the businesses. Concern over loss of business during construction as well as having to buy property to

build the three-lane section. M. Dugas responded that the improvement alternatives would strive to avoid or minimize impacts to private property.

- A Selectman from Wilton commented that he travels to Nashua every day for work along this stretch of NH 101. He times his gas purchase for the morning commute in order to avoid the left turn WB out of the drives. His observations have been that the left turn from NH 101 is “ok” and that turning left out of the businesses is worse. If you are patient the adjacent traffic signals will create gaps in the NH 101 traffic. He expressed concern over the left turn lane causing problems with sight distance if there is a vehicle waiting to turn left in the turn lane.
- An attendee expressed concern over what the traffic needs will be in the future. His primary concern was whether a long-range plan was in place. Julie Chizmas of the Nashua Regional Planning Commission responded that the RPC has a long-range plan for the NH 101 corridor out to 2040. M. Dugas also commented that the focus for this project was on improving safety and not increasing capacity.
- An attendee asked how wide the roadway would have to be for the three-lane section, two travel lanes and the left turn lane. M. Dugas responded that the minimum total width that would be needed for a three-lane section would be 44 feet (three 12-foot lanes and two 4-foot shoulders). He explained further that wider shoulders may be appropriate in some areas to properly accommodate eastbound right turns.
- An attendee commented that the riverside of NH 101 (WB side) could handle a narrow shoulder so that a wider shoulder on the EB side would benefit the businesses. The wider shoulder could potentially make the right turns safer.
- Several attendees/abutters expressed concern over site drainage issues. An issue with a watercourse alongside the railroad tracks apparently has created flooding conditions during heavy rain events. In addition, an abutter expressed concern over maintaining the current cross pipes and structures along his property frontage. The current piping allows for water to flow towards the river during heavy rain events. He would like to see this continue with the new roadway construction.
- An attendee asked whether the Town of Milford had any plans to construct a waterline along this segment of NH 101 during roadway construction. Currently all of the abutting properties have on-site wells and there have been periods of low water flow. R. Grandmaison responded that a waterline could be installed during the road reconstruction, but at the Town’s expense. Mr. Scaife, Milford Town Administrator commented that there are no plans at this time to place waterlines along this segment of NH 101. Future consideration may be explored at the Town level.
- A representative of the Wilton Ambulance service commented on the proposal for a left turn lane. He would be in favor of the additional width to allow for the ambulance to travel easier during an emergency run to Nashua. He also brought to R. Grandmaison’s attention that the bridge on NH 31 in Wilton may be under construction during the same time frame as the NH 101 construction and that would make it difficult to respond to transport to Nashua. R. Grandmaison responded that the DOT will be looking at proposed projects in the area and if need be coordinate with contractors to minimize impacts to traffic.
- An attendee asked when the DOT thought the design would be complete. R. Grandmaison and M. Dugas responded that there would be a meeting in the spring that

would allow the public to comment on alternatives developed. M. Dugas added that the roadway would be brought up to current standards and that there were environmental and cultural resources that would be reviewed.

Submitted by:



Nancy L. Spaulding, PE
Preliminary Design Engineer

NLS/nls

NOTED BY: R. Grandmaison
M. Dugas

cc: W. Cass
C. Green
W. Oldenburg
W. Lambert
R. Radwanski – District 5

MEETING ATTENDANCE

PROJECT MILFORD Safety Improvements on NH 101

LOCATION Milford Town Hall

PROJECT NO. NHS-X-0101(036) 13692B
Federal State

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