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MEETING NOTES

PROJECT: Dover-Somersworth-Rochester 29604 **DATE OF MEETING:** November 26, 2018
(MJ Project No: 18288.00)

LOCATION: Strafford Regional Planning Commission (SPRC) **TIME:** 1:00 PM

SUBJECT: Initial Working Group Meeting

ATTENDED BY:

NHDOT: W. Johnson T. Zane

COAST: M. Williams R. Nichols

Dover: C. Parker G. Young

Rochester: P. Nourse S.Creighton

Somersworth: S. Saunders M. Bezanson M. Bobinsky

SRPC: C. Lentz J. Czyz J. Burdin

MJ: G. McCarthy C. Perron J. Zorn S. Ozana

PROJECT DESCRIPTION:

This project involves the study of improvements to NH Route 108 from the vicinity of the intersection with Indian Brook Drive in Dover to the vicinity of the intersection with Innovation Drive in Rochester, a distance of approximately 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.

NOTES ON MEETING:

- C. Lentz opened the meeting and the attendees all introduced themselves.
- W. Johnson gave a quick update that the project is just getting started and this meeting is one of the first steps toward design. She then opened the floor for attendees to note issues within the corridor, what they envision for the future of the corridor, and general comments on the corridor or the project.
- The representatives from Somersworth noted that roundabouts at Blackwater Road and West High Street are not desired by the City. No official engineering study was done but when Cumberland farms was being built the designers noted that the traffic volumes were not balanced enough for roundabouts.

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- G. McCarthy stated that the public should be brought in early. A listening session should be held soon to get input from the community. The group agreed that one centralized listening session for all three cities would be best. Locations were discussed, and the group decided that The Works Health and Fitness Center was a good option. The meeting shouldn't be held until all of the traffic data has been collected, which is likely to be in January.
- The design team would need help from the municipalities with securing a venue for the meeting.
- The representatives from Somersworth stated that if the design team could a flyer for the meeting they could distribute it to the community members.
- G. McCarthy envisions the meeting beginning with a whole audience presentation and then breaking up into smaller groups to get ideas and feedback from the public.
- The Rochester representatives stated that mailings should be sent out to the abutting businesses since there could be impacts to their access.
- G. McCarthy stated that the design team could make a presentation to the Cities' Chambers of Commerce and Tri-City Coalition if that would be helpful.
- It was noted that the intersection of Rte. 108 and Land Dr. has issues with the left turning movements and a concern of safety.
- W. Johnson asked the group to give any information that have about issues with traffic or drainage through the corridor.
- The COAST representatives noted that surveys can be done on the buses.
- The COAST representatives noted their biggest concerns being lighting in the corridor (especially at crossings and bus stops) and the lack of safe pedestrian crossing locations.
- G. McCarthy asked if the Cities had any crash data that they could forward to the design team.
- G. McCarthy asked the COAST representatives if there are specific standards that the bus stops need to be designed to and if there are any future plans for the bus stops and station in the near future.
- C. Perron noted that MJ will be sending out an initial contact letter to City officials to get feedback on historic resources, environmental resources, safety issues, and other concerns. This is part of NHDOT's standard NEPA process for seeking stakeholder input.
- It was noted that the design should take into account maintenance.
- W. Johnson noted that NHDOT would maintain the road, drainage, BMP's, and possibly any type of rain garden. The municipalities would be required to maintain sidewalks and any landscaping.
- C. Lentz asked if it would be possible to place rain gardens and BMP's on an abutters property.
- Someone asked W. Johnson if NHDOT uses tree wells. NHDOT is not currently using tree wells.
- W. Johnson asked the municipalities if they were interested in seeing porous pavement used on the sidewalks. To which there wasn't much interest due to the associated maintenance which the cities aren't currently outfitted for.
- It was brought to the group's attention that this project falls under MS4 regulations. The associated requirements make for the need to be innovative with stormwater treatment on this project.
- The Dover representatives recommended using underground infiltration systems.
- The Somersworth representatives recommended that the design team reach out to UNH's Stormwater Research Center for possible collaborations.
- C. Lentz asked what the vision for the listening session is. G. McCarthy envisions asking the public general questions, showing images of similar projects and possibilities. The plan is to keep it high level and to get good feedback from the public.
- W. Johnson noted that we need to make sure the public is aware that it is still very early in design.
- G. McCarthy followed that by stating the next public meeting is when concepts would start being presented to the public for input.
- The conversation then moved to the utilities located within the corridor. W. Johnson noted that NHDOT will send base plans to the municipalities for them to sketch their existing utilities on. They

will also reach out to utility companies that may have any facilities in the corridor. It was noted that the utility verification and impacts should all be settled before the project goes to hearing.

- The Somersworth representatives asked if/how utility work could be added to the project. W. Johnson noted that it would be best to include any utility plans before advertisement. So, the municipality could have the utility design done then have it included in the project plan. This would likely get the best value.
- The Coast representatives asked how traffic control would be handled. G. McCarthy stated that it is too early in the process to really know. W. Johnson ensured that the contractor will have to work to keep all bus stops and routes open during construction no matter what the final design is.
- It was noted that each city has different needs to which G. McCarthy stated that the project will try and meet each city's individual needs while still providing a "unified" project.
- C. Lentz asked if a future Exit 10 is going to be accounted for in the design. G. McCarthy noted that there was no plan to include a future Exit 10 in the modeling because it is not planned to be completed.
- The Somersworth representatives asked if capacity on 108 needs to be increased for future growth. G. McCarthy noted that RSG (the traffic analysis sub-consultant) would be building a traffic model that will incorporate future growth and that would dictate the required road diet through the corridor.
- Someone asked if all the intersections will be analyzed. G. McCarthy stated that the scope lists 7 specific intersections to be looked at.
- It was noted that transit prioritization is now permitted in NH which would benefit COAST.
- It was noted that the signals at Blackwater Road and Whitehouse Road often lose power during storm events.
- Lastly the website domain name for the project was chosen to be 108TriCityCompleteStreets.com

Submitted by:



Scott Ozana, P.E.
McFarland Johnson, Inc.

cc: Attendees