



Meeting Notes

Place: Jaffrey Fire Department
138 Turnpike Road

Date: September 15, 2022

Notes Taken by: M. Kennedy

Project #: 52792.00

Re: Jaffrey US 202 Improvements
#16307
Public Informational Meeting #2

The meeting began at approximately 6:00 pm with Jaffrey Town Manager Jon Frederick welcoming everyone (in-person and via Zoom) to the meeting. Mr. Fredrick then proceeding to introduce Tobey Reynolds, NHDOT Project Manager, who began the presentation.

Mr. Reynolds thanked the audience for their attendance and noted that he was accompanied by Marty Kennedy, Ben Martin, and Bob Landry all of VHB. Mr. Reynolds proceeded to provide a brief overview of the current status of the project noting that the NHDOT is currently entering the property negotiation phase of the project. He also noted that the anticipated date to advertise the project for construction (put out to bid) is now Spring 2024 with construction likely to begin in June or July of 2024. Mr. Reynolds then introduced Marty Kennedy with VHB to review the project status in greater detail.

Mr. Kennedy showed and described the current Slope and Drain plan noting that it reflects a 60% design completion and has established the extent of property impacts, which allows the design team to begin the development of right-of-way (ROW) plans. Mr. Kennedy proceeded to summarize what's been happening over the last several months including: the 1st Public Informational Meeting in February, completed the preliminary bridge plans in March, briefed the School Board in April, completed the slope & drain plans in July, continued coordination with the Town on the town's waterline, and met with representatives of the Jaffrey War Memorial Committee in August. Additionally, the team held Downtown Business Walkaround meetings on August 8th and August 25th, which allowed those who might not be able to attend public meetings an opportunity to talk with the project team one-on-one.

Mr. Kennedy proceeded to describe the various means of communication including: the project newsletters, the email distribution list, the NHDOT's project website, and the Town's website. He also noted that the team has held meetings with individual property owners and has received input from the Town's Downtown Revitalization Committee. Mr. Kennedy proceeded to review the various ideas suggested by the Committee. See presentation PDF for the various suggestions. Mr. Kennedy noted that the idea of constructing a pedestrian walkway under the new bridge was not feasible due to the low profile of the bridge. The design team is keeping the bridge low to minimize the bridge's visual impact.

Mr. Kennedy then showed a rendering of the new bridge, which incorporating some of the Committee's suggestions such as including abutments and bridge rail that have a similar look as the existing Main Street bridge. It also showed ornamental lighting similar to the existing lighting found on Main Street and an imprint of gear structure evoking Jaffrey's manufacturing history and connection to the river. The rendering is preliminary and was prepared to solicit continued input from the Town and the State Historic Preservation Office (SHPO).

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Mr. Kennedy noted that as requested by the Town, the design team considered options for providing angled parking along the north side of Main Street between North Street and Peterborough Street. Conceptual sketches were reviewed by the NHDOT's Design Bureau, Safety Section, Traffic Bureau, and District 4 Office. The options we determined not feasible due to the minimal roadway width (and loss of shoulder), proximity to the roundabout, and proximity to the queued vehicles at the future 4-way stop controlled Main Street/River Street intersection.

Lastly, Mr. Kennedy noted that bids have been received for the demolition contracts for the Lab 'n' Lager and the 15 River Street buildings. The demolitions will likely occur in the Spring of 2023. Mr. Kennedy then turned the presentation back to Mr. Reynolds to review the project schedule.

Mr. Reynolds indicated that we have completed Phase 1 (Filed survey/borings), nearing the completion of Phase 2 (Progressing the design) and will soon begin Phase 3 (Property discussions and negotiations). The process of negotiating property acquisitions is involved and will likely extend to early in 2024. The plan is to have the design complete as well as the property negotiations complete by Spring of 2024 so the project can go out to bid. Construction is expected to be underway by the Summer of 2024.

At this point the meeting was opened to the public for questions. Questions raised by individuals attending the meeting in-person as well as individuals on Zoom where as follows:

How many demolition bids were received and were there any local bidders?

Answer – The NHDOT received two bids and we don't believe either Contractor was from the Jaffrey area.

What is the construction completion date?

Answer - Fall of 2026.

Once you have a contractor under contract, how do you know that the contractor will get underway when you want them to?

Answer - The anticipated start date will be written into the contract documents. There are also penalties in the contract if the Contractor does not complete on time.

My property is being acquired. How do I know that my living accommodations will be provided while I'm searching for a new place to live?

Answer - The State has a right-of-way assistance program in federal law. They will work with you to assist you in finding replacement housing.

Has the estimated cost of the project increased?

Answer - The most recent cost estimate (about a year ago) did reveal a project cost increase bringing the cost to approximately \$10M. With the current increase in inflation, the project costs may continue to increase, however at this point the project is fully funded.

Will flashing lights or other traffic signal control be provided at the pedestrian crosswalks at the roundabout?

Answer - Given the anticipated slower travel speeds and the roundabout design features that have pedestrians crossing one lane at a time only after the motorist comes to a full stop, the plan does not provide flashing beacons at the roundabout crosswalks. Consideration is, however, being given to providing rectangular rapid flashing beacons (RRFBs) at the midblock pedestrian crosswalk located on the new connector roadway near the access to the ballfield.

Will the Town be providing school crossing guards at the roundabout for the times that students are arriving and departing school?

Answer - The Town and the School District will be considering various options to meet the needs of student, but it's likely that school crossing guards would be provided during construction. The need for crossing guards after project completion is yet to be determined.

Will large trucks be able to maneuver through the roundabout?

Answer - Yes, the roundabouts are design with what is called a truck apron, which is mountable for the truck's back tires. Passenger vehicles and small to mid-size trucks don't need to use the truck apron.

How wide is the pedestrian refuge island between the opposing lanes of traffic?

Answer - It varies, but it's approximately 6 to 8 feet.

You talk about the anticipated lower travel speeds. How will lower speeds be enforced?

The geometric elements of the roundabout (narrow travel way, deflection angle as you enter, etc.) as well as the look and feel of a pedestrian friendly downtown will serve to lower travel speeds. Additionally, signage alerting motorists to the posted speed limit and warning speed limit will be provided in advance of the roundabouts.

How big will Alderman Park be?

Answer - It includes two benches and the watering trough. The Town will be working with a Landscape Architect to design the welcome center kiosk adjacent to the rail trail. The Town will be providing plenty of parking at the community field.

At the Main Street/River Street intersection where there will be 4-way stop control, it looks like the stop lines have been moved closer to the intersection. Also, the Main Street crosswalk is only on the west side of the intersection. Is that the intent?

Answer - Yes. The stop lines, particularly the one on River Street, are moved closer to the intersection to improve sight lines. With the lower traffic volume and the 4-way stop control, there is no need for two crossing of Main Street at the same intersection.

Will the segment of River Street between Main Street and the 3-legged roundabout become a town roadway, or will it continue to be a state route?

Answer – The NHDOT will be having discussions with the Town on various maintenance agreements including control of this segment of River Street. Those decisions have not been made yet.

Will large trucks traveling eastbound on Main Street and destined to the south on Route 202 be directed by signage to use the roundabout rather than using River Street?

Answer – Yes, signing will likely be provided that will direct large trucks to use the roundabout.

Does the State own the wall that runs along the river on River Street?

Answer - We don't know who owns the wall at this point, but we are researching it.

Does the State intend to bury the aerial utility lines underground?

Answer - The NHDOT would not force the utility companies to place any relocated aerial lines underground and we would not pay a premium to place the lines underground. If the Town wanted the lines placed underground, the necessary additional funding would need to come from other sources such as the Town. There was some discussion by audience participants as to whether the Town should consider funding the placement of aerial lines along River Street from Main Street to the 3-legged roundabout underground.

The meeting ended at approximately 8:00 pm.