

3-25 Advisory Committee

Meeting

<http://www.meredithnh.org/>

~ Minutes ~

Phillip Warren

Wednesday, April 23, 2014

3:00 PM

Meredith Community Center

1. 3-25 Committee

Committee Members Present:

Lou Kahn, Chairman, Board of Selectmen Rep.

Liz Lapham, Planning Board Rep.

Jack Carty, Greater Meredith Program Rep.

Rusty McLear, Greater Meredith Program Rep. (Alternate)

Warren Clark

Sandra Sullivan

L. Michael Hatch

Fred Hatch

Phil Warren, Town Manager

John Edgar, Community Development Director

Project Team Members Present:

Don Lyford, Project Manager, NHDOT

Gene McCarthy, Project Manager, McFarland Johnson

Jeff Santacruce, McFarland Johnson

John Butler, NHDOT,

Ben Swanson, Resource Systems Group (RSG)

The April 23, 2014 meeting of the US Route 3/ NH Route 25 Advisory Committee was held at the Meredith Community Center. The meeting was brought to order at 3:00 PM by Chairman Kahn.

2. Approval of Minutes

The draft minutes of March 27, 2014 were reviewed. Fred Hatch offered that the minutes should reflect that he suggested that NHDOT get updated pedestrian counts in the context of the traffic control now

employed by the Town during busy weekends. Liz Lapham identified a spelling error in the minutes. A motion was made by Mike Hatch to approve the minutes as amended. The motion was seconded by Jack Carty. All voted in favor of the motion. Phil Warren will correct and post the minutes.

3. Project Discussion

Discussion of Part A Alternatives. The *single lane roundabout* at the 3/25 intersection was reviewed and discussed. Gene advised that this option passed the Part A screening as a reasonable alternative. Gene noted however that the single lane roundabout does not perform as well as the current signal configuration. If the single lane roundabout went in, essentially the improvement would make the congestion worse than it is today.

The *double lane roundabout from Part A* was reviewed and discussed. Gene noted that the diameter of this roundabout has been reduced to 170' to lessen impacts and that the roundabout is centered within the intersection. Gene mentioned that this option performed well but because of its 2-lane configuration, there are greater impacts to abutting properties than a single lane roundabout.

The *Pleasant Street Bypass Option* from Part A was reviewed and discussed. Chairman Kahn expressed his concern that this alternative would be very costly and therefore was not worthy of further consideration. Gene presented a construction cost estimate of \$6.4 million. This estimate does not include property acquisition or mitigation costs. It was noted that this option would impact the town's main sewer pump station. Phil noted that replacement cost for that facility would be approximately \$2 million in addition to the \$6.4 million. It was the consensus of the committee that this was not a viable alternative.

There was discussion regarding the *signalization alternative*. Gene noted that initially this option was not deemed reasonable in Part A due in part to the amount of additional pavement needed to address capacity considerations and associated visual impacts. Ben Swanson of RSG pointed out that there could be adjustments to the lane configurations that could lessen impacts while still providing enhanced performance. This will be evaluated further.

Gene presented *six alternative 2-lane roundabout concepts* for the 3/25 intersection. Concepts B-1 and B-2 shifted the roundabout to the east, lessening the impact to the Bootlegger property but increasing impacts to the opposite corner owned by Meredith Village Savings Bank. Concept B-1 includes a single lane for right turn eastbound traffic whereas concept B-2 includes two receiving lanes for right turn east bound traffic. Concepts C-1 and C-2 shift the center of the roundabout northerly and provide a connection from the roundabout to Plymouth Street. The existing Main Street connection to the intersection would be closed off. Concerns were expressed regarding the suitability of the Plymouth Street to function as Main Street. Concepts D-1 and D-2 were centered slightly to the south of concepts C-1 and C-2, but would provide access via Main Street. Concerns were expressed regarding potential impacts to local businesses, downtown parking and the potential need for mitigation. Gene noted that all of the concepts would be placed on the project website (www.Meredith3-25.com <<http://www.Meredith3-25.com>>) for committee and public review.

Part B Screening Approach. Gene mentioned that Part A screening was based on qualitative criteria. Part B screening that will lead to the preferred alternative will be more quantitative. Gene provided an example of a quantitative scoring alternative comparison that was used on another project. Gene noted that he would be developing something similar for this project.

Discussion of Purpose and Need Statement. Gene indicated that a formal Purpose and need Statement is necessary to comply with NEPA requirements. A draft statement was presented for consideration that takes into account the Problem Statement previously developed in Part A and a draft submitted by Chairman Kahn. Several suggestions were made as to how the document could be improved. Gene will revise the draft and bring it forward for consideration at the next meeting. Chairman Kahn asked that if committee members had additional comments or suggestions to provide them to himself or Phil Warren.

4. Adjournment

It was the consensus of the Committee that the next meeting would be held on Thursday, May 29, 2014 at 3:00 PM at the Community Center. Gene will provide Phil Warren with an agenda for the next meeting.

Don Lyford asked if the town could provide a link from its website to the project website.

With no further business to come before the Committee, the Chairman adjourned the meeting at 4:59 PM.