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McFARLAND JOHNSON

Established 1946

CONFERENCE REPORT

PROJECT: Dover-Somersworth-Rochester 29604 **DATE OF MEETING:** July 15, 2019
(MJ Project No: 18288.00)

LOCATION: Somersworth City Hall **TIME:** 2:30 PM

SUBJECT: Working Group Meeting #2

ATTENDED BY:

NHDOT: W. Johnson A. King

COAST: M. Williams

Dover: G. Young

Rochester: M. Bezanson S.Creighton

Somersworth: S. Saunders M. Bobinsky G. Lemay B. Belmore

SRPC: C. Lentz J. Czysz

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:

G. McCarthy gave a PowerPoint presentation to the group to update them on project progress as well as to receive feed back from the Working Group. The following topics follow the meeting agenda.

1. Public Participation
 - a. Discuss Listening Sessions

PLANNING, ENGINEERING AND CONSTRUCTION ADMINISTRATION CONSULTANTS

An Employee-Owned Company

J. Zorn - Two listening sessions were held the first in Dover on March 18th and the second in Somersworth on May 2nd. At both meetings the attendees were broken into small groups and asked to brainstorm the answers to three questions posed about the corridor. Below are the three questions and the most common answers between the two sessions.

Question 1 What do you think are the problems/ challenges in the project corridor?

- Queuing traffic / delay
- Access issues (pulling out, difficult turns)
- Bus stop issues (no facilities, blocking traffic)
- Lack of sidewalks
- Lack of bike lanes

Question 2 What do you think is missing in the project corridor?

- Turning lanes
- Formal bus stops (pull outs, shelters)
- Sidewalks
- Bike lanes
- Signage / lighting
- Aesthetics (lighting, landscaping)

Question 3 What do you think are the opportunities in the project corridor?

- Traffic calming
- Improve traffic flow
- Tri-City partnership
- Economic development
- Improve aesthetics
- Improve drainage
- Placement of utilities
- Improve signage

b. Discuss Walking Tour

J. Zorn - A walking tour was held on June 27th. The tour visited 3 intersections within the corridor; the intersection at Blackwater Road, the intersection at Long Hill Road, and the intersection at Whitehouse Road / West High Street. The turnout was small and the attendees had mostly the same comments/ concerns that came up at the Listening Sessions. The design team did get to see some of the queuing issues that occur at the Blackwater Road intersection.

S. Saunders asked if any ROW impacts were being considered. S. Saunders also asked about ROW encroachment such as Central Fence and how these will be dealt with. G. McCarthy noted that ROW impacts will likely occur due to the narrow ROW width of the corridor. It will be up to the design team and Working Group to determine what level of impact is acceptable. The ROW encroachments will be dealt with as a part of the ROW process.

G. Lemay asked if the intersections of Willand Drive, Brenda Ave and Blackwater Road were brought up as concerns during the Listening Sessions. G. McCarthy noted that Blackwater appeared to be one of the public's largest concerns within the project area. He also noted that Willand Drive being used as a cut-through road and lefts into and out of Willand Drive were cited as a problem. He and the rest of the team that attended the meetings noted that Brenda was not discussed at the Listening Sessions.

c. Discuss Public Informational Meeting

J. Zorn – Once a date and location is chosen for the Public Informational Meeting (PIM) the abutters will be notified and invited to attend and provide comments on the alternatives. The design team asked the working group to suggest locations that may work for the PIM.

W. Johnson asked the working group if they would like one PIM for the three Cities or separate meetings for each City. The Group consensus was that three separate meetings should be held. A few locations suggested by the Working Group were the Frisbee Conference Center in Rochester, Somersworth School, Dover Middle School or the McConnell Center in Dover.

2. NEPA Documentation

a. Initial Contact Letter

C. Perron – As part of DOT's public involvement process, an initial contact letter was sent to City officials and local groups to seek input on resources and concerns within the project area. It is up to each City to decide if individual Departments will respond or if a single response is compiled. It was asked if these responses could be received within a month.

b. Resource Identification

1) Historic Property Inventory and 2) Archaeological Study

C. Perron - Identification of historic and archaeological resources is underway. Once identified, resources and any proposed impacts will be reviewed with the NH Division of Historical Resources as part of the Section 106 consultation process. This process does provide an opportunity to become a consulting party, which allows you to provide input on any concerns related to historic resources. However, even without consulting party status, any concerns about historic resources can be brought to the project team at any time, including as part of the response to the initial contact letter (sent via email on July 1, 2019).

3) Wetland Delineation

C. Perron - The wetland delineation was completed, and the delineation report will be submitted to DOT in the near future.

4) Noise measurements/ Analysis

C. Perron - Noise measurements have been collected and the noise model is set up. The noise analysis will be completed once alternatives are developed.

3. Purpose and Need

G. McCarthy presented the Draft Purpose statement and asked for the working groups input:

Draft 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, buses, bicycles and pedestrians that incorporates safety improvements, while addressing daily congestion issues along the five-mile corridor in Dover, Somersworth and Rochester.

Draft 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 and safety concerns.
- Facilities for waiting passengers are not present at the majority of the bus stops.

G. Young – We need to look at the corridor holistically and not as separate pieces. Also, need to weigh impacts so the project does everything the community wants the first time around and another project doesn't have to come through later.

C. Lentz – We may want to make sure that congestion is not the main focus of the project. Should use the term “public transit” not “buses”.

M. Bobinsky – Sometimes congestion is good for businesses. It might be worth revisiting the RFP to see what the original purpose of the project was.

G. McCarthy – The public input received at the Listening Sessions gave the sense that congestion was a big factor in the corridor.

S. Creighton – Should include something about lighting, landscaping under the need, and safety and overall quality of life under purpose.

M. Williams – Should include some wording to address aesthetics through the corridor. Remove “safety concerns” from the bus stop need statement.

W. Johnson – Asked the group if they would like to have the “daily congestion” changed to “peak congestion” based on some of the talk around the table. Ultimately the group consensus was to keep “daily”.

Someone noted that the term maintainable should be included.

4. Design Topics

a. Traffic Update

G. McCarthy explained that RSG (the traffic engineering sub-consultant for project) had created a micro-simulation model of the corridor based of the regional model. This model was used to project future traffic volumes through the corridor. The model can also be used to evaluate the proposed layout of the corridor and intersections.

The results from RSG indicate that a three-lane section is needed through the corridor that consists of a travel lane in each direction and a two-way left turn lane in the center. RSG's model also evaluated the intersections and improvements are necessary at the majority of the intersections.

b. Crash Analysis

G. McCarthy presented a series of tables and charts with information about the number of crashes by type of crash per year, number of reported injuries per year, and crashes by intersections. He also showed maps of the entire corridor with the locations of all the reported crashes. The reported information was between 2007 and 2017.

The majority of the crashes, 65%, were rear end incidents and there was only one fatality over the eleven years. The fatality was a pedestrian strike and occurred in the evening during inclement weather.

The Blackwater Road intersection had the highest number of crashes over the time period with 105 crashes and the Whitehouse/West High intersection was close behind with 96 crashes.

c. Alternatives Development

i. Corridor Alternatives

G. McCarthy presented two draft typical sections of the corridor for the working group to comment on. The "Conventional 3-Lane Section" had two 12' travel lanes, a 12' two-way left turn lane, 5' shoulders/ bike lanes, 5' grass strips on both sides of the road with adjacent 5 sidewalks. The "3-Lane with Separate Path" section had two 11' travel lanes, a 12' two-way left turn lane, 5' shoulders/ bike lanes, a 5' grass strip on the left side of the road with an adjacent 10' multi-use path, and a 6' sidewalk on the right side. Due to the narrow ROW width through this corridor there are likely to be impacts to adjacent property for the length of the corridor.

G. McCarthy showed images of possible intersection layouts for Blackwater Road. A conventional 3 lane approach on 108 was shown, a 5-lane approach was shown, and a conceptual circle was displayed to show how large a hybrid roundabout would need to be at this location. All of the options showed impacts to the adjacent properties, specifically the parcel that houses Todd's Touch. It is likely that if the 5-lane approach or the roundabout are selected that that parcel would be a full acquisition. In the case of the 3-lane section with sidewalks and grass strips the impacts also seem large enough that the garage on the front of the building may no longer be accessible. It was noted that the intersection of Route 108 and W. High

Street/ Whitehouse Road may also be improved with a 5 lane approach on Route 108.

S. Saunders – This 3-lane section works on High Street because of all the big box stores and strip malls, but it may not work on NH Route 108. Have you looked at access management and reducing curb cuts?

G. McCarthy – Reducing curb cuts can be difficult. Business owners don't always see the benefit of losing their own driveways. We can reduce width of the curb cuts. NHDOT has standards for how wide a driveway can be, there are definitely some driveways through the corridor that are wider than allowable. These oversized driveway openings will be set to standard size during design.

M. Williams – The 3-lane section can make it more difficult for pedestrians to cross. The current crosswalks are unmarked and mid-block. It may mean the need for physical medians in the roadway for pedestrian refuge.

S. Saunders – Where do budget constraints come into play?

G. McCarthy – First we like to explore all of the community's goals, from there we will look at budget and the community can prioritize the goals to compromise with the budget.

M. Bobinsky – Somersworth is open to the grass strip.

G. Young – Dover has issues trying to keep the grass in a grass strip alive due to plowing and salt. If a grass strip is used, it needs to be salt tolerant, no watering and limited to low maintenance.

M. Williams – A sidewalk is needed between the Goodwin Health Center and West High Street.

S. Creighton – Rochester does not want sidewalks at all, maybe just a wider shoulder.

M. Bobinsky – Requested the images of the intersection layouts to help the City assess the possible impacts.

M. Williams – Considerations need to be made for the bus stop just north of the Blackwater Road intersection. In this case bus stops on the downstream side of an intersection are preferable.

G. McCarthy asked the group if the roundabout option was a possibility. The majority of the group appeared to think it may have too many impacts, but some didn't want to exclude it from further exploration.

S. Saunders asked MJ to provide PDF's of the impacts to Todd's Touch.

It was requested to have sidewalks to at least Whitehouse Road.

There was discussion on the use of an 11' versus 12' lane for through traffic. The group did not have a real preference on this item.

MJ requested the record plans for the Cumberland Farms located at Blackwater road from the City of Somersworth.

W. Johnson asked if there were any policies, or design standards available for the municipalities. It was indicated all polices and standards are on line.

Action Items

1. MJ to provide PDF's of the draft typical sections along with the draft layouts at Blackwater Road to the City of Somersworth. *(Sent on 7/16/2019)*
2. City of Somersworth to provide the record plans for the Cumberland Farms gas station located at Blackwater Road.
3. Representatives for the three Cities to comment on proposed typical sections and intersection layouts within two weeks of the meeting. This will allow the design team to advance the preliminary design.
4. Representatives for the three Cities to provide additional feedback on the draft Purpose and Need statement for the project within two weeks of the meeting.

Submitted by:



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

Attachments:
Presentation

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

Working Group Meeting

July 15, 2019

Agenda

1. Public Participation
2. NEPA Documentation
3. Purpose and Need
4. Design Topics
5. Project Schedule
6. Miscellaneous/Open Discussion
7. Adjourn

Public Participation

- a. Discuss Listening Sessions.
- b. Discuss Walking Tour.
- c. Discuss Public Informational Meeting.



Listening Sessions

Question #1

What do you think are the problems / challenges in the project corridor?

Question #2

What do you think is missing in the project corridor?

Question #3

What do you think are the opportunities in the project corridor?

Listening Sessions

Question #1

What do you think are the problems / challenges in the project corridor?

- Queuing Traffic / delay
- Access issues (pulling out, difficult turns)
- Bus Stop issues (no facilities, blocking traffic)
- Lack of Sidewalks
- Lack of Bike Lanes



Listening Sessions

Question #2

What do you think is missing in the project corridor?

- Turning Lanes
- Formal Bus Stops (pull outs, shelters)
- Sidewalks
- Bike Lanes
- Signage / Lighting
- Aesthetics (Lighting,
Landscaping)



Listening Sessions

Question #3

What do you think are the opportunities in the project corridor?

- Traffic Calming
- Improve Traffic Flow
- Tri-City Partnership
- Economic Development
- Improve Aesthetics
- Improve Drainage
- Placement of utilities
- Improve Signage



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. 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

Rain or
Shine!



WALKING TOUR MEETING LOCATIONS

NH Route 108 Complete Streets Project



BLACKWATER ROAD/NH ROUTE 108
MEET AT: TODD'S TOUCH LOT
4:00 PM



LONG HILL ROAD/NH ROUTE 108
MEET AT: MIDDLETON BUILDING SUPPLY
5:00 PM



WEST HIGH STREET/NH ROUTE 108
MEET AT: HILLTOP CHEVROLET
6:00 PM

For more information visit www.108TriCityCompleteStreets.com

Walking Tour



Public Participation

- a. Discuss Listening Sessions.
- b. Discuss Walking Tour.
- c. Discuss Public Informational Meeting.



NEPA Document

- a. Initial Contact Letter
- b. Resource Identifications
 - 1) Historic Property Inventory
 - 2) Archaeological Study
 - 3) Wetland Delineation
 - 4) Noise measurements



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, buses, 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

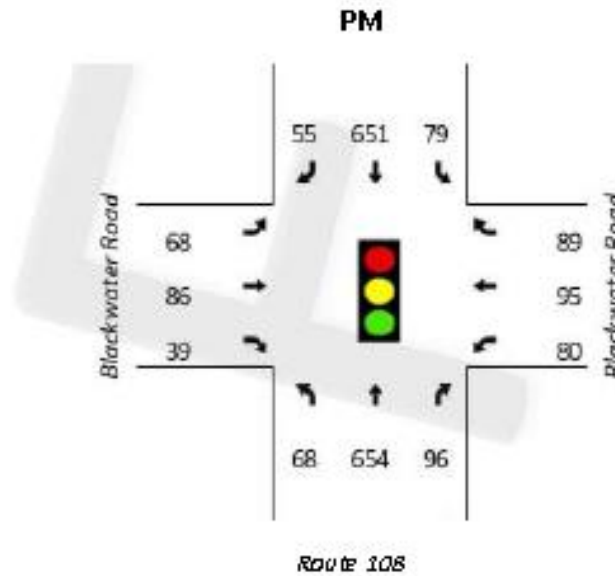
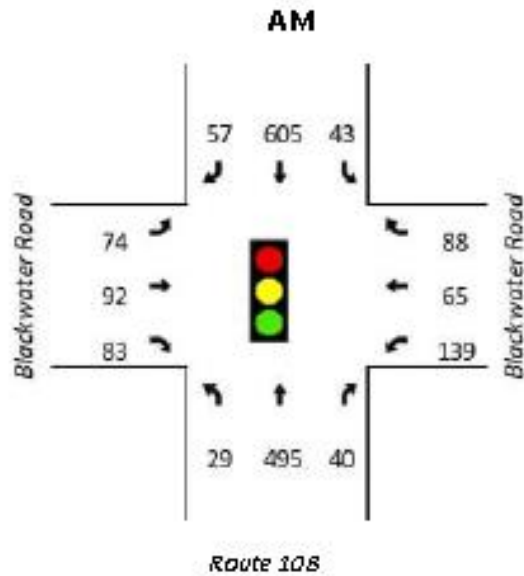
Need

- 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 and safety concerns.
- Facilities for waiting passengers are not present at the majority of the bus stops.

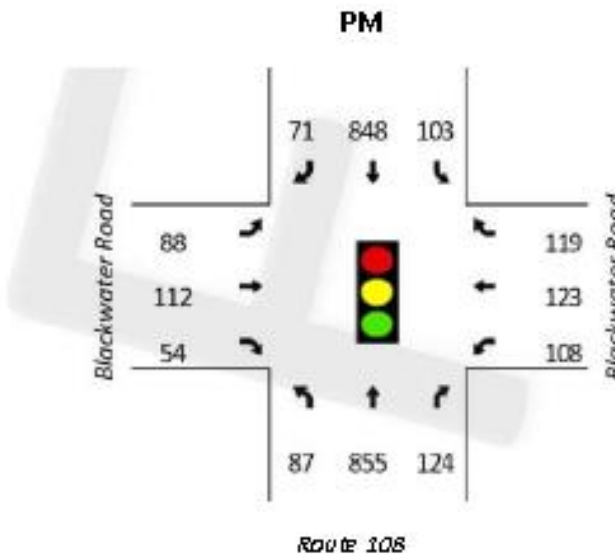
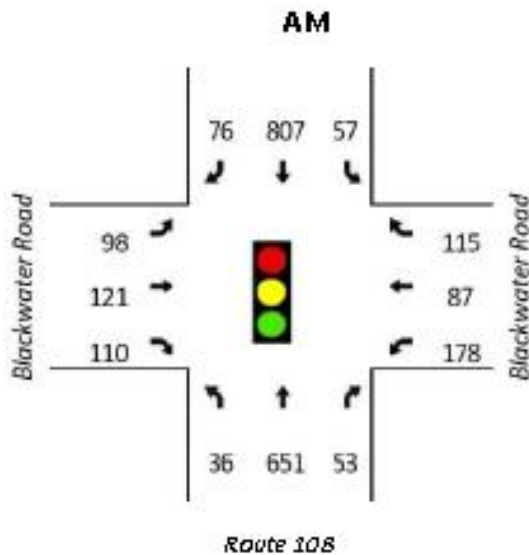
Design Topics

- a. Traffic Analysis Update
- b. Crash Analysis
- c. Alternatives Development
 - 1) Corridor Alternatives
 - 2) Intersection Concepts

Existing (2018)



Projected (2045)



Traffic Volumes

Crash Analysis

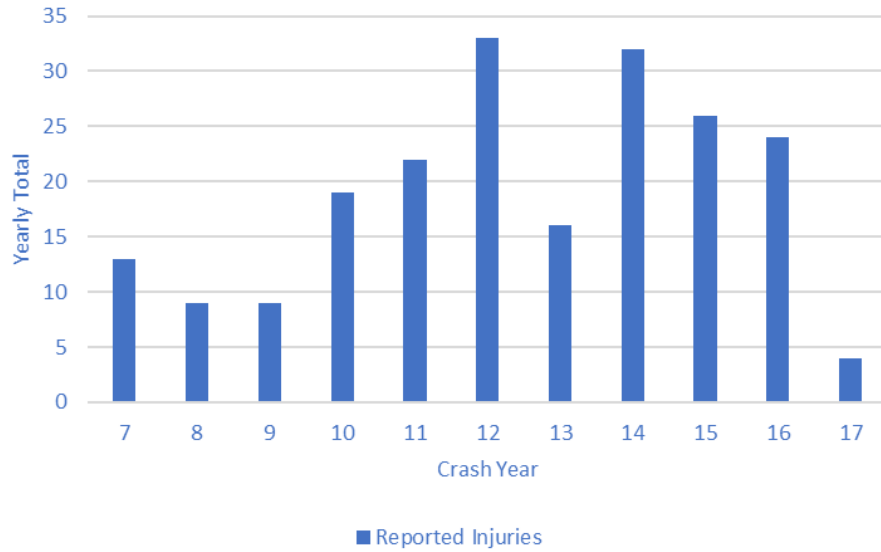
Dover-Somersworth-Rochester 29604

Crash Data 2007-2017

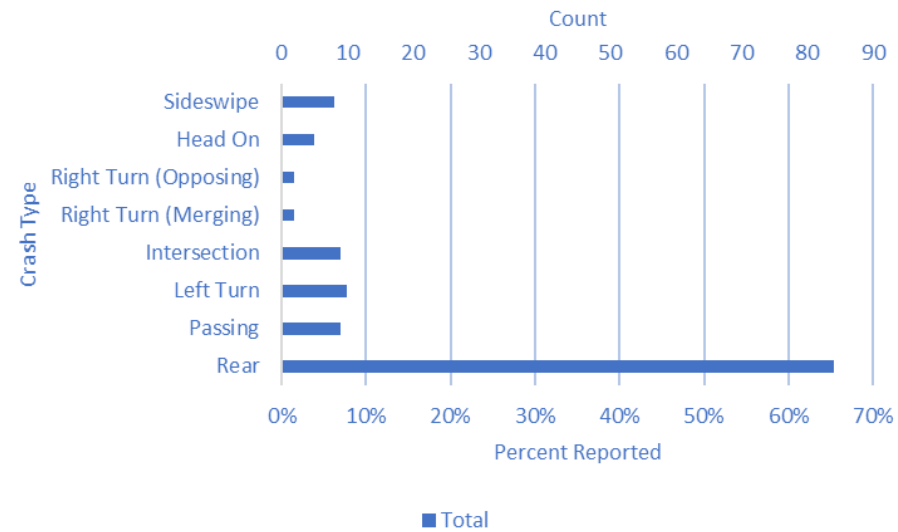
Count	Crash Year	07	08	09	10	11	12	13	14	15	16	17	Grand Total
Other Motor Vehicle		40	41	34	40	43	42	38	57	71	50	12	468
Parked Motor Vehicle								1					1
Bicyclist									1				1
Pedestrian			1							1	1		3
Animal			1		2			2	3	4	2		14
Thrown/Falling Object								1					1
Other Object								1					1
Fixed Object				4	2	3	1	2	4	5	8		29
Overturn		1								1			2
Spill (2-Wheel Veh.)								1					1
Submersion												1	1
Motor Vehicle in Transport											1		1
Other		1			1				1	1	2		6
Grand Total		42	43	38	45	46	43	46	66	83	64	13	529

Crash Analysis

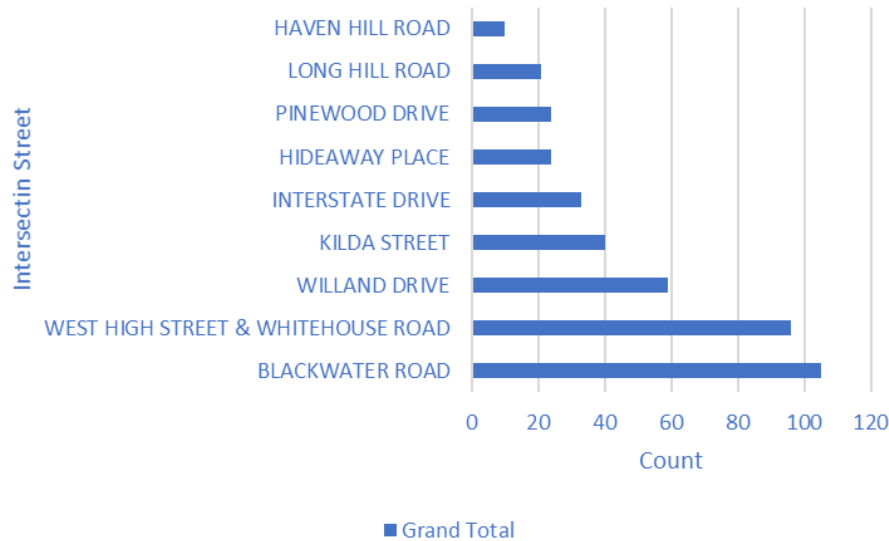
Reported Injuries



Crash Types



Crashes by Intersection





Legend

- Fatalities
- Injuries
- Crashes



NHDOT - NH ROUTE 108 DOVER-SOMERSWORTH-ROCHESTER, 29604		
Crash Data		
SCALE: 1 inch = 275 feet	DATE: June 2019	FIGURE: Page 1 of 6
McFarland Johnson		

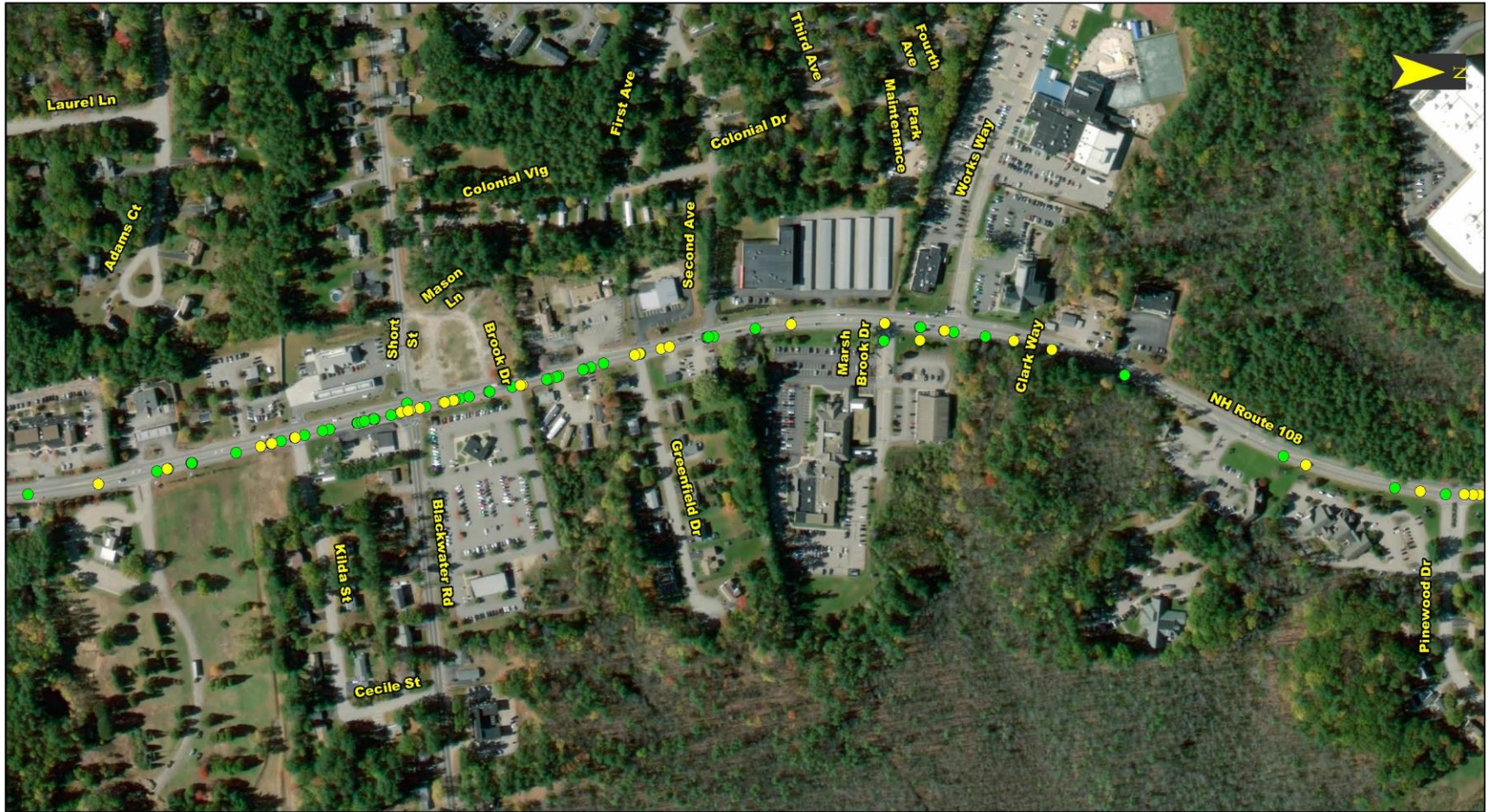


Legend

- Fatalities
- Injuries
- Crashes



NHDOT - NH ROUTE 108 DOVER-SOMERSWORTH-ROCHESTER, 29604		
Crash Data		
SCALE: 1 inch = 275 feet	DATE: June 2019	FIGURE: Page 2 of 6



Legend

- Fatalities
- Injuries
- Crashes



NHDOT - NH ROUTE 108 DOVER-SOMERSWORTH-ROCHESTER, 29804		
Crash Data		
SCALE: 1 inch = 275 feet	DATE: June 2019	FIGURE: Page 3 of 6
McFarland Johnson		



Legend

- Fatalities
- Injuries
- Crashes



NHDOT - NH ROUTE 108 DOVER-SOMERSWORTH-ROCHESTER, 29604		
Crash Data		
SCALE: 1 inch = 275 feet	DATE: June 2019	FIGURE: Page 4 of 6
McFarland Johnson		



Legend

- Fatalities
- Injuries
- Crashes



NHDOT - NH ROUTE 108 DOVER-SOMERSWORTH-ROCHESTER, 29604		
Crash Data		
SCALE: 1 inch = 275 feet	DATE: June 2019	FIGURE: Page 5 of 6
McFarland Johnson		



Legend

- Fatalities
- Injuries
- Crashes



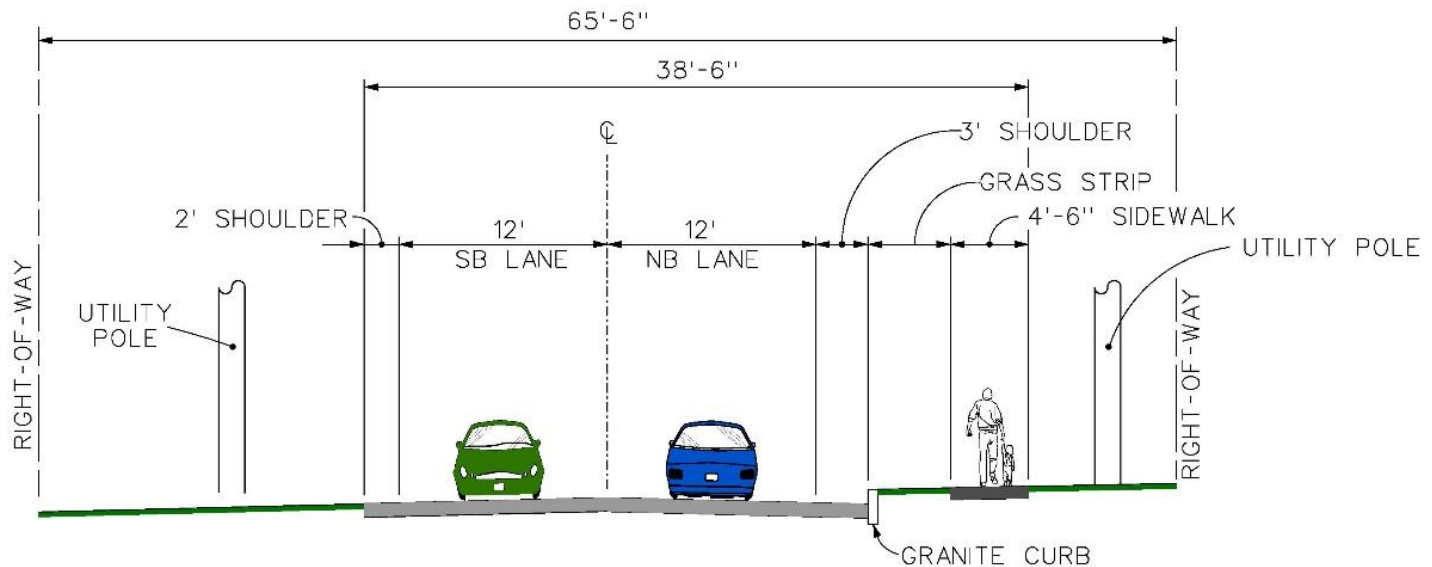
NHDOT - NH ROUTE 108 DOVER-SOMERSWORTH-ROCHESTER, 29604		
Crash Data		
SCALE: 1 inch = 275 feet	DATE: June 2019	FIGURE: Page 6 of 6
McFarland Johnson		

Design Topics

- a. Traffic Update
- b. Crash Analysis
- c. Alternatives Development
 - 1) Corridor Alternatives
 - 2) Intersection Concepts

Corridor Alternatives

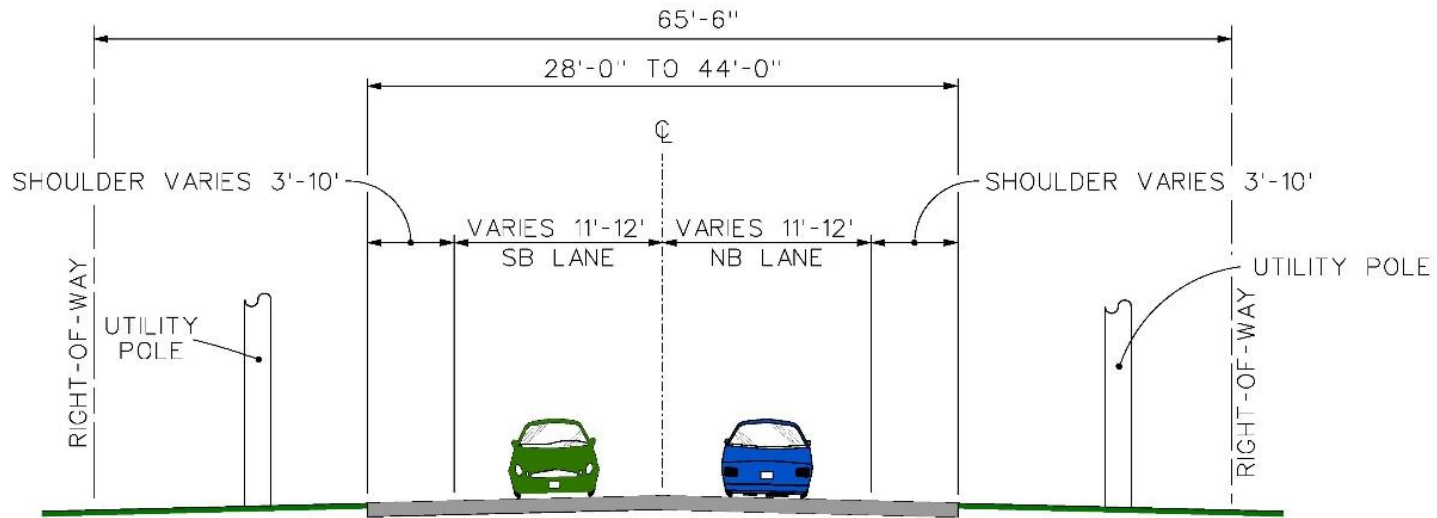
Existing Conditions



**2-LANE WITH SIDEWALK
SOUTH OF LONG HILL ROAD**

Corridor Alternatives

Existing Conditions



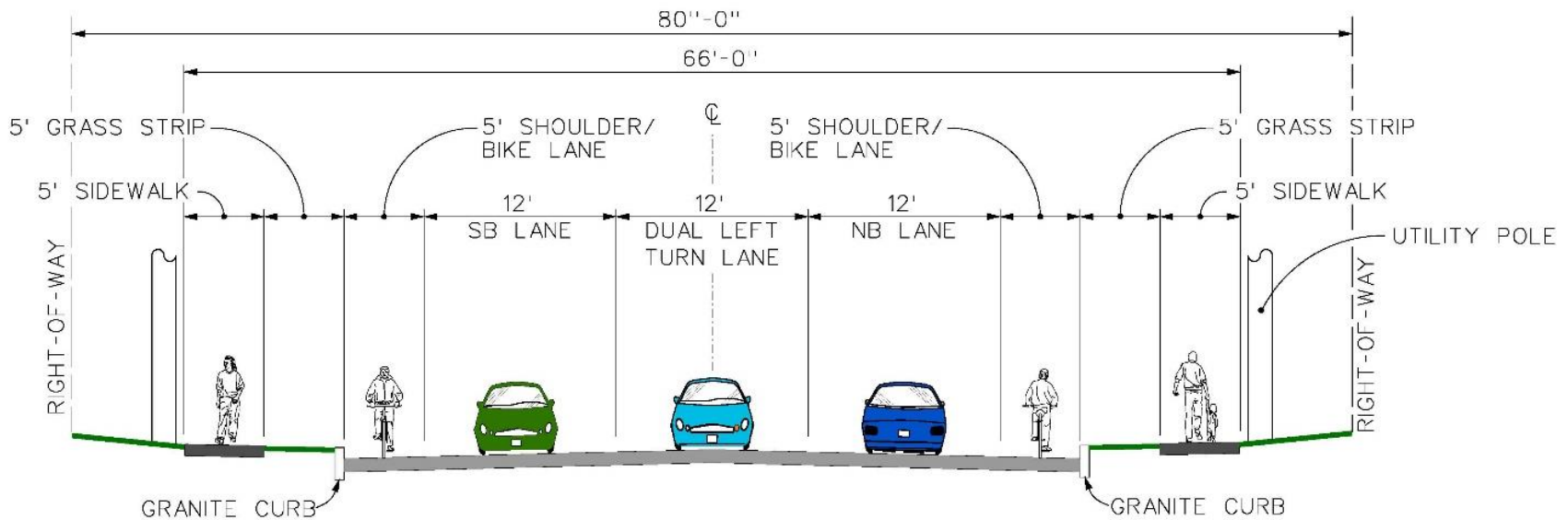
**2-LANE NO SIDEWALK
NORTH OF ENTERPRISE DRIVE**

Corridor Alternatives



Corridor Alternatives

Conceptual Typical Sections

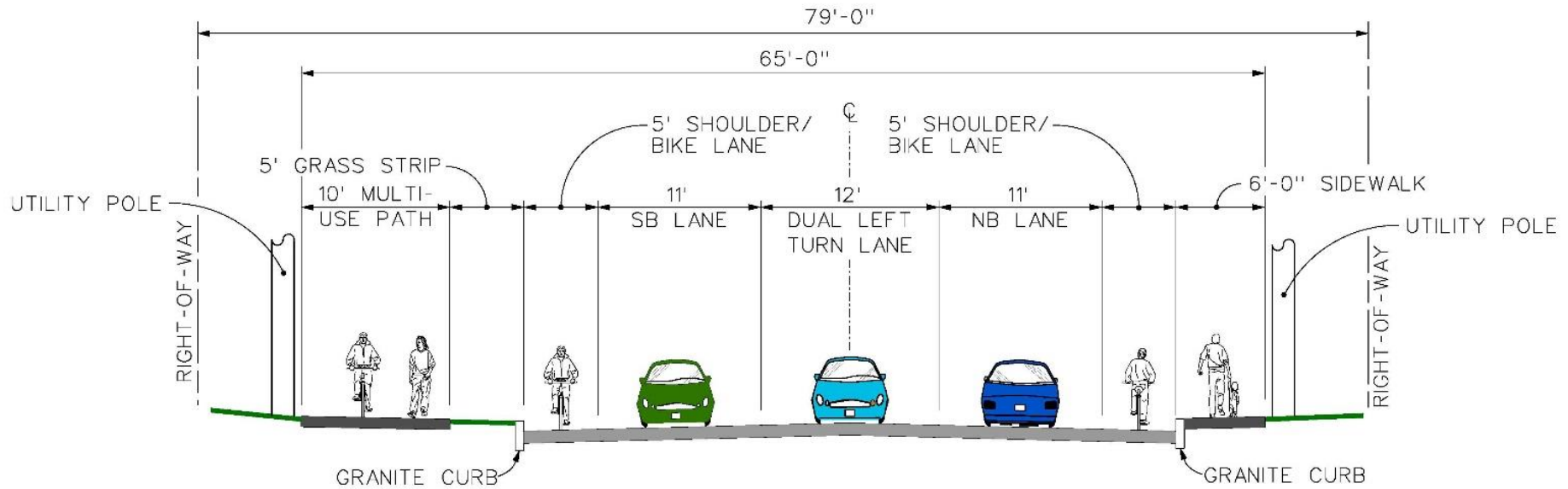


CONVENTIONAL 3-LANE SECTION

DRAFT

Corridor Alternatives

Conceptual Typical Sections



3-LANE WITH SEPARATE PATH

DRAFT

Intersection Concepts

Route 108/Blackwater Road
No Build

2018	2045
LOS C	LOS F
LOS D	LOS F



108 NH ROUTE 108

LEGEND	
2018	2045
AM LOS	AM LOS
PM LOS	PM LOS

TERRASCAPE PARKWAY

KILDA STREET

BLACKWATER ROAD

GREENFIELD DRIVE

GLOBAL

CALEF AUTO

CUMBERLAND FARMS

TODD'S TOUCH

KEY AUTO CENTER

THE BIG DIPPER

INTERSTATE GLASS AND MIRROR

SCALE: 1"=100'

Intersection Concepts

Route 108/Blackwater Road
3-Lane Concept

2045
LOS D
LOS D



GLOBAL

CALEF AUTO

CUMBERLAND
FARMS

THE BIG DIPPER

INTERSTATE GLASS
AND MIRROR

108 NH ROUTE 108

TERRASCAPE PARKWAY

KILDA STREET

TODD'S TOUCH

KEY AUTO CENTER

GREENFIELD DRIVE

BLACKWATER ROAD

LEGEND

2018
AM LOS
PM LOS

2045
AM LOS
PM LOS



Note: Based on Conventional
3-Lane Typical Section.

Intersection Concepts

Route 108/Blackwater Road
5-Lane Concept

2045
LOS C
LOS C

GLOBAL

CALEF AUTO

CUMBERLAND
FARMS

THE BIG DIPPER

INTERSTATE GLASS
AND MIRROR

108

NH ROUTE 108

KILDA STREET

TODD'S TOUCH

KEY AUTO CENTER

GREENFIELD DRIVE

BLACKWATER ROAD

LEGEND

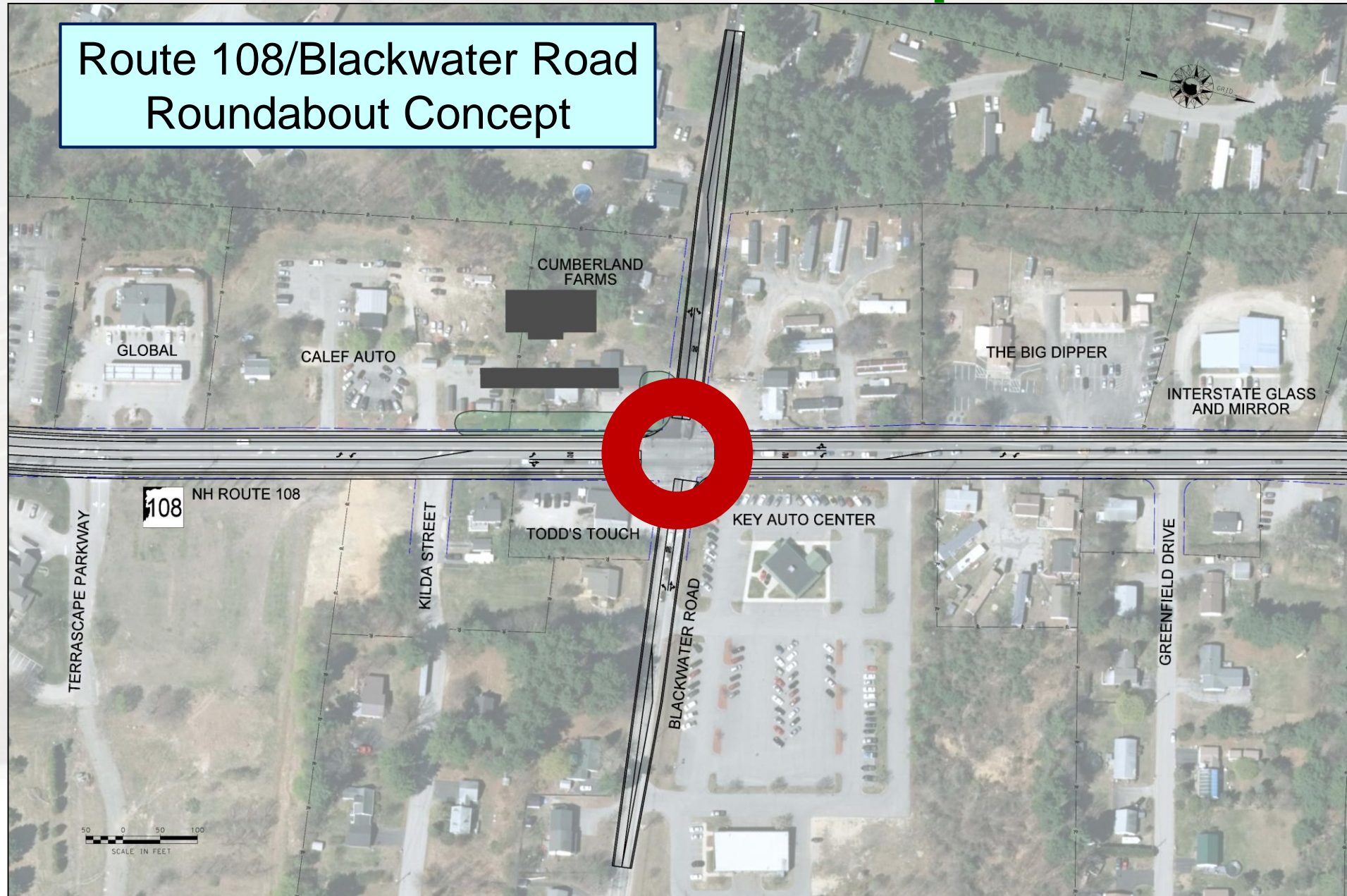
2018
AM LOS
PM LOS

2045
AM LOS
PM LOS

Note: Based on Conventional
3-Lane Typical Section.

Intersection Concepts

Route 108/Blackwater Road Roundabout Concept



Project Schedule

- Alternatives Development September 2019
- Public Informational Meeting September 2019
- Select Preferred Alternative December 2019
- Draft Environmental Document January 2020
- Circulate Draft Environmental Document April 2020
- Public Hearing May 2020
- Final Environmental Document August 2020

Questions/Comments