



Meeting Notes

Place: Jaffrey Fire Department
138 Turnpike Road

Date: March 19, 2024

Notes Taken VHB

by: Robert Landry

Project NHDOT 16307
#: VHB 52792.00

Re: Jaffrey US 202 Dog-Leg Improvements
Public Informational Meeting #3

Mr. Tobey Reynolds of NHDOT thanked the audience for their attendance and noted that he was accompanied by Dan Prehemo of NHDOT, Karen Fitzgerald of Toole Design, and Chuck Gregory, Mark Suennen, and Bob Landry of VHB. Mr. Reynolds proceeded to provide a brief overview of the current status of the project noting that the NHDOT is in the property negotiation phase, final design, and permitting portion of the project.

Chuck showed and described the current design plan as the project progresses to 80% design completion. Then noted “What has been Happening” since the last meeting with the Town of Jaffrey in slides 3 - 7.

Karen proceeded to describe the landscaping requested by the Town of Jaffrey to be included in the Contract documents and other elements that will promote more of a downtown feel to various elements of the Project in slides 8 – 11.

Chuck showed ornamental lighting, example of an interpretive panel, and a draft of potential landscaping for the War Memorial Park in slides 12 – 14.

Mark proceeded to describe the Construction Schedule and Construction Phasing of the project in slides 15 – 23.

Tobey explained the project Next Steps to get to the beginning of Construction on-site and Communication during Construction (slides 24 and 25) before opening the floor to questions.

Questions and Comments Received:

Many concerns with the North Street, Main Street (NH 124), River Street North (existing US 202) intersection becoming a 4-way stop intersection with no rapid flashing beacons (RRFB) for pedestrians. Reasons expressed for this concern included school students walking and on bicycles travel this area going to and going home after school; adjacent apartment complex with elderly and handicapped tenants; concerns with speed of traffic heading from the west into the intersection from Keene on Main Street (NH 124). Another request was for the State to reconsider not providing RRFB’s at the roundabout crosswalks and at this location.

Tobey noted that the State does not install RRFB at intersections with traffic control such as this 4-way stop. Tobey indicated the Team would take another look at this location and review the potential to install conduits under the project for future installation if a safety issue arises. The mid-block crosswalk uncontrolled on the Connector Road will have an RRFBs installed as requested by the Town.

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Would Jaffrey have a Clerk of the Works to make sure items paid for by Jaffrey would be completed and paid correctly.

NHDOT would have at least one Contract Administrator assigned to the project for making sure work is completed correctly and the Contractor gets paid appropriately. Given this is a federally funded project, payment to the Contractor (and the Contractor paying his subcontractors promptly) are reviewed by a separate team of NHDOT staff ensuring all federal laws and requirements are followed. If the Town of Jaffrey wished to have a Clerk of the Works for their items, the State would have no problem with such for the completion of the Town paid-for items. Payment to the Contractor for items within the construction contract would still be completed by the State.

Can the utilities be placed underground, and do we know the cost associated with this?

NHDOT does not require the utility to relocate underground and if the utility did want to relocate utilities underground, the project would not pay for this to expense. We are currently working with the utilities to develop a relocation plan for existing overhead utilities. If moving the utilities underground is a priority for the Town, now would be the time to make the utility companies aware of this preference.

Question was asked if the Local River Committee was going to see the wetland impact plans.

JoAnne Carr, Town Planner noted they have already received the plans from the State.

Question was asked about whether the proposed bridge would have provisions for a future waterline.

Tobey responded yes it will; however, the Town does not yet have plans for water service across the bridge.

Question was asked about the overall construction cost.

Tobey noted that it is in the \$15 to \$18 million range with a better number coming shortly with the PPS&E Design package in April.

Question was raised about the site distance for vehicles leaving the roundabout to the crosswalks as typically drivers speed up when exiting a roundabout.

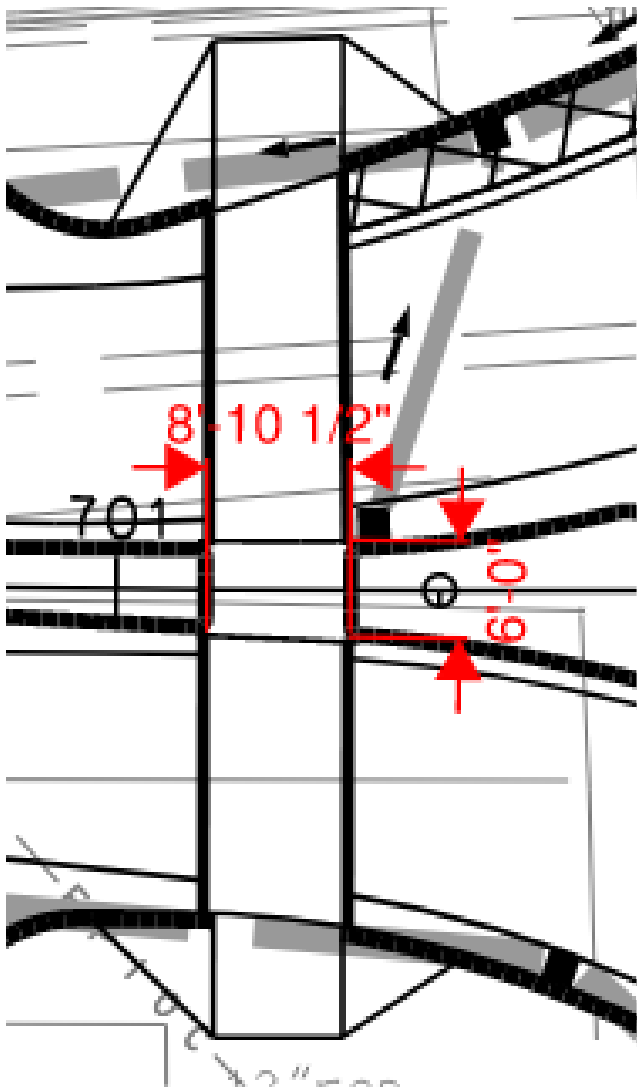
Yes, the proper sight distance is provided for this area in all locations. VHB coordinated with Toole Design to ensure proposed landscaping does not hinder sight distance at these locations.

Concern was raised about truck deliveries to the Pizza Barn and the loss of the two on-street parking spaces.

With the new Connector Road configuration, delivery trucks for the Pizza Barn will have 1' median shoulder, 12' lane, 3' buffer, and 5' shoulder between the median island and the sidewalk curb for a total of 21' of width. Very similar to the current roadway width minus the parking spaces they have today. Therefore, truck deliveries should not be impacted. They do lose the two on-street parking spaces. JoAnne noted that there will be 3 spaces available across the street for use.

Question asked about location of crosswalks in relationship to roundabout entrances. Another question asked about width of crosswalk and width of refuge islands between the entering and exiting lane of the roundabout and how this crosswalk is delineated to alert motor vehicle drivers.

Crosswalks are placed one car length from the entrance to the roundabout on all legs of the roundabout. This allows the crosswalk to be behind a car waiting to enter the roundabout. Crosswalks are 8' wide, delineated with gray colored imprinted pavement to highlight them in relationship to the black pavement. The refuge island is a minimum of 6' wide from curb to curb to accommodate a person in a wheelchair, a baby stroller, or a person walking a bike.



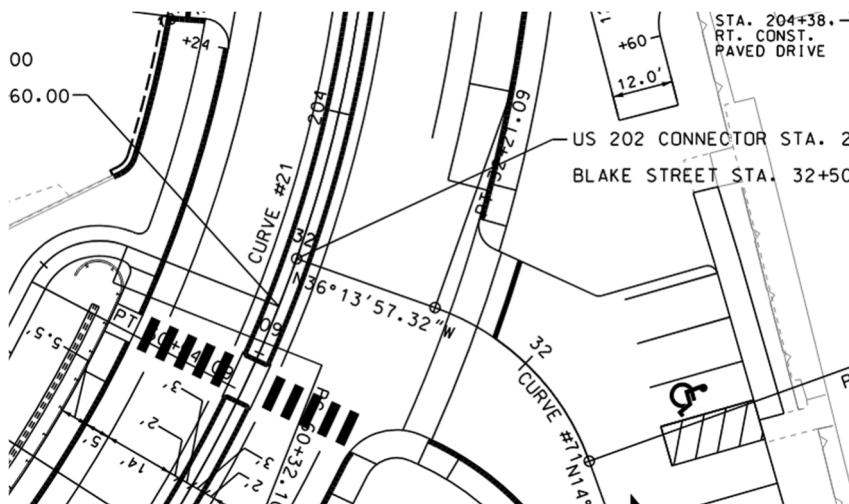
Question was asked about the posted speed limit.

The post speed limit is 30 mph with advisory signs of 15 mph approaching the roundabout.



Question was raised if an emergency vehicle could take a left across the median from the Connector Road heading south to Blake Street during an emergency.

Yes, the 6" raised median island has sloped curb on each side that is mountable by an emergency vehicle and the team will review the plans to ensure no signs or landscaping are in this area.



Question was asked about the presentation being available.

Both Tobey and JoAnne said it would be posted shortly on the State and Town web pages.

Meeting was adjourned with Tobey thanking all that attended.