

53 Regional Drive
Concord, NH 03301



Tel: (603) 225-2978
Fax: (603)225-0095

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: October 29, 2020

LOCATION OF CONFERENCE: Zoom (Virtual Public Informational Meeting)

ATTENDED:

Heidi Lemay, NHDOT (meeting moderator)
Matthew Lampron, NHDOT
Kathy Corliss, NHDOT
Maggie Baldwin, NHDOT
Marc Laurin, NHDOT
Darren Blood, GM2
Jennifer Zorn, McFarland Johnson

Approximately 20 members of the public attended

SUBJECT: Public Informational Meeting #2

NOTES ON CONFERENCE:

Heidi Lemay, acting in the role as meeting moderator, provided the opening remarks that included an explanation that the meeting was being held in a virtual format due to the ongoing concerns with COVID-19. She stated that the meeting is being recorded. She provided an overview of the meeting agenda, which included a presentation from the Design Team, and a question and comment period at the end of the presentation. She also conveyed instructions on engaging in the question and comment period for those attending via Zoom and phone. Lastly, she also presented a question for the audience to respond to relative to the source that attendees were informed about the meeting.

Matthew Lampron; NHDOT Project Manager, then commenced the presentation and reviewed the agenda for the presentation and the meeting, including:

- Project Description/Purpose/Need
- A brief summary of “How did we get here?”
- NH Route 125 Typical Roadway Section
- Review of the Updated Proposed Actions such as water quality basin locations, roadway runoff treatment swales, refined drainage layout, an update to the Little River culvert crossing, and other design details
- Conclusion and Next Steps
- Public questions and comments

The project description includes the reconstruction of NH Route 125 from a point ¼-mile south of the Plaistow-Kingston Town Line (approximately 400-ft north of Old County Road in Plaistow), extending 1.8-miles north to a point approximately 500-ft south of Newton Junction / Hunt Road in Kingston.

The project’s purpose and need is to address the operational, safety, and access related deficiencies of the 1.8 mile roadway corridor.

Additional project history included the review of various studies including the: NH Route 125 Corridor Feasibility Study (1999); Kingston Master Plan (2007); and Plaistow Master Plan (2015).

The Department construction contracts completed within the previously studied six-mile long corridor were identified. It was explained that as the Department progressed through these construction contracts, it was recognized that the previously Projected Traffic Volumes anticipated, were not actualizing. Therefore, the Department performed new traffic counts, evaluated the traffic volume trends, and reevaluated the requirements for the 10044E project, the project at-hand. In short, the new traffic volumes supported a three-lane typical roadway section rather than the previously proposed five-lane typical roadway section.

Based on this new information and in coordination with the Board of Selectmen, a working group was created. The Working Group is a Community-Based group formed to act in a support capacity and help inform the Department throughout the project development process. It provides opportunities for the public to engage with the design team by providing feedback on the design and offering advice on community needs. The Working Group member’s names and affiliations were shown along with a list of the public involvement meetings that were conducted.

The previously proposed five-lane Typical Roadway Section presented to the community in 2004 was reviewed. Based upon the recent Working Group Meetings, the consensus was to bring forth the three-lane typical roadway section consisting of one travel lane in each direction, with a shared center two-way left turning lane as the Updated Proposed Action. This typical section also includes a 7-ft curbed grassed panel adjacent to the roadway shoulders, for future sidewalks or corridor widening, if traffic volumes increase.

At this time, the presentation was handed over to the Consultant Project Manager, Darren Blood from GM2 Associates, to review the details of the design. Darren shared his screen showing the details of the project. He also stated that hard copies of the plans were available at the Kingston Town Hall.

An overview of the three-lane typical section along the NH Route 125 mainline was provided, followed by a review of the side roads consolidations and realignments, which include:

- Kingston Road/Granite Road – Consolidation of the three intersections with NH 125 into one
- Diamond Oaks Blvd. - adjusted to align with Roadstone Drive and improve intersection geometry
- A widened northbound NH 125 shoulder on the Diamond Oaks Blvd. approach to aid in right turning traffic
- A widened southbound NH 125 shoulder on the Roadstone Drive approach for turning trucks (a Working Group recommendation)
- A widened southbound NH 125 shoulder on the Dorre Road approach for turning trucks (a Working Group recommendation)
- Closure of the southern connection of Colonial Road to NH Route 125 and modification/relocation of the Happy Hollow Road intersection with Colonial Road
- A widened northbound NH 125 shoulder at the new Happy Hollow/Colonial connection to NH 125 for intersection sight distance.

It was further explained that the existing Little River crossings under NH Route 125 and Diamond Oaks Blvd. were inspected to assess their conditions, and an evaluation of their service life was completed. As a result of this evaluation, the Updated Proposed Action at the Little River crossing was determined to only require an extension of the existing culvert to accommodate the NH Route 125 roadway embankment widening, and the crossing under Diamond Oaks Blvd. will remain as it exists today. With proper inspection and maintenance, these crossings can be expected to last another 20 to 50 years.

It was noted that the NH Route 125 right-of-way (ROW), now a mix of Controlled Access ROW and ROW, will be converted to Controlled Access ROW. The number of access points to NH Route 125 will only be permitted as identified in the Public Hearing Plan being developed for this project. The majority of the Updated Proposed Action can be constructed within the existing NH Route 125 ROW.

Building acquisitions or “takes” are currently planned on parcels 30 and 39. These “takes” are consistent with those shown on the previous 2004 Hearing Plan as well.

The drainage design shown on the Public Informational plans, as presented, is preliminary and subject to revisions.

Where the Town of Kingston is a Municipal Separate Storm Sewer (MS4) community, essentially all water from project’s impervious surfaces, i.e., roadways, will require some level of water quality enhancement including:

- Treatment swale on Parcel 6
- Treatment basin on the infield of NH Route 125 and Kingston Road
- Treatment basin on the infield of NH Route 125 and Diamond Oaks Blvd
- The rear portion of Parcel 34 between the property line and the existing wetland
- Treatment swale on Parcel 46 between NH Route 125 and Colonial Road
- Treatment swale along the south side of Happy Hollow Lane

- Treatment basin on the rear portion of Parcel 67 and 68 (previously proposed in 2004)

It was stated that proposed easements are not shown on this plan (drainage, slope, sight, temporary construction, etc.). Though not shown, they are anticipated and will be shown on the Public Hearing Plan at the anticipated April 2021 Public Hearing.

Access to abutting parcels will be maintained during construction, as will one travel lane in each direction. The driveways shown are in accordance with the 2004 Hearing Plan. However, some one-way, directional driveways have been modified as the NH Route 125 island is no longer proposed.

The presentation was then passed to Marc Laurin, NHDOT Environmental Manager, who provided a summary of the environmental analysis conducted to date to document the existing conditions and potential impacts to the environment.

An overview of the National Environmental Policy Act (NEPA) was presented. The project is subject to the NEPA law, regulations and policies, including:

- Evaluating project alternatives
- Identifying a Proposed Action (or Updated Proposed Action)
- Determining impacts to socioeconomic, cultural and natural resources
- Coordinating with environmental agencies
- Preparing an environmental document (which will be made available to the public on Department's website prior to the Public Hearing, anticipated in February 2021).

A summary of the environmental resources and conditions was presented, including:

- Noise – three receptors impacted: two will be acquired; noise abatement not feasible at the remaining receptor
- Wetlands - approximately 0.5 acres impacted (a substantial reduction from the 1.95 acres previously anticipated and permitted under the 2004 Proposed Action)
- Contamination - potential areas to be further evaluated in final design in consultation with NHDES
- State Endangered/Threatened Species
 - No rare plants or natural communities identified
 - Protected turtles may occur in area requiring further coordination with the NHF&G to establish procedures to avoid and minimize potential impacts during construction
- Federal Threatened Species
 - Northern Long-eared Bat – due to the anticipated time of year tree removal, the Department will conduct an acoustical survey in 2021 to determine if Northern Long-eared bats are present within the corridor and coordinate with USF&WS
- Invasive Plants – to be managed in accordance with the Department's Best Management Practices manual
- Limited Reuse Soils (LRS) – are roadside soils within Department ROW and any ground asphalt. A Soils Management Plan will be required of the contractor
- Water Quality – in accordance with MS4 permits, stormwater treatment measures have been identified and will be incorporated into the design
- Cultural Resources

- No Historic Properties Affected
- No archeological sites identified
- Work within 25 feet of Happy Hollow Cemetery will require archeological monitoring during construction
- One stonewall along Diamond Oaks Boulevard qualifies for reconstruction

The presentation was handed back to Heidi Lemay to moderate the public participation (i.e., question and comment) portion of the meeting. The following questions/comments were received:

Robin Sullivan, Owner of Rockingham Self Storage and Dick's Autobody (212 Plaistow Road, Parcel 8) stated her concerns about removal of snow storage areas within her property, and potential additional water being directed onto her parcel. The Department will reach out to each of the affected property owners as the project moves forward in an attempt to mitigate concerns.

Peter Dejager, Trustee of Plaistow Storage Realty (USA Storage) (205 Plaistow Road, Parcel 9) inquired on the status of a previously proposed traffic signal at the intersection of Kingston Road and NH Route 125. Darren Blood clarified that based on the updated traffic model and the signalization warrant analysis, this intersection does not warrant a signal in the build or future design years. Peter also inquired about the northern section of fenced line shown as a hatch removal area, why the pavement area was being removed and if remuneration would be received for the removal. It was explained the pavement was within the State ROW and that encroachments were being addressed as part of the project.

Glenn Coppelman, Town of Kingston Planning Board member, inquired on whether noise abatement could be incorporated for the impacted residence (single remaining receptor) noted during the environmental review. The Department stated that abatement could not be accomplished due to conditions that would not make noise barriers effective.

A representative from East Coast Metal Works (21 NH 125 Kingston, Parcel 37) asked for confirmation that their property would not be impacted by the project. Darren Blood stated that the plans currently presented are preliminary and subject to change. Public Hearing plans will show easements that may be necessary.

Chris Bennett, a representative from CRB Realty (49 Rte 125 Kingston, Parcel 60) inquired if the State might have concerns with bottlenecking traffic between the 5 lanes in Plaistow and 5 lanes at the NH 125/ Hunt Rd/ Newton Junction intersection to the north. M. Lampron detailed that the traffic counts only justified three lanes and not five. Darren Blood added that the traffic volumes are predicted in the future to 20 to 30 years. Maggie Baldwin added that previous Public Information meetings went into greater detail in regards to the unrealized traffic volumes, and suggested review of those presentations (<https://www.nh.gov/dot/projects/plaistow10044e/index.htm>).

Jason Whitney, Owner/Trustee of Whitney's Garage and the adjacent northerly residence (24 and 26 NH 125, Parcels 36 and 39, respectively). inquired on what determines the number of curb cuts. Maggie Baldwin stated that the number of accesses is based on NHDOT Drive Policy in conjunction with Engineering discretion, dependent on location, safety, and other conflicts in the area.

Donald Briggs, Kingston Select Board member and Police Chief, stated the Town of Kingston does not support installation of a crosswalk at the intersection of NH 125 and Hunt Road/Newton Junction Road,

as previously discussed during the Working Group meetings. Darren Blood acknowledged receipt of the comment.

Robin Sullivan, Rockingham Self Storage & Dick's Autobody, inquired on why the design has changed since the first Public Information Meeting, which did not show an impact to her property. Darren Blood replied, stating that the design has been further advanced and now shows proposed slope lines on a state-owned Parcel that was not taken into consideration previously.

Glenn Coppelman inquired on whether this presentation would be available on-line. H. Lemay stated yes, on the NHDOT project website.

Project Website Link:

<https://www.nh.gov/dot/projects/plaistow10044e/index.htm>

A second question was presented by Heidi Lemay asking for feedback on the quality of the meeting.

Submitted By:

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

ATTACHMENTS:

1. Meeting Presentation (not including the design plans presented by Daren Blood)

Zoom Meeting Participant Protocols:

- A meeting moderator will guide the meeting Agenda and coordinate the meeting logistics.
- There will be an opportunity to ask questions and/or provide comments at the end of the formal presentation.
- Questions/comment can either be entered into the “Q&A box”, or can be addressed through the “raise your hand” option if you prefer to speak, or do not have web access.
- When dialing in via phone, pressing *9 will activate the “raise your hand” feature.

Plaistow-Kingston 10044E



Public Informational Meeting
October 29, 2020

Plaistow-Kingston 10044E, NH Route 125



Plaistow / Kingston – NH Route 125 Project

Agenda:

- **Project Description / Purpose / Need**
- **How Did We Get Here?**
- **NH Route 125 Typical Roadway Section**
- **Updated Proposed Action**
- **Environmental Process/Resources**
- **Conclusion and Next Steps**
- **Questions / Comments**

Plaistow / Kingston – NH Route 125 Project

Introductions:

- **Matthew Lampron, P.E.** – NHDOT, Project Manager
- **Darren Blood, P.E.** – GM2 Associates Inc., Consultant
Project Manager
- **Maggie Baldwin, P.E.** – NHDOT, Bureau of Highway Design
- **Marc Laurin** – NHDOT, Senior Environmental Manager

Plaistow / Kingston – NH Route 125 Project

Project Description:

- Reconstruct from ¼-mile south of Plaistow-Kingston Town Line (approximately 400-ft north of Old County Road in Plaistow), extending 1.8-miles north to approximately 500-ft south of Newton Junction / Hunt Road in Kingston.

Project Purpose and Need:

- To address the operational, safety, and access related deficiencies of the corridor.

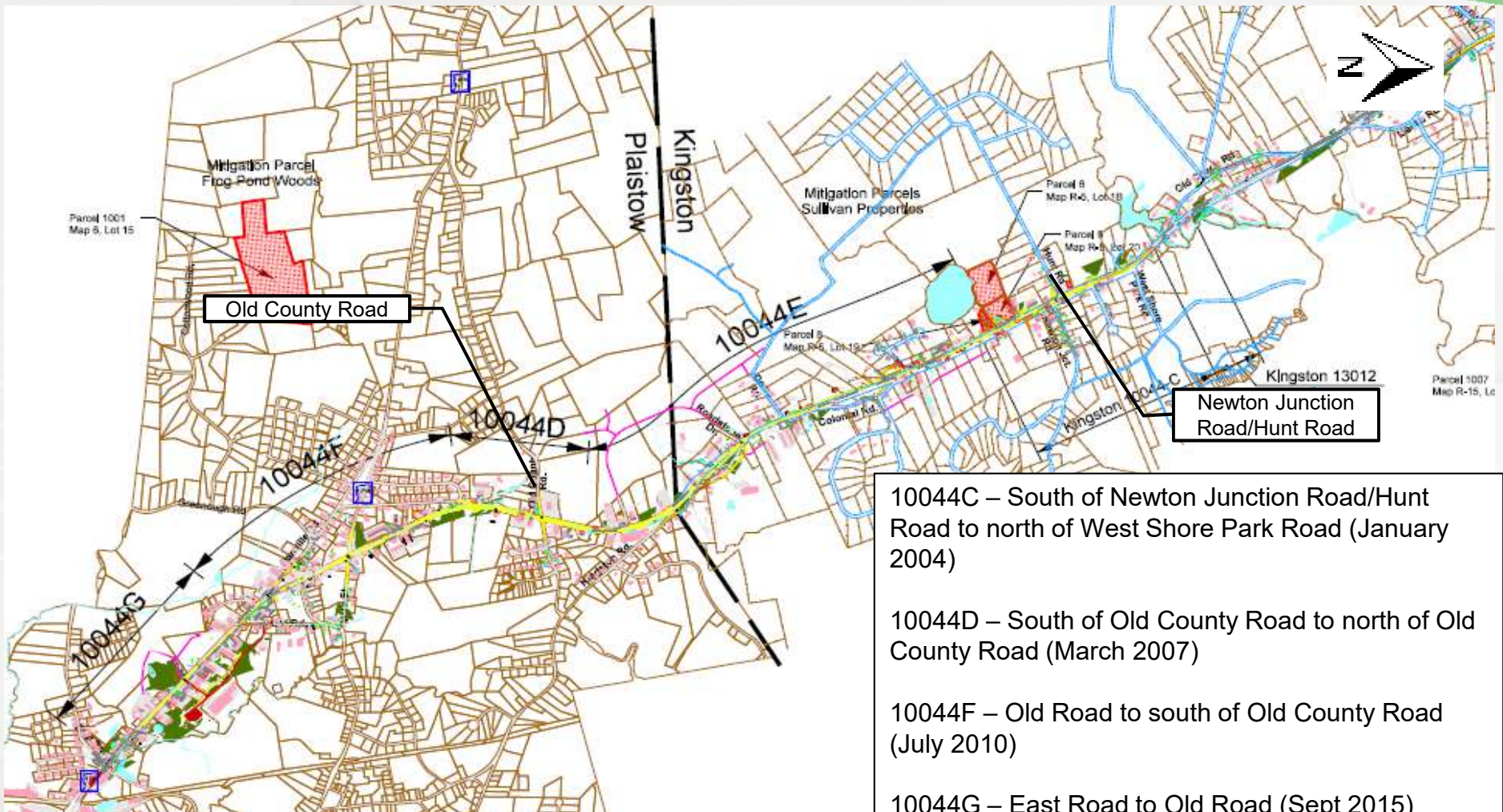
Plaistow / Kingston – NH Route 125 Project

How Did We Get Here?

- NH Route 125 Corridor Feasibility Study (1999)
- Kingston Master Plan (2007)
- Plaistow Master Plan (2015)

NH Route 125 is the “key transportation corridor in the community, used as both a major commuter and commercial roadway linking the regional economies of NH and Mass.”

- 2015 Plaistow Master Plan



- 10044C – South of Newton Junction Road/Hunt Road to north of West Shore Park Road (January 2004)
- 10044D – South of Old County Road to north of Old County Road (March 2007)
- 10044F – Old Road to south of Old County Road (July 2010)
- 10044G – East Road to Old Road (Sept 2015)
- 10044E – Current Project (North of Old County Road to south of Newton Junction Road) (August 2023)**

Corridor-wide Improvements

Plaistow-Kingston 10044E, NH Route 125



Board of Selectmen Meeting - March 25, 2019

Requested recommendations for members of the Working Group



NH Route 125
Improvements

Plaistow-Kingston, NH

Public Involvement Plan



The community-based Working Group has been formed and will act in an advisory capacity and help to inform NHDOT throughout the entire project. The members of the Working Group are listed below:

Working Group	
Name	Affiliation
David Walker	Rockingham Planning Commission
Michael Damman	Town of Plaistow/Building Inspector
Glenn Coppelman	Town of Kingston/Planning Board
Richard St. Helene	Town of Kingston/Road Agent
Donald W. Briggs, Jr.	Town of Kingston/Police Chief/Selectman
Glenn Greenwood	Town of Kingston/Planning
Dlen Faulconer	Town of Kingston/Planning Board
Bill Seaman	Town of Kingston/Fire Chief
Tom Greer	Business Owner/Landscapers Deput
Brian Craven	Business Owner/Kingston Collision

State Project No. 10044E
Updated 9/18/19

Plaistow-Kingston 10044E, NH Route 125



Plaistow / Kingston – NH Route 125 Project

Public Involvement (to date):

- Board of Selectmen Meeting - March 25, 2019
- Working Group Meeting #1 - May 23, 2019
- Working Group Meeting #2 - June 20, 2019
- Public Informational Meeting #1 – October 17, 2019
- Working Group Meeting #3 – January 23, 2020
- Public Information Meeting #2 – October 29, 2020

Public Involvement (to be scheduled):

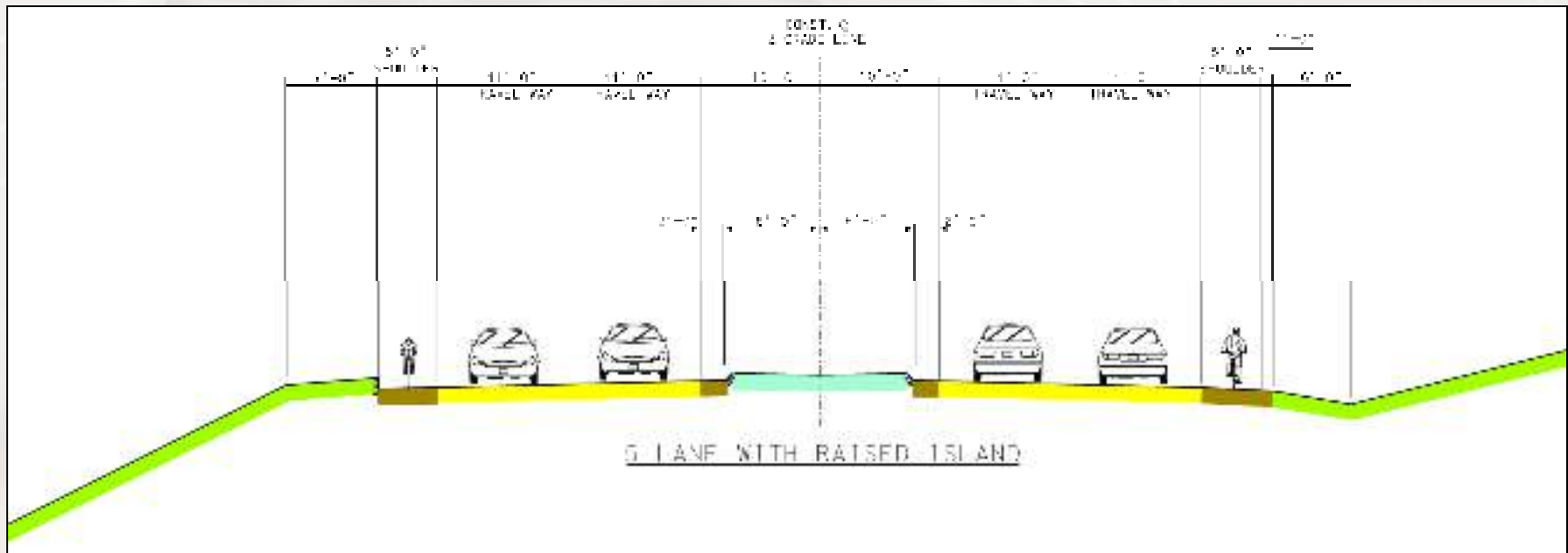
- Public Hearing (2021)

Plaistow / Kingston – NH Route 125 Project

NH Route 125 Typical Roadway Section (2004)

Public Process:

- Working Group Meetings
- Public Informational Meetings



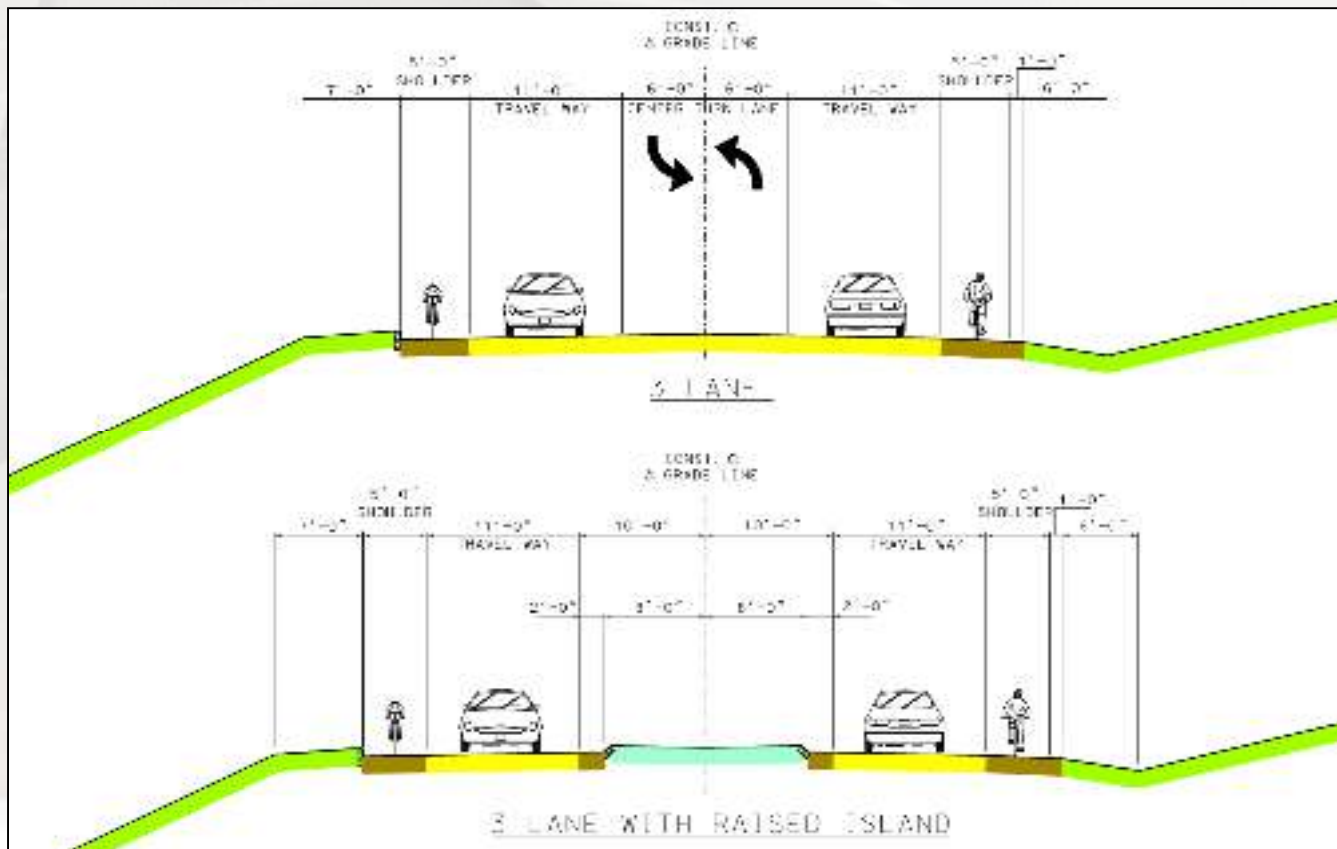
Public Hearing (2004)

Plaistow-Kingston 10044E, NH Route 125

NH Route 125 Typical Roadway Section (2019/2020)

Discussion topics:

- Traffic Volumes
- Roadway Typical Cross Sections
- Intersection/traffic Signal Evaluation



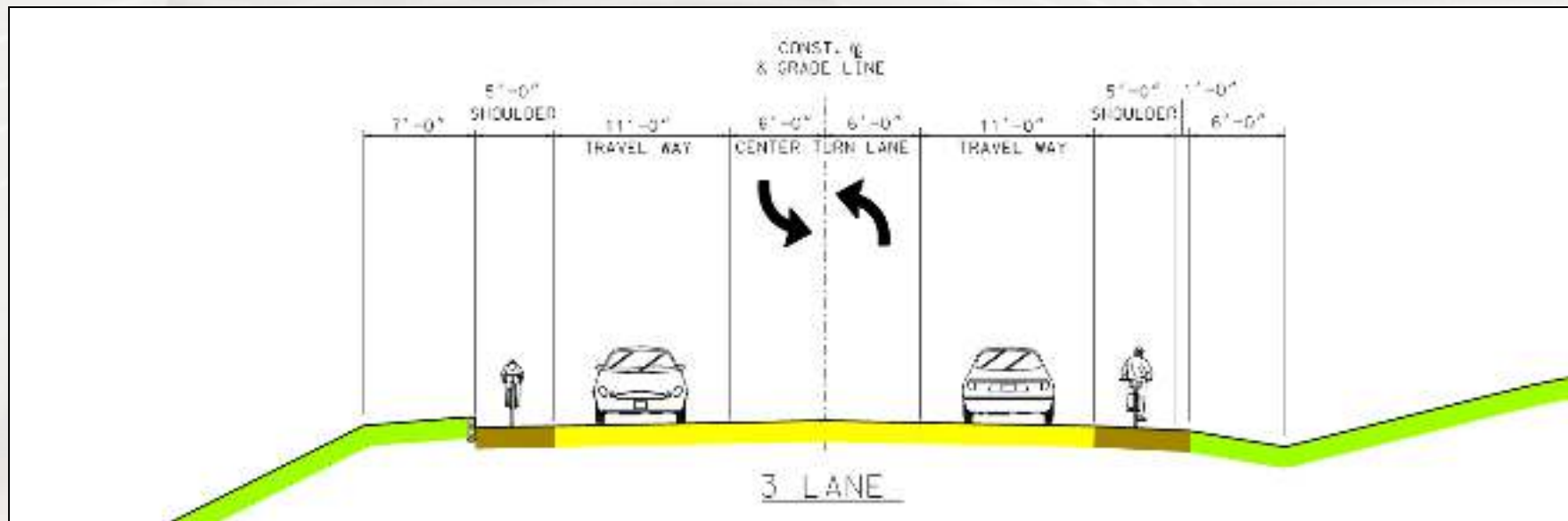
Working Group Meetings (2019)

Plaistow-Kingston 10044E, NH Route 125

NH Route 125 Typical Section (2019/2020)

Consensus:

- 3-Lane typical roadway section (1-lane each direction, center two-way left turning lane)
- 7-ft grassed panel, no sidewalk (future widening capacity)



Updated Proposed Action (2019/2020)

Plaistow-Kingston 10044E, NH Route 125

Updated Proposed Action:

- 3 Lane Section with Two Way Left Turn Lane (TWLTL)
- 7-ft Grassed Panel on Each Side, No Sidewalk



Plastow-Kingston 10044E, NH Route 125

Plaistow / Kingston – NH Route 125 Project

Conclusion and Next Steps:

- Public Hearing (2021)
- Right-of-Way (2021)
- Construction (2023)
- Anticipated Completion (2026)

Plaistow / Kingston – NH Route 125 Project

Change in Impacts to Resources and Properties

2004 Proposed Action

Wetland Impact – 1.95 acres

New Pavement – 3.0+ acres

Building Acquisitions - 7

2019/2020 Updated Proposed Action

Wetland Impact – 0.50 acres

New Pavement – 1.2 acres

Building Acquisitions - 2

“MS4” Rules for Water Quality Treatment

National Environmental Policy Act (NEPA)

- Evaluated project alternatives.
- Identified the Proposed Action.
- Impacts to socioeconomic, cultural and natural resources of the Proposed Action assessed.
- Coordinating with environmental agencies.
- Preparing an environmental document –
 - Re-Evaluation of the 2005 Environmental Assessment (EA).
- The environmental document will be made available to the public on DOT's website prior to the public hearing.

Environmental Resources Summary

- Noise – three (3) receptors impacted: two (2) will be acquired; noise abatement not feasible at the remaining receptor.
- Wetlands - approximately 0.5 acres impacted (significant reduction from impacts in EA)
 - Will need to apply for a new NH Department of Environmental Services (DES) wetland permit.
 - Qualifies for US Corps of Engineers General Permit.
 - Mitigation was previously provided through the original permitting, no additional mitigation required.
 - Appropriate erosion and sediment control measures will be provided during construction.

Environmental Resources Summary

- Contamination - potential areas to be further evaluated in final design in consultation with DES.
- State Endangered/Threatened Species
 - No rare plants or natural communities identified.
 - Protected turtles may occur in area – in coordination with the NH Fish & Game Department procedures to avoid and minimize impacts during construction will be detailed.
- Federal Threatened Species
 - Northern Long-eared Bat – due to the anticipated time of year tree removal, DOT will conduct an acoustical survey in 2021 to determine if they are present within the corridor and coordinate with US Fish & Wildlife Service.

Environmental Resources Summary

- Invasive Plants – to be managed in accordance with DOT's Best Management Practices manual.
- Limited Reuse Soils (LRS) – are roadside soils within DOT ROW and any ground asphalt. A Soils Management Plan will be required of the contractor.
- Water Quality – in accordance with MS4 permits, stormwater treatment measures have been identified and will be incorporated into the design.

Environmental Resources Summary

- Cultural Resources – coordinated with NH Division of Historical Resources
 - No Historic Properties Affected.
 - No archeological sites identified.
 - Work within 25 feet of Happy Hollow Cemetery will require archeological monitoring during construction.
 - One stonewall along Diamond Oaks Boulevard qualifies for reconstruction.

Questions/Comments?

Plaistow-Kingston 10044E, NH Route 125

Reference Information

- **Project Website:**

<https://www.nh.gov/dot/projects/plaistow10044e/index.htm>

Contact Information:

- Project Manager – Matthew D. Lampron, P.E.
- Email – Matthew.Lampron@dot.nh.gov
- Telephone – (603) 271-2296