

40641 PLAISTOW

Public Informational Meeting



Project Team

Matthew Lampron, PE

Project Manager

NHDOT Highway Design

603-271-2296

Matthew.Lampron@dot.nh.gov

Stephen Haas, PE

Consultant Project Manager

Hoyle, Tanner & Associates

603-460-5168

shaas@hoyletanner.com

Curtis Morrill, PE

Roadway Section Group Leader

NHDOT Highway Design

603-271-2105

Curtis.A.Morrill@dot.nh.gov

Sarah Healey

Design Engineer

NHDOT Highway Design

603-271-8455

Sarah.A.Healey@dot.nh.gov

Nichole Davis

Public Outreach Coordinator

Hoyle, Tanner & Associates

603-460-5157

ndavis@hoyletanner.com



Project Website

<https://www.dot.nh.gov/projects-plans-and-programs/project-center/plaistow-40641>



Purpose of Meeting

- Review Existing Conditions and Identified Concerns
- Present Potential Improvement Alternatives
- Further Refine Project Scope and Budget

Project Area

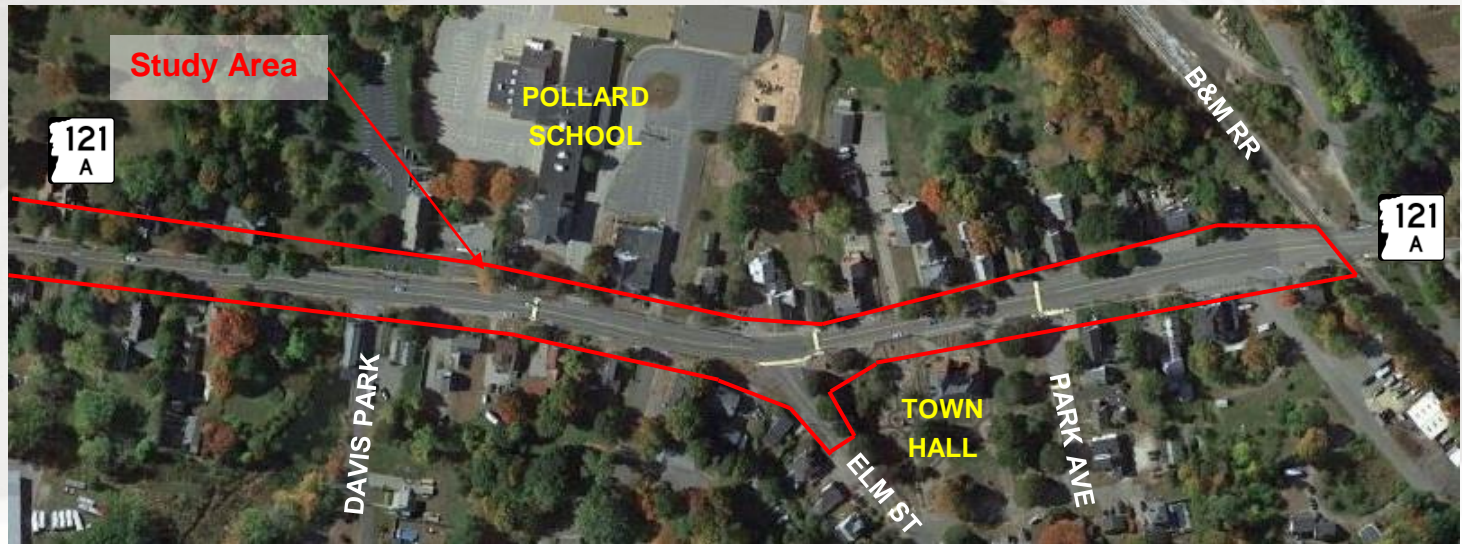
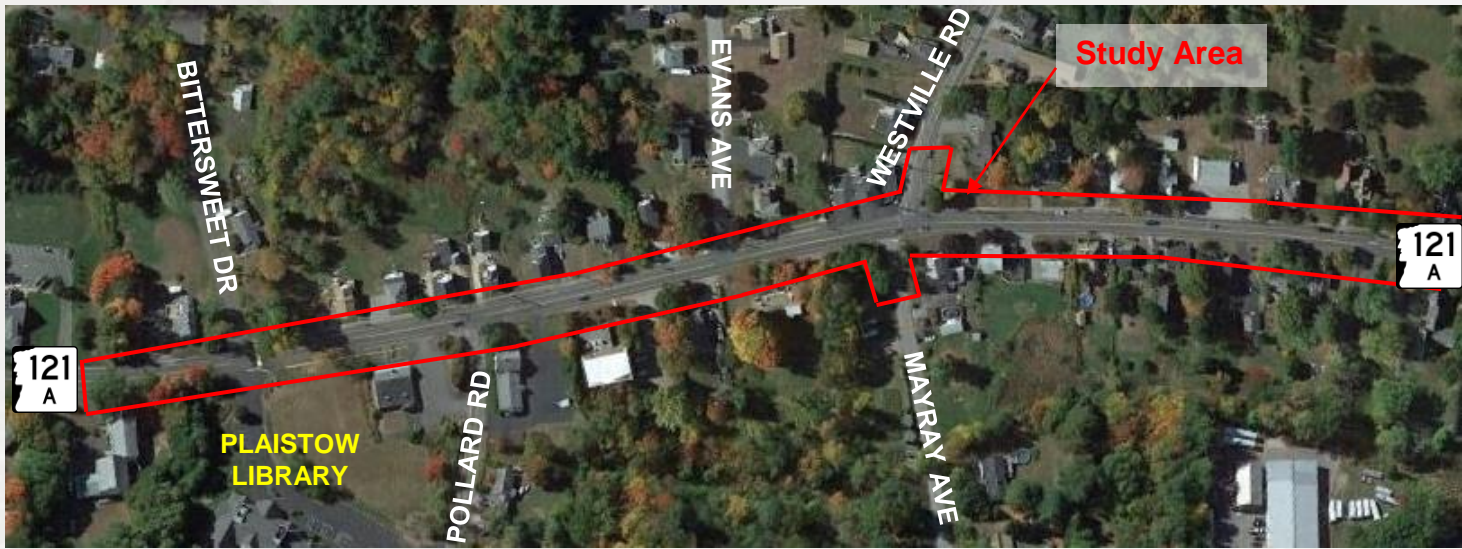
NH 121A (Main Street) - Plaistow

- Bittersweet Dr/Library to Duston Ave./RR Crossing
- 0.75 Miles
- Parallel route to NH 125
- Passes Through Plaistow Village Center

Maintenance

- Library to Park Ave:
NHDOT Summer – Town Winter
- Park Ave to Railroad:
NHDOT Summer/Winter (District 6)





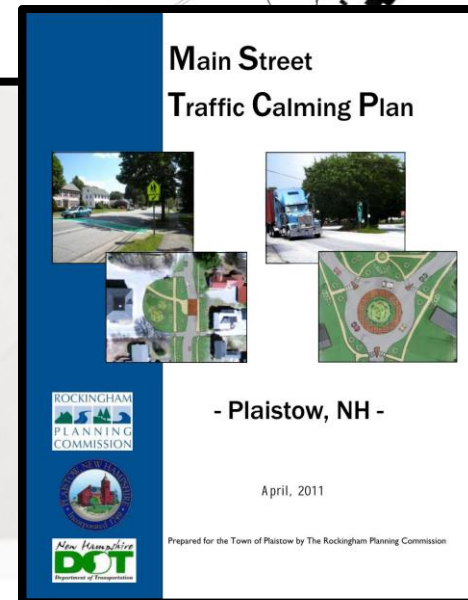
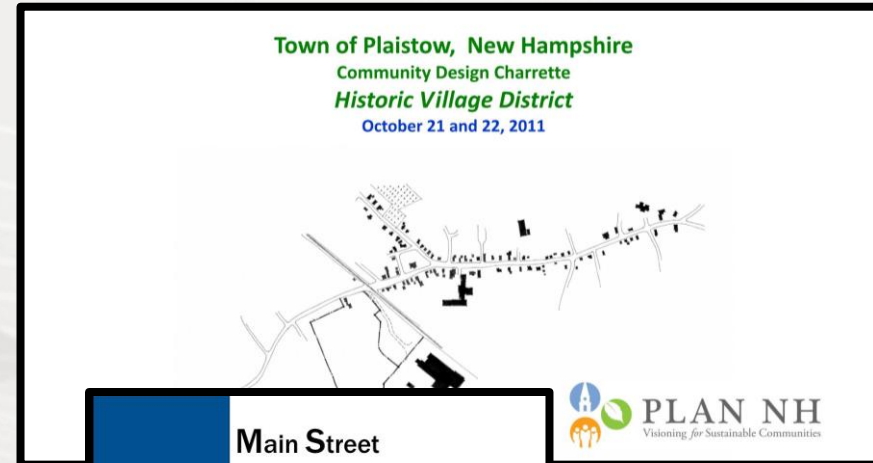
Background and Purpose and Need

Key References and Prior Efforts

- 2011 Main Street Traffic Calming Plan
- 2011 Village District Charrette
- 2018 SRTS Improvements
- 2020 Plaistow Master Plan

Purpose & Need

- The *Purpose* of the project is to calm traffic and improve safety along this section of NH 121A Main Street.
- The *Need* is demonstrated by the crash frequency, the high travel speeds, and limited pedestrian and bicycle infrastructure.



Existing Conditions



NH 121A (Main St)



6,200 Per Day (North of Elm)
9,700 Per Day (South of Elm)

8% Heavy Vehicles



- 12' Travel Lanes
- 3.5' to 16.5' Shoulders
- ROW Varies (45' to 110')

Environmental Resources



Natural Resources

- Seaver Brook Crossing
- State and Federally Listed Species
- MS4 Community

Cultural Resources


- Plaistow Town Hall (NR Eligible)
- Main St is not a Registered District (Features and Characters of Historic Significance)

Section 106 Consulting Parties

National Historic Preservation Act Section 106 – Consulting Parties

Interested persons or organizations may request **Consulting Party** status from FHWA:

Jamie Sikora
Environmental Program Manager
Federal Highway Administration
NH Division Office
53 Pleasant Street, Suite 200
Concord, NH 03301
Jamie.Sikora@fhwa.dot.gov




SECTION 106 CONSULTING PARTY PROCESS IN NEW HAMPSHIRE

In the National Historic Preservation Act (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the Nation as a living part of community life. Section 106 of NHPA is crucial to that program, because it requires consideration of historic preservation in the multitude of Federal actions that take place nationwide and throughout New Hampshire.

Section 106 requires Federal agencies to consider the effects of their actions on the historic properties and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on Federal projects prior to implementation.

For more information on how you can become a consulting party contact:

Jamie Sikora
Environmental Program Manager
Federal Highway Administration
NH Division Office
53 Pleasant Street, Suite 200
Concord, NH 03301
Jamie.Sikora@fhwa.dot.gov



- Explore alternatives to avoid or reduce harm to historic properties;
- Determine how historic properties might be affected; and
- Reach agreement with the State Historic Preservation Officer (SHPO)/tribe (and the ACHP in some cases) on measures to deal with any adverse effects.

Approved consulting parties also have the opportunity to provide input at regularly scheduled bi-monthly Cultural Resource Agency Coordination Meetings.



Consulting parties are entitled to share your views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other consulting parties.

Consultation does not mandate a specific outcome. It is the process of seeking consensus about how the effects on historic properties should be handled.

Department of Transportation actively seeks public participation in the current process it involves. The general public may participate in Section 106 review as consulting parties "due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties."

Other individuals and organizations with a demonstrated interest in the project may participate in Section 106 review as consulting parties "due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties."

The Federal Highway Administration will consider requests and decide who meets the criteria to become a consulting party.

Who Are "Consulting Parties"?

The following parties are entitled to actively participate as consulting parties during Section 106 review.

- State Historic Preservation Officers
- Indian Tribes
- Local governments
- Historical Societies
- Historical Commissions
- Property owners in the project area

1st Public Engagement Survey

- Spring 2021 - 252 Respondents
- Respondents asked Where They Live, What Their Frequency and Use of the Corridor is, and to Rank and Locate Concerns

Your typical use of the Main Street corridor is as a:

Resident/Local	94%
Commuter	7%
Other	1%

<u>Frequent Use</u>	<u>Current</u>	<u>Desire</u>
Walk	36%	49%
Bike	2%	18%
Drive	83%	86%

Based on the current described study area, prioritize your concerns (drag and drop in order from most concerned to least concerned. Selections can be rearranged).

Vehicle speeds	Avg. Rank: 2.24	77%
Inadequate/Lack of sidewalks/pedestrian safety	Avg. Rank: 2.89	73%
Frequency of large trucks (semi-trailers/ heavy vehicles)	Avg. Rank: 2.97	71%
Too much traffic	Avg. Rank: 3.21	69%
Intersection function	Avg. Rank: 4.27	58%
Inadequate/Lack of bicycle facilities/bicyclists safety	Avg. Rank: 4.54	54%
Lack of sense of "place" or aesthetics	Avg. Rank: 6.14	51%
Lack of formal (marked) parking	Avg. Rank: 6.24	50%

Concern Hot Spots

Elm Street Int.
Westville Road Int.

Identified Concerns



- Travel Speeds
 - 41 mph 85% Speed (30 mph Posted)
- Cut-Through Traffic from NH 125
- Heavy Vehicles
- Limited Pedestrian Facilities
- No Marked Bicycle Facilities
- Overwide Shoulders
- Undefined On-Street Parking
- Westville Road Congestion
 - Signal Warrants are Met
- 110 Crashes in 10 years
 - Serious Pedestrian & Bike Crashes
 - 8/2023 Fatal Crash at Westville Rd

2nd Public Engagement Survey

- Summer 2023 - 225 Respondents
- Respondents asked If Certain Traffic Calming Elements Were Applicable to Main Street, Where they Should be Located, and If They Had Other Traffic Calming Ideas

<u>Traffic Calming Treatment</u>	<u>Like</u>	<u>Don't Like</u>
Speed Tables, Cushions, Raised Crosswalks	71%	29%
Raised Intersections	64%	36%
Corner Extensions	59%	40%
On-Street Parking	59%	41%
Chokers	55%	45%
Road Diets	45%	55%
Median Islands	35%	66%
Roundabouts	33%	67%
Lateral Shifts	31%	69%

Do you think that on speed tables, speed cushions, and/or raised crosswalks will be an effective design option for Main Street?



- 50% Yes, I like this option but I don't know where exactly speed tables, speed cushions, or raised crosswalks will work
- 29% No, I don't like speed tables, speed cushions, and raised crosswalks
- 21% Yes, I like this option and I have ideas for where speed tables, speed cushions, or raised crosswalks will work

204 respondents

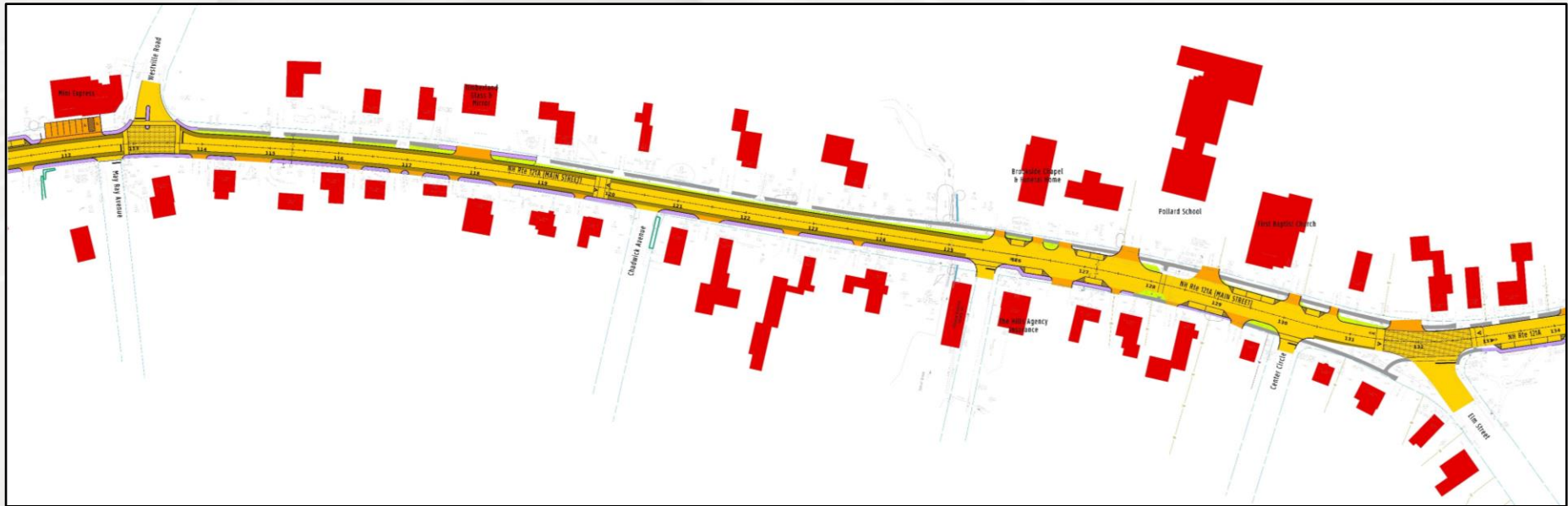
Improvement Alternatives

NH 121A - Corridor Traffic Calming Improvements – Library to Westville



Improvement Alternatives

NH 121A - Corridor Traffic Calming Improvements – Westville to Elm



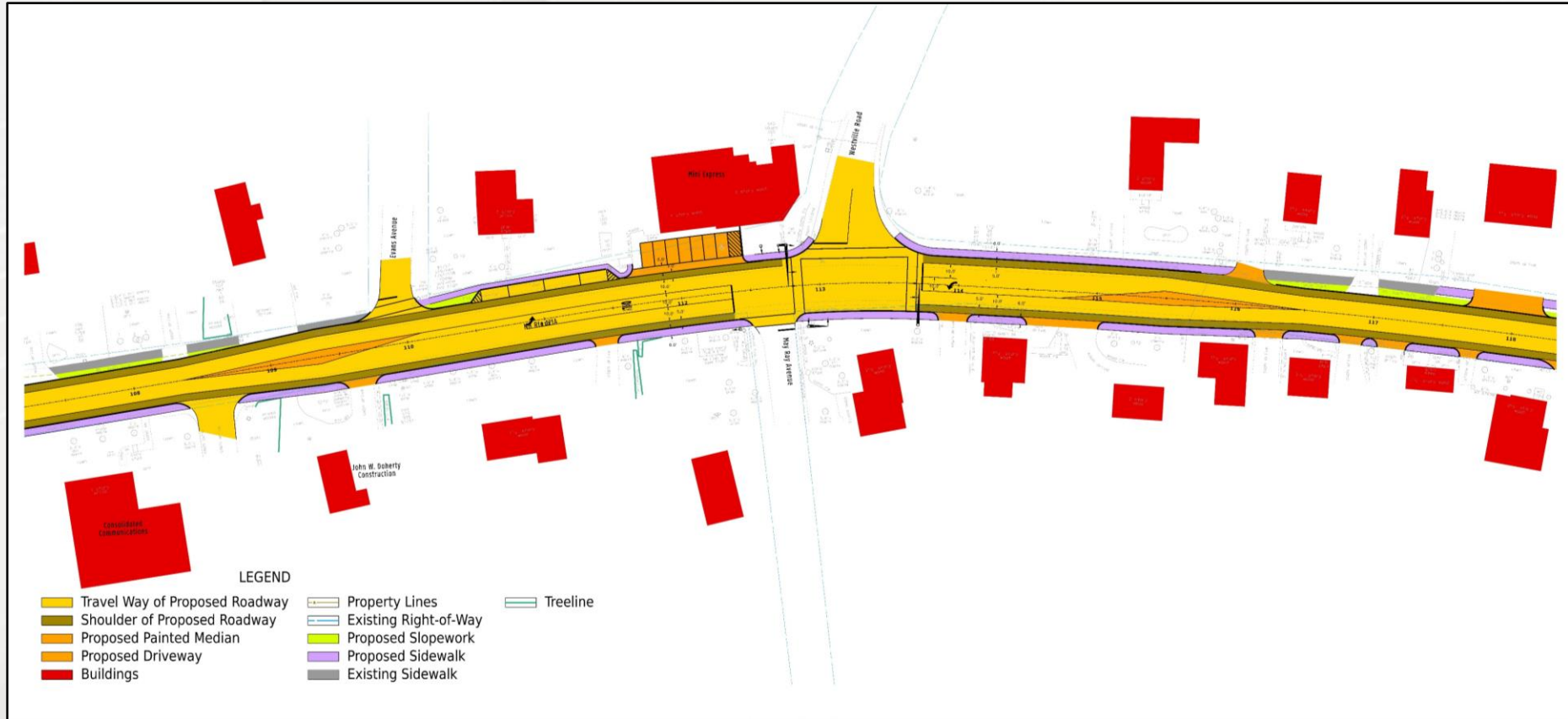
Improvement Alternatives

NH 121A - Corridor Traffic Calming Improvements – Elm to Railroad



Improvement Alternatives

Westville Road – Traffic Signal



Improvement Alternatives

Elm Street- Roundabout



Budget & Schedule

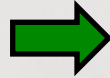
Funding & Budget

- Funding: 80% Fed / 20% State
- Current Construction Budget: \$970,000



Schedule

- 1st Public Survey: Spring 2021
- 2nd Public Survey: Summer 2023
- Alternatives Analysis: Summer 2023/Winter 2024
- 1st Public Meeting: December 2023
- 2nd Public Meeting: March 2024
- Draft Environmental Document: Summer 2024
- Public Hearing: Spring 2024 (If Necessary)
- Final Design & ROW: Winter 2024 to Fall 2025
- Advertisement: October 2025



Thank You

Questions & Comments

Meeting Alternatives Feedback Survey



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