

February 6, 2008

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: Plaistow-Kingston
MGS-STP-T-X-5375(010)
10044B
(NH 125 Corridor Widening)

DATE OF CONFERENCE: January 24, 2008

LOCATION OF CONFERENCE: Kingston Town Hall

ATTENDED BY:

<u>NHDOT</u>	<u>Town of Plaistow</u>	<u>Rock. Planning Comm.</u>	<u>Town of Kingston</u>
C. Waszczuk	Leigh Komornic	Glen Greenwood	Ellen Faulconer
L. Keniston	Tim Moore		Donald Briggs
			Richard St. Hillaire
			Glenn Copleman
			Ken Briggs
			Lesley Hume

SUBJECT: Plaistow Kingston NH 125 Advisory Task Force (Mtg. #18)

Chris Waszczuk welcomed the Task Force and handed out a Project Status outline, 11x17 colored sheet of the updated Construction Schedule / Project Breakouts based on the 1/15/08 draft 2009–2018 Ten Year Plan that was recently submitted by the Governor to the Legislature, and a copy of the September 24th letter from the Kingston Selectboard to the Rockingham Planning Commission (a copy of which was forwarded to the Department).

Chris Waszczuk explained that new funding realities in the draft Ten Year Plan (TYP) have modified the NH 125 construction contracts schedules. The draft TYP assumes flat revenue and takes 3.5% inflation into account. It also accounts for the nearly 50% increase in costs experienced over the 3-year period from 2003 to 2006. In an effort to keep the portion of the NH 125 project between Roadstone Drive and Hunt Road in the TYP, Kingston Officials had recommended in the September letter and at a November 2007 Planning Board meeting to defer the stand-alone Roadstone Drive intersection contract and include it with the southern portion of the 10044I contract. The Roadstone Drive Contract (10044E) will now include the segment of NH 125 from Roadstone Drive to Hunt Road and this “E” Contract is shown programmed for construction in 2017. Mr. Waszczuk distributed the new Construction Schedule/Project Breakouts map revised January 24, 2008, which show the construction projects consistent with the information in the draft TYP. Mr. Waszczuk noted that the plan and the new project cost

estimates would be posted on the project's webpage located on the Department's internet site (<http://www.nh.gov/dot/projects/plastow-kingston10044b/documents/10044bhhoREVfinal.pdf>.) Mr. Waszczuk also noted that the portion of the H Contract between Old County Road and Roadstone Drive could potentially be combined with and advertised with the E contract. Otherwise, the H contract is presently shown programmed for construction in FY 2015.

Mr. Waszczuk noted that the Department had felt that the original stand-alone E contract had provided significant benefits to the corridor phasing that would now need to be addressed in another manner. The E contract would have consolidated two Town Road intersections into a single signalized intersection at Roadstone Drive, which would have provided safety and operational benefits. In addition, the stand-alone E contract would have provided a reverse-direction opportunity for NH 125 northbound trucks. With the loss of that reverse direction opportunity, the Department is reviewing a location at Walton Road as potential interim reverse-direction jug handle. Leigh Komornick expressed concern that the location of the interim jug-handle would be in front of Sawyers Banquet Hall and adjacent to the Walton Road residential area. She also noted that a property (parcel 147) recently underwent a zoning change (commercial to residential), which may contribute to the owner's dismay should a truck turnaround be pursued adjacent to their property. She hoped a public meeting would be held with the Town to discuss any modification to the Approved Layout. Mr. Waszczuk noted that as the plan details were further developed and solidified, a meeting with the Town Officials and general public would be scheduled. This would occur for each construction contract. (Subsequent to the meeting, it was determined that the Department will also evaluate the feasibility of an interim truck turnaround at the Kingston Road intersection with NH 125.)

Mr. Waszczuk explained that Segment 3 (the portion of NH 125 between Hunt Road and NH 111) was not included in the current draft TYP. He noted that in response to communities' concerns that projects not in the current TYP would be forgotten, the Governor asked the Department to compile a list of projects to consider as priorities during the development of subsequent Ten Year Plans. Ellen Faulconer asked whether the Kingston 10044I project was included in such a list. Mr. Waszczuk noted that he believed it was. (Mr. Waszczuk will forward the list to the Advisory Task Force when the list is finalized.) Lesley Hume asked if there were betterment funds or other funding avenues that could be pursued by Kingston in order to address intersections contained within Segment 3, such as Meeks Road. Mr. Waszczuk noted that the "higher" accident areas occur at the intersections in the southern segment of the corridor where the traffic volumes are higher. He noted that the traffic volumes drop considerably north of Hunt Road and that recent accident data does not show many accidents at Meeks Road (3 accidents in a 4-year period between 2003-2006). Chief Briggs acknowledged this observation. Mr. Waszczuk noted that the Town could submit correspondence for consideration but the Betterment Program as well as other funding sources was also financially constrained, with limited resources available for many needs statewide.

There was discussion about a Memorandum of Understanding (for Coordinating Highway Access Management between the Department and Towns) and whether it committed the Town to compel developers to conform to the Segment 3 plan, particularly since this segment was not in the TYP. Glen Copleman noted that Kingston requires buildings to be 100 feet from the

Centerline of NH 125. Mr. Waszczuk noted the State cannot mandate conformance with the plan (since the limited access right of way or other property rights to accommodate the project had not been purchased yet) but encourages prospective developments to be compatible with the current Segment 3 highway layout. In this way future re-work could be minimized and disruption to property limited. Further, Segment 3 work along NH 125 only widens the existing pavement from 32 to 44 feet. Therefore all expressed confidence that any interim developments along the corridor in Segment 3 should not pose high risk.

Mr. Waszczuk noted that the F Contract (NH 125 including intersections at Danville Road, Jesse George Road and NH 121A) is scheduled to be advertised next in FY 2010. The F contract will construct the median island from Danville Road to Walton Road. He noted that the Department is evaluating a break in the median island at Walton Road, which would allow for an interim northbound truck turn-around. The F contract will also include the southbound truck turnaround at Joanne Drive. Mr. Waszczuk explained that the construction will include sidewalks along both sides on NH 125 from Danville Road to the NH 121A intersection and will include sidewalks on Main Street extending west to Walton Road. Chris noted that prior to the sidewalk's construction, a municipal agreement between the Town and the Department would need to be executed. The Agreement explicitly states that the municipality, in accordance with its policies and practices, is responsible for the maintenance of the sidewalks. (Subsequent to the meeting, the agreement was reviewed and stipulates the following regarding sidewalk maintenance "The TOWN will, at its own cost and expense, provide for the future maintenance of the sidewalks, including winter maintenance and snow removal in accordance with the TOWN's policy and practices, once the work under the construction project is completed.")

Mr. Waszczuk noted that the G- Contract would follow for advertisement in FY 2013. The G Contract includes NH 125 from Joanne Drive/East Road to Old Road. This construction will also install a continuous raised median island between the signalized intersections of East Road, the service road, and Danville Road. Mr. Waszczuk noted that the Department would be re-evaluating the Service Road/Access Road portion of the H contract and possibly incorporate this work into the G contract so that businesses could have full directional access to the signalized intersection via the service prior to the raised median being fully constructed. There was some discussion regarding the merits of the service road, as there may be potential reluctance on the Town taking over ownership. Mr. Waszczuk explained that the service road was intended to mitigate the impact of the median, but the Town would need to accept ownership of the service road prior to its construction. Mr Waszczuk also noted that the median is an important access management aspect which provides a higher level of safety and improved operation by precluding left turn movements. As NH 125 traffic volumes continue to increase to the levels experienced south of the railroad bridge, the need for the median island (as realized south of the railroad bridge) and the Service Road becomes more obvious.

Mr. Waszczuk noted that the E contract now includes the segment of NH 125 beginning approx 1000' south of Roadstone Drive and extends north approximately 1.2 miles to match into the Hunt Rd / Newton Junction Rd intersection project. It also includes the extension of Kingston Road Extension (which utilizes portions of Granite Road and the access into Granite Fields Complex) and the discontinuance of the existing Kingston Road connection with NH 125. Signalized intersections are planned at Roadstone Drive with a slip ramp for NB trucks, and at the

re-configured Debra Rd / Happy Hollow Road intersection with a slip ramp for SB trucks. Raised medians would be constructed with several directional median openings (6 directional median openings in Kingston). He noted that this segment has the most extensive ROW impacts with seven building acquisitions shown on the Approved Layout. To date the Department had acquired two of the properties (former Leate-Varney - Parcel 1 and former Frederick - Parcel 181) and a third parcel (the undeveloped former Swanburg property - Parcel 184). The Department has also evaluated a small alignment shift, the use of 11' travel lanes, and a modification of the slip ramp geometry at Debra Road to avoid impacting the Kingston Foreign Auto building. Once the preliminary ROW plans are completed for this segment, acquisitions of the necessary property rights could be pursued as requests from the owners are made. Preliminary ROW plans are envisioned to be completed by the end of 2008. Presently, the draft TYP shows construction for this project in FY 2017 with an estimated cost of \$8.2M.

Several questions were raised concerning the programmed funding for Engineering (PE) and ROW acquisitions (ROW). Mr. Waszczuk noted that presently, additional PE in the amount of \$700,000 is programmed in FY 08 (\$450,000) and FY 09 (\$250,000). Additional ROW in the amount of \$4.05M is programmed (FY 08 (\$1.55M), FY 09 (\$1.0M), and FY 10 (\$1.5M)).

L. Hume and E. Faulconer, both expressed gratitude to the Department that the majority of the project was still contained in the TYP. They noted the considerable effort that has gone into the planning and development of the project, and their desire to see the project to fruition.

Submitted by:
 \s\ Lawrence Keniston
 Larry Keniston
 Consultant Supervisor

LEK/lek

NOTED BY: C. Waszczuk

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