



**Meeting
Notes**

Attendees: See Below

Date/Time: September 26, 2002 6:30 PM

Project No.: 51272

Place: Timberlane Regional High
School, Plaistow

Re: NH 125 Plaistow-Kingston
Advisory Task Force Meeting #6

Notes taken by: Marty Kennedy

Attendees

ATF Committee:

Glenn Greenwood, RPC
Chris Waszczuk, NHDOT
Merilyn Senter, Plaistow
Leigh Komornick, Plaistow
Don Briggs, 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 sixth ATF meeting. Glenn asked for a motion to adopt the 7/25/02 ATF meeting notes. The motion was moved seconded, and accepted without modifications.

Leigh noted that the traffic study of the Haseltine intersection area would begin soon. Leigh will provide a copy of the scope of work to Chris Waszczuk.

Merilyn noted that she has been hearing concerns relating to the raised median.

Hunt Road/Newton Junction Road

Chris Waszczuk briefly summarized the status of the Hunt Road/Newton Junction Road intersection including the feedback received from the second public informational meeting.

Chris indicated that the meeting with abutters went well and was generally positive, although some still have concerns with regard to property impacts. In response to a question from Merilyn, Chris stated that there haven't been any discussions with Bayberry.

Chris reported that Mr. Swasey is still not pleased with the raised median extending in front of his property. Chris noted that the Swasey property has good access from Kasher Drive.

The Committee members followed with some discussion on finding examples where the placement of a raised median has not resulted in an adverse economic impact.

Glenn noted that Dave Walker was compiling various studies that look at economic impact of medians. It was suggested that VHB could conduct a traffic count at the Dunkin Donuts at the East Road intersection. That business seems to be thriving since the raised median was put in place. Chris noted that that site does have direct access to a traffic signal and therefore may not be the most appropriate comparison.

Leigh and Don noted that they would speak with the owners of Dunkin Donuts, Getty Station, and Westville Hardware to get the owners' perspectives on the effect (positive or negative) of the previously constructed raised median on their respective businesses.

It was also mentioned that there is a proposal for a gas station at the corner of Old Road and NH 125 that is coming before the Planning Board. Marty Kennedy mentioned that when projects along the corridor come before the Planning Board, the town should be talking to the developer about access management and obtaining internal connections and cross easement agreements.

It was also noted that the developer for the parcel in Kingston north of Hunt Road is inquiring as to where would the best place to locate his driveway be.

Before wrapping up the discussion on Hunt Road/ Newton Junction Road, Chris stated that we are targeting November 7th for the Hunt Road/Newton junction Road Public Hearing.

Access Management

Marty Kennedy briefly summarized the status of access management, including the feedback from the two access management workshops and the meeting with PACE.

Access Management Workshops were held in Kingston on August 7th (2:00 - 4:30 & 6:30 - 9:00) and in Plaistow on August 12th. We also made a presentation to PACE and the Chamber of Commerce on September 17th at a breakfast meeting.

Marty stated that he thought the workshops and the PACE meeting went well and were very valuable. Issues raised at the two workshops included:

- The raised median
 - Impact on Business
 - Truck Movement
 - Emergency Vehicle Access

- Areas of Greatest Concern
 - East Road to Danville Road
 - Plaistow Commons (north of Main St)
 - Banquet Facility at the end of Walton Road
 - Kingston Road
 - Truck issues at Dorre Road and Roadstone Drive.
 - Chart Industries - Extra Long Trucks

- We had a good discussion on the concept of identifying key locations for traffic signals and connector roads. Many attendees suggested ideas such as:

- Consolidated truck access at Roadstone Drive
- Connection from Kingston Road to new signal at Roadstone Drive
- Consolidating Colonial Drive access points to a single signal
- Consolidated driveway at any future development on the Drive-in site
- Not much support for continuing Meeks Road up to Route 111 signal
- Use 2-way center turn lane rather than median

We heard that Old Road and Jesse George Road were problems areas and that the median was a good idea at those locations.

Issues raised at the meeting with PACE included:

- Why isn't the median being installed along the south end of the corridor (south of the bridge)?
- How will the connector roads be funded?
- Are there grants available?
- Will town funds be used for the widening project?
- Why wasn't the full 5-lane widening at Main Street completed as part of the recently completed project at that location?
- Will sidewalks be included in the project?

The full presentation and all questions and responses can be found in the PACE presentation meeting notes.

Marty proceed to use the plans that were hung on the wall to describe the truck routes including the locations of traffic signals, connector roadways, and jug-handles.

Chief Briggs noted that his primary concern with the raised median was the affect it might have on the response time for emergency vehicles. Following some discussion on possible alternatives to address the concern, it was agreed that we would schedule a meeting with police and fire from both Kingston and Plaistow to review the plan and to discuss options to accommodate emergency vehicles.

At the conclusion to the access management discussion, Marilyn Senter and Leigh Komornick had to leave the meeting.

Conceptual Scope of Work – Kingston Segment

With only the remaining members of the committee in attendance (Chief Briggs and Glenn Greenwood) Senan Murdock provide a brief overview of the widening through Kingston.

Senan noted that the 5-lane cross section would be extending from the Plaistow town line northward to the Hunt Road/Newton Junction Road intersection. The section would include a 20' wide raised median, which would accommodate a left-turn at major intersections.

In the south, in Plaistow, we were providing mostly a split widening (widening the same amount on each side of the road). However, in the area near the cemetery we are proposing to place a compound curve and shift the widening entirely to the west. This allows us to avoid the cemetery and limit impacts to the east side near Old Colonial Road. The widening shifts back to a split widening just north of Debra Road.

The following potential impacts were identified:

- Parcel 173 – Brox Industries – Acquisition
- Parcel 174 – Swings and Things – retaining wall, impact to display area
- Parcel 178A – Whitney’s Garage – Acquisition
- Parcel 179 – Residence – Acquisition
- Parcel 181 – Underground House – Acquisition
- Parcel 282 – Residence – retaining wall
- Parcel 1 – Residence adjacent to Debra Road – Acquisition
- Parcel 2 – Kingston Foreign Auto – Acquisition
- Parcel 56 – Residence at Royal Woodcraft Furniture – Acquisition
- Parcel 4 – Bayberry Park – retaining wall
- Parcel 5 – Century Auto Sales – retaining wall

Senan described an option of transitioning to a split widening south of Debra Road. This would save the house at the intersection of Debra Road, but would require the acquisition of Kingston Foreign Auto, Bump and Grind Auto, and the house adjacent to Bump and Grind.

Senan described another option that would shift more of the widening to the east. This option would save the two properties on the west side near Debra Road, but would require the acquisition of Bump and Grind Auto and the house adjacent to it. It would also impact the driveway and frontage of Pope Housing. This option would also make the potential connection of Happy Hollow Road more difficult.

Lastly, Senan described an option to discontinue both ends of Old Colonial Road and extend Happy Hollow to NH 125. The new connection would be near the high point on NH 125. This area is steep. The grade on Happy Hollow could be as much as 10 percent.

Most of the remaining discussion focused on the potential property acquisitions and difficulties associated with such.

Motion to adjourn.