



## MEETING SUMMARY

**NH 101A Widening Public Information Session Meeting**  
*New Hampshire Community Technical College*  
*Amherst Street, Nashua, New Hampshire*  
*April 10<sup>th</sup>, 2006, 6:30-9:00*

### ATTENDEES

Lucille Jordan – NH Community Technical College (NHCTC)  
 Joe Mendola – City of Nashua Division of Public Works  
     (N-DPW)  
 Steve Dookran, City of Nashua, City Engineer  
 JeanMarie Kennamer – City of Nashua Traffic Dept. (N-TD)  
 Bob Landry – NH Dept. of Trans. (NHDOT)  
 Mike Long – McFarland-Johnson (MJ)  
 Brian Coburn – McFarland-Johnson  
 Vicky Chase- McFarland-Johnson  
 Bruce Leish – Carol R. Johnson Assoc. (CRJA)  
 Camille Pattison – Nashua Regional Planning Comm (NRPC)  
 Karen Baker – Nashua Regional Planning Commission  
 Cynthia Overby – Nashua Planning Board (N-PB)  
 Debra Pignatelli – Executive Councilor  
 Mike Pignatelli  
 Ed & Christel Doben  
 Jane Clark  
 Jon Hoang  
 Don Williamson  
 Tim O’Neil  
 John Gill  
 Paul Hackel  
 Brad Westgate

Tim & Kathy Papakostas  
 Dan Mutarelli  
 Mike Monks  
 George & Patricia Russo  
 Kathy Briggs  
 Pat & Paul Paradise  
 Karen Doyle  
 Beverly Shea  
 Michael Ansdell  
 Richard LaRose  
 Barbara Pressly  
 Larry McHugh  
 Bob Bollinger  
 Peter Proko  
 Lawrence Decareau  
 Craig Allison  
 Brian Pratt  
 Judd Vear  
 Dave Lang  
 Sue Newman  
 Marco Rancourt

	<b>Q=QUESTION</b>	<b>A=ANSWER</b>	<b>C=COMMENT</b>	<b>R=RESPONSE</b>
<b>Q</b>	Dan Mutarelli	Were the right hand turning lanes done by design?		
<b>A</b>	Mike Long (MJ)	Yes, they assist in maintaining traffic flow and increasing their size would increase the impact to property owners.		
<b>C</b>	Cynthia Overby (N-PB)	Concerned with vegetating medians as she remembered an incident where a telephone pole fell across one side of 101A stopping all traffic and cars traveled over the median.		
<b>R</b>	Mike Long (MJ)	There would not be much median landscaping. Out of 10,000 ft, only approximately 2,000 ft would be landscaped. It is not normally prudent to plan and design for catastrophic situations.		
<b>Q</b>	Marco Rancourt	Are there any long term plans for the area between Somerset Parkway and the F.E. Everett Turnpike?		
<b>A</b>	Mike Long (MJ)	MJ is providing additional capacity for 101A, but not in that area. This project ends at Somerset Parkway.		
<b>A</b>	Camille Pattison (NRPC)	The 101A Corridor Plan (2002) identified the widening of this area as conceptual and requiring further study in the future. The close proximity of existing buildings to the street in this area would make widening prohibitively expensive. Historic structures and locations such as the cemetery on the north side of the road would also pose challenges.		

- A Jean Marie Kenamer (N-TD) The Nashua Traffic Department is currently assessing the signals at Charron Avenue. Safety is a high priority. Investigations are going on with a consultant and the ward alderman regarding the timing of the signals.
- Q Patricia Russo The eastbound roadway narrows from three to two lanes east of the Somerset Parkway intersection. Currently, it is not signed well forcing vehicles to merge quickly with little warning. There should be a "Right Hand Turn Only" sign at the intersection with Cotton Road. This will still be a problem after the widening as well.
- A Mike Long (MJ) Will be tying into the three lanes going east. The issue of signing should be addressed by the City at this time as it sounds like the problem already exists.
- Q Ed Dobbins Is there going to be an increase or decrease of the noise and pollution?
- A Mike Long (MJ) There are standards (federal) regarding not exceeding a 3 decibel increase at residential receptors. There was a noise study done and it was found that there are very few residences close to the road and those that are close do not meet the 3 decibel threshold. People off the corridor will see an increase in noise but according to the model, they will not be significantly impacted. In addition, it is impossible to provide noise barriers along the roadway without closing existing driveways. A noise barrier behind the businesses would require acquisition of private property and is very unlikely to be feasible.
- Q Mike Monks Could you address the traffic flow/crosswalk flow and the total impact now versus after the widening?
- A Mike Long (MJ) Traffic numbers were generated with an exclusive pedestrian cycle included at all signals. Volumes were developed and modeled for 2017 and 2027 with a minimal value for pedestrians and synchronization and a Level of Service D was achieved. A model was not run without a pedestrian phase. LOS D assumes a delay of less than 55 seconds at all signals and driving speed of approximately 30 mph. A significant volume of pedestrians would affect the overall LOS, but it would have to be substantial.
- A Jean Marie Kenamer (N-TD) It is yet to be determined if pedestrians will be moving concurrently or exclusively. The decision will be made later in consultation with the Aldermen.
- Q Don Williamson Doesn't this put the bottleneck further down Amherst Street and make it worse and wouldn't 3 lanes encourage speeding?
- A Mike Long (MJ) The answer is "sort of" on both questions. The original study looked at how to improve things along the entire corridor. The City of Nashua took the initiative to move forward with this portion of 101A. They have no control over what the other towns will do. The highest volume of traffic is in this area, with 50,000 vehicles per day, is just west of Somerset Parkway and only 30,000 to the west near the City line. It is unlikely that the roadway will ever be widened again. In response to the second question, landscaping and signalization will provide some control of speeds along the corridor. Narrower lanes and shoulders should also help slow traffic along the corridor.
- A Camille Pattison (NRPC) NRPC and DOT are working together on some improvements to the west in Merrimack, Amherst, and Milford. In this section, capacity is less of a concern and improvements will mainly focus on intersection improvements including 101 and 101 A. The need for an additional lane has been identified from Boston Post Rd to Continental Boulevard.
- Q Councilor Pignatelli Assuming you get the preliminary report done by the fall and the final phase, when will things get started and is the money set aside for this already?
- A Joe Mendola The money is already slated for the project in late 2010 or early 2011 to start

- (N-DPW)  
**A** Mike Long (MJ) construction.  
 There are some issues to work through but it has been running smoothly and we hope to keep the project moving.
- Q** Sue Newman Concerned that the widening is being done due to the potential of a WalMart going in where Building 19 is and envision problems to worsen again once the big box store goes in.
- A** Mike Long (MJ) The numbers were run with the assumption that a more intense use would eventually be located on that site. We have tried our best to present a best guess estimate of future traffic. This is somewhat independent of specific uses for the properties along the corridor, but it must be assumed that large parcels will draw larger types of uses.
- Q** Lucille Jordan (NHCTC) Asked for a separate left lane for accessing the college from Thornton Road because of the projected increase of students in the future years. Concerned for the safety of the students and neighbors. If this is not possible the college would like to see a right in right out entrance/exit on the western end of the site off of 101 A.
- A** Mike Long (MJ) Does not anticipate a problem with incorporating a left turn lane into the school from Thornton as long as it is okay with the City. Mike also reminded the group that all owners were notified and given the opportunity to meet with project staff and discuss the project and potential impacts. The College has discussed the idea of a right in/right out in addition to a bus pullout.
- Q** Barbara Pressley How many other locations along the corridor were forecasted based on a higher use (ex. Bldg. 19) and is there any way that you can say that you can accommodate this number of cars in your proposal plan?
- A** Mike Long (MJ) All of them. The growth factor and projected traffic volumes assumed in the model were obtained from NRPC. The volumes are not run based on any one particular location. The volumes were developed assuming projected growth rates throughout the corridor. Traffic could be going either east or west of a particular area. The project is focused on getting traffic to move better, not about any one property.
- C** Bob Landry (NH DOT) Cities and towns have to work with the NHDOT. There are many solutions to a problem. Getting the best usage out of the facility is the goal.
- Q** Mike Ansdell Riding a bicycle along the corridor is dangerous. Is there a way to put the bike paths closer to or on the sidewalk? Felt that eliminating the Merrimack toll would help reduce traffic and drivers could utilize exit 10 as a bypass road (only 1 mile longer) if proper signage was provided. Perception is a problem.
- C** Joe Mendola (N-DPW) Our plan of a 5 foot shoulder or "buffer" should deter drivers from taking advantage of this space. Also, biking directly on the sidewalks may be uncomfortable due to wheel chair ramps.
- Q** Bruce Leish (CRJA) Is it possible to do a 3 foot shoulder and add the 2 feet to the sidewalk?
- A** Mike Long (MJ) Putting bicycles on the sidewalk would cause conflicts at access driveways and, in many cases, actually decrease safety.
- C** Camille Pattison (NRPC) Signage improvements at exit 10 are listed in the corridor plan.
- Q** Barbara Pressly Has any thought been given to adding exotic features such as pedestrian overpasses at the college and undergrounding utilities?
- A** Joe Mendola (N-DPW) It would be very costly & difficult. Would have to get abutters onboard. Excavation across the road would be expensive. Would have to meet with utility companies to see if there was a cost benefit for undergrounding utilities.

- C Mike Long (MJ) Agreed to difficulty and referred to Airport Road project in Manchester involving utility companies. PSNH was especially against placing their facilities underground. Nothing is impossible, but companies typically do not want to pay to underground existing utilities.
- C Bob Landry (NHDOT) State statute does not allow federal money to be used for the removal or relocation of utilities. City would have to pay the cost.

**Meeting adjourned at 8:55 pm.**

CP/kmb  
#321-65