



Meeting Notes

Attendees: See Below

Date/Time: October 9, 2003 6:30 PM

Project No.: 51272

Place: Kingston Town Hall

Re: NH 125 Plaistow-Kingston 10044-B
Advisory Task Force Meeting #11

Notes taken by: Marty Kennedy

Attendees

ATF Committee:

Glenn Greenwood, RPC
Chris Waszczuk, NHDOT
Ellen Faulconer, Kingston
Merilyn Senter, Plaistow
Tim Moore, Plaistow
Leslie Hume, Kingston
Don Briggs, Kingston

Others:

Marty Kennedy, VHB

Committee Business

Glenn Greenwood opened the meeting and welcomed all of the Committee members to the eleventh ATF meeting. Glenn dispensed with a review of the meeting rules and proceeded to ask for a motion to adopt the 8/28/03 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 plans have been submitted and are being reviewed by the Department.
- The right-of-way negotiations are approximately 75% complete. Agreements have been reached on 22 of 28 parcels. Negotiations with four property owners on the remaining six parcels are on going. If an agreement can't be reached with these property owners in the next month, the Department will pursue condemnation.
- Sullivan Parcel/ DES Issue:
 - The Department will be purchasing the entire Sullivan property (3 parcels).

- The resource agencies have verbally concurred with the merits of using the property for restoration/preservation and for inclusion in the mitigation package for the entire project.
 - The detention basin has been relocated to a previously disturbed area of the property with the concurrence of the DES.
- The project advertisement date is targeted for November 11, 2003. Construction is still projected to start in the Spring of 2004 with the project completed in 2005.
 - The current estimate reflects a construction cost of \$2.5 million.
 - Right-of-Way costs are roughly estimated at \$1.7 million.
- Relative to the archeological testing on the Nilsson property (former Gideon-Webster Homestead), end of field letter for the Phase 2 Archeological work was completed and submitted to the Department on October 1st with a recommendation that field investigations continue to better answer questions regarding the layout of the house foundation. The expanded Phase 2 effort is envisioned to be completed this fall with the area cleared for construction in the spring.

Conceptual Improvement Plan and Access Management

C. Waszczuk noted that at the last ATF meeting, a request was made to have police/fire officials from each town review the plan one more time. In response, the current plan was sent to Ellen Faulconer and Marilyn Senter on September 8th with a request that each town's safety officials review the plans and that written comments be sent to C. Waszczuk by October 1st. Chris noted that he received a fax on October 6th with a cover letter dated October 3rd with comments from Kingston Town Officials. (Kingston letter was distributed to the committee.) No written comments were received from Plaistow.

Chris proceeded to discuss each comment noted in the letter.

- He acknowledged that the Town Officials were in basic agreement with the proposed plan but had several questions and comments.
- He acknowledged the Town's position relative to constructing the project sooner rather than later and reminded the committee that the funding aspect of the project is a statewide issue that needs to be discussed at the upcoming GACIT meeting on October 29 at the Vic Geary Center in Plaistow.
- Discussion focused around the trucking issues at Roadstone Drive and Dorre Road. Ellen Faulconer summarized the town's of Kingston's position, saying that the town supports the access management plan, however for the plan to be successful the project will need to be able to safely accommodate trucking activity. Thus, realistic circumstances require the State to construct a portion of the "blue road" connecting Roadstone Drive with Dorre Road to consolidate the trucking activity from the industrial parcels at one signalized intersection. Chris stated that the plan currently calls for a directional median opening at Dorre Road that will allow left-turns to enter Dorre Road, but would not allow left-turn movements to exit. Chris suggested that we could provide full access/egress at Dorre Road if property owners are unable to work out an agreement that would provide access to the new traffic signal at Roadstone Drive. Ellen Faulconer suggested that we not show the full opening for the Public Hearing. If we do, there would be no incentive for the property owners to work together.
- Chris clarified that the "orange section" in the middle of NH 125 in vicinity of Meeks Road was a continuous two-way left turn lane.
- Chris clarified that an easement agreement to not block access to the driveway(s) to the Landscapers Depot property does not exist. An agreement was made to not block access via a median as part of the Hunt Road/Newton Junction Road project and the

access/median issue would be discussed and resolved as part of the overall Plaistow-Kingston reconstruction project.

- Chris clarified that trucks desiring to access Landscapers Depot, which will not be able to use the directional median opening, will be able to use the turnaround proposed at Debra Road (approximately ½ mile south) and turn around at a signalized intersection.
- In the vicinity of Roderick's Wholesale Florist, a truck turnaround (for trucks heading north) is problematic at Colonial Road due to grade issues. A turnaround for trucks heading north is proposed at the Kingston Road Extension/Roadstone Drive intersection.
- The opticom system is planned to be installed at the Hunt Road/Newton Junction Road intersection as part of the Kingston 10044-C project.
- One of the goals of the Plaistow-Kingston project is to coordinate the traffic signals along the corridor. Also, all the signalized intersections will be equipped with the opticom system.

Feedback from Meeting with Plaistow Business Owners -

Marty Kennedy proceeded to update the Committee on the recent meeting that was held in Plaistow with the business owners who are located close to the proposed service road. M. Kennedy explained that the meeting was held on September 16th at the Auto Exchange in Plaistow. The meeting was attended by:

Tom Lawrence, Chart, Inc
Mike Dorman, Town of Plaistow
Mark Marino, Brickyard One Plaza
Gerry Carbone, Cottage Plaza Irving
Donald Reis, Auto Exchange
Ron Mills, Window Within
Chris Mackie, Plaistow Powersports
Kosta Danos, Danos Pizza
Bob Senter, Senter Brother's Construction

The purpose of the meeting was to show the proposed plan, which included the raised median on NH 125 and the service road to the rear of these properties, and to solicit their input. The meeting went well with most of those in attendance expressing support for the plan. Mr. Reis of the Auto Exchange expressed the most concern with the raised median, although after some discussion, he did acknowledge that left-turns at his driveway are problematic today. Mr. Senter, of Senter Brother's Construction, supported the service road that would provide his property access to the traffic signal. However, he did not support the original configuration of the service road, which connected to Old Road through his property. We presented a modified configuration, which ties the service road more directly into NH 125 with Old Road tying into the service road. He expressed support for the revised configuration. Mr. Danos expressed concern with the modified configuration since it would significantly impact his proposed development. He stated that he would forward the preliminary plan showing his proposal.

Wetland Mitigation -

M. Kennedy proceeded to summarize the wetland mitigation package that the Department is currently considering. Marty stated that the proposed project is estimated to impact approximately 7 acres of wetlands. We have estimated approximately 3.3 acres of wetland impact in Plaistow and approximately 3.7 acres of wetland impact in Kingston. The mitigation package for Kingston, which is currently under consideration, includes the three Sullivan parcels totaling approximately 14.7 acres,

which provides wetland creation, restoration, and preservation opportunities. In addition, a rear portion (approximately 40 acres) of a large parcel that is primarily wetlands and located adjacent to Bayberry Pond is being considered for preservation. In Plaistow there are a number of parcels (ranging in size from 6 acres to 40 acres) located in the vicinity of Kelly Brook that are being considered for preservation. The Department is considering purchasing one or more of these parcels to total approximately 30 to 40 acres for inclusion in the mitigation package. The various parcels under consideration in Kingston and Plaistow were depicted on a plan and shown to the Committee.

Schedule

C. Waszczuk reviewed the following schedule of the up-coming Public Informational meetings.

- October 22, 2003 in Plaistow at 7:00 PM at the Timberlane Regional High School
- October 23, 2003 in Kingston at 7:00 PM at the Sanborn Regional High School

Chris noted that the location of the Kingston meeting had to be moved from the Town Hall to the Sanborn Regional High School. Abutter notices and a press release had already been sent out. The Department will be reissuing a press release to note the location change for the Kingston meeting.

The next ATF meeting is scheduled for November 13th at 6:30 PM at the Plaistow Town Hall.

As for the construction schedule, Chris reminded the Committee of the need to prioritize the various segments of the corridor recognizing that the entire corridor cannot be constructed at one time. Chris suggested that the best approach would be to identify key intersections that can be constructed under separate contracts similar to the Hunt Road/Newton Junction Road project. The raised median would initially be limited to the intersection influence area. Once the intersections were constructed, the segments between the intersections and the other access management elements could be constructed under separate contracts.

Chris noted that we would present a draft construction schedule to the Committee for discussion at the next ATF meeting.

Questions

Leslie Hume - Will the plan for the two-lane section on the northern end of the corridor accommodate a left-turn lane if in the future it is determined that a turn lane is needed at a side street or a driveway?

C. Waszczuk - Yes. The plan for the two-lane section calls for a 44' wide cross section consisting of two 12' travel lanes and a 10' paved shoulder on each side. At intersections where a left-turn lane is provided, the same 44' cross section would be provided - consisting of two 12' travel lanes, a single 12' left-turn lane, and 4' paved shoulder on each side.

Leslie Hume and Ellen Faulconer asked that the town's 100' setback line (50' off the center line) be shown on the plan.

C. Waszczuk agreed that we would show the line on the plan.

Motion to adjourn.