



Meeting Notes

Attendees: See Below

Date/Time: June 12, 2003 6:30 PM

Project No.: 51272

Place: Kingston Town Hall

Re: NH 125 Plaistow-Kingston 10044-B
Advisory Task Force Meeting #9

Notes taken by: Marty Kennedy/Senan Murdock

Attendees

ATF Committee:

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

Others:

Marc Laurin, NHDOT
Ralph Sanders, NHDOT Dist 6
Dave Walker, RPC
Mike Dugas, NHDOT
Ken Briggs, Kingston
Senan Murdock, VHB
Marty Kennedy, VHB

Committee Business

Glenn Greenwood opened the meeting and welcomed all of the Committee members to the ninth ATF meeting. Glenn asked for a motion to adopt the 3/13/03 ATF meeting notes. The motion was moved, seconded, and accepted without modifications. Merilyn Senter and Ellen Faulconer abstained.

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 project is scheduled to advertise for bids in the fall of this year.
- The geotechnical fieldwork is complete and the report is pending.
- Modifications to the design have been made, where needed, involving driveways, retaining walls, drainage, landscaping, etc.
- The wetland permit has been submitted.

- Utility coordination is ongoing. It is critical to have the Trailer Place, Mastroianni, and Bayberry Variety ROW cleared since utility relocation will be one of the first elements of construction, envisioned to be located along the east side of NH 125.
- Right-of Way acquisition process is progressing reasonably well. Offers have been made on 19 of the 28 properties. We are waiting on the appraisals for the other nine parcels. The Department has not been able to make contact with the Guptills.
- An item arose recently involving the preliminary archeological report. Archeological remains (a foundation) were found behind Bayberry Variety on the Nilsson property. This will require some additional archeological investigations, which must be completed prior to construction disturbing the area. Some discussion followed regarding the possibility that the additional investigation could delay the project. Chris stated that the archeological work is envisioned to be completed this fall and likely would not affect the project's timeline since the project's construction in this location was not envisioned to begin until next spring.
- The Special Committee has approved the project. However, the Committee expressed particular interest as to how the Department handled the raised median. Chris noted that we could run into similar inquiries with the full corridor plan.
- Lastly, the current cost construction estimate for the project is \$2.5 million, which is up from the earlier estimate of \$2.1 million. The estimated R.O.W. cost remains at \$1.4 million.

Access Management

Marty Kennedy introduced the discussion on access management with a brief chronology.

Marty stated that the basic access management ideas, such as traffic signals at the major intersections, connector roads or internal connections, and raised median were first introduced at the initial access management workshops that were held in each community. The primary issues that were raised at the workshops related to truck movement and emergency vehicle access.

In response to those concerns, the plan was modified to include jug-handles to accommodate large trucks and emergency vehicle breaks in the median to accommodate emergency vehicles. With those modifications made to the plan, the plan was presented to the public at access management public informational meetings.

The primary concern that we heard "loud and clear" at the access management public informational meetings was that the raised median could adversely impact businesses along the corridor. It was at this meeting that Chief Briggs had touted the "Florida Concept" that he had heard about from Florida transportation officials. M. Kennedy explained that he spoke with the Florida officials and that we exchanged access management information with the Florida DOT. This resulted in this idea of the "directional median opening". The directional median allows motorists to turn left off of the corridor on to side streets or driveways, but does not allow left-turns onto the corridor. This was presented and discussed at the January 30, 2003 ATF meeting. We indicated at that time that we would take a look at these directional medians and where possible incorporate them into the access management plan.

At the March 13th ATF meeting, we presented a revised plan that included a total of 15 directional median openings between NH 121A (Main Street) in Plaistow to Hunt Road/Newton Junction Road in Kingston. The input that we received at the ATF meeting, which primarily came from Glenn Greenwood and Dave Walker, was that we provided too many directional median openings. Also, Ralph Sanders of the NHDOT District 6 office raised concerns relative to the NHDOT's ability to plow the directional openings.

Based on input that was received, we modified the plan again. This time we consolidated a number of driveways and as a result reduced the number of directional median openings from 15 to 10. The revised plan was presented to the Plaistow Planning Board on April 16th.

Following M. Kennedy's presentation, Ralph Sanders of the NHDOT District 6 office again expressed the concerns that the Department has with plowing and maintenance of the directional median openings.

Leslie Hume asked why there weren't more connector roadways shown in Kingston. This question was followed with a lengthy discussion on the connector roadways.

L. Hume felt that the connector roadways should be in place so as to accommodate future development. M. Kennedy explained the difference between the connector roadways that would be built as part of the project (such as the extension of Kingston Road) and the planning level future connector roadways (the blue lines). M. Kennedy explained that it would be very difficult to permit the construction of a new roadway that would primarily serve to open up developable land that would ultimately result in increased levels of traffic.

Ellen Faulconer stated that she understood the difference between the project connector roadways and the future roadways that would be constructed by future developers. However, she wanted to be sure that the access management plan shows the future roadways and any recommended driveway consolidations and shared access points. M. Kennedy assured the Committee that the plan would include the access management recommendations. The idea is that the towns will have an access management plan that will allow the Planning Boards to require that future development proposals be consistent with the plan.

There was some additional discussion on the feasibility of collector-distributor (CD) roadways. M. Kennedy stated that we did evaluate the feasibility of CD roadways (running parallel to NH 125 and in front of the businesses) and we concluded that they would not fit without substantially impacting existing businesses. However, we are continuing to evaluate roadways and internal connections that run to the rear of businesses.

M. Senter mentioned that although she realizes that it is not included in the limits of this project, she wants it on the record that in her opinion a raised median is needed along NH 125 south of East Road.

L. Hume noted that at the recent MPO meeting it was unclear as to whether this project was going to be delayed because of funding issues.

Concept Plan

Senan Murdock provided a description of the proposed concept plan. He reviewed the existing conditions along NH 125, including the roadway widths, number of lanes, and signal locations. Senan described the proposed improvements in Plaistow and Kingston. He noted the following:

The proposed concept matches into the existing five-lane section at East Rd and extends north through the town of Plaistow. This 5-lane section will consist of two through lanes in the northbound direction, two through lanes in the southbound direction, and a 20' raised median island, which will provide for protected left turn lanes in each direction at 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, which is a historic building. As we travel north to the cemetery in Kingston we are putting in a compound curve and shifting the widening entirely to the west. This helps us avoid impacting the cemetery, and allows us to limit impacts to the east side near Colonial Road. The widening then shifts back to split widening through the curve just north of Debra Road. North of Hunt Road, the proposed concept tapers down and matches into the 3-lane section that was recently constructed near the southerly entrance of Old Coach Road. North of Old Coach Road, we are in effect, just proposing to widen the shoulders for approximately 1.25 miles to just south of Stoneybrook Road, (two twelve foot lanes with 10 foot shoulders = 44'). At the southerly entrance to Meeks Road, in the vicinity of the gas station and the campground, we will narrow the shoulders to 4' and construct a 3-lane section, which will allow left turning vehicles to pull into a center turn lane while they wait for a gap in traffic. The width is proposed to still be 44' wide (three 12' lanes with two 4' shoulders).

The Feasibility Study identified the need for a double left on NH 125 in the northbound direction at Danville Road, Jesse George Road, or NH 121-A. The proposed concept includes a double left at NH 121-A. This will help pull traffic away from Danville Road and encourage NH 121-A to be the primary route for traffic heading westbound. Geometrically, this intersection will accommodate a double left better than Danville Road or Jesse George Road. There would be severe impacts to the Cumberland Farms property with a double left at Danville Road.

The following is a brief description of the proposed concept at each of the intersections:

- No widening is anticipated on East Road or Joanne Drive. The existing NH 125 median island will be extended to the north.
- A connector road is proposed along the east side of NH 125, between East Road and Old Road, at the back of the parcels. A traffic signal will be constructed at the connection to NH 125. This is a very preliminary layout for the frontage road. The intent was to try and hug the property lines as best possible. We still need to field verify wetlands before refinements can be made to this layout. We also need to look at other alternatives for the connector road access to NH 125. The existing grade along this access road is close to 8%, which is too steep to have cars stopped on. Flattening the grade could cause severe impacts to properties on both sides. It may be possible to shift the access to the north and also avoid wetlands on the west side of NH 125. Another thing we will refine is how the frontage road ties into Old Road. Perhaps it makes sense to flatten the curve and make the main road tie into Old Road and have a stub connecting to NH 125.
- Danville Road will be a signalized intersection with a single left in the northbound direction, and a through lane and a through-right hand turn lane in the southbound direction. Danville Road will be widened to provide separate left and right turn lanes. It is possible that there could be a future fourth leg to this intersection to serve the businesses on the east side of NH 125.
- A raised median would extend across Jesse George Road restricting turning movements to right-in/ right-out only.
- The intersection of NH 121-A/NH 125 will be a signalized intersection as it is today. NH 125 will be widened to a 6-lane section to provide for a

northbound double left. As a result, NH 121-A will be widened to the west to accept the double left. The approaching side roads would have separate through-left and right turn lanes, and are aligned to balance impacts to the potentially historic buildings on the north and south sides of NH 121-A.

- Old County Road will be a signalized intersection. Protected left turn lanes would be provided in the northbound and southbound directions. Old County Road will operate satisfactorily with single lane approaches, as they are today.
- Kingston Road will be an unsignalized intersection. We are proposing to relocate the Kingston Road intersection by extending Kingston Road to align opposite Roadstone Drive and form a 4-way signalized intersection. Single lane approaches will be constructed on both side roads. Properties adjacent to this new Connector would have driveways constructed giving them direct access to the signalized intersection.
- At Colonial Road we propose to close the intersection at the southerly end and construct a turn around. We also propose to extend Debra Road to intersect NH 125 opposite the north end of Colonial Road and to signalize the resulting 4-way intersection. Single lane approaches will be constructed on both side roads. A slip ramp will also be constructed in the northwest quadrant of the intersection that will allow trucks headed in the southbound direction to reverse direction at the signal.

S. Murdock noted that a preliminary review of impacts indicate that approximately eight acquisitions will be required in order to construct this project (one in Plaistow, and seven in Kingston).

Chief Briggs expressed concern with narrowing the shoulders within the proposed 3-lane sections on NH 125 north of Old Coach Road. He is concerned with breakdowns and motor vehicular stops occurring in a narrow break down lane. S. Murdock noted that the shoulders would only be narrow within the limits of the intersection, consistent to treatments today at Old Coach Road, and Folly Brook Terrace. Mike Dugas mentioned that problems could occur with overly wide shoulders in intersections area. Some cars will turn from the travel lane, and some cars will turn from the shoulder area. Conflicts can occur when vehicles wait in the travel lane to turn, and vehicles approaching from behind use the wide shoulder as a bypass shoulder. M. Dugas suggested the possibility of constructing right turn lanes at these locations. This issue will be further discussed and investigated.

C. Waszczuk noted that approximately seven acres of wetland impacts would need to be mitigated as a part of this project. He explained that approximately six acres would be impacted under this proposed concept, and one acre was impacted as part of the Kingston Road bridge project, which the Department committed to mitigate under the Plaistow-Kingston project. He mentioned that VHB is currently beginning to investigate potential mitigation sites, and the Sullivan parcel in Kingston is being given serious consideration. Additional potential creation or preservation sites will be required. R. St. Hilaire mentioned that there is a former gravel pit located on Hunt Road that might be suitable for wetland creation. Marc Laurin will follow up on this matter.

Schedule

C. Waszczuk handed out a revised schedule with target meeting dates leading to the Public Hearing. He mentioned that a level of consensus and support from the ATF and the communities would be required prior to advancing the preferred alternative to a Public Hearing. Presently, the Public Hearing is targeted for February 2004 with Public Informational meetings envisioned this fall. There was some discussion and a decision was made to include a separate meeting with Kingston officials prior to the upcoming Public Informational Meetings. Additional revisions made to the schedule include:

- Additional ATF meeting on August 28th at 6:30 pm at the Plaistow Library
- The November ATF meeting was moved to October 9th at 6:30 in Kingston

C. Waszczuk asked Ken Briggs to set up a meeting with the businesses in the vicinity of Roadstone Drive.

C. Waszczuk updated the committee on the estimated project cost, which has recently been updated to reflect to the current concept. He noted that the previous project estimate (dated October 2001) reflected:

- \$13.1 million for construction
- \$450,000 for ROW
- \$2.28 million for PE
- \$2.1 million for construction at the Hunt Road/Newton Jct. Road intersection

C. Waszczuk explained that the \$2.1 million for the Hunt Road/Newton Junction Road intersection is gravitating towards \$2.5 million. He also explained that as the project progresses and the design is refined, the estimate will also be updated and refined. Chris noted that the current estimate reflects:

- \$22 million for construction
- \$5.6 million for ROW
- \$2.8 million for PE
- \$2.5 million for construction at the Hunt Road/Newton Jct. Road intersection

C. Waszczuk explained that the Department was currently involved in updated the State's 10-Year Transportation Improvement Program where a working draft was forwarded to the RPCs and a recommended draft is targeted to be submitted to GACIT on July 16th. He noted that this project is one of many in the program where the estimated costs have increased substantially over the original programmed amounts (\$720,000 for PE, \$490,000 for ROW, and \$8.65 million for construction). He added that increased costs, lower than expected federal funding, and an overly ambitious program have resulted in funding shortfalls. He stated that the current draft 10-Year Plan has \$2 million for construction programmed for the 10044'D' project, and \$2 million for construction programmed for the 10044'E' project. He explained that input from the ATF was needed to prioritize and identify smaller project location. Subsequent to the project's successful Public Hearing, the project will likely need to be separated into different construction contracts. Chris suggested the following construction scenario and asked the committee for input:

- NH 125 from Danville Road to NH 121-A (2006)
- East Road to Danville Road (2007)
- NH 121-A to Hunt Road (2008)
- North of Hunt Road (2009+)

Ellen Faulconer stated that funds for this project were to be allocated in 2005, and that the aforementioned timeline shows the project's construction won't be completed until 2010-2012. C. Waszczuk explained that it is unrealistic to construct the entire 6-mile corridor as one construction project. He emphasized that the Public Hearing was a critical milestone, subsequent to which separate construction projects would be necessary. Further, he added that it would be difficult to get the final design and necessary right of way plans completed for construction to begin in 2005. He recommended rolling the \$2 million dollars available in 2005 into 2006 and combining it to construct the first segment.

L. Hume noted that she understands the financial situation of the State's Ten Year Plan. She questioned the selection process and asked why this particular project keeps getting delayed. C. Waszczuk explained that this project is one of many in the program that would experience some delays.

Tim Moore mentioned that the town of Plaistow would like to extend their water to the north when this project is constructed. **Motion to adjourn.**