



**Meeting
Notes**

Attendees: See Below

Date/Time: July 25, 2002 6:30 PM

Project No.: 51272

Place: Kingston Town Hall

Re: NH 125 Plaistow-Kingston
Advisory Task Force Meeting #5

Notes taken by: Marty Kennedy

Attendees

ATF Committee:

Glenn Greenwood, RPC
Chris Waszczuk, NHDOT
Merilyn Senter, Plaistow
Ellen Faulkner, Kingston

Others:

Mike Dugas, NHDOT
Marty Kennedy, VHB
Senan Murdock, VHB

Committee Business

Glenn Greenwood opened the meeting and welcomed all of the committee members to the fifth ATF meeting. Glenn asked for a motion to adopt the 5/30/02 ATF meeting notes. The motion was moved seconded, and accepted without modifications.

Glenn noted that a final copy of the Purpose and Need Statement was included in the package that was distributed to the committee members with the meeting notes.

Chris Waszczuk distributed an updated schedule for upcoming meetings. The targeted meeting timeframes and points of discussion were provided for upcoming access management, ATF, public officials, and informational meetings.

Chris distributed his response letter to the Rockingham Planning Commission on the subject of the construction schedule for the Hunt Road/Newton Junction Road intersection improvements. Chris pointed out that the construction date is not predicated on a lack of funding, but rather reflects the reality of developing a complicated project involving a number of property owners, some of whom will be subject to severe impacts. Chris also pointed out that since the beginning of the project, he has stressed that the project schedule is extremely aggressive and that all the various components of the project will need to fall in place. Chris assured the Committee that the NHDOT is proceeding as aggressively as possible.

Ellen Faulkner expressed her disappointment with the project's timetable. She noted that the improvements for the intersection were slated for a 2003 construction date in the State TIP (2001-2003), with assurances previously provided by the Department that this date would be met. Ellen stated that she had an e-mail from Dave Walker of the RPC that suggested the reason for the delay was that the R.O.W. Bureau at the NHDOT was too busy on other projects such as I-93. Chris mentioned that the ROW Bureau is busy with not only the Kingston project but quite a few others, including large projects such as the Salem to Manchester I-93 project. However, Chris emphasized that the Hunt Road/Newton Junction Road project has many complex issues as were expressed at the public informational meeting. The Department can't begin the appraisal process and purchase the required ROW until all the issues are addressed and approval for the proposed layout is achieved subsequent to the Public hearing. The ROW procurement process will likely be time-consuming.

Chris passed out the Department's Advertisement Schedule (issued every two weeks to the contracting community, regional planning commissions, FHWA, and Departmental staff) and noted that the Kingston project is being listed with a target advertisement date of Oct. 2003 (FY 2004). However, the project is also listed on the "On-shelf" list for advertisement in September 2003 (FY 2003). He stressed that the Department will continue to proceed very aggressively with the project's design. Should all the ROW be procured, the project will advertise in FY 2003.

Merilyn Senter felt that delaying the project was in violation of the TIP and that the NHDOT was not keeping its commitment to the towns.

Ellen said that as far as she was concerned, this is an issue of commitment. The town has been doing its part with requiring setbacks for the additional widening, but she does not see the same commitment from the DOT. Ellen wants to hear from the Commissioner that all the necessary resources are being allocated to this project. Ellen said that a letter has been sent to the Commissioner and the Governor.

Chris noted that the second public information meeting for Hunt Road/Newton Junction Road needed to be scheduled. The Committee identified three potential dates: September 5th, September 12th and September 19th. Ellen noted that she was out of town on the 19th. After some discussion, the Committee chose to hold the meeting on September 19th. [Note that following the meeting and due to a conflict with VHB's schedule the meeting was rescheduled for September 5th.]

Ellen requested a list of abutters be provided to her in order to schedule a meeting in the field with the NHDOT. Chris will forward a list to Ellen. Chris noted that there has been considerable outreach from the Department to the abutters prior to the public meetings; copies of plans were distributed to several abutters (i.e. Mastroianni, Kingston Motors (Mastriano), Krauklin, Nilsson, Bayberry Variety (Gosslin), Kalman, Swasey) prior to the last meeting.

Chris distributed the letter from Chief Briggs regarding the opticom issue as well as a response to the letter from Chris. Chris noted that the Chief's assessment that the opticom was never installed at the NH 107 South/NH 125 intersection and the NH 125/NH 111 North intersection is accurate. A Betterment project to upgrade the traffic signals and undertake minor reconstruction at both intersections is scheduled for construction in 2006. The opticom will be installed at that time.

Hunt Road/Newton Junction Road Intersection

Chris Waszczuk provided the Committee with a brief update of the issues and concerns on the Hunt Road/Newton Junction Road project. Chris noted that a couple of items came up at the public informational meeting that we would be responding to.

Mr. Nilsson asked that we consider the impact to his septic system. He will be providing a plan with the location of the septic system. He also asked that we shift Newton Junction Road away from his house. We will look at this and discuss at the next SHPO meeting.

Another question that was raised was - can the Guptill House (the historic structure) be moved back on the site. We will also be looking at this issue and present our findings at the next public informational meeting. Ellen noted that it was her understanding that the property owner did not want the house moved.

We will be showing the driveway at Mr. Swasey's property as right in/right out. We will be talking with Mr. Mastroianni concerning the proposed driveway location to his property.

Ellen raised the point that if the roadway is shifted to address the concerns that were raised what happens to the people who were ok with the original plan. Chris explained that this is a fluid process and that until we get through the public hearing, the plans can and often do change.

The Public Officials meeting for Plaistow segment is scheduled for September 9th at the Selectmen's meeting. Public Officials meeting in Kingston is targeted for October 7th.

Access Management

Workshops have been scheduled for August 7th in Kingston and August 12th in Plaistow. There will be an afternoon session (2:00 - 4:30 PM) and an evening session (6:30 - 9:00 PM). Chris explained the format, the type of plans that would be displayed, and the procedure for providing comments. Chris explained that the format would be informal. There will not be a formal presentation. The idea is to allow people to look at the plans, ask questions, and make suggestions in an informal workshop format.

We also will be meeting with PACE on September 17th to further discuss access management.

Conceptual Scope of Work - Plaistow Segment

Marty Kennedy provided a brief review of the existing and future traffic conditions and deficiencies along the corridor.

The southern segment of the corridor is currently carrying 23,000 vpd while the northern segment is processing approximately 14,000 vpd. By the 2024 design year, these daily volumes are expected to increase to 32,400 vpd and 22,000 vpd, respectively.

The East Road intersection, which is already a 5-lane section, is expected to continue to operate at an acceptable level of service (LOS D or better). However, other intersections such as at Main Street will need to be widened to a 5-lane cross section.

In the feasibility study, we discussed the option of accommodating traffic on Danville Road or on Main Street. A double left-turn lane would be provided at the location where we are encouraging

motorists to use. We are suggesting that the double left be provided at Main Street to discourage the use of Danville Road. There was discussion on whether the widening for the double left would result in more wetland impact. We will be looking closer at that issue.

In addition, the feasibility indicated that a decision would need to be made as to the question of a raised median. We will be showing the raised median on our plans for the access management workshops.

Marilyn suggested that the high school be kept in the loop on this project. We should make sure that Timberlane High School is on the abutters' list as the school and their bus routing may be impacted by the proposed modifications to the Danville Road/Jesse George Road area.

Senan Murdock described the 5-lane cross section, which will extend from East Road to Hunt Road Newton Junction Road. Senan also described each of the major intersections.

To minimize impacts, the widening is generally shown to be equal on both sides. There are a couple of areas where we have widened more to one side than the other. In the area of Danville Road, we have sharpened the curve to a 400-meter radius to pull away from a detention basin. Near the Main Street intersection, we are widening away from Sanborn Candies.

Some potential acquisitions were identified but are very preliminary at this time.

Marilyn noted that Kingston Road has a substantial amount of truck activity. We will need to accommodate truck turns.

With the raised median, Ellen asked if U-turns would be allowed at traffic signals. Marty responded that U-turns can be allowed, but allowing U-turn movements at signals is only one of many ways to accommodate left-turn movements. Other methods include connector roadways or jug-handle designs.

Marilyn asked if we could consider providing sidewalks along the corridor? Chris explained that if the communities felt that sidewalks were important, the project could include sidewalks. The Committee agreed that it would make sense to carry sidewalks from East Road to Main Street and along Main Street to Walton Road.

Ellen asked if the project is consistent with the state's bike route plan. The plan will include a five-foot wide shoulder/bike lane.

Next meeting scheduled for September 26th. Glenn will try to schedule the Library in Plaistow for the meeting.

Motion to adjourn.