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## **McFARLAND JOHNSON**

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# CONFERENCE REPORT

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**PROJECT:** Dover-Somersworth-Rochester 29604  
NH Route 108 Complete Streets Improvements  
(MJ Project No: 18288.00)

**LOCATION/DATE:** Dover City Hall (September 19, 2023)  
Somersworth City Hall (September 21, 2023)  
Rochester Public Works (September 26, 2023)

**TIME:** Open House 6:00 PM  
Presentation 7:00 PM

**SUBJECT:** Public Informational Meetings

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### **ATTENDED BY:**

NHDOT: W. Johnson T. Zanes A. King D. Prehemo D. Rae  
A. Smith S. Donnelly

MJ: G. McCarthy S. Lister M. Doreo H. Szmyt

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### **PROJECT DESCRIPTION:**

The Route 108 Complete Streets Improvement Project involves the study of improvements to NH Route 108 from the vicinity of the intersection with Indian Brook Drive in Dover to north of the intersection with Innovation Drive in Rochester, a distance of approximately 4.5 miles. The objective of the project is to develop an alternative that will improve the safety and mobility of all users by applying 'Complete Street' principles with the central goal of achieving an appropriate balance between the needs of motorized, non-motorized, and transit users of the corridor.

### **GENERAL NOTES:**

Each Public Informational Meeting (PIM) began with a one-hour open house from 6:00 PM – 7:00 PM. During the open houses, typical sections and roll plans of the proposed improvements were displayed for the public to view and comment on, public comments were noted by MJ and NHDOT staff. Following each open house was a presentation. Each presentation began with W. Johnson introducing the project and project team before handing it over to G. McCarthy. The presentation included project background information, introduced the Working Group, identified the Purpose and Need, called out key resources and explained the proposed alternative development process. Next, the presentation displayed each plan sheet to show the proposed improvements and identify key areas throughout the project where public comments would be particularly helpful. The next steps in the project schedule were described, including the tentative timeline moving forward, followed by a question-and-answer period. A copy of the attendees can be found in Appendix A. The presentation at each meeting was the same. The presentation can be found in Appendix B. The comments made during the open house portion and the question-and-answer portion for each PIM is summarized below.

**DOVER PIM NOTES:** Dover City Council Chambers, September 19, 2023**Open House Notes:** 6:00 PM – 7:00 PM

- Some of the parcel owners shown on the plans appear out of date.
- New developments not shown on the plans include:
  - New houses built across from Auburn Street in Dover
  - Tractor Supply Company at Terrascape Parkway
  - Roger’s Autobody expansion
  - Site expansion at Tri-City dealership in Somersworth
- There is concern for traffic to be detoured off of Indian Brook Drive onto Old Rochester Road.
- Concern for the duration of construction.
- Property owners on the southern end do not want to lose any more of their front yards.

**Presentation 7:00 PM – 7:30 PM****Question and Answer Notes:** 7:30 PM – 8:30 PM

Poll: How did you hear about this Public Informational Meeting?:

Postcard: 10      Flyer: 0      Letter: 3      Newspaper: 0      Dover Download: 1

Below is a summary of the questions and comments during and following the presentation. Q denotes a question; C denotes a comment and A denotes an answer. Answers, unless otherwise specified, were provided by G. McCarthy.

Q: Does the project extend to Indian Brook Road?

A: Effectively, the impacts from this project will cease beyond the additional bus pull outs as shown on the plans and Route 108 will remain unchanged as it enters the intersection with Route 9/Indian Brook Road.

Q: How much wider is the road going to be?

A: That depends. From Willand Pond Road northwards until Works Way, approximately two miles, the proposed improvement includes a two-way left-turn lane (TWLTL), one lane in each direction with 5’ shoulders/bike lanes and a sidewalk on both sides of Route 108. For most of this length there will be minimal impacts outside of the existing ROW.

Q: Does the bus pullout cross the bike lane causing the bus to go through the bike lane?

A: Yes, the bus does cross through the bike lane. However, there is enough room for the bus to park clear of the bike lane when stopped.

Q: How were the right-of-Way lines determined?

A: The existing Right-of-Way lines are based on records from the Registrar.

Q: Why is [Oak Hill Mobile Home Park] considered historic?

A: The property was deemed eligible by the Division of Historical Resources (DHR).

Q: Which stretch of the project has the concrete slab?

A: Some recent work has addressed the removal of the concrete slab; Dover recently did construction for a water main, and some widening done in Somersworth are two areas that have already removed segments of the concrete slab. The remaining length, approximately 3.5 miles, of the project still has concrete slab to be removed. This includes most of Somersworth and all of Rochester.

Q: Who determines crosswalk locations, how safety issues are addressed, and lighting concerns? Is this City or State responsibility?

- A: It's a combination. The project cannot add too many crosswalks, so we want to hear from the communities where the crosswalks are most desired or needed so the project can prioritize locations. Adding lighting is a possibility, but we need to set priorities for the corridor.
- Q: Will the initial phase start at Willand Pond [noting this may be more than one construction project to complete]?
- A: The first phase of the project might be the "easiest one" with less ROW impacts, or utility impacts, but it has not been determined at this time. For example, Dover doesn't have the concrete slab, but does have some drainage challenges.
- Q: More concerned with the center turn lane at Willand Pond Drive. Can that be added right now?
- A: That will have to be done as part of this project.
- Q: What drove the decision to have bike lanes in roadway versus a multi-use path for bicycles and pedestrians? How do the bus pullouts fit into that decision?
- A: We did consider keeping the bikes off the roadways. The decision had to do with the curb-to-curb space and the associated costs. This was discussed at length with the Working Group.
- C: E. Friedrichs stated that she would not feel comfortable traveling in the bike lanes as they are proposed. She stated that buses are very dangerous to cyclists and cited personal knowledge of several cyclist deaths in similar bike lane facilities. She stated she would love to bike more but would not feel safe in an unprotected bike lane. She noted that e-bikes and e-scooters are becoming more prevalent and should be included in the decision making, as well as wheelchair users. She compared the proposed layout to a section of Route 108 in Exeter, NH which she feels is also unsafe for accommodating cyclists.
- Q: G. McCarthy asked what bike accommodations would be preferable?
- A: E. Friedrichs stated that a multi-use path would be preferred, with at least some form of separation at a minimum to feel safe. A dedicated cycle track was suggested as an option, potentially with a contraflow lane.
- Q: What is the purpose of Route 108? Is it meant as a high-speed connector prioritizing throughput, or a low-speed productive space filled with destinations? G. McCarthy invited the locals who use Route 108 to respond.
- A: It's both. This corridor serves as a commuter route and is a destination for many things. The project needs to provide a balance.
- C: This project is an opportunity to choose between Street vs. Road and high-speed vs low speed. Trying to accomplish both often ends up accomplishing neither. The large number of driveways was also noted.
- A: Route 108 is not a high-speed route; however, it is a state highway. The land use adjacent to the corridor is already well defined by a mix of residential, commercial, and medical facilities that must be served by the roadway. The opportunity this project is focused on is providing mobility and access as best as possible with the understanding that there is a lot of friction caused by the numerous driveways.
- Q: Has there been any consideration for zoning changes? Utility this will become a miracle mile of commercial and medical facilities.
- A: This project does not propose any zoning changes.
- Q: Were future use studies included in the project process?
- A: Yes. In depth traffic studies with a 20-year design horizon were used to generate projected traffic volumes and to develop the proposed alternative. The future conditions were balanced against the existing conditions in conjunction with the Regional Planning Commission to plan for servicing the corridor. The proposed layout at Blackwater Road was used as an example of this.
- Q: Has the design team considered raising the driveways up to the sidewalk level to provide a type of speed table?
- A: The sidewalk is adjacent to the shoulder with curbing. It is necessary to provide tip downs at drives to match into the edge of pavement.
- Q: The center turn lane looks good and should help with congestion, however has there been thought into the implications of the increased space leading to increased vehicle speeds?
- A: The proposed alternative is also adding curbing which has been shown to decrease vehicle speeds which will work to counter the increased roadway width.

C: Consider the maintenance of the sidewalks and other infrastructure which the cities will bear following the Federal money used to construct the project.

A: That is correct. Construction will be done through NHDOT using Federal funds, however the maintenance of the sidewalks, any street lighting, mid-block crosswalks, etc. will become the responsibility of the cities.

Q: Was there an economic development study done for the corridor?

A: Yes. This project came from a previous economic development study.

C: Comment was made in support of the Two Way Left Turn Lane, and the commenter does not see Route 108 as a high-speed route, compared to the [Spaulding] Turnpike. However, she shared a concern for the speed differential between walkers and cyclists using a multi-use path. Instead preferring separate spaces for vehicles, bicycles, and pedestrians, perhaps with a curb separating the bike lanes from the sidewalks to clearly designate space for pedestrians and cyclists.

G. McCarthy asked those present to provide feedback on sidewalks and crosswalk locations. Below is a summary of that conversation.

C: It is very important to have a crosswalk where the sidewalk on the western side of Route 108 ends.

A: A crosswalk will be explored at Works Way

C: It would be good to have crosswalks at or near opposing bus stops, so riders have the ability to make return trips.

Q: Dover Police Lieutenant Speidel inquired whether there was room for a refuge island for the crosswalk within Dover and whether it would impede left turns.

A: Any mid-block crossing requiring pedestrians to cross more than one lane in each direction would require either a refuge island or rectangular rapid flashing beacons (RRFBs) to be present. If the location is noted to make left turns more difficult, an alternate location will be explored. It should be noted that maintenance would become the responsibility of the City of Dover, including winter maintenance.

C: Barclay's Square/Goodwin Health is a priority location for a crosswalk. There was collective support for this location.

Q: Lighting is an issue along the corridor; will lighting be added as part of this project?

A: That will be determined during the next stage of the project. It is important to remember that lighting would become the responsibility of the cities.

Q: W. Johnson asked for opinions on the removal of the grass strip between the road and the sidewalk.

A: The farther the sidewalk is from cars, the better.

Some felt no grass panel meant less maintenance for the city.

Once person noted that when Dover installed the sidewalk, some of the residents were vocal about having the grass panel included as it created a safer pedestrian path due to the separation.

## **SOMERSWORTH PIM NOTES:** Somersworth City Council Chambers, September 21, 2023

### **Open House Notes:** 6:00 PM – 7:00 PM

- Some of the parcel owners shown on the plans appear out of date.
- Several individuals mentioned how happy they were with the project, with four noting they were happy that no roundabouts were proposed.
- Pet Junction owner expressed concern for ability to receive shipments following the proposed improvements. Currently, a truck will park in the widened shoulder of the roadway to unload and there will not be space for that to occur with the proposed 5' shoulder.

- Concern was expressed over deliveries to Strafford Appliance Company as the present practice is to back into the driveway during the early AM hours, blocking Route 108 in the process.
- The proposed Sports Dome development on Willand Drive will increase traffic and further degrade the intersection with Route 108. The developer has proposed adding an exclusive right-turn lane on Willand Drive.
- There was concern that the traffic impacts on the corridor are really only limited to 3:30 PM to 5:30 PM, the rest of the time there are no traffic concerns along the corridor.
- One person requested a cross walk at Goodwin Health facility.

### Presentation 7:00 PM – 7:30 PM

### Question and Answer Notes: 7:30 PM – 8:30 PM

Poll: How did you hear about this Public Informational Meeting?:

Postcard:3      Flyer:3      Email: 2      Newspaper: 0

Q: Is a crosswalk at Goodwin Health a priority?

A: Approximately half of those in attendance agree with this. ContiTech/Buster's Billiards is another location with high ridership which should be prioritized.

Q: This project looks well thought out and detailed, how does Exit 10 factor into this project? Will utility updates be included?

A: Exit 10 is on the list of future corridor studies and will take into account what this Route 108 project accomplishes. There will be a lot of utility pole relocations and drainage updates as well as the concrete slab removal piece to this project. Any impacted utilities will be addressed by this project.

C: Near the Long Hill Road signalized intersection is a property which has the potential to be developed by Garabedian Properties. A fourth leg of the intersection could be proposed in the future.

Q: With the development of the sports dome complex on Willand Drive, can conduit be added to prepare for a future signalization as the traffic grows?

A: The project team is aware of the development. Sports complexes often have unique traffic patterns which are at off-peak times. This will continue to be monitored as the project progresses. *Subsequent to this public meeting, DOT has agreed to include conduit at this location in advance of the potential future need for signalization.*

Q: Suggest adding a pedestrian refuge island for the Goodwin Health crossing to help with traffic calming as well. Was this discussed?

A: Yes, this option was discussed with the Working Group. There is an additional maintenance complication with refuge islands that would need to be addressed.

C: A crosswalk would be beneficial at Interstate Drive.

Q: There is a queuing problem with left turning traffic from the side roads at the Route 108 intersection with Route 236/Whitehouse Road, will this be addressed?

A: The lane configurations for Route 236 and Whitehouse Road approaches have each been changed to provide an exclusive left turn lane and a through-right lane. *Subsequent to this public meeting, the plans have been revised to show widening of Route 108 and restriping of Whitehouse Road/West High Street.*

C: Todd Levesque from Todd's Touch expressed that he was happy after the conversations he had prior to the presentation. He expressed concerns over kids crossing Route 108 without a protected crossing and was glad that the plans show crosswalks at the Blackwater Road intersection.

- C: Individual expressed concerns over removal of the concrete slab due to traffic detouring onto 16B (Old Dover Road) and High Street during construction and stressed that traffic control will be a key piece to this project.
- A: This project will be constructed in segments, not in a single construction project. The Dover segment has already removed the concrete slab, as has a portion near Goodwin Health. The remaining length, approximately 3.5 miles does require the concrete slab to be removed.
- Q: The question was asked to the public if they agreed that it was a good choice to stop the sidewalk on the west side of the road at Works Way?
- A: Approximately half of the room agreed.
- Q: When the sidewalk ends, will there be a crosswalk? Don't want a sidewalk to nowhere.
- A: The project will need to be thoughtful about crosswalk locations and having a crossing at the end of the sidewalk. Works Way is a location which has been discussed.
- Q: Is traffic going to be detoured during construction? There are already a few dangerous intersections on Old Rochester Road, where a Road Safety Audit (RSA) has already been done.
- A: This has not been determined at this stage yet. The slab will have to be removed as part of this project, but the Traffic Control piece of this project will need to be well thought out. Any signed detours would likely be on State owned roads.
- Q: There are currently "Do Not Block" pavement markings on Blackwater Road at the Cumberland Farms egress, will this be retained?
- A: Yes, this block out will be maintained.
- Q: M. Bobinsky of Somersworth asked for clarification on the Historic Resource criteria and what does it mean to be an eligible property?
- A: This is a very detailed process which evaluated dozens of properties along the corridor. There are many criteria which must be met in order for a property to be considered eligible as Historic. Once a property is designated then there are permitting steps which need to be taken if impacts to the parcel are shown. The project has prioritized avoiding impacts to those properties identified as eligible.
- Q: The double sidewalk stops at Works Way, does the project propose two sidewalks farther north as well?
- A: No, the present alternative stops the sidewalk on the western side of Route 108 at Works Way, however the bike lanes continue the length of the project as does sidewalk on the eastern side of the road.
- Q: Can a crosswalk be added at the intersection with Whitehouse Road?
- A: As there is no sidewalk proposed on the western side of Route 108, a crosswalk is not advised.
- C: Individual recommends a crosswalk here as there is anecdotal evidence of pedestrians coming from Whitehouse Road. Pedestrians are known to visit Dunkin, Patriot Tractor and Hilltop Chevrolet.
- Q: Could a sidewalk be added from Continental ContiTech at Interstate Drive to Whitehouse Road?
- A: It would have to be discussed with the City of Somersworth. The roadway would be maintained by the State, however sidewalks, lighting, Rectangular Rapid Flashing Beacon's would be maintained by the City.
- There was strong community support to consider an additional sidewalk on the west side of Route 108 from Interstate Drive north to Whitehouse Road.*
- Q: When the project was introduced at listening sessions the cost was estimated at \$11 Million, is that still the case?
- A: With the addition of the concrete slab removal and recent pricing increases, the estimate has risen to \$22.6 Million.
- Q: What year was this project projected to?
- A: Traffic volumes were projected for the year 2045. These volumes were the basis for the traffic analyses.
- C: Somersworth has been reviewing the potential for adding a sewer line which connects to Dover, however at this time it is not progressing favorably from a cost/benefit standpoint.
- A: Now is a good time to include the sewer work during the construction of Route 108 as there could be reduced costs if included in the contract.
- Q: Will there be lighting improvements made? Specifically at bus stops.

A: At proposed signalized intersections, yes. Any additional street lighting would become the responsibility of the cities to maintain. All existing street lighting will be maintained in some form, though utility relocations are anticipated.

### **ROCHESTER PIM NOTES: Rochester Public Works Building, September 26, 2023**

#### **Open House Notes: 6:00 PM – 7:00 PM**

- It was noted that there was a simultaneous meeting at the City Hall for the intersection of Old Dover Road and Tebbets Road intersection.
- Parcels 90-93 show incorrect owners.
- There is a new driveway for Parcels 92-93.
- Request to move bus stop on southbound side of Route 108 near Parcel 94 (combine with Quail Drive stop?). Bus patrons tend to disturb personal property of parcel owner.
- Can the stormwater treatment area (BMP) at STA 1199+00 be moved? – Answer given was probably, will be reviewed further.
- Parcel 114 updates: new parking area and existing building removed.
- State Representative Grassie gave positive feedback on the project but stated he had hoped there would be a roundabout at some point along the corridor.
- Will the speed limit change?
- Will there be a new bus pull off near Willand Road? There is a new development coming in at that location.
- How many crashes have been at Haven Hill Road?
- The property owner that is the second property to the north of the Haven Hill Road intersection on the east side expressed concern that drainage flows from Haven Hill Road northerly along NH Route 108 and is directed into his driveway.
- There were several concerns raised over the need for drainage improvements.

#### **Presentation 7:00 PM – 7:30 PM**

#### **Question and Answer Notes: 7:30 PM – 8:30 PM**

Poll: How did you hear about this Public Informational Meeting?:

Postcard:5      Flyer:0      Email: 0      Newspaper: 0

Poll: What town do you live in:

Dover: 3      Somersworth: 0      Rochester: 5

Q: What are the water treatment areas, and what do they amount to?

A: It will depend on the needs of each site with options including retention ponds, gravel wetlands, swales, detention basins, etc. to remove salt, oil, and particulate runoff from the proposed curbed roadway.

Q: So, the runoff will go into a closed drainage system?

A: Yes, runoff will be collected, treated then discharged.

Q: Two locations for [mid-block] crosswalks are Goodwin Health and Works Way. Will they have push buttons and lights?

A: The crosswalk infrastructure is influenced by the number of lanes and the posted speed of the roadway. Rectangular Rapid Flashing Beacons (RRFBs) have been shown to be a successful countermeasure that increases driver yield rates to pedestrians in crosswalks. However, sidewalks and crossing infrastructure becomes the responsibility of the City to maintain.

Q: G. McCarthy asked those in attendance if they see pedestrians crossing at Goodwin Health.

A: There was a mixed response regarding the Goodwin Health crossing, however, there was a strong response regarding those crossing at Buster's Billiards/ContiTech.

- Q: G. McCarthy asked those present if there was a need for a mid-block crossing in Rochester, noting that the signals at Innovation Drive will have crosswalks.
- A: Could the separate bus stops at Quail Drive and the Profile Arms Apartments be consolidated?
- A: G. McCarthy specified that COAST had previously stated a desire to not combine these stops, however this could be revisited, noting the higher speeds along the Rochester portion of the project. *Regarding the speed, there is a correlation between posted speed limit and bus stop spacing which is factored into the bus stop locations. Moving a bus stop may have detrimental impacts on the bus route schedules. This segment of Route 108 is posted at 40 MPH which presents increased risk for pedestrians travelling along the roadway without a sidewalk.*
- Q: Do you think widening the road will slow vehicle speeds?
- A: Adding curbing has been shown to slow drivers, the design team is aware that speed is an issue.
- C: A crosswalk should be added near Strafford Farms to allow access to Willand Pond and the apartments.
- Q: On Willand Drive at Hilltop Fun Center, exiting to turn left onto Route 108 southbound creates a sight issue with vehicles waiting in the right turn lane. Can vehicles pull into the center turn lane to turn left?
- A: Yes, the center turn lane can be used for a two-stage left turn.
- Q: The center turn lane will stop left turning vehicles on Route 108 southbound from blocking southbound traffic, won't this remove the gaps in traffic that previously allowed left turns exiting Willand Drive to get out?
- A: The concerns regarding this movement are understood. At this time the traffic projections do not support adding signalization at this intersection.
- Q: What is the timeframe for this project? Will it be constructed end-to-end or more sporadically along the corridor?
- A: Construction depends on the concrete slab removal, which complicates traffic control. Dover has already removed a portion of the concrete slab, which helps. It also depends on the ROW process, how long and how costly that proves to be, traffic control and other controls. Starting construction in 2027 might sound far away, but it is actually a tight window.
- Q: Will the roadway elevation change?
- A: The roadway stays about the same, but there are some areas where the road profile will be massaged.
- Q: G. McCarthy asked those in attendance if they approve of the proposed sidewalk layout.
- A: The general response was that the inclusion of sidewalks makes sense, with many pedestrians in Dover (at Willard Drive) justifying two sidewalks and the grass strip in Rochester justified by the higher speeds.
- Q: Can a culvert be buried beneath the proposed sidewalk and driveways adjacent to Haven Hill Road? Is there enough room?
- A: We are aware that there are existing drainage concerns in this area, and this project will work to address these issues. The current project has not been developed to that level of detail, however as the project progresses, we will evaluate the driveways to address the drainage concerns.
- C: There was consensus that the two-lane section in Rochester makes sense, as there are limited locations to turn [access points], however there were concerns noted at the intersection with Interstate Drive regarding pedestrian accommodations and exiting left turns.
- Q: G. McCarthy asked about bus ridership, stating the design team is aware that the Profile Apartments bus stops are well used, but asked about the ridership at Innovation Drive/So 'field Apartments?
- A: There is a City sidewalk project on Innovation Drive coming soon with sidewalk extending to the intersection with Route 108. Will there be a landing for the bus stop on the southbound side of the So 'field Apartments?
- A: We will have to evaluate a landing on the southside of the So 'field Apartments. The project must draw a line somewhere as to which and how many improvements can be incorporated. The project wants to improve safety but not add too many crosswalks but will continue to explore the opportunities to create safe connections.



*The Design Team is aware of several proposed developments in the vicinity of Innovation Drive and is open to incorporating future connections to the proposed improvements. However, there is a limit to what can be included in this project which needs to be evaluated.*

Q: Upon completing the project, will the ROW expand into properties, taking land from owners?

A: That depends on the specific site. There will definitely be locations where the ROW is redefined; some will be temporary easements for construction, and some will be permanent. The final hearing plans will show proposed ROW changes.

Q: Near Quail Drive, with a 5' bike shoulder, a 5' sidewalk and an easement, that's 15' that doesn't exist between the edge of pavement and the ROW now.

A: The ROW varies quite a bit, but grading has the broadest impact. The project tried to balance and minimize the impacts to the properties.

*There is no sidewalk adjacent to Quail Drive in the proposed alternative. The response to this comment addresses the proposed impacts as they are shown, however, there may have been a misunderstanding of what is shown on the plans.*

Q: Is the City responsible for plowing sidewalks?

A: Yes. There will need to be a maintenance agreement in place prior to constructing any sidewalks or RRFBs. The City will be responsible for maintaining the grass strip as well as the sidewalk.

C: Utility poles could be an issue.

A: Yes, part of this project will be to coordinate between the cities and the utility companies along the corridor as part of the Final Design to accommodate utility relocations and timing of improvements.

C: The pdf of this presentation will be posted to the project website where the impacts to each parcel can be seen. A recording from tonight will also be available on the project website.

Appendix A: Public Sign in Sheets

Appendix B: Presentation

Submitted by:

Scott Lister, EIT  
McFarland Johnson, Inc.

Dover-Somersworth-Rochester 29604

# Appendix A

Public Informational Meeting Sign-In Sheets

# NH Route 108 Complete Streets Improvements 29604

Public Informational Meeting

September 19, 2023

## SIGN IN SHEET

<u>Name</u>	<u>City Affiliation</u>
Jiltan Semprini	ASST. City Eng
Donna Benton	Director of Planning & Comm. Dev.
Charlene Courtemanche	President, Garrison Condo Assn.
Colin Lentz	SRPC
Kia Faustino	Resident Dover
Diane Sandoz	Dover
DAN HUGHES	DOVER
Jessica Lamontagne	Dover
Dan White	Dover
Meussa White	Dover
Lee Schatupf	Dover
Jill Atcher	Rochester
Dianne West	Somersworth & Rochester
Mary Beth Ludolph	Dover
Emily Friedrichs	Durham
BEALYN ESTABISHIAN	SOMERSWORTH

Don Ruthien

# NH Route 108 Complete Streets Improvements 29604

Public Informational Meeting

September 21, 2023

## SIGN IN SHEET

<u>Name</u>	<u>City Affiliation</u>
Janey Stager	Flower
Martin Popen	Council
Amber Hall	Somersworth DPW
Michelle Mears	Somersworth Planning
Robert M. Belmore	Somersworth City Manager
Frank Merrill	Resident / WDC.
Mike Ebinusky	Somersworth DPW
Jane Holmes	Somersworth Mayor's office
Glin Lentz	Stratford RPC
Dina Gagnon	Business Owner / Resident
Josh C. Mey	Land owner - future
Claire Blaisdell	Resident 108 area
Jason McClusky	Property Owner
Sean Peschel	City Resident
MICHAEL LILLY	RESIDENT

# NH Route 108 Complete Streets Improvements 29604

Public Informational Meeting

September 21, 2023

## SIGN IN SHEET

<u>Name</u>	<u>City Affiliation</u>
Mark Richardson	Somerset
Denis Messier	City Councilor
Richard Robey	Resident
Anita Granville	Resident
DAVID WITMAN	CITY OF SOMERSETH Council
Chris Horton	Planning Board
Michael Franceschini	PET JUNCTION LLC
Rick Michaud	City Councilor Somerset
Mike Hilliard	Resident
Jay Hilliard	Mayor
Todd Lepp	TODD'S TOUCH

# NH Route 108 Complete Streets Improvements 29604

Public Informational Meeting

September 26, 2023

## SIGN IN SHEET

<u>Name</u>	<u>City Affiliation</u>
Shannon Donnelly	DOT - ROW
Jim Gray	Roch City Council
Chuck Grassie	State Rep
Keith Fitts	Planning Board
Jeff Whitney	Home owner
Nick Mitropoulos	Roch
Bernie Taylor	Dover
Allen Plut	Rochester
Dennis Hart	Rochester
STEPHEN RICHARDS	ROCHESTER
Shanna B Saunders	City of Rochester
Celeste Plaia	City of Rochester Resident

**NH Route 108 Complete Streets Improvements 29604**  
Public Informational Meeting  
September 26, 2023

**SIGN IN SHEET**

<u>Name</u>	<u>City Affiliation</u>
SYLVIA DORE	HOME OWNER
Katherine Kolios	resident of Dover

Dover-Somersworth-Rochester 29604

# Appendix B

Public Informational Meeting Presentation



***NH Route 108 Complete Streets Improvements  
Dover - Somersworth - Rochester 29604***

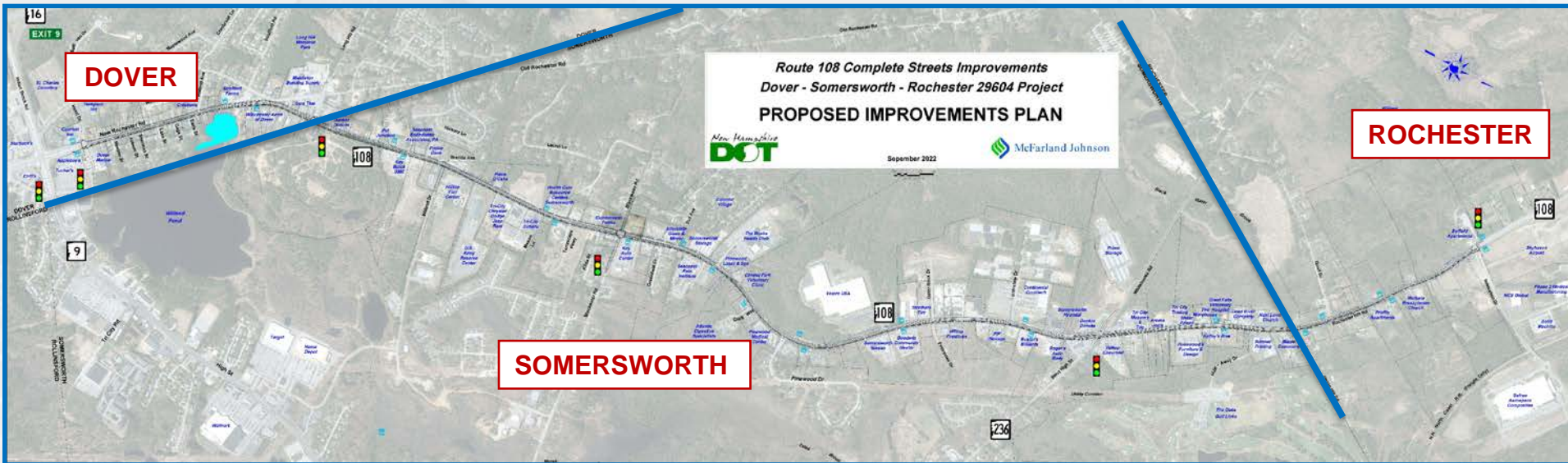
**Public Informational  
Meetings**

**September 19, 21 & 26, 2023**

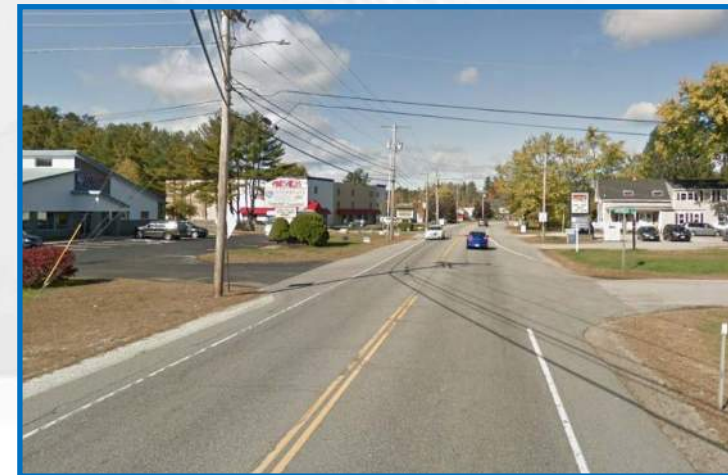
# Agenda

1. Project Background
2. Project Working Group
3. Purpose and Need
4. Key Resources
5. Alternatives Development
6. Crosswalk Locations
7. Proposed Improvements
8. Next Steps
9. Questions and Comments

# Project Background - Existing



- 4.4 Miles
- 3 Cities (part Urban Compact)
- 2 / 3 Lanes
- Shoulders Vary
- Minimal Sidewalks
- Existing Concrete Slab
- COAST Bus Route 12



# Complete Streets

A Complete Street is a street designed for all users independent of their age or ability and regardless of whether they travel by car, bus, train, bicycle or walk.



# Project Working Group

## NH Route 108 Complete Streets Working Group

Name/Position	Affiliation
<b>Rad Nichols</b> , Executive Director	COAST Bus
<b>Michael Williams</b> , Director of Operations	COAST Bus
<b>Donna Benton</b> , Director of Planning & Community Development	City of Dover
<b>John Storer</b> , Community Services Director	City of Dover
<b>Ken Mavrogeorge</b> , City Engineer	City of Dover
<b>Amelia DeGrace</b> , Asst. City Engineer	City of Dover
<b>Jill Semprini</b> , Asst. City Engineer	City of Dover
<b>Michelle Mears</b> , Director of Planning & Community Development	City of Somersworth
<b>Mike Bobinsky</b> , Director Engineering	City of Somersworth
<b>Amber Hall</b> , City Engineer	City of Somersworth
<b>Peter Nourse</b> , Director of City Services	City of Rochester
<b>Shanna Saunders</b> , Director of Development & Planning	City of Rochester
<b>Jen Czysz</b> , Executive Director	Strafford Regional Planning Commission
<b>Colin Lentz</b> , Sr. Transportation Planner	Strafford Regional Planning Commission

- Dover, Somersworth & Rochester
- Planning Commission
- COAST
- Formal Meetings

# Listening Sessions and Walking Tour

**PUBLIC INVITED**

## WALKING TOUR

NH Route 108 Complete Streets Project

The New Hampshire Department of Transportation (NHDOT) invites the public to attend a Walking Tour for the proposed improvements to a 5-mile section of NH Route 108 in Dover, Somersworth, and Rochester. This Walking Tour is being held to seek community input on the corridor and desired changes that would follow the principles for a Complete Street. A Complete Street balances the needs of motorized, non-motorized, and transit users.

**WHAT:** WALKING TOUR

**WHEN:** Thursday, June 27, 2019  
4:00 PM - 7:00 PM



**WHERE:**



- Intersection of Blackwater Road/ NH Route 108 ( 4:00 PM )
- Intersection of Long Hill Road/ NH Route 108 ( 5:00 PM )
- Intersection of West High Street/ NH Route 108 ( 6:00 PM )

**WHO:** You! Residents, Business Owners, Commuters, Local Officials, Elected Officials

You are invited to attend a Walking Tour with the project design team. Join us at one intersection or at all three. Safety vests will be provided by NHDOT for attendees. Please wear sturdy walking shoes and bring water.

For further information, please contact Wendy Johnson, NHDOT Project Manager at Phone: (603) 271-2171 or Email: [wendy.johnson@dot.nh.gov](mailto:wendy.johnson@dot.nh.gov). Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, NH 03302-0483 or call 603-271-3222 – TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at your earliest convenience.

For more information visit [www.108TriCityCompleteStreets.com](http://www.108TriCityCompleteStreets.com)

## Listening Session #1

- March 18, 2019 Dover

## Listening Session #2

- May 2, 2019 Somersworth

## Walking Tour

- June 27, 2019

# Purpose and Need

## Purpose

The purpose of the NH Route 108 Complete Streets Improvements project is to provide a corridor that accommodates various modes of travel including cars, trucks, public transit, bicycles and pedestrians that incorporates safety improvements, while addressing daily congestion issues along the five-mile corridor in Dover, Somersworth and Rochester.

# Purpose and Need

## Need

- Peak period traffic demand causes queuing and **delays** at key signalized intersections.
- Vehicles regularly travel at **speeds** above the posted limit throughout the corridor.
- **Left turns** from and to the corridor are difficult due to the high volume of traffic causing delays and safety concerns.
- Limited **pedestrian** facilities are present in the corridor.
- Formal **Bicycle** facilities are not present in the corridor.
- **Buses stopping** at the numerous bus stops along the corridor often block traffic, causing delays.
- **Facilities** for waiting passengers are not present at the majority of the **bus stops**.
- **Streetscape and landscape elements** are lacking along the corridor.



# Key Resources

The evaluation of environmental and cultural resources impacts within the project limits is on-going. The resources and impacts of the chosen preferred alternative will be documented in an Environmental Study/Section 4(f), which will be posted on NHDOT's web site.

Environmental Resources that are potentially present and which are being evaluated in the vicinity of the project area include: Willand Pond (a Class A waterbody), Public Water Supplies, Recreational Areas, Perennial Streams, Floodplains, Conservation Lands, Wetlands, the state-endangered plant (Northern Blazing Star), and the federally-endangered Northern Long-eared Bat.

Cultural Resources within the project consist of several properties potentially eligible for listing of National Register of Historic Places a potential historic district, sensitive archaeological sites, and cemeteries. For Cultural Resources, the project will need to comply with the requirements of Section 106 of the National Historic Preservation Act of 1966. This Act requires the Department to identify and assess the project's impacts to cultural resources, which are buildings, historic districts, and structures, as well as archaeological sites, that are generally greater than 50 years old.

These regulations offer individuals or organizations with a demonstrated interest in the potential impacts to historic resources an opportunity to become more involved in an advisory role through meetings and commentary. They may become what are known as Consulting Parties under Section 106 of the National Historic Preservation Act.

The lead Federal Agency for this project is the Federal Highway Administration. Although the role of a consulting party is advisory in nature, FHWA must consider a consulting party's input carefully before making a final decision on how the project will affect historic resources.

Consultation recognizes the importance of local involvement in the decision making process. If you wish to become a Consulting Party, please contact me after the meeting for information on contacting FHWA or to obtain a pamphlet on the process.

Surveys have been conducted during the development of this project. The Department will continue to coordinate with the Federal Highway Administration and the NH Department of Historical Resources regarding the impacts and mitigation to the historic resource located within the project limits.

Additionally, the Federal Highway Administration's Section 4(f) of the DOT Act regulations require the evaluation of impacts to historic resources to determine whether alternatives which avoid or minimize impacts to these properties are reasonable or prudent.

Contact Information:

*Mr. Jamison S. Sikora  
NH Division Environmental Programs Manager  
Federal Highway Administration  
jamie.sikora@dot.gov*

*J.C. Cleveland Federal Building  
53 Pleasant Street, Suite 2200  
Concord, NH 03301*

*Willand Pond*

# Key Resources

## Natural Resources

- Willand Pond
- Wetlands (Sporadic)
- Rare Plants

## Cultural Resources

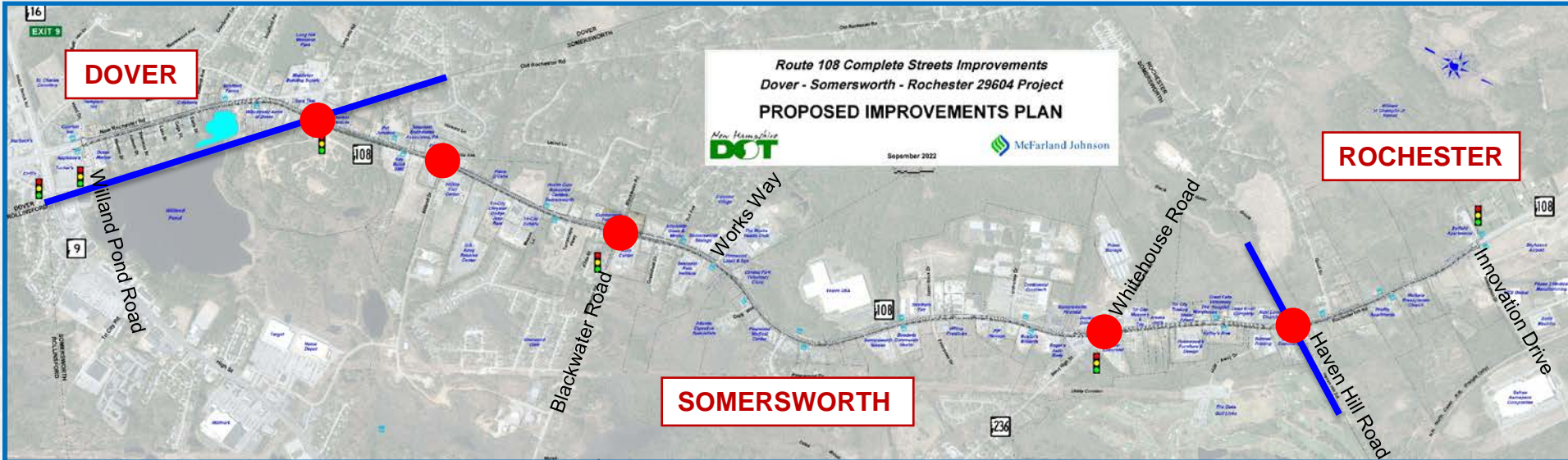
- 4 Historic Properties
- 5 Archeologically Sensitive Areas



*Willand Pond*

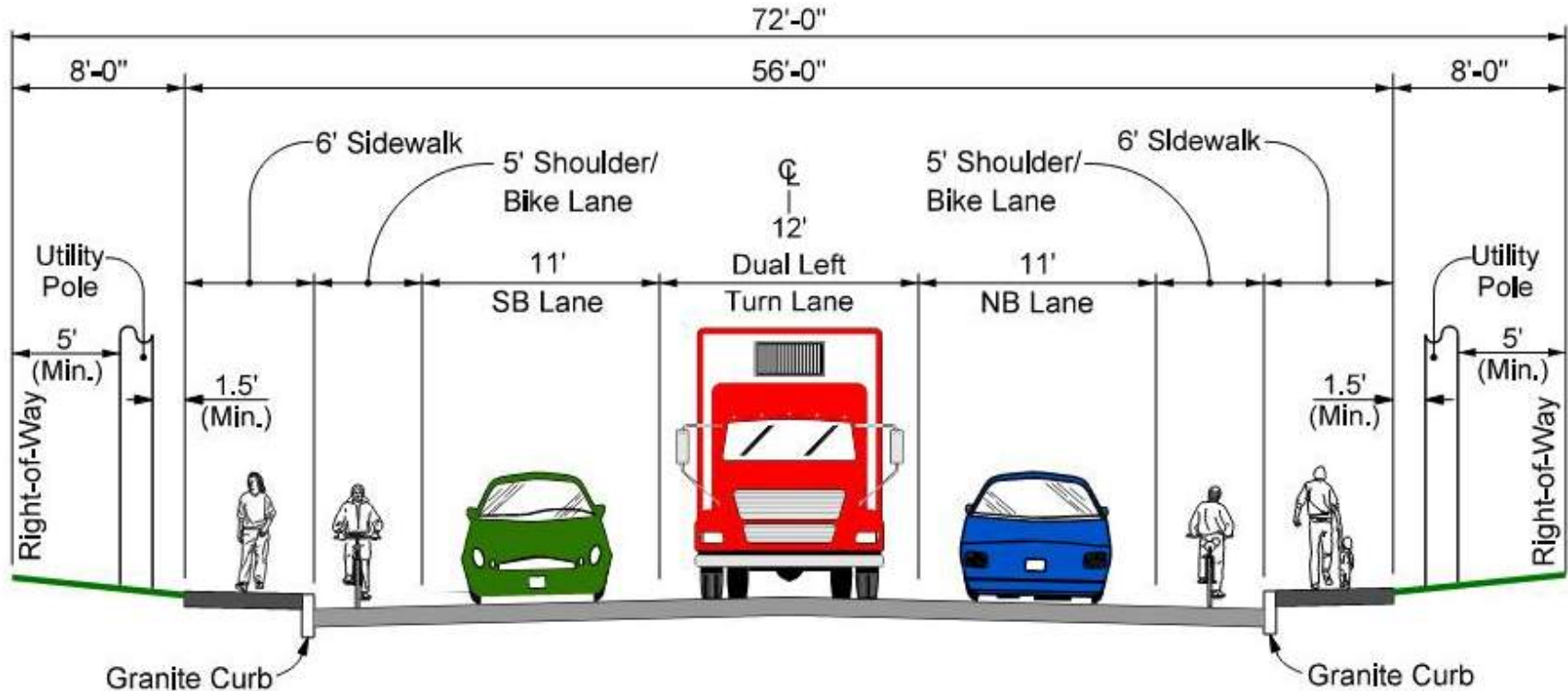
Please note that Section 106 of the National Historic Preservation Act offers those that possess a direct interest in historical resources, including town officials, Historical Societies, and Historical Commissions, an opportunity to become more involved in an advisory role during project development as “Consulting Parties.”

# Alternatives Development



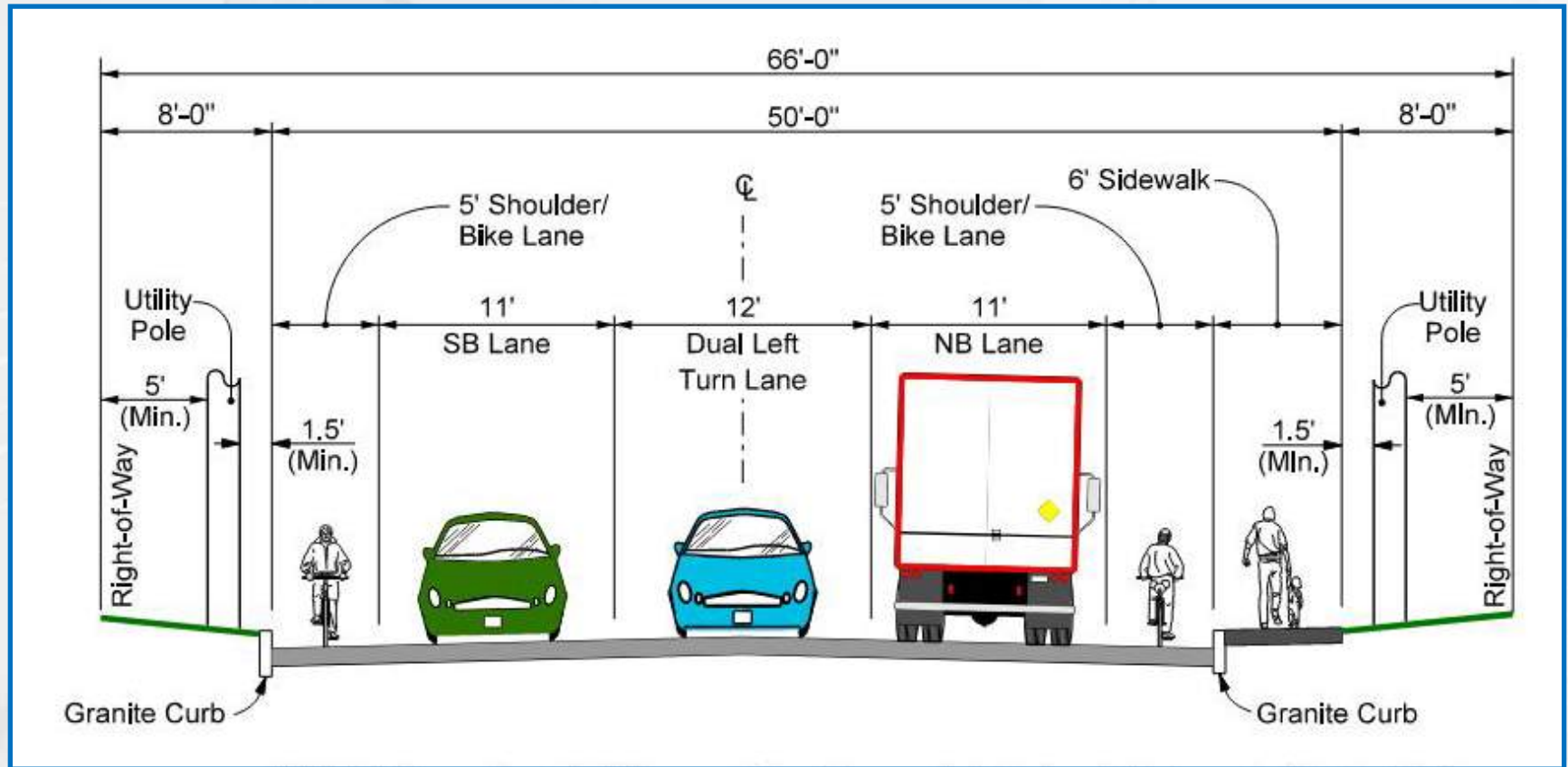
- Route 108 Lane Configuration
  - 2, 3, 4 & 5 Lanes
- Shoulder / Bike Lanes
- Sidewalk Accommodation
  - One vs Both sides of Route 108
  - Crosswalks
- Intersection Configuration at Key Locations ●
  - Signalization
  - Roundabouts

# Alternatives Development – Typical Section



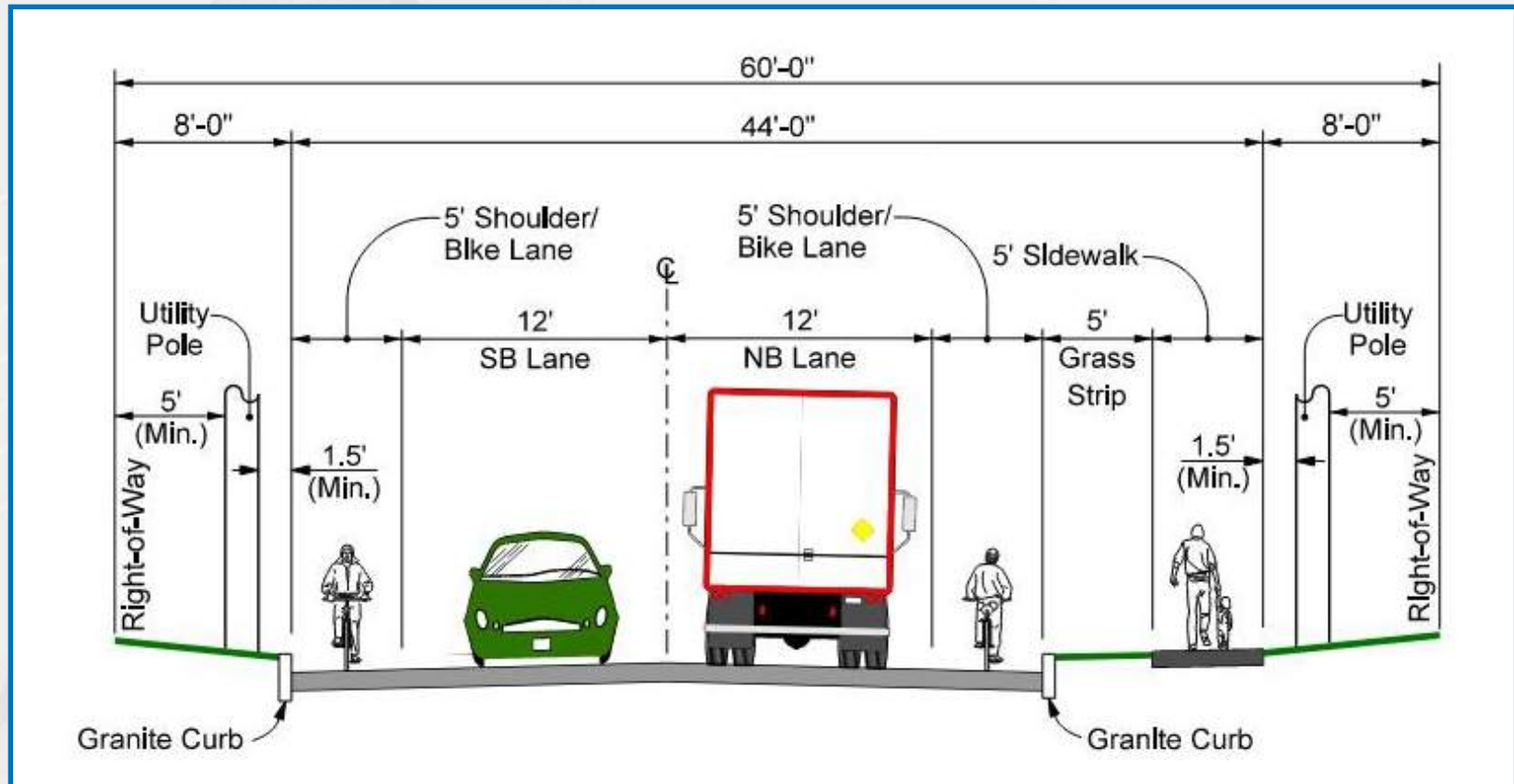
**Typical Section – Three Lanes with Bike Lanes & Sidewalks on Both Sides  
(Willand Pond Road to Works Way – 2.0 mi)**

# Alternatives Development – Typical Section



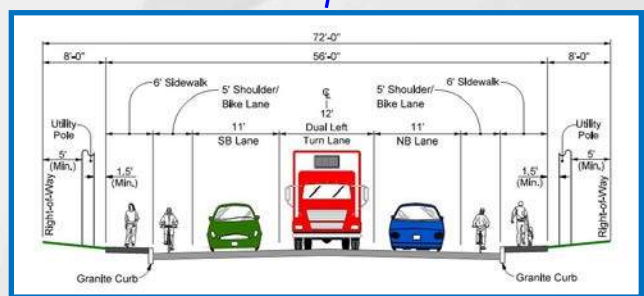
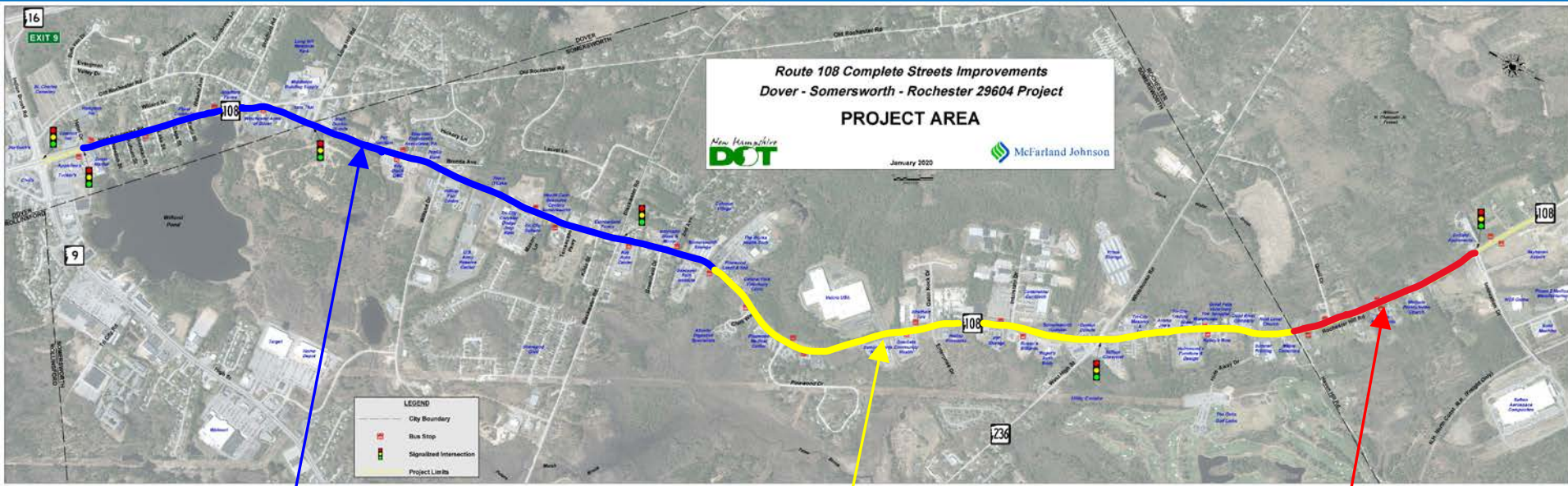
**Typical Section – Three Lanes with Bike Lanes & Sidewalk on East Side Only  
(Works Way to Haven Hill Road – 1.8 mi)**

# Alternatives Development – Typical Section

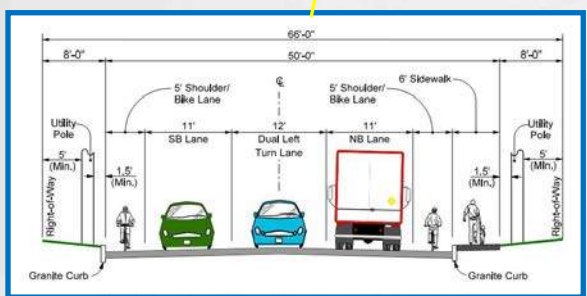


**Typical Section - Two Lanes with Bike Lanes & Sidewalk on East Side Only  
(Haven Hill Road to Innovation Drive – 0.6 mi)**

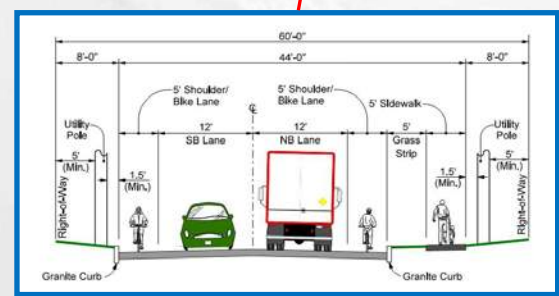
# Alternatives Development – Typical Section



Willand Pond Road to Works Way

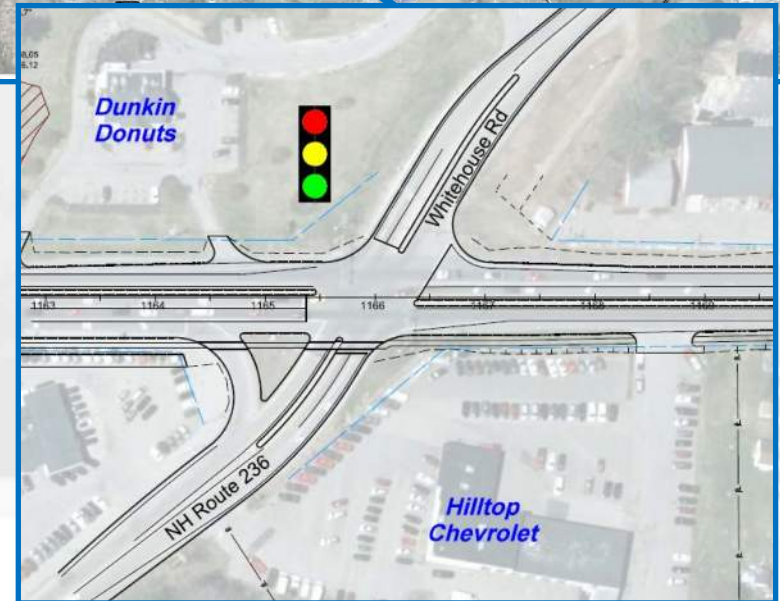
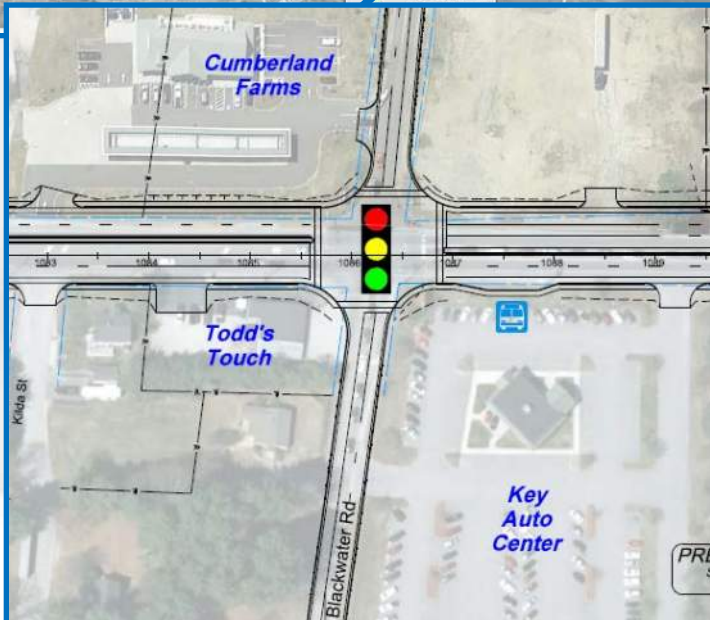
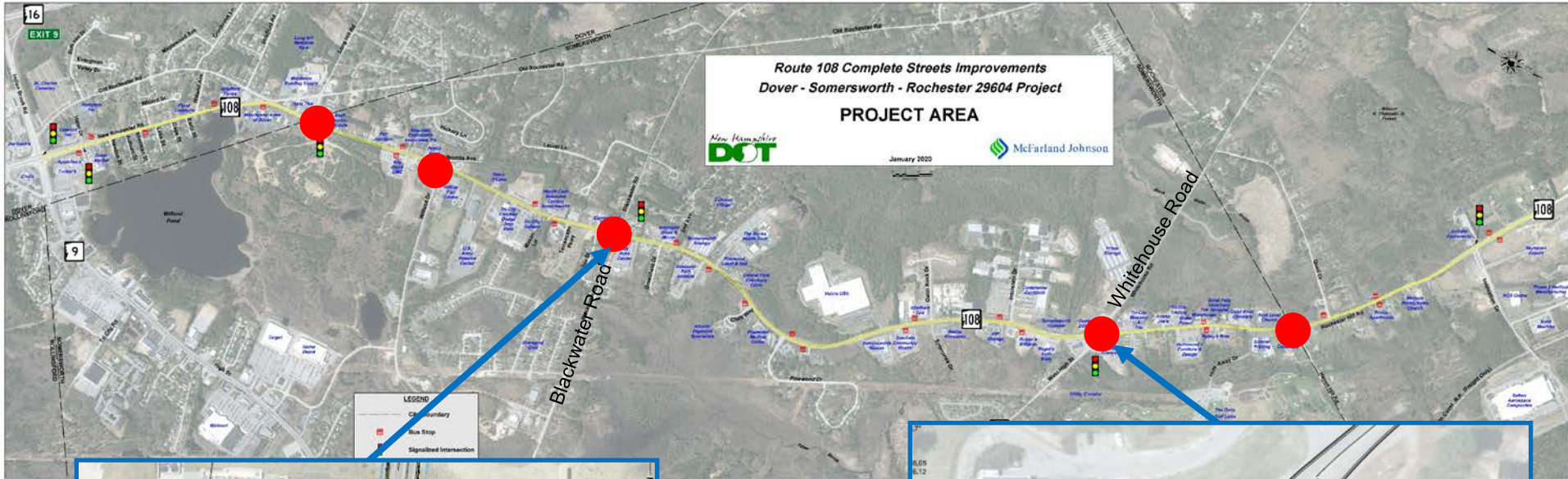


Works Way to Haven Hill Road



Haven Hill Road to Innovation Drive

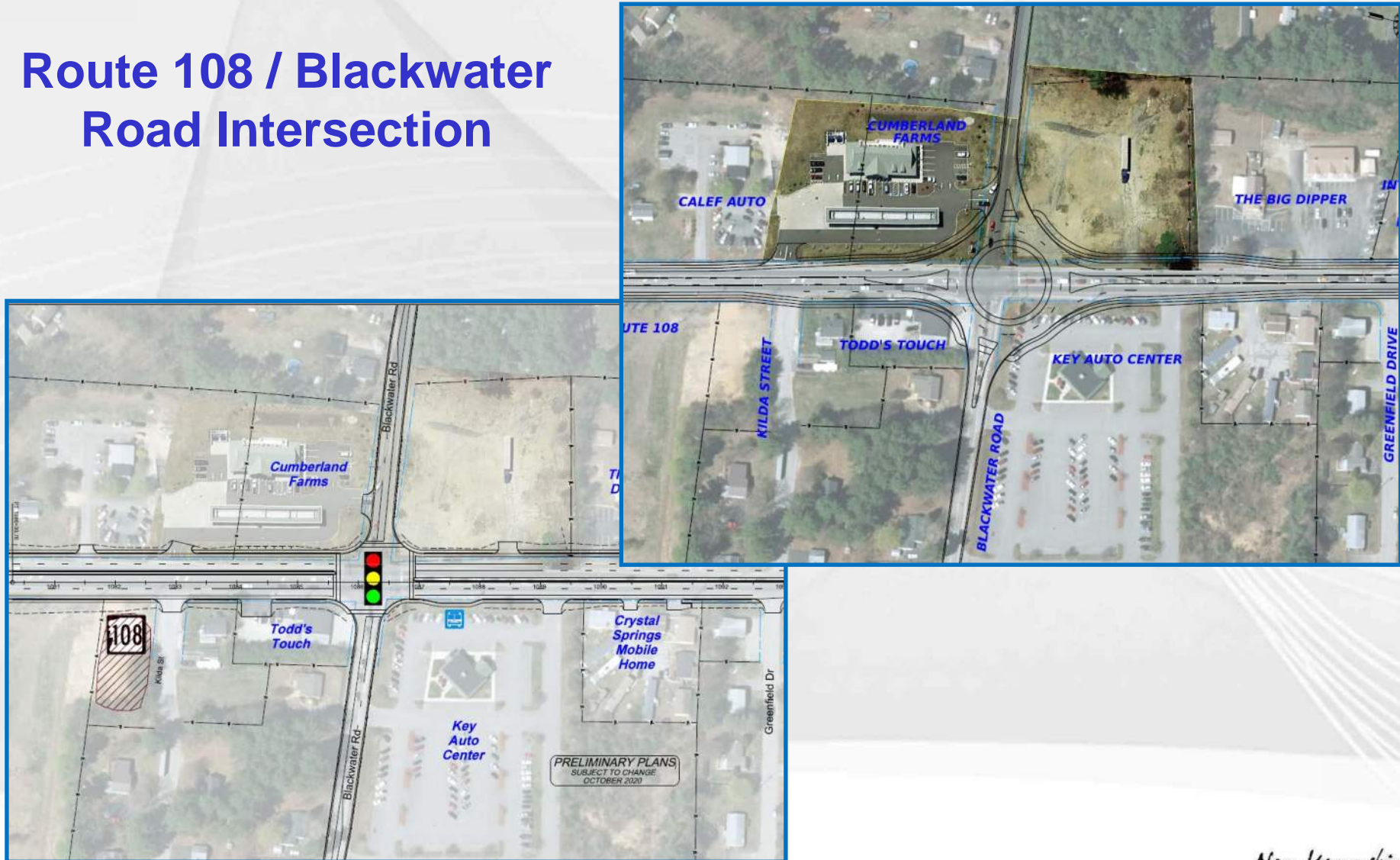
# Alternatives Development – Intersections





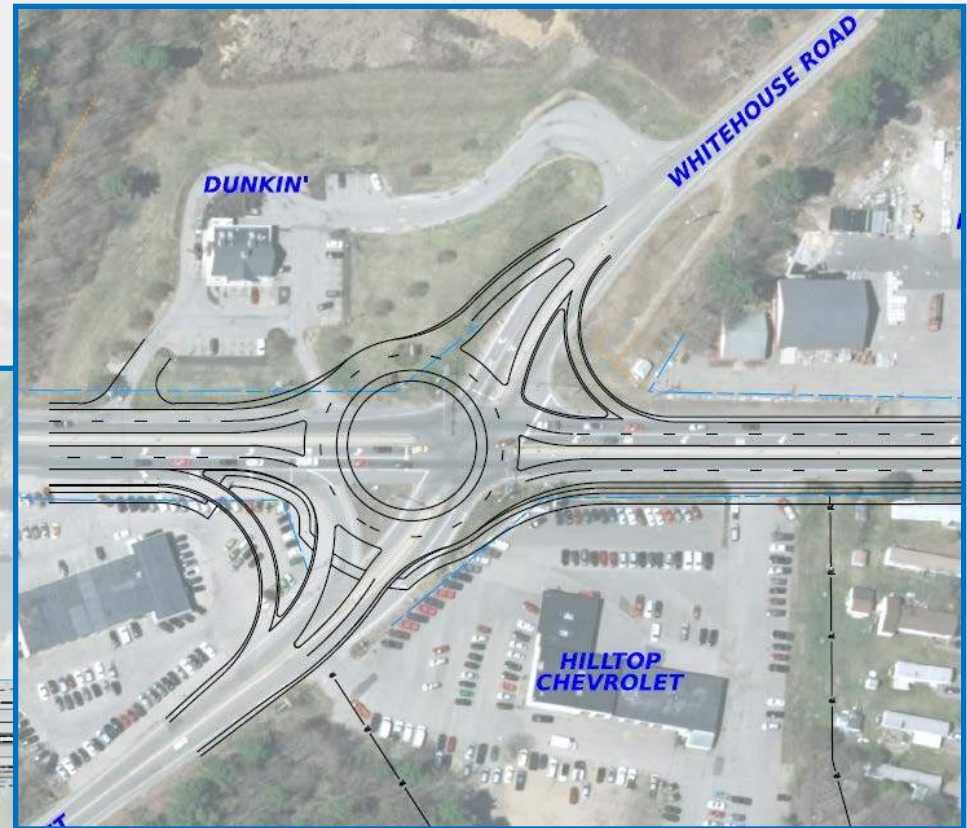
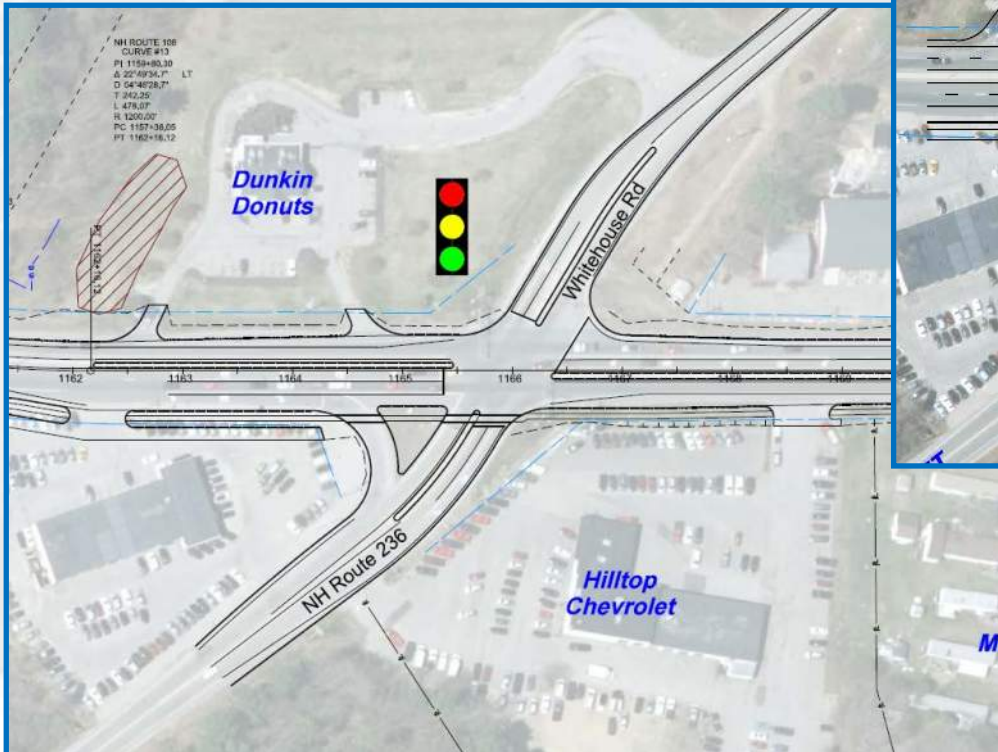
# Alternatives Development

## Route 108 / Blackwater Road Intersection

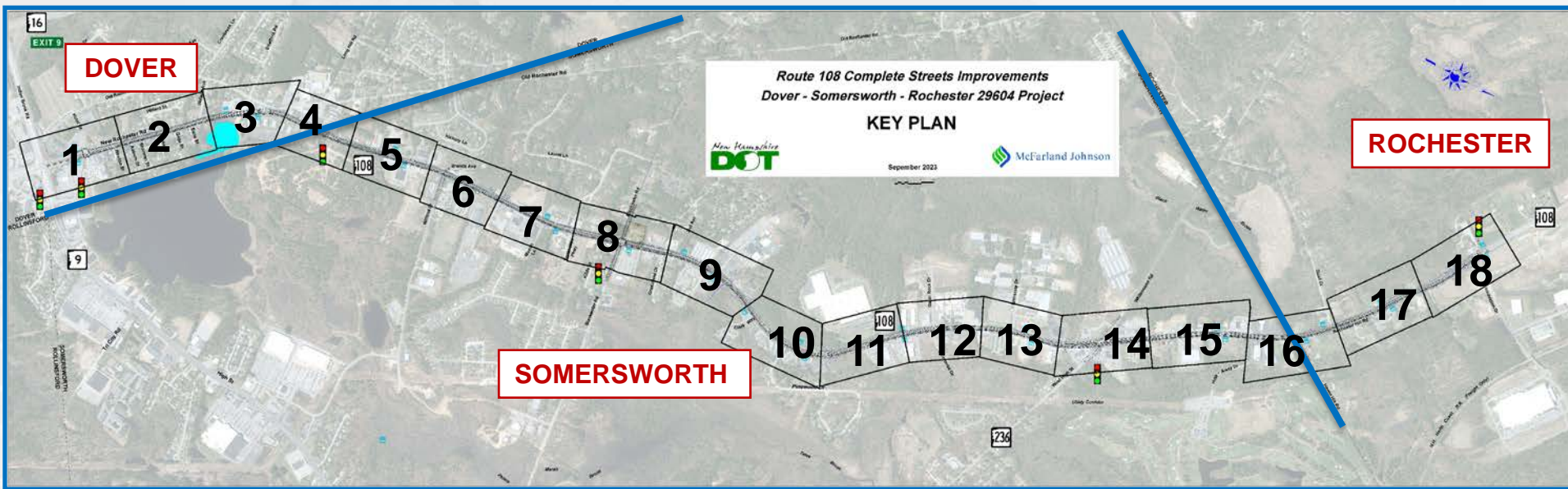


# Alternatives Development

## Route 108 / Whitehouse Road / Route 236 Intersection



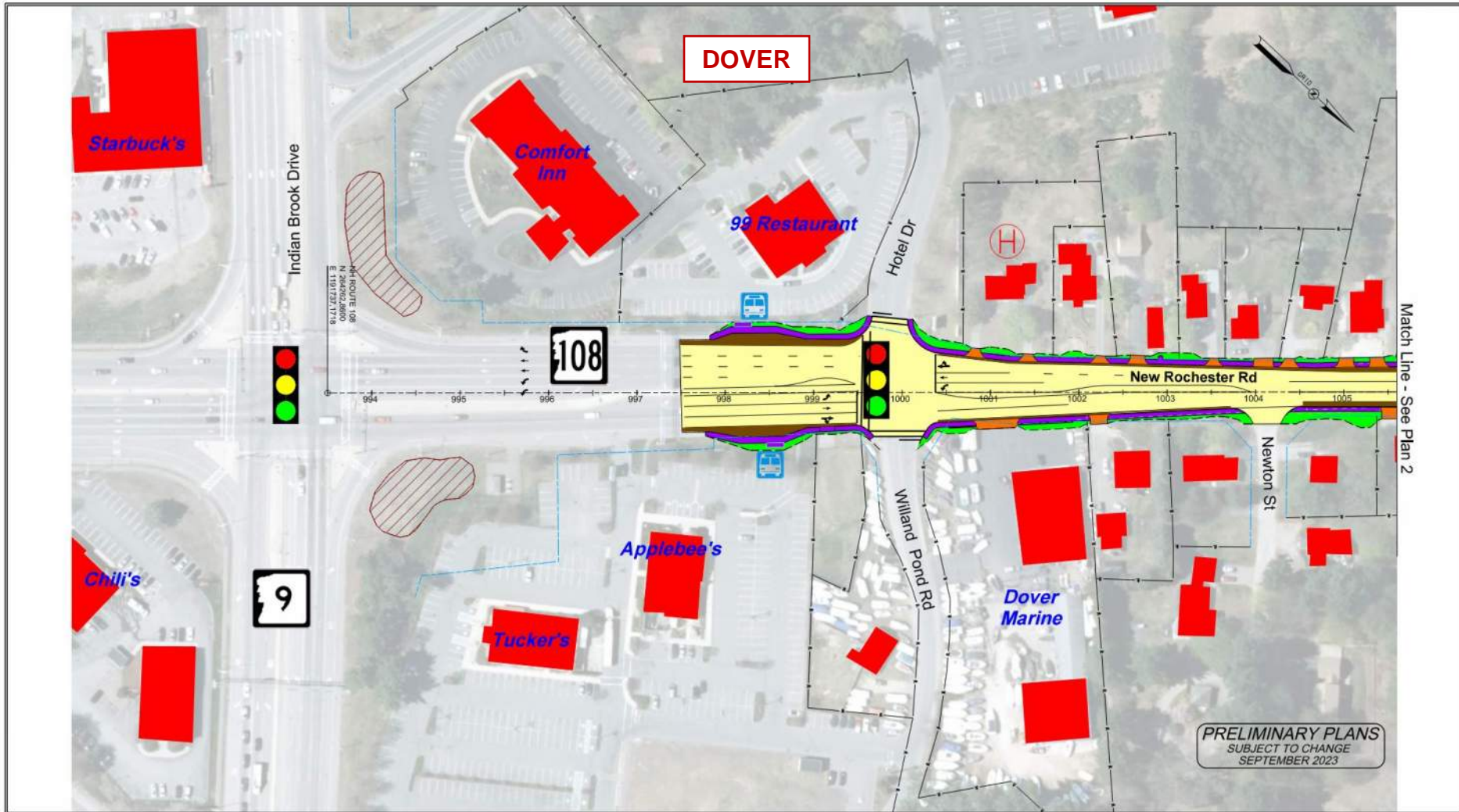
# Proposed Improvements



## Topics for Discussion

1. Turn Lanes
2. Sidewalks
3. Bus Stop Locations
4. Crosswalk Locations
5. Stormwater Treatment Sites (BMPs)

# Proposed Improvements



Match Line - See Plan 2

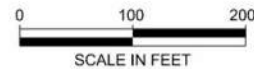
PRELIMINARY PLANS  
SUBJECT TO CHANGE  
SEPTEMBER 2023

### LEGEND

- Bus Stop
- Signalized Intersection
- Historic Property

- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation



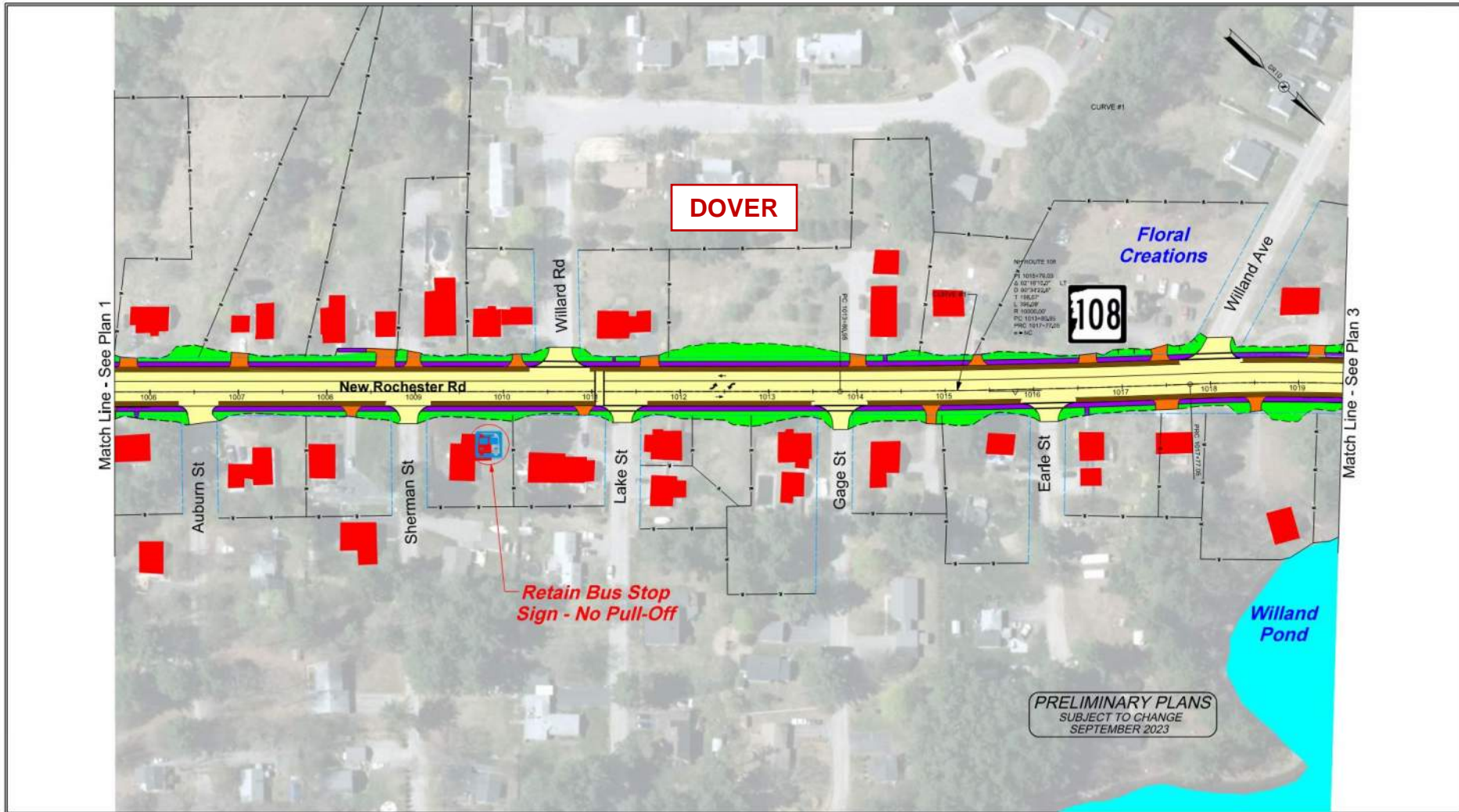
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
**PLAN 1**

SCALE: 1" = 20'    DATE: SEPTEMBER 2023    FIGURE: 1

McFarland Johnson

# Proposed Improvements



- Bus Stop
- Signalized Intersection

Historic Property

### LEGEND

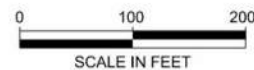
- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way



Wetlands



Potential Storm Water Treatment Site  
Bus Shelter Accommodation



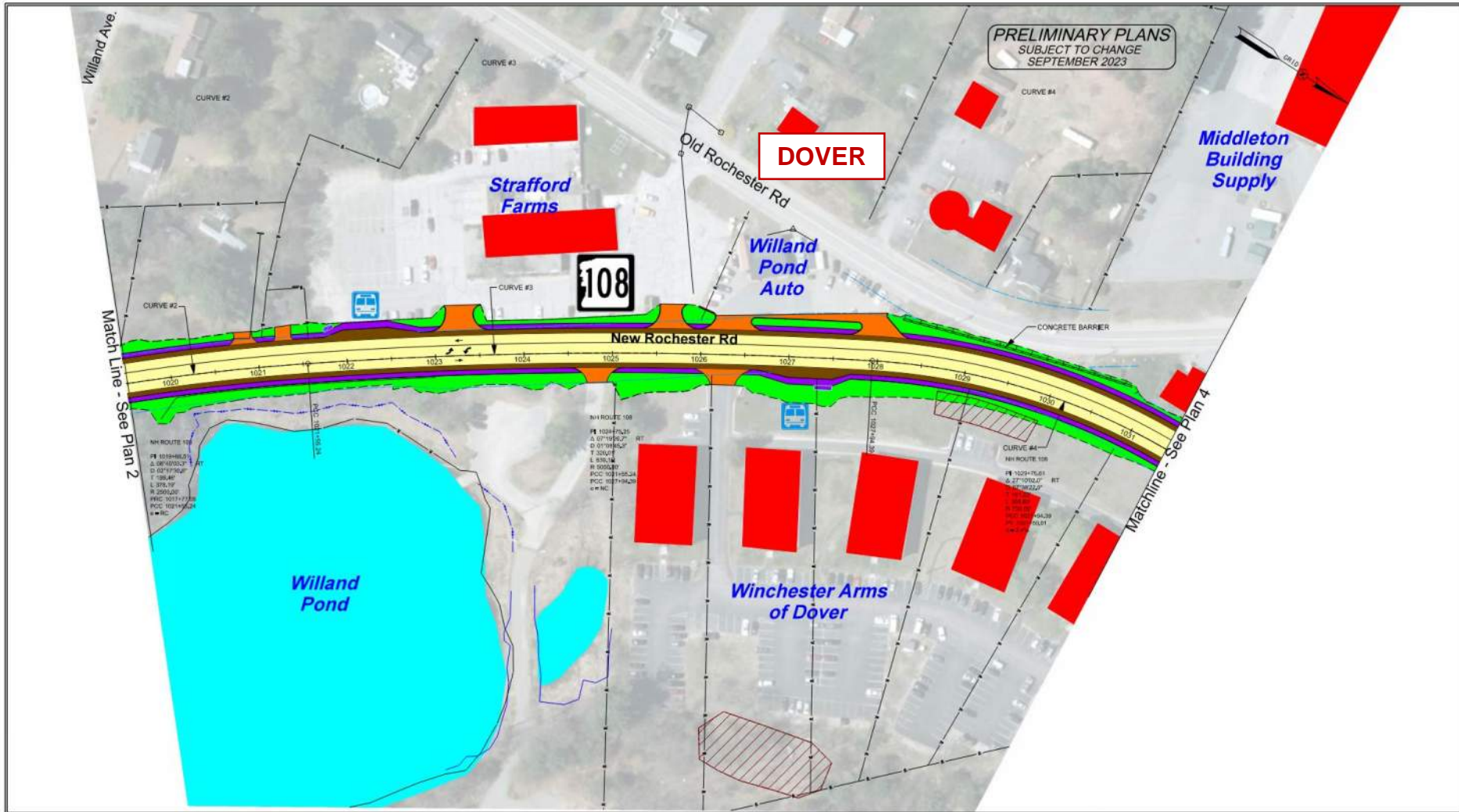
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
**PLAN 2**

SCALE: 1" = 21' DATE: SEPTEMBER 2023 FIGURE: 2

McFarland Johnson

# Proposed Improvements



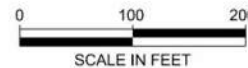
- Bus Stop
- Signalized Intersection

Historic Property

**LEGEND**

- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation



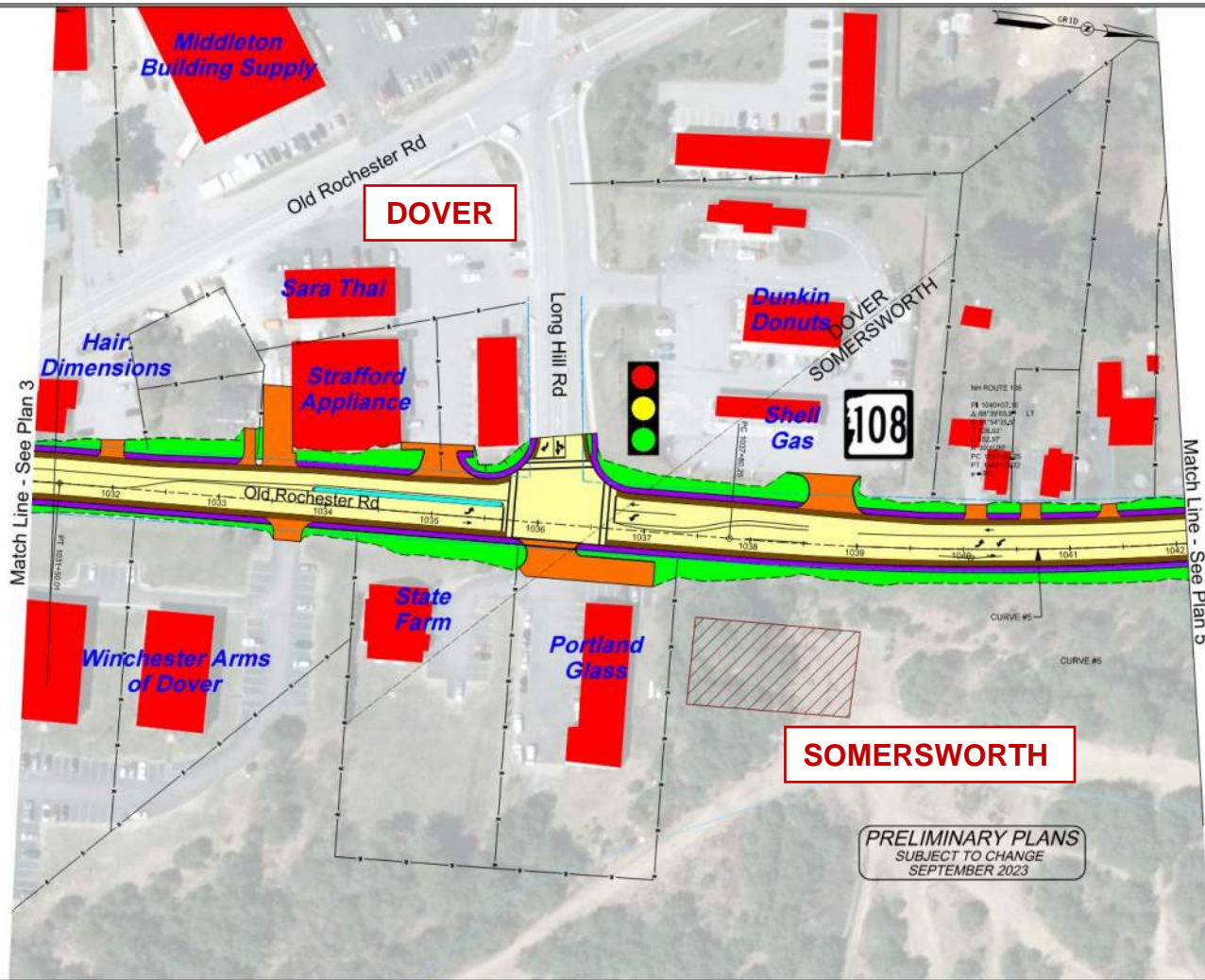
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604



**PROPOSED IMPROVEMENTS**  
**PLAN 3**

SCALE: 1" = 22' DATE: SEPTEMBER 2023 FIGURE: 3

McFarland Johnson

# Proposed Improvements



-  Bus Stop
-  Signalized Intersection

 Historic Property

### LEGEND

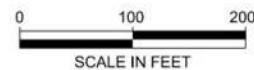
-  Fill Slope Limits
-  Cut Slope Limits
-  Parcel Boundaries
-  Existing Right-Of-Way



Wetlands



Potential Storm Water Treatment Site  
Bus Shelter Accommodation

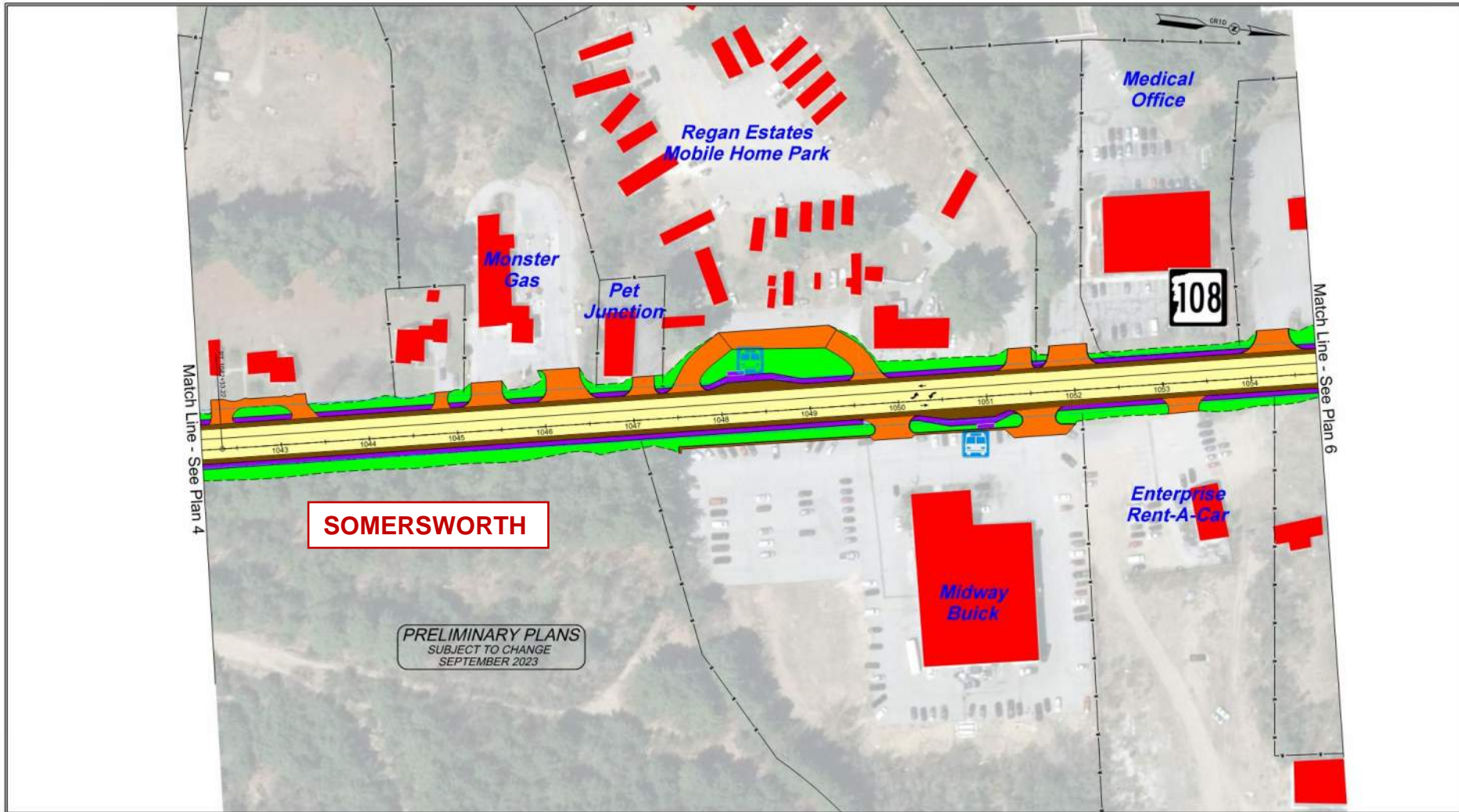


**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
**PLAN 4**

SCALE: 1" = 23' DATE: SEPTEMBER 2023 FIGURE: 4

# Proposed Improvements



**SOMERSWORTH**

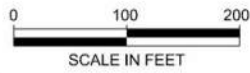
PRELIMINARY PLANS  
SUBJECT TO CHANGE  
SEPTEMBER 2023

**LEGEND**

-  Bus Stop
-  Signalized Intersection
-  Historic Property

-  Fill Slope Limits
-  Cut Slope Limits
-  Parcel Boundaries
-  Existing Right-Of-Way

-  Wetlands
-  Potential Storm Water Treatment Site
-  Bus Shelter Accommodation



**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

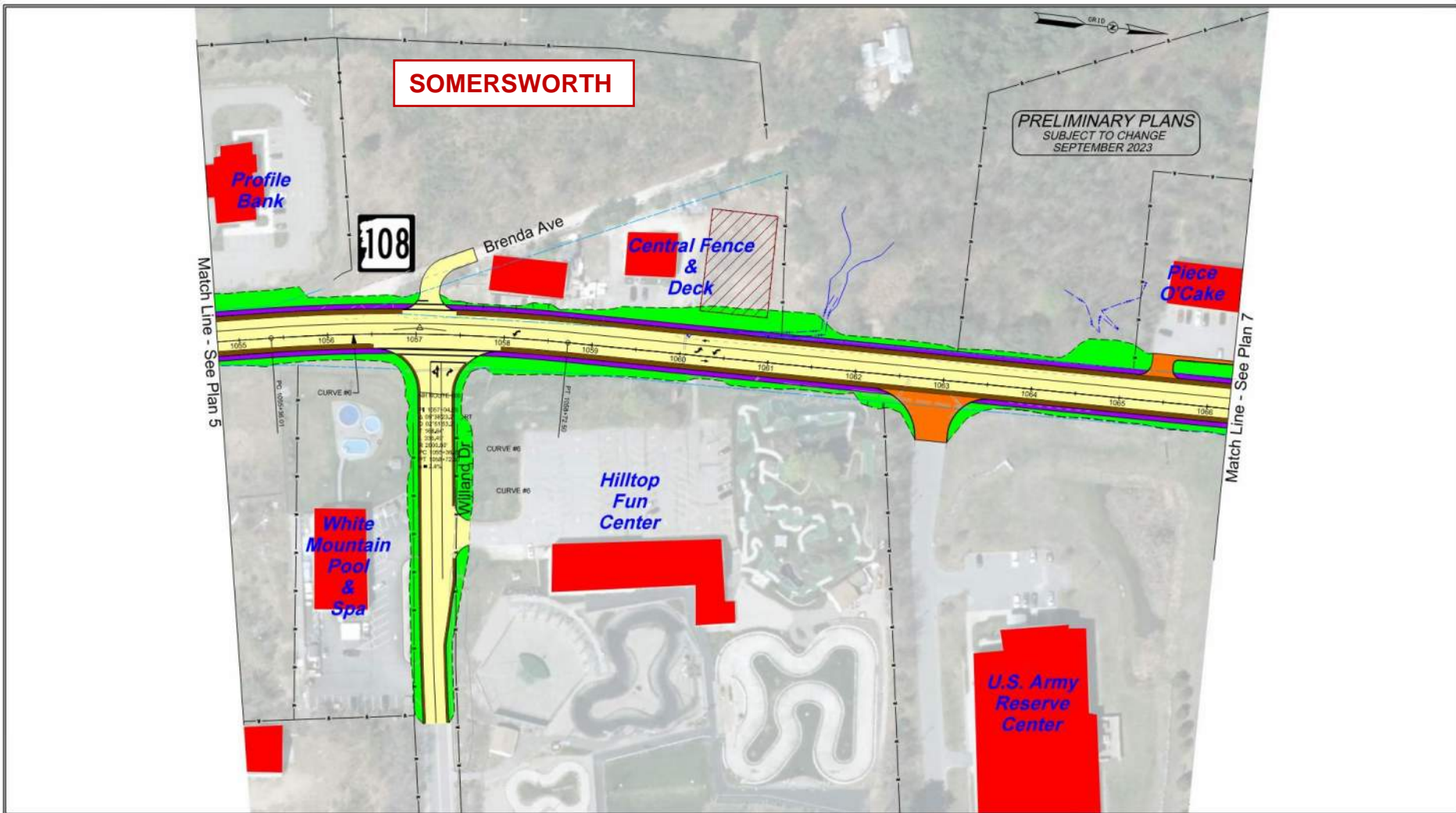
**PROPOSED IMPROVEMENTS**  
**PLAN 5**

SCALE: 1" = 24' DATE: SEPTEMBER 2023 FIGURE: 5

 McFarland Johnson



# Proposed Improvements



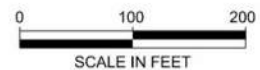
- Bus Stop
- Signalized Intersection

Historic Property

### LEGEND

- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation



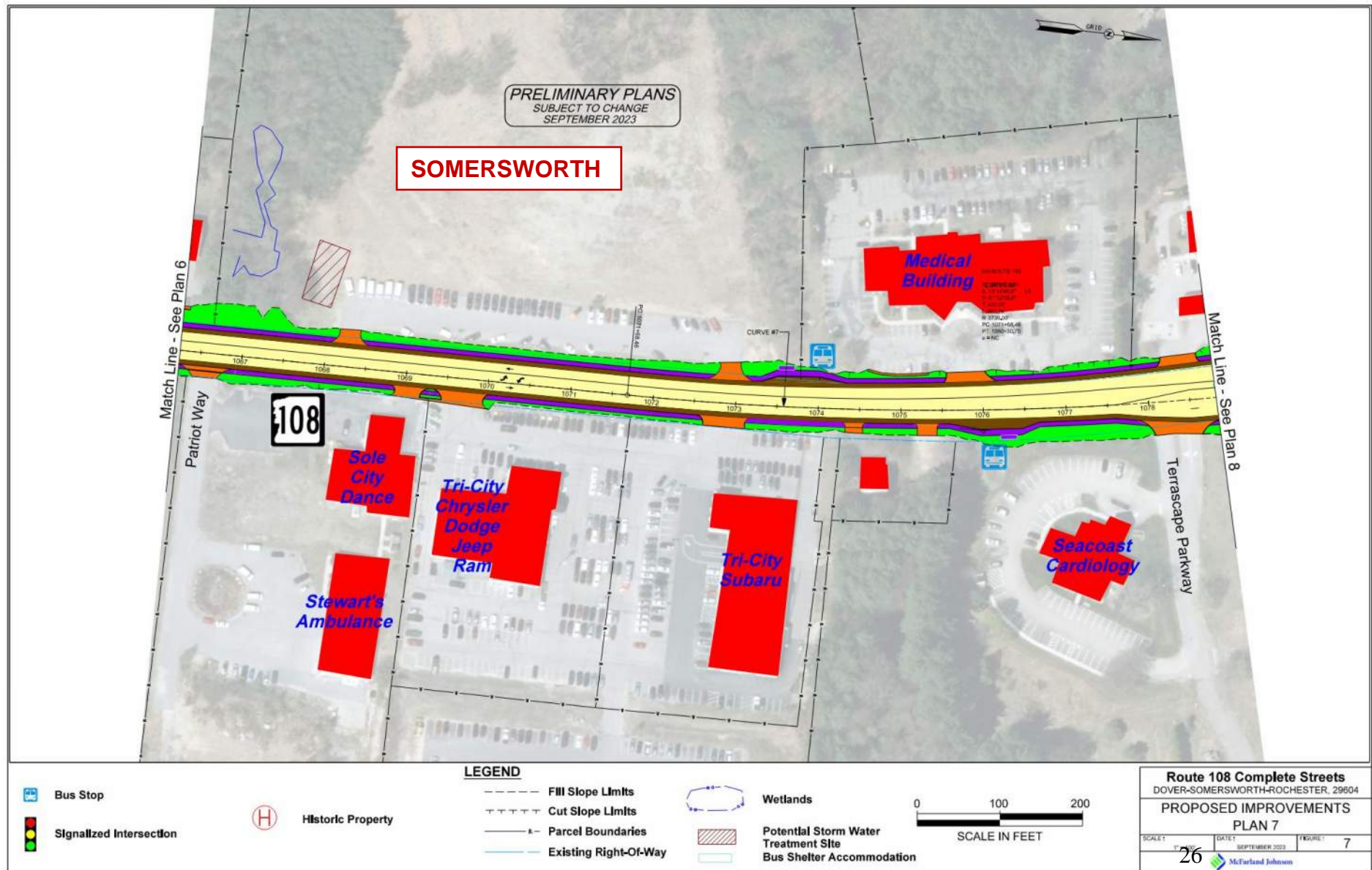
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
**PLAN 6**

SCALE: 1" = 25' DATE: SEPTEMBER 2023 FIGURE: 6

McFarland Johnson

# Proposed Improvements



PRELIMINARY PLANS  
SUBJECT TO CHANGE  
SEPTEMBER 2023

**SOMERSWORTH**

Match Line - See Plan 6

Patriot Way

108

Sole City Dance

Tri-City Chrysler Dodge Jeep Ram

Stewart's Ambulance

Tri-City Subaru

Medical Building

Seacoast Cardiology

Match Line - See Plan 8

Terrascap Parkway

**LEGEND**

- Bus Stop
- Signalized Intersection
- Historic Property

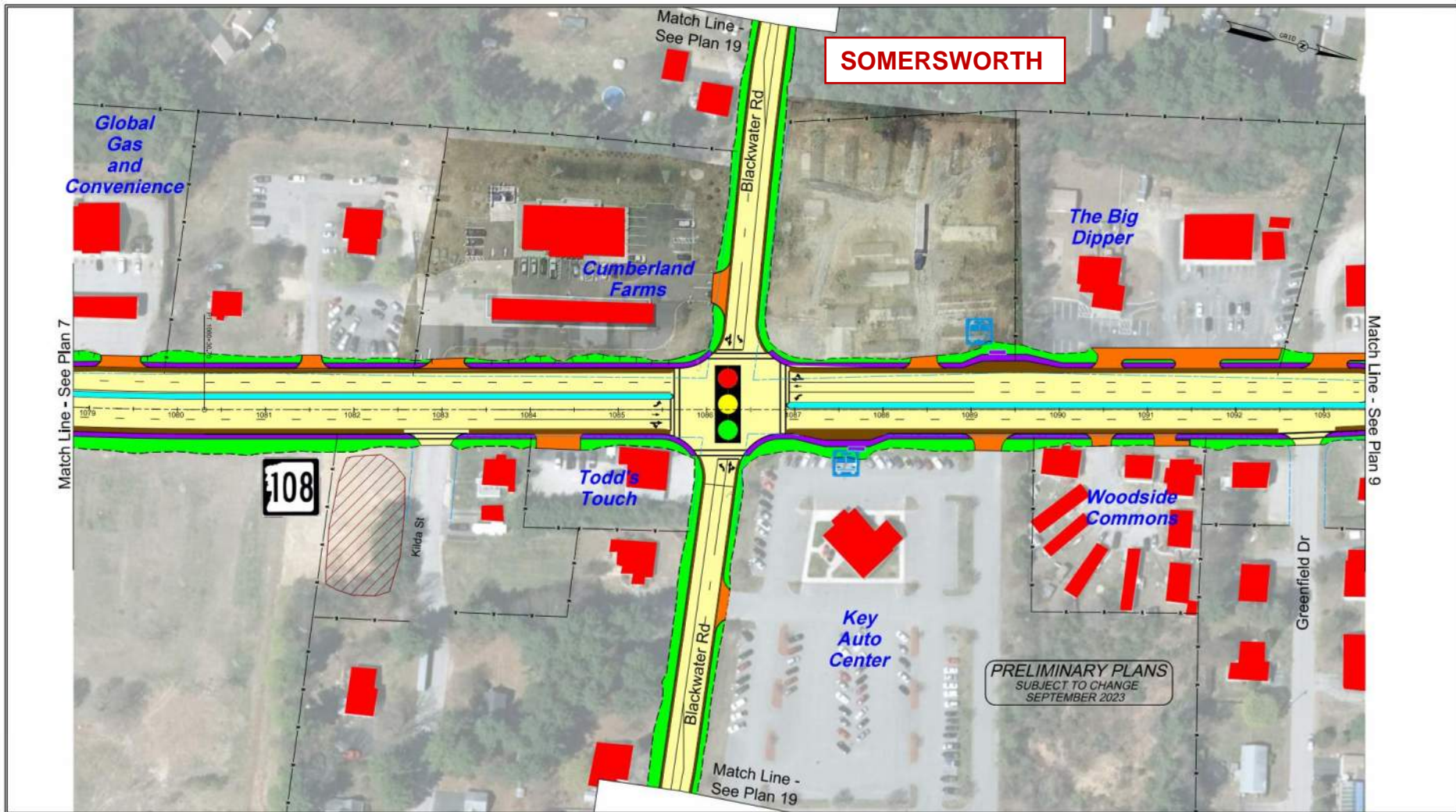
- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation



**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604  
**PROPOSED IMPROVEMENTS**  
**PLAN 7**  
SCALE: 1" = 40' DATE: SEPTEMBER 2023 FIGURE: 7  
26 McFarland Johnson

# Proposed Improvements



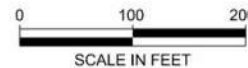
PRELIMINARY PLANS  
SUBJECT TO CHANGE  
SEPTEMBER 2023

### LEGEND

-  Bus Stop
-  Signalized Intersection
-  Historic Property

-  Fill Slope Limits
-  Cut Slope Limits
-  Parcel Boundaries
-  Existing Right-Of-Way

-  Wetlands
-  Potential Storm Water Treatment Site
-  Bus Shelter Accommodation



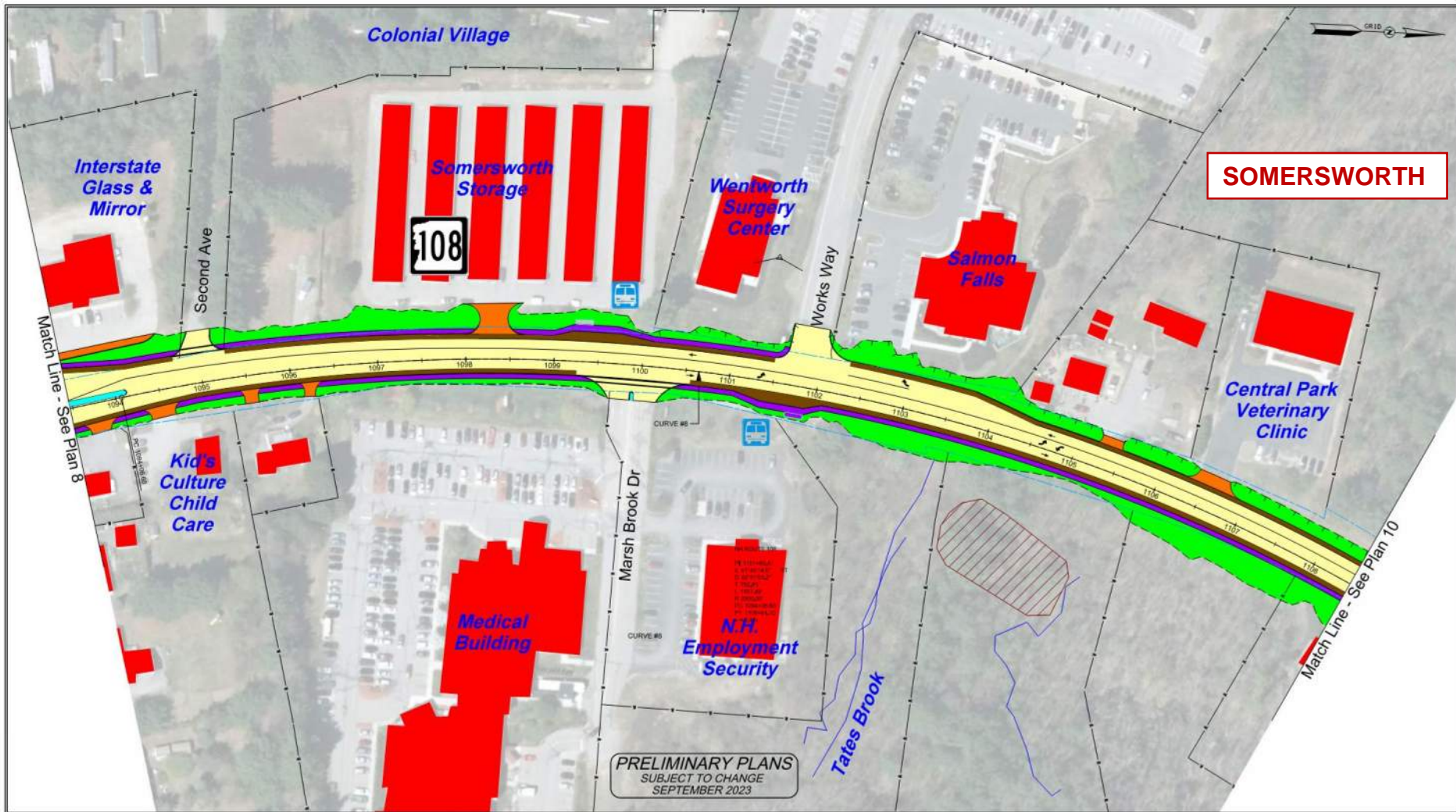
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
**PLAN 8**

SCALE: 1" = 27' DATE: SEPTEMBER 2023 FIGURE: 8

 McFarland Johnson

# Proposed Improvements



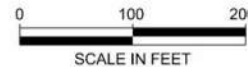
PRELIMINARY PLANS  
SUBJECT TO CHANGE  
SEPTEMBER 2023

### LEGEND

-  Bus Stop
-  Signalized Intersection
-  Historic Property

-  Fill Slope Limits
-  Cut Slope Limits
-  Parcel Boundaries
-  Existing Right-Of-Way

-  Wetlands
-  Potential Storm Water Treatment Site
-  Bus Shelter Accommodation



**SOMERSWORTH**

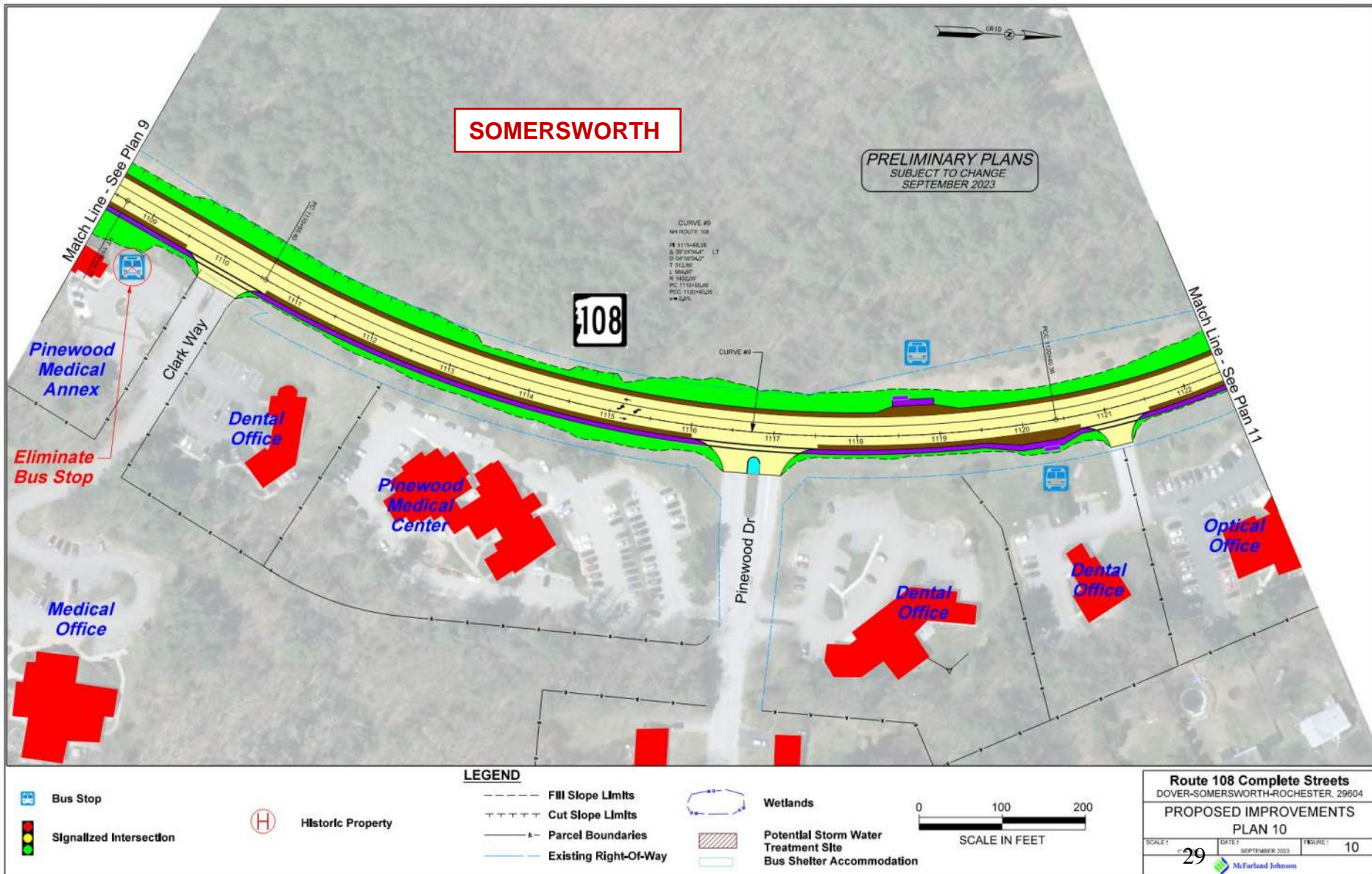
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
PLAN 9

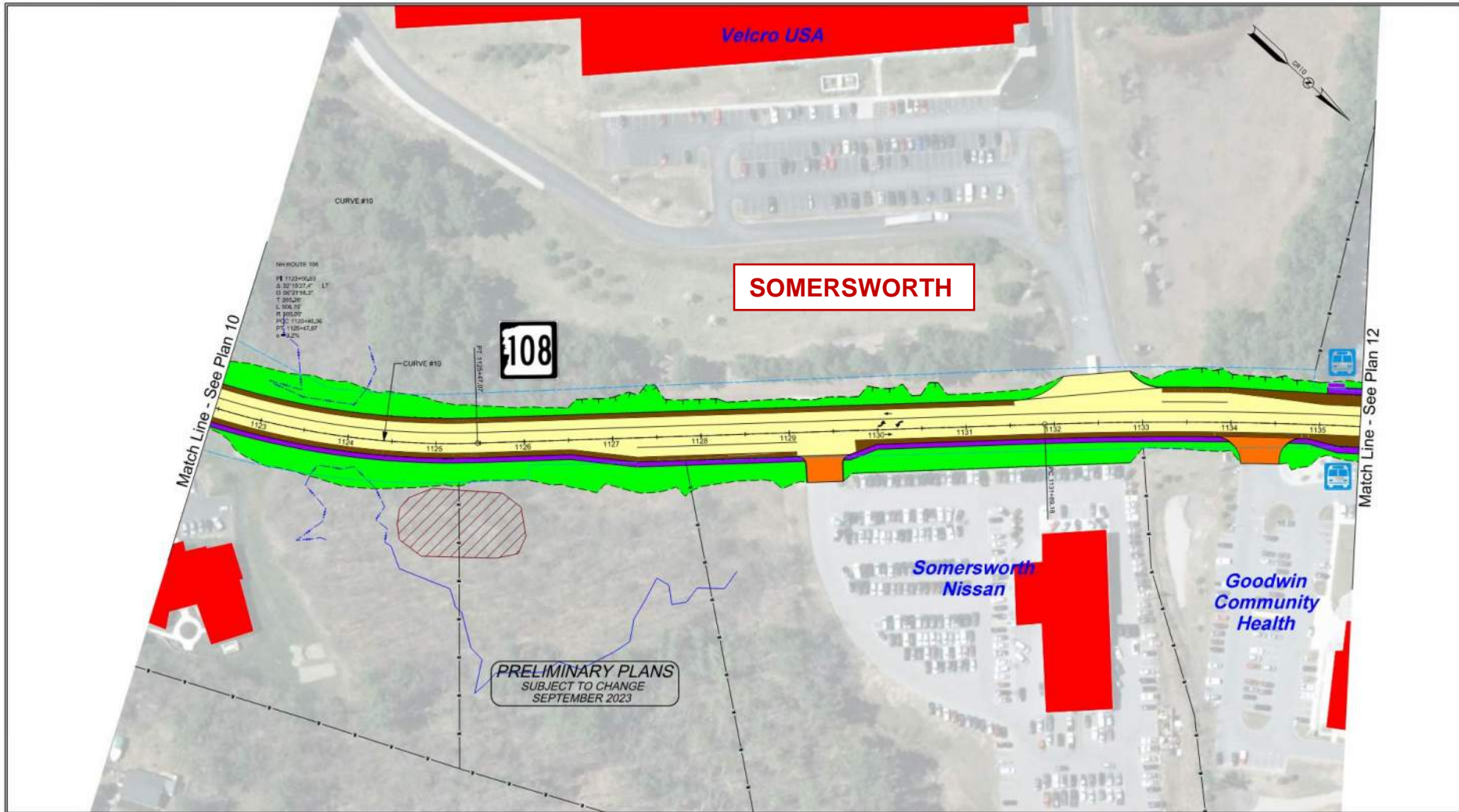
SCALE: 1" = 28' DATE: SEPTEMBER 2023 FIGURE: 9

 McFarland Johnson

# Proposed Improvements



# Proposed Improvements



**PRELIMINARY PLANS**  
SUBJECT TO CHANGE  
SEPTEMBER 2023

**LEGEND**

- FILL Slope Limits
- - - - - Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation

0 100 200  
SCALE IN FEET

- Bus Stop
- Signalized Intersection
- Historic Property

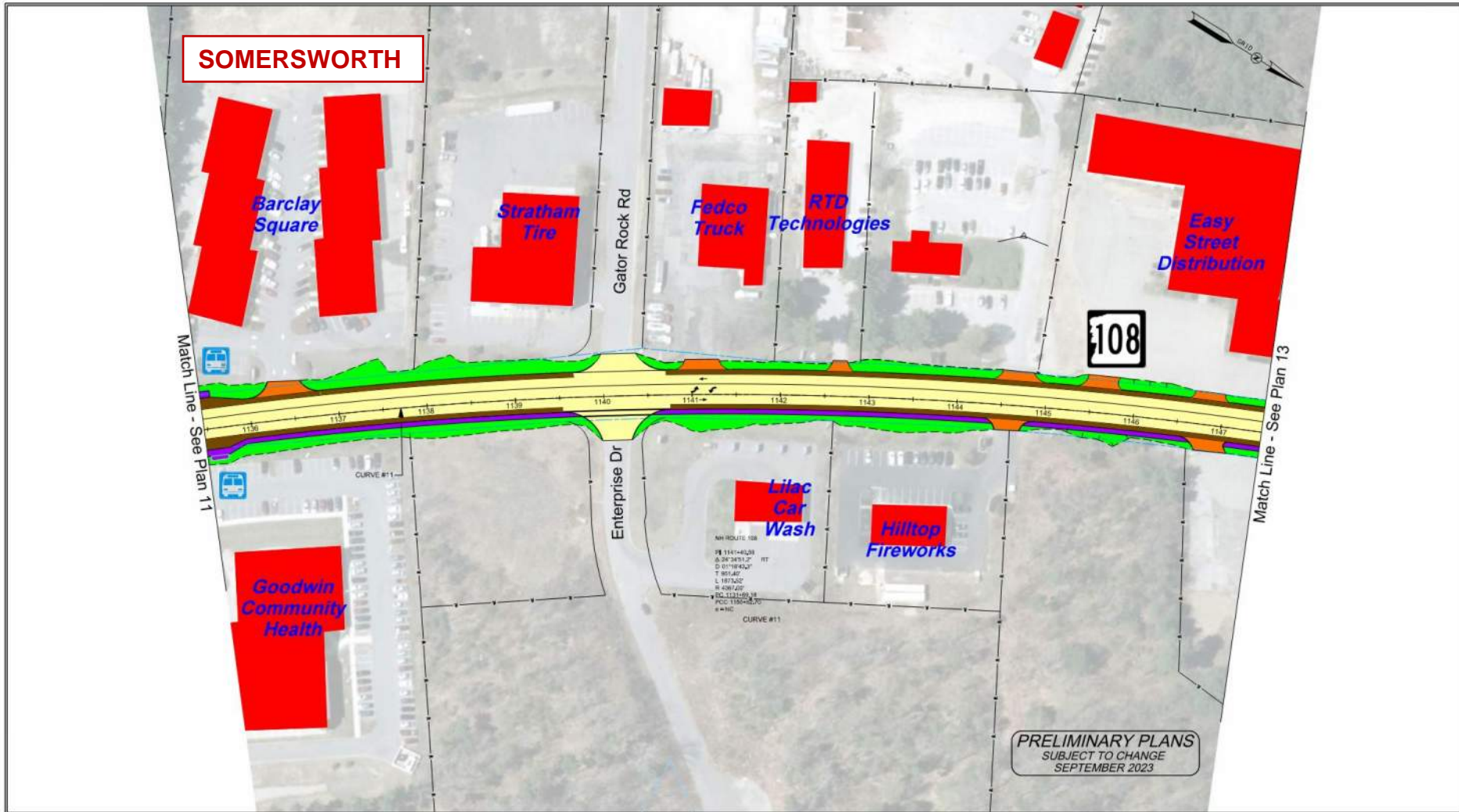
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604



**PROPOSED IMPROVEMENTS**  
**PLAN 11**

SCALE: 1" = 30' DATE: SEPTEMBER 2023 FIGURE: 11

McFarland Johnson

# Proposed Improvements



-  Bus Stop
-  Signalized Intersection

 Historic Property

### LEGEND

-  Fill Slope Limits
-  Cut Slope Limits
-  Parcel Boundaries
-  Existing Right-Of-Way



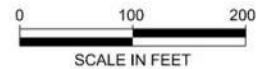
Wetlands



Potential Storm Water Treatment Site



Bus Shelter Accommodation



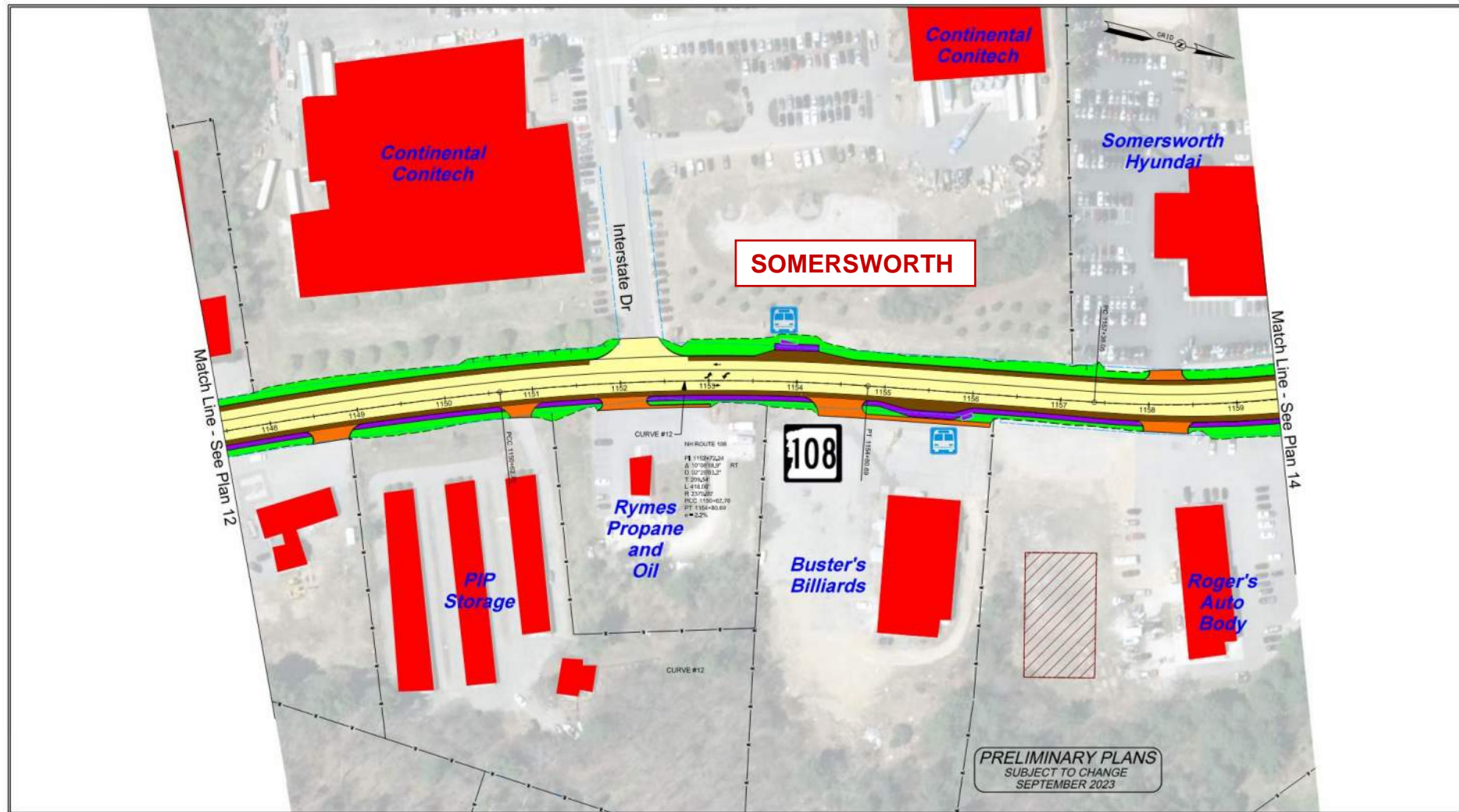
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
**PLAN 12**

SCALE: 1" = 31'	DATE: SEPTEMBER 2023	FIGURE: 12
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# Proposed Improvements

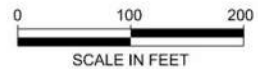


## LEGEND

-  Bus Stop
-  Signalized Intersection
-  Historic Property

-  FILL Slope Limits
-  Cut Slope Limits
-  Parcel Boundaries
-  Existing Right-Of-Way

-  Wetlands
-  Potential Storm Water Treatment Site
-  Bus Shelter Accommodation



**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

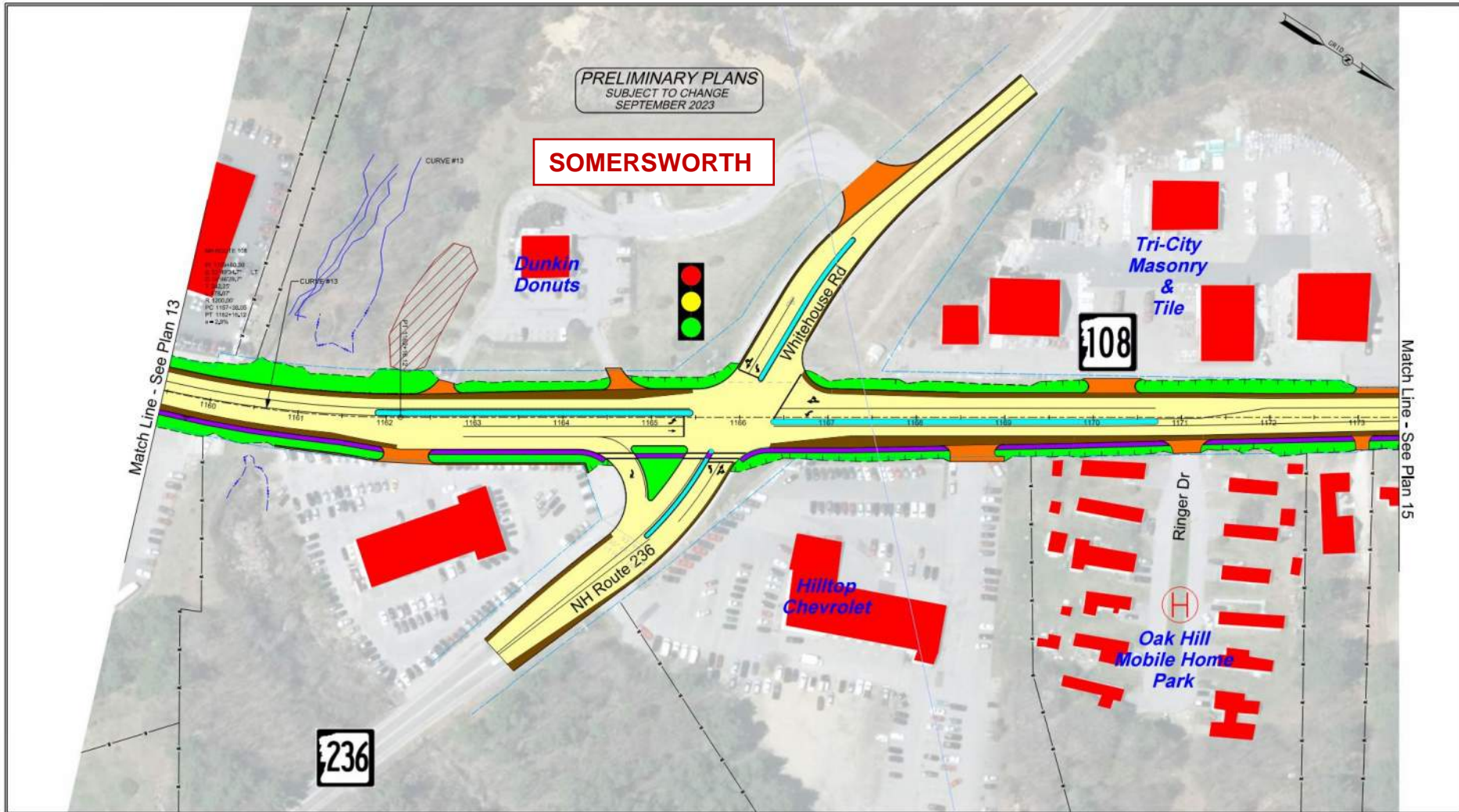
**PROPOSED IMPROVEMENTS**  
PLAN 13

SCALE: 1" = 32' DATE: SEPTEMBER 2023 FIGURE: 13

 McFarland Johnson



# Proposed Improvements



PRELIMINARY PLANS  
SUBJECT TO CHANGE  
SEPTEMBER 2023

**SOMERSWORTH**

Dunkin Donuts

Tri-City Masonry & Tile

Hilltop Chevrolet

Oak Hill Mobile Home Park

**LEGEND**

- Bus Stop
- Signalized Intersection
- Historic Property

- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site Bus Shelter Accommodation



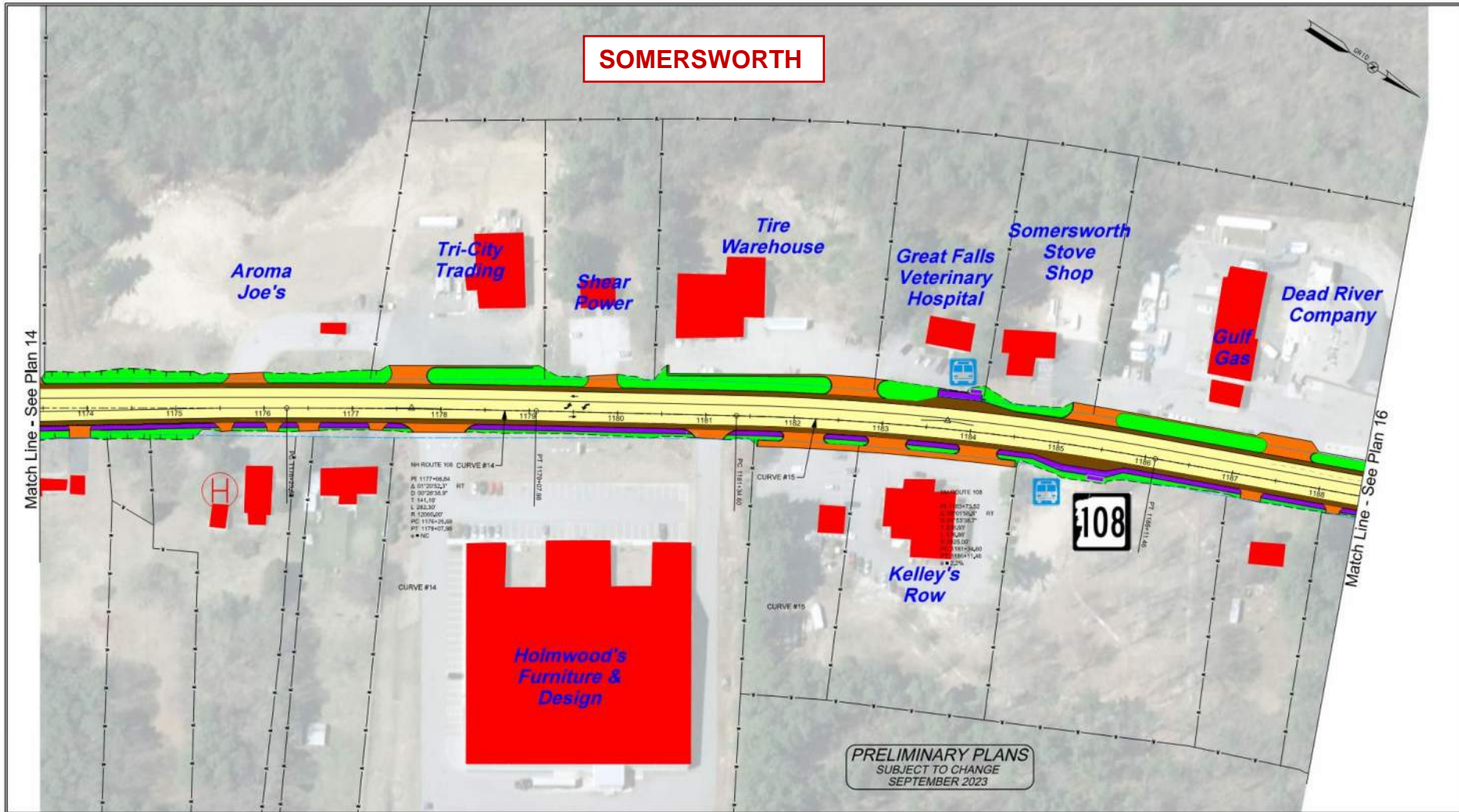
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
**PLAN 14**

SCALE: 1" = 33' DATE: SEPTEMBER 2023 FIGURE: 14

McFarland Johnson

# Proposed Improvements



PRELIMINARY PLANS  
SUBJECT TO CHANGE  
SEPTEMBER 2023

Match Line - See Plan 14

Match Line - See Plan 16

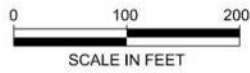
### LEGEND

- Bus Stop
- Signalized Intersection

Historic Property

- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation

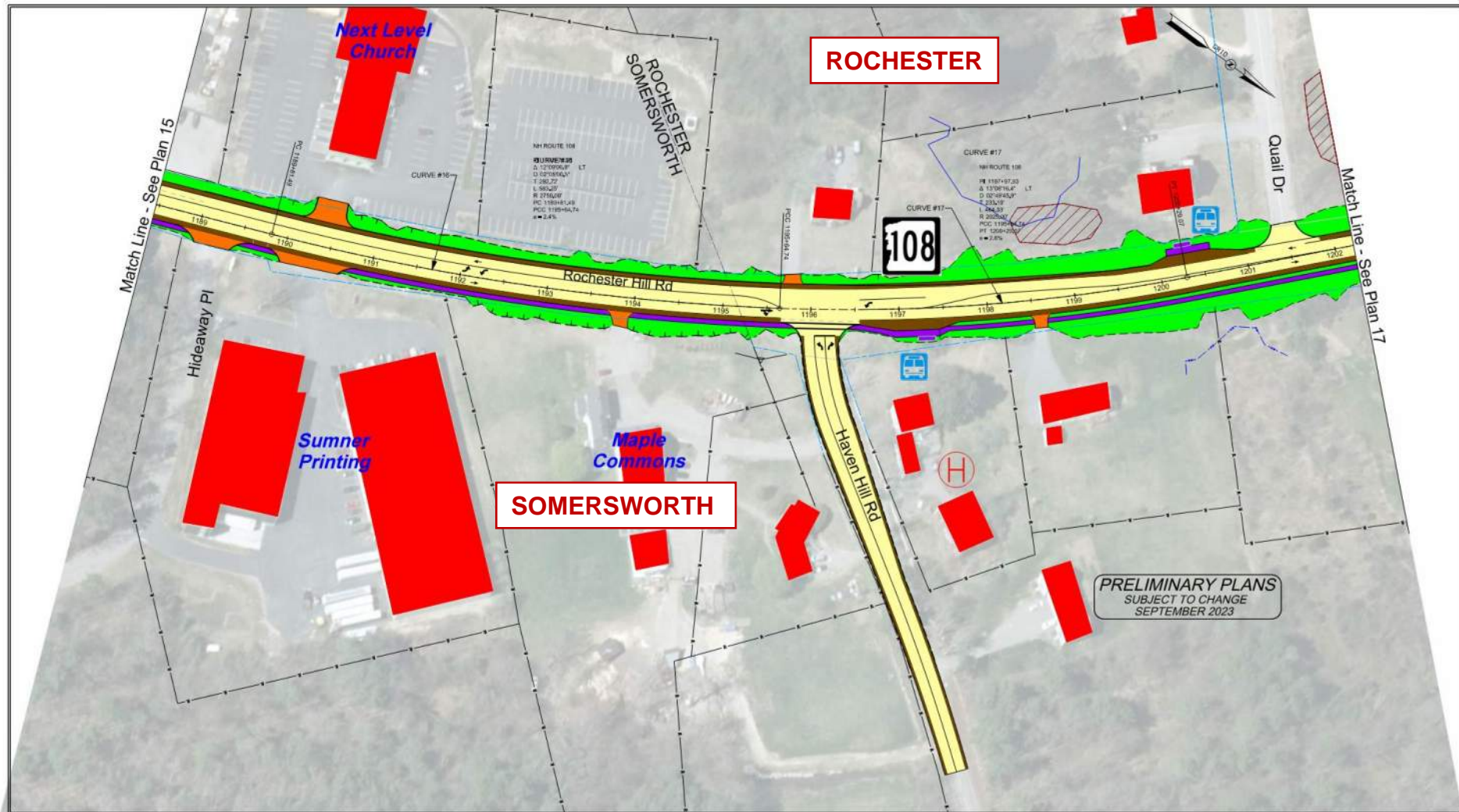


Route 108 Complete Streets  
DOVER-SOMERSWORTH-ROCHESTER, 29604

PROPOSED IMPROVEMENTS  
PLAN 15

SCALE: 1" = 34' DATE: SEPTEMBER 2023 FIGURE: 15

# Proposed Improvements



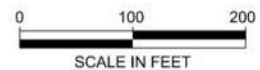
- Bus Stop
- Signalized Intersection

Historic Property

**LEGEND**

- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation



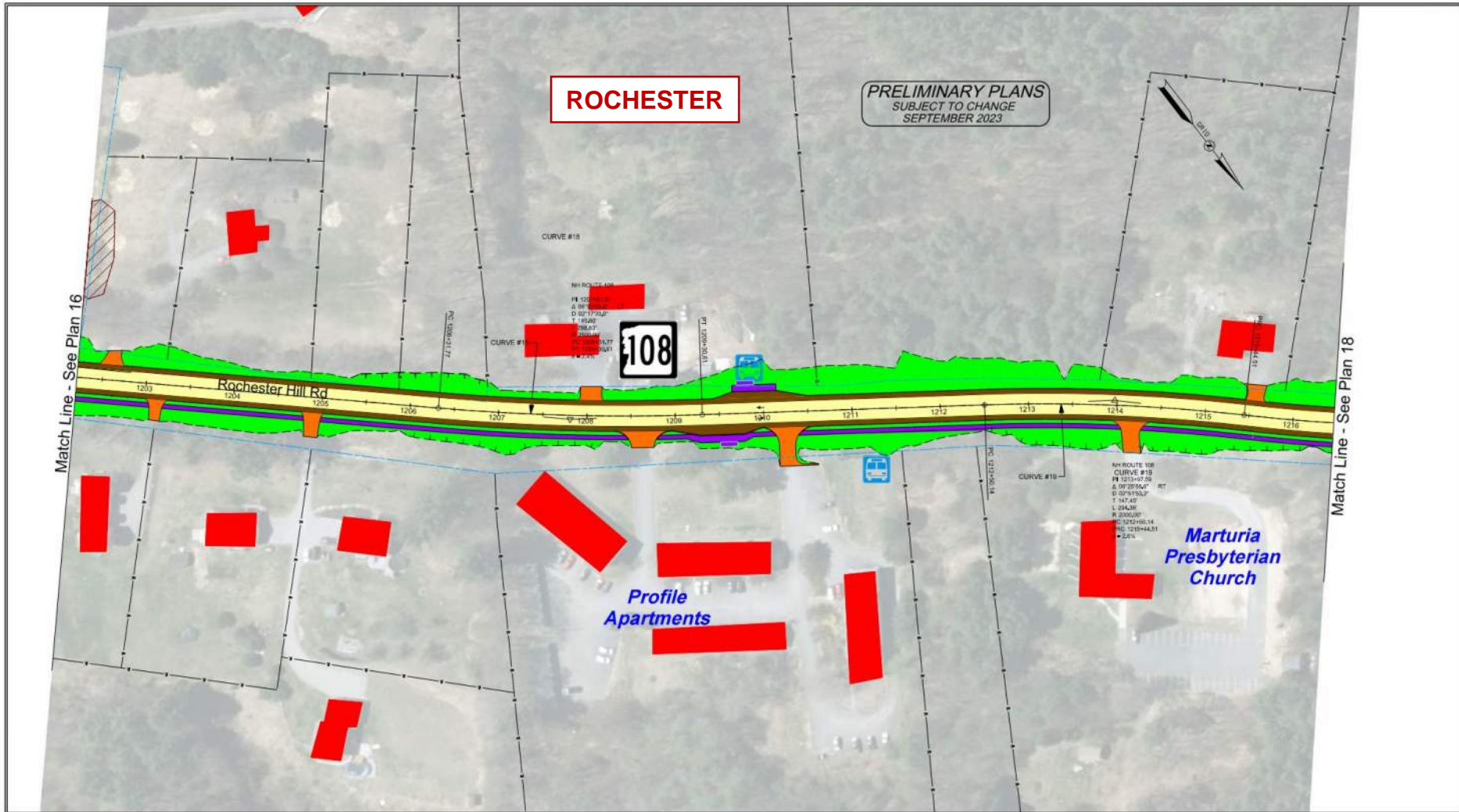
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
**PLAN 16**

SCALE: 1" = 35' DATE: SEPTEMBER 2023 FIGURE: 16

McFarland Johnson

# Proposed Improvements

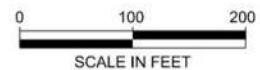


**LEGEND**

- Bus Stop
- Signalized Intersection
- Historic Property

- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation



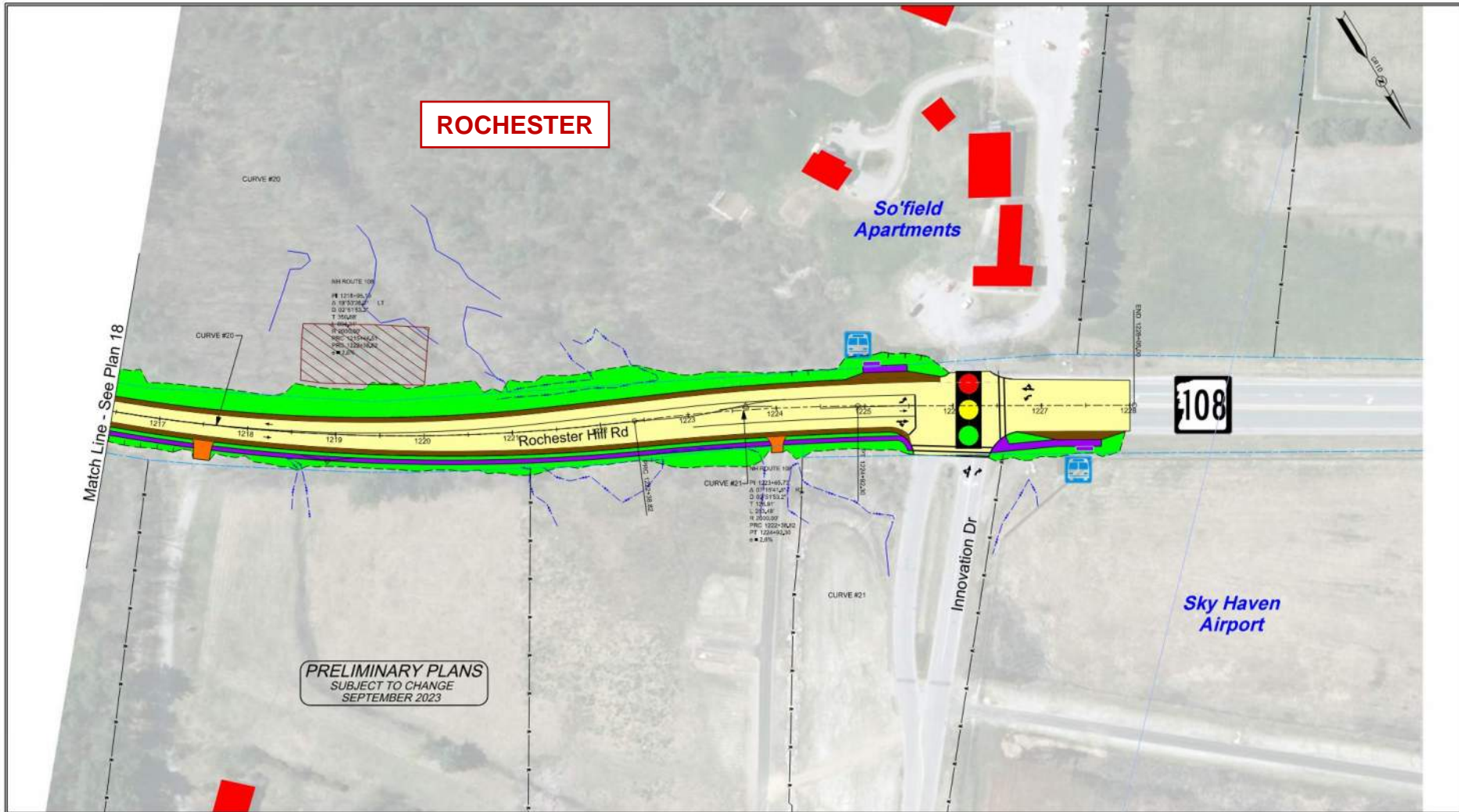
**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
PLAN 17

SCALE: 1" = 36' DATE: SEPTEMBER 2023 FIGURE: 17

McFarland Johnson

# Proposed Improvements



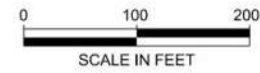
PRELIMINARY PLANS  
SUBJECT TO CHANGE  
SEPTEMBER 2023

### LEGEND

- Bus Stop
- Signalized Intersection
- Historic Property

- Fill Slope Limits
- Cut Slope Limits
- Parcel Boundaries
- Existing Right-Of-Way

- Wetlands
- Potential Storm Water Treatment Site
- Bus Shelter Accommodation



**Route 108 Complete Streets**  
DOVER-SOMERSWORTH-ROCHESTER, 29604

**PROPOSED IMPROVEMENTS**  
PLAN 18

SCALE: 1" = 37' DATE: SEPTEMBER 2023 FIGURE: 18

McFarland Johnson

# Next Steps

- Finalize Proposed Improvements
- Prepare Environmental Document - Winter 2023/2024
- Public Hearing - Summer 2024
- Final Design – 2025 to 2026
- Construction - 2027

# Questions / Comments

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[www.108TriCityCompleteStreets.com](http://www.108TriCityCompleteStreets.com)