

**Meredith US 3/NH 25 Improvements Transportation Planning Study**

**Project Advisory Committee Meeting No. 14**

**MEETING MINUTES**

**DATE:** January 15, 2008  
**DATE OF MEETING:** December 12, 2007  
**LOCATION OF MEETING:** Meredith Community Center  
DW Highway, Meredith, NH

**ATTENDED BY:**

**Advisory Committee Members**

<u>Name</u>	<u>Affiliation</u>
Frank Michel	Meredith Board of Selectmen
Carol Granfield	Meredith Town Manager
John Edgar	Meredith Town Planner
Michael Faller	Meredith Public Works Director
Kevin Morrow	Meredith Police Chief
Warren Clark	Meredith Citizen Representative
Bill Bayard	Lakes Region Planning Commission
Robert LeCount	Meredith Conservation Commission
Rusty McLearn	Greater Meredith Program
Tim Drew	NHDES
Chris Williams	Latchkey Group
Fred Hatch	Meredith Transportation Advisory Task Force
Roger Nash	Meredith Transportation Advisory Task Force

**Others**

<u>Name</u>	<u>Affiliation</u>
Jim Marshall	NHDOT, Project Manager
Cathy Goodmen	NHDOT
Gene McCarthy	McFarland-Johnson, Inc.
Mike MacDonald	McFarland-Johnson, Inc.

**MEETING MINUTES:**

The Agenda for the meeting is attached. These minutes are formatted to follow the Agenda Items.

## 1. Opening/Project Overview

Jim Marshall opened the meeting. He mentioned that the meeting would focus on alternatives and that we would take a break from the traffic model. He mentioned that there was a request to start the meetings earlier, around 3:00 p.m. There was no consensus about the meeting time. Gene mentioned that he would send an e-mail asking what the PAC thought of an earlier start time.

## 2. Alternatives Development

Gene began by outlining the options to be discussed at the meeting. He stated that he would start with options prepared for previous meetings that were not discussed due to lack of time.

*Quarry/Beattie Road Options* – Gene began by reviewing the options previously presented including a Quarry Road realignment and a Beatty Road re-alignment. He explained the issues with both including the vertical sight distance issues and the property impacts. He then presented a new option conceived by Bill Oldenburg of the NHDOT where Route 25 between the two intersections would be widened to provide a safe place for acceleration, deceleration, and queuing. A right turn lane was also included.

The safety issues at these intersections were re-iterated. The sight distance is restricted for those trying to access Route 25 from the two side roads. Quarry Road has more traffic and vehicles turning from Route 25 onto Quarry Road affect the traffic on Route 25.

There was a discussion about the reduced funding and how improvements would be prioritized. The important points that were made include:

- There was concern the project was no longer on the ten-year plan and no funding would be available. It was explained that this project is on the current ten-year plan and the draft of the proposed ten-year plan.
- The current funding includes about \$5 million for construction, where most of it is “earmarked” money that must be spent on this project. The priorities for the current funding would likely be determined in Part B.
- This Part A phase of the project would establish a vision for the entire corridor, which includes Route 3 between Route 104 and Route 25 and Route 25 from Route 3 to the Centre Harbor town line.
- Jim Marshall explained that in the past the DOT would determine the solution to a problem, define the limits of the project, prioritize the project, and construct the project as money became available. The new context sensitive process defines the problem and proposes a vision for the corridor. As money becomes available, it can be spent on those areas deemed most in need. Funding does not even need to be for this project, it can come from various sources.
- There was concern raised that if proposed action did not improve traffic the budget could get cut. Gene explained that all options currently under consideration do improve traffic in some way. Also, the “earmarked” money cannot be shifted to another project.

*Patrician Shores Options* – Gene began by reviewing the concepts previously presented that included:

- Terminate Hagopian Way access to Route 25.
- Eliminate Sorenson Road access to Route 25.
- New connection from Patrician Shores Circle to Route 25 (Option 1).

There appeared to be consensus on eliminating the accesses from Hagopian Way and Sorenson Road. Gene presented Option 2, a new road connecting Patrician Shores Circle to Leavitt Park Road that is parallel to Route 25. Mike Faller was concerned about the two road being too close where a snow plow would throw snow from one road to the other. It was agreed that there needed to be a buffer between the new road and Route 25. It appears that the property to road would pass through is town land. Mike Faller discussed an expansion of this concept that would connect to the church intersection.

*True Road Option* – Gene presented the intersection of True Road and Route 25. There is a sight distance issue for those accessing Route 25 from True Road. Police Chief Morrow mentioned that there are a number of crashes at this intersection. Gene presented photos of the issue and a concept to improve the sight distance. It required an impact to a private property and construction of a retaining wall. The sight distance would be increased but it would still not be ideal. Mike Faller mentioned that the School Bypass Scenario included a connection for True road that would possibly allow this intersection to be closed or give its users an alternate.

*Rural Route 25* – Gene presented a map of the Route 25 corridor from the High School to the Centre Harbor town line. He mentioned that at a previous PAC meeting there was a discussion concerning the character of this portion of Route 25. The rural portion of Route 25 is a rural highway with a 45 mph speed limit except around the one curve near the town line that has an advisory 40 mph speed limit. Gene stated that he had driven it several times at the speed limit to see how it felt. He felt like he was driving slowly and the vehicles behind him certainly felt he was driving too slowly.

There was a great deal of discussion concerning the character and attractiveness of the corridor. The village roadway needs to include measures beyond merely placing speed signs to slow down traffic. Members felt the roadway needed to be aesthetic and reinforce the transition from a high speed highway to a village setting. There was consensus that the corridor should be evaluated as both a rural highway as it functions now and as a village roadway with a lower speed limit.

### 3. Break

## 2. Alternatives Modeling (cont'd)

*Route 3 Corridor* – Gene presented an updated version of the Route 3 Three Lane Option. The updates included:

- Extending Sidewalks on Route 3 to Route 104.
- Extending median past Dover Street eliminating left turn movements.

The issue of the planned expansion of the Meredith Fire Station was mentioned. The site is tight and the expansion needs all the space it can get. Gene presented a roll plan that included the right of way and property limits. It indicated that the Route 3 right of way extends well into the Fire Station parking area. The expansion could be a constraint.

The updated plan included the 5-foot shoulder/bike lanes on each side of Route 3. It was requested that a three lane option without the shoulder/bike lanes be developed to see how the impacts could be minimized. Jim Marshall cautioned the group about the bike lanes because there will be a contingent of the public who will want to have them. The issue of handling and managing pedestrians was again mentioned.

The group then focused on the Route 3/25 Intersection. Gene presented a single lane hybrid roundabout concept for the intersection. He mentioned that this had been requested at the last meeting. The roundabout presented was a hybrid because it was possible to provide a second lane for the northbound to eastbound movement. This addressed the Friday afternoon peak but not the reverse Sunday afternoon peak. The traffic evaluation concluded that the single lane roundabout would have a level of service F compared to a B for the two lane roundabout.

Gene presented a graph of the permanent counter on Route 104 to get a sense of the variance in traffic volumes over the course of a year. The graph shows the peak during the summer but also shows the months before and after the summer also have significant traffic.

Gene reiterated that the specific layouts of all designs are preliminary for discussion. The roundabouts have been designed for optimal geometry and property impacts were not optimized.

## 5. Next Steps

A date for the next meeting was not established at the meeting. (It was later determined that there would be no meeting in January due to scheduling conflicts. The next meeting was schedule for February 18, 2008)

## 6. Adjournment

Submitted by,  
Gene McCarthy, P.E.  
McFarland-Johnson, Inc.



THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



CHARLES P. O'LEARY, JR.  
COMMISSIONER

JEFF BRILLHART, P.E.  
ASSISTANT COMMISSIONER

**Meredith 10430 US 3/25 Improvements  
Transportation Planning Study**

Project Advisory Committee  
December 12, 2007  
Wednesday, 5:00 to 8:00 PM

Meredith Community Center  
DW Highway, Meredith, NH

**AGENDA**

1. Opening / Introduction: Jim Marshall, NHDOT Project Manager
2. Alternatives Development
3. Dinner break (6:15 PM +/- to 6:45 PM +/-)
4. Alternatives Development (Cont'd)
5. Next Steps: Jim Marshall, NHDOT Project Manager
6. Adjourn (8:00 PM)

**Context Sensitive Solutions (CSS)** is defined as *"a collaborative interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."*

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