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Concord, NH 03301



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McFARLAND JOHNSON

Established 1946

CONFERENCE REPORT

STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DESIGN

PROJECT: Plaistow-Kingston 10044E
NH Route 125

DATE OF CONFERENCE: June 20, 2019

LOCATION OF CONFERENCE: Kingston Town Hall, 163 Main Street, Kingston, NH

ATTENDED:

Loretta Girard Doughty, NHDOT
Kathy Corliss, NHDOT
Maggie Baldwin, NHDOT
Darren Blood, GM2
Seth Hill, GM2
Jennifer Zorn, McFarland Johnson
David Walker, Rockingham Planning Commission
Michael Dorman, Town of Plaistow
Richard St. Hilaire, Kingston Road Agent
Donald Briggs, Jr., Kingston Police/Selectmen
Glenn Coppelman, Kingston Planning Board
Glenn Greenwood, Kingston Planner
Ellen Faulconer, Kingston Planning Board
Brian Craven, Kingston Collision

SUBJECT: Working Group Meeting #2

NOTES ON CONFERENCE:

D. Blood provided a brief overview of the Working Group Meeting #1 and requested comments on the draft conference report from that meeting. At this time, there were no comments from the Working Group members. Final comments were request by June 28, 2019.

As a recap of the action items from meeting #1, D. Blood stated that the safety data requested was still being compiled and would be provided as soon as possible. According to Chief Briggs,

PLANNING, ENGINEERING AND CONSTRUCTION ADMINISTRATION CONSULTANTS

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the sidewalk matter was discussed with the Selectboard and it was determined that a pedestrian crossing at the intersection of NH Route 125 and Newton Junction would be desirable. It was stated that there is no safe way for pedestrians to cross NH Route 125 at Newton Junction. The concentrated residential land use at this location generates pedestrian traffic.

D. Blood led the discussion on the potential typical section and concepts designs of the key intersections within the project corridor. These intersections include: Kingston Road and Granite Road; Diamond Oaks Boulevard; Roadstone Drive and Dorre Road; Colonial Road and Happy Hollow Lane; and Debra Road. A typical section for these side roads was provided as well as concept designs to the members of the Working Group to augment the discussion.

Numerous questions and comments were provided by the Working Group. A summary follows:

- It was inquired whether overhead lighting could be incorporated. The NHDOT stated that the request would need to be worked through the DOT process. It was recommended that the town make a formal request to the DOT.
- There was a discussion on whether the town typical section or the DOT typical section would be appropriate for the side roads. It was determined that the DOT typical would be appropriate since it provides a wider pavement width including paved shoulders.
- An inquiry was made on placing a traffic signal at the Roadstone intersection. D. Blood stated that the traffic data does not support a signal at this location.
- It was stated that a gas line is proposed on NH Route 125 to Roadstone via the state right of way. NHDOT stated that this was District 6 and the Utility Section is coordinating with this proposed utility.
- Trucks at and near Dorre Road was raised as a concern and whether widening at this location was appropriate due to the concern of head-on vehicle collisions. D. Blood stated that the hill is likely not long enough for a dedicated truck lane.
- It was inquired why the shoulder was wider at the intersection of Colonial Road. D. Blood stated this was due to a sight distance issue and the widen shoulder would allow for the required sight distance.
- It was stated that school buses that now turn around (reverse direction on NH Route 125) on Kingston Road will be unable to turnaround in the current manner based upon the proposed concept.
- An inquiry was made on the two proposed gravel driveways of Granite Road and how the future maintenance would occur since one of the proposed driveways utilizes the existing roadway. D. Blood stated that the decision would be up to the town since that is town right of way.
- An inquiry was made on the ownership of Kingston Road, whether state or town owned? A consensus was not reached at this meeting and further research is needed to confirm.
- It was reiterated that a truck problem was present at Dorre Road especially between slow moving trucks traveling up the hill and the faster cars traveling though. D. Blood stated the hill was likely not long enough for a truck only lane, however, wider shoulders may be an option in this location.
- It was stated that a new development in the corridor was being proposed and that it would bring additional residential development to the project corridor.
- Driveway conflicts throughout the project corridor was raised as a concern.

Five members of the general public attended this meeting and had comments and questions. A summary follows:

- Will the road (NH Route 125) be widened? Yes, but it is unlikely to be the five-lane section proposed in 2004. The current proposal will widen NH Route 125 to accommodate a three-lane section, included two travel lanes and a center turn lane. A raised median is not favored based on the feedback from the Working Group to date.
- Regarding the property takings proposed in 2004, it was stated that these may or may not occur for this current project.
- Driveway conflicts were a concern.
- It was inquired whether curbing would be proposed and where.

Regarding the next Working Group Meeting, the question was raised by D. Blood whether to have a 3rd meeting or to create the concepts based upon the input thus far and show these at a Public Information Meeting. It was determined that one more Working Group meeting would be held after a Public Informational Meeting in September.

It was also stated that another formal public hearing is not anticipated for this project because the impacts will be less than what was previously proposed.

Action items prior to next meeting

- NHDOT will provide safety data based on a three-lane section.
- Concept plans would be further advance based upon the feedback received from Working Group Meeting #1 and #2.

Next meeting

The next Working Group meeting was not set at this time.

Submitted By:



Jennifer L. Zorn, AICP
McFarland-Johnson, Inc.

ATTACHMENTS:

1. Meeting Agenda
2. Multi-sheet handout showing typical section of a sideroad and concept designs of the key intersections
3. NHDOT email correspondence, dated September 9, 2019, detailing the results of the research conducted on potential driveway conflicts.

AGENDA

NH Route 125 Plaistow-Kingston

State Project No. 10044E

Working Group Meeting # 2

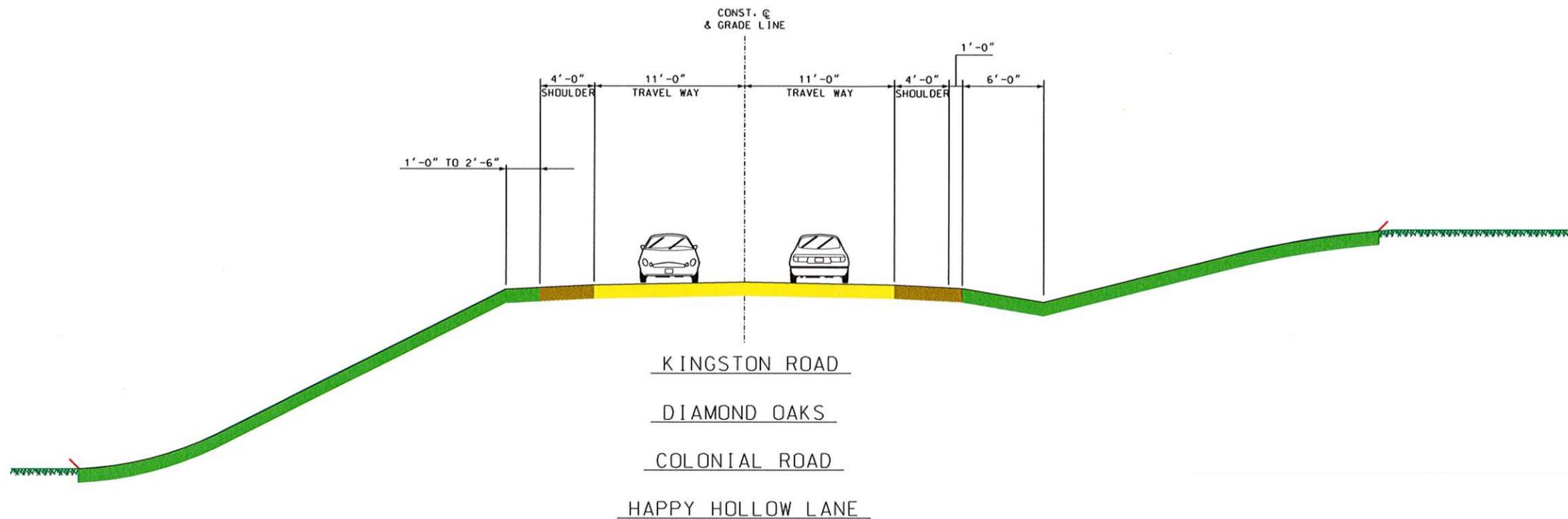
June 20, 2019

1:00pm to 2:30pm

- 1. Introductions**
- 2. *Draft Conference Report Comments***
- 3. Safety Data**
- 4. Discussion of Proposed Intersections**
 - Kingston Road and Granite Road
 - Diamond Oaks Boulevard
 - Roadstone Drive and Dorre Road
 - Colonial Road and Happy Hollow Lane
 - Debra Road
- 5. Open Discussion**
- 6. Action Items**
- 7. Working Meeting #3?**

Adjourn at 2:30PM

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10044E PLAISTOW-KINGSTON
 NH ROUTE 125
 WORKING GROUP MEETING #2
 6/20/2019

PRE-PRELIMINARY PLANS
 SUBJECT TO CHANGE
 DATE 6/20/2019

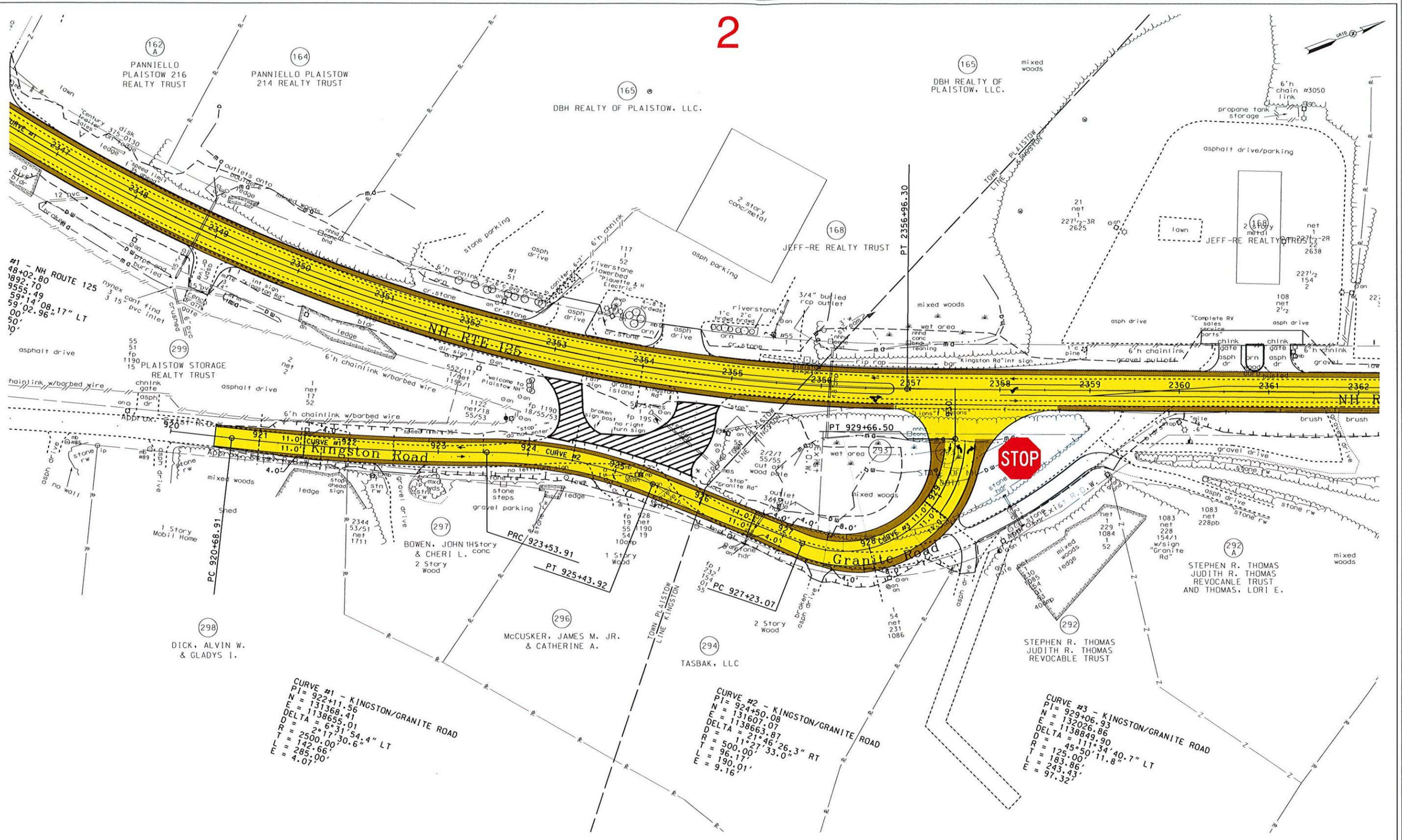


STATE OF NEW HAMPSHIRE			
DEPARTMENT OF TRANSPORTATION • BUREAU OF HIGHWAY DESIGN			
<i>SIDE ROADS TYPICAL SECTION</i>			
DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
10044ETyp	10044E	1	1

SDR PROCESSED	E. ROLSER	DATE	10/08/18
NEW DESIGN	S. HILL	DATE	10/08/18
SHEET CHECKED	J. MERCER	DATE	10/08/18
AS BUILT DETAILS		DATE	

REVISIONS AFTER PROPOSAL	DESCRIPTION	STATION	STATION	DATE	NUMBER

SDR PROCESSED	XX	DATE	XX
NEW DESIGN	XX	DATE	XX
SHEET CHECKED	XX	DATE	XX
AS BUILT DETAILS		DATE	



10044E PLAISTOW-KINGSTON
 NH ROUTE 125
 WORKING GROUP MEETING #2
 6/20/2019

PRELIMINARY PLANS
 SUBJECT TO CHANGE
 DATE 6/20/19



STATE OF NEW HAMPSHIRE			
DEPARTMENT OF TRANSPORTATION • GEOTECHNICAL SECTION			
KINGSTON ROAD AND GRANITE ROAD			
DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
	10044E		



PLAISTOW
KINGSTON

UNDER
DEVELOPMENT

ROCK
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ROADSTONE DR

LITTLE RIVER

LITTLE RIVER

GRANDNER

GRANITE FIELDS
SPORT COMPLEX

VACANT

COMPLETE RV

BOB LEAVITT
AUTO & TRUCK

AUTOMILE
WHOLESALERS NORTH

CAMP AMERICA

GAPT
WRENCH

GRANDNER

THOMAS, RUSSELL K. JR.

ZADEDA FARMS INC.

214 PLAISTOW
ROAD REALTY TRUST

QICK, ALVIN W.
& GLADYS T.

BOWEN, JOHN H.
& CHERI L.

MCCUSKER, JAMES M. JR.
& CATHERINE A.

MES, ANDREA &
SILVERMAN, LOUISE &
SILVERMAN, SAUL A.

THOMAS, RUSSELL K. JR.

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GRANITE FIELDS
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Jennifer L. Zorn

From: Baldwin, Margarete <Margarete.Baldwin@dot.nh.gov>
Sent: Monday, September 9, 2019 8:20 AM
To: Doughty, Loretta
Cc: Corliss, Kathleen; Reynolds, Tobey; Butler, John (DOT)
Subject: Plaistow 10044E - Response to WG Drive Conflict Concerns

Loretta,

The Design Team took an in-depth look into the potential conflicts that may arise from opposing traffic approaching their respective left turns within the two way left turn lane (TWLTL). We determined the following:

- Traffic volumes (current and projected) and access density (frequency of driveways) within this segment of the NH 125 corridor are well within the standard ranges we found in other state resources supporting implementation of TWLTLs, and is consistent with other TWLTL applications within NH. Consideration of volume and access density relates to the availability of adequate gaps for left turning traffic to clear out of the TWLTL, and the reduction of potential queuing conflicts.
- The properties within this segment of corridor are considered fairly low traffic generators, so the likelihood of a conflict at opposing, offset driveways is low.

Based on our review, we intend to move forward with the TWLTL concept. As we proceed through our standard Design process, additional evaluation for the proposed layout will include determining where exclusive left turn lane striping (as opposed to the TWLTL striping) is appropriate, ensuring appropriate sight distance, and improving drive configurations/locations to maximize the performance of the proposed roadway.

Thanks,

Margarete A. Baldwin, P.E.
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