



## Meeting Notes

Attendees: See Attached List

Date/Time: March 14, 2002 6:00 PM

Project No.: 51272

Place: Kingston Town Hall

Re: NH 125 Plaistow-Kingston  
Advisory Task Force Meeting #3

Notes taken by: Senan Murdock

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### **Committee Business**

Glenn Greenwood opened the meeting and welcomed all of the committee members to the third ATF meeting. He then asked each of the members to go around and introduce themselves. Glenn asked for a motion to adopt the 2/14/02 ATF meeting notes. The motion was moved and seconded.

A discussion ensued regarding the distribution of information between committee members. Due to the fact that some of the members don't use email, the committee will continue to do regular mailings.

Glenn brought up two pieces of correspondence that the committee should discuss.

- Glenn distributed a letter from Tim Moore, Chairman of the Plaistow Planning Board, to Chris Waszczuk, dated February 26, 2002. Glenn explained that the letter requested the NHDOT to include all of Route 125 in Plaistow, not just the northerly section. Chris explained that he was preparing a draft response to the letter, and will have the Front Office review it prior to sending it out. Chris said that there are two other projects included in the State's Ten Year Plan to address the southern section of Route 125. One project (Plaistow 13118) is scheduled for construction in fiscal year 2002 and a second project (no project number yet) has recently been accelerated from 2009 to 2006. Both projects will address Route 125 from the MA line to the southerly end of the "Westville Bridge to Kingston Bypass" project limit. The Plaistow 13118 project involves the synchronization of 5 signalized intersections. Chris mentioned that Alex Vogt is the Project Manager for that project, and Alex had informed Chris that the Department had just retained a consultant and that they would probably hold their first public meeting this summer. Alex Vogt will also be the Project Manager on the second project, which will have its own public meetings and public participation process. Chris noted that he did not want to jeopardize the schedule of the subject project, and mentioned that the project was drawing from the Feasibility Study completed by VHB in 1999. He explained that the Westville Bridge to Kingston Bypass" project is fully funded within the State's Ten-Year Transportation Plan. Amending the project scope might put the funding and schedule in jeopardy. Tim noted that his primary concern

was that these issues be addressed, and that he was happy with the response from Chris. Leigh Komornick said that she thought it was good for the Town of Plaistow to go on record considering the whole Route 125 corridor through to the State Line in Plaistow for their traffic needs. Plaistow considers the southern portion of Route 125 as important as the northern portion.

Leigh asked Chris if he thought the signal coordination project would include the roadway widening at Kohl's. Chris stated that some minor widening for a left turn lane into the Market Basket / Kohls Plaza will be considered should the effectiveness of the signal coordination be limited. . When this design work is being done, if it makes sense to do the roadway widening at Kohl's at the same time, then it could be included.

Leigh mentioned to Chris that she knew that Windham, Salem and Plaistow are considered urbanized areas over 200,000, and that they are working with \$300,000 for this project. She believed that more money than that had come through. Leigh asked if it was used up, because all the Plaistow projects are being funded through NHS (National Highway System). She questioned where all the urbanized area money is or has gone. Chris and Merilyn Senter guessed that a large portion of it was tied up in the Route 111 bypass and I-93.

Merilyn asked Chris why Kohl's wasn't assessed for an offsite improvement. Leigh said that the State was made aware of the project, but they weren't going to require anything along those lines. Leigh mentioned that the Town of Plaistow was concerned and wanted the DOT to require something, but the feeling was that since they were paying Route 125 impact fees, it was not likely that they would be funding all the widening in that area.

- Glenn asked David Walker of the Rockingham Planning Commission to discuss the paper that he had found online. David said that it was a paper that he found online, published through the Transportation research Board (TRB) and titled "Public Involvement in Median Projects." David distributed copies to the committee and explained briefly that the paper describes the success of projects involving medians. He explained that the paper determined that the districts that involved the public early, often, and on a one-on-one basis, had the most success.

### **Project Purpose and Need**

Glenn asked Chris to discuss the Draft Project Purpose and Need Statement. Chris explained that this is a draft, has been reviewed by engineering and environmental staff, and has gone through the Commissioner's office. The Department feels comfortable with the text, but would like the ATF's input in case something has been overlooked. Chris reviewed why the Project Purpose and Need Statement is necessary, and explained the differences between an Environmental Impact Statement (EIS), and an Environmental Assessment (EA). Chris noted that this project is an EA, which is not as stringent environmentally as an EIS, and is typically used for a roadway improvement project within an existing corridor, as opposed to a new highway or major reconstruction off-line. The Purpose and Need statement is necessary to refocus this EA project to the goals of the project. Chris mentioned that sections of this road within the project limits have not been improved since the 1950's while other sections to the north and south of this project have been improved more recently. Chris explained that the goal of this project is to improve capacity and safety and that the Project Need describes significant elements of the roadway in terms of deficiencies. Chris mentioned that Marty Kennedy of VHB previously described the existing corridor in detail, in terms of traffic volumes. The corridor serves as a commuter route and as a commercial entity in the southern section. Recreational traffic also uses the corridor, and significant truck traffic is also quite evident.

The question of adding pedestrian accommodations to the Project Need was discussed. The Fairgrounds in Kingston are currently being developed for recreational use and the issue of including sidewalk access to the Fairgrounds was mentioned.

Leigh suggested including the following three items in the Project Need. She stated that these three items would give the Project Need a local feel.

1. Growth in Plaistow and Kingston's residential population.
2. The Plaistow section is an urbanized area.
3. The fact that two major state highways, Route 125 and Route 111 have recently been connected.

Merilyn Senter mentioned that Route 125 is the only non-toll direct connection between MA and the White Mountains.

Chris thanked the ATF for their comments and asked them to forward any other comments they might have to him regarding the Project Purpose and Need. As comments are received and reviewed, the purpose and need statement will be revised as deemed appropriate.

### **Next Meeting**

A decision was made to meet again in two months. This will give the NHDOT and VHB time to develop a plan regarding access management, and possibly develop some workshops to involve the Public Officials and abutters.

The next meeting was scheduled for Thursday May 9<sup>th</sup> at 6:30 pm at the Library in the Town of Plaistow.

Cc: Attendees  
Marty Kennedy, VHB