

### POTENTIAL ALTERNATIVES

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One important objective for Part A of the project is to develop a range of reasonable alternatives that will be evaluated in more detail in Part B of the project. Below is an initial list of those items to be considered for the US Route 3 and NH Route 25 corridors through Meredith. An evaluation will be conducted to determine whether an alternative is reasonable and should be carried forward or whether it is unreasonable and should be discarded. The list is arranged by the six project segments utilized during the Alternatives Workshop. This list is a starting point based upon the discussion from the workshop. The text in blue are items added by the project team that were not specifically mentioned at the Alternatives Workshop but may have been previously discussed for the corridor. This list is by no means complete and additions or comments are welcome.

#### Segment 1 Route 3 Gateway to Meredith Village

- Roundabout at Route 104/US 3 intersection
- Improve Traffic Signal at Route 104/US 3 intersection
- Three lane section with left turn lane capability into driveways and side streets
- Two lane section with landscaped median, left turn lanes at critical side streets, and roundabouts to allow U-turn access
- Pedestrians & Bicyclists:
  - Sidewalks along US 3 to Scenic Railroad Station
  - Connect US 3 sidewalk to Railroad Station
  - No sidewalks south of Railroad Station
  - Bike shoulders along corridor
- Aesthetics:
  - Establish a Gateway to Meredith Village
  - Landscaped median along US 3

#### Segment 2 Route 3 Meredith Village Lake Front

- US 3 as a boulevard with a landscaped median (How many lanes?)
- Narrower lanes on US 3
- Roundabout at Lake Street/US 3 intersection
- Pedestrians & Bicyclists:
  - Overpass to downtown
  - Underpass
  - Well defined cross walks
  - Limit number of cross walks
  - Well defined sidewalks on both sides of US 3
  - Manage cross walks during peak periods
  - Restrict illegal crossings with fencing
  - Bike lanes
- Parking:
  - Eliminate boat ramp
  - Restrict hours of operation of boat ramp
  - Reduce amount of parking at Town Docks
  - Eliminate parking at Town Docks and provide other parking with shuttles or walkways

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### Segment 2 Route 3 Meredith Village Lake Front (cont'd)

- Aesthetics:
  - More landscaping and amenities at Town Docks
  - Landscaped median along US 3

### Segment 3 Route 3/25 Crossroads

- Roundabout at US 3/Route 25 Intersection
- **Improve Traffic Signal at US 3/Route 25 Intersection**
- Roundabout at Route 25/Pleasant Street Intersection
- Make Pleasant Street one-way eastbound from Route 25 where westbound access to Route 25 is provided at Barnard Ridge Road.
- **Improve geometry at Route 25/Pleasant Street Intersection to make it safer and more efficient for left turning vehicles**
- Roundabout at Route 25/Pleasant Street Intersection with a new connector behind the bank to a new intersection (Roundabout) on US 3 north of current intersection
- A one-way counterclockwise arrangement with Roundabouts at US 3/Route 25, Route 25/Pleasant, and a new intersection on US 3 north with a new connector behind the bank
- Consider closing the Main Street leg of intersection permanently or during peak periods
- Pedestrians & Bicyclists:
  - Manage cross walks during peak periods
- Aesthetics:
  - More landscaping
  - **Landscaped median along Route 25 to Pleasant Street to continue treatment from US 3**

### Segment 4 Route 25 High School Hill

- New bypass road from Barnard Ridge Road around schools to reconnect to Route 3 at Greenmore Road, restrict Laker Land to Right In/Out
- Roundabout at Route 25/Barnard Ridge Road Intersection
- Pedestrians & Bicyclists:
  - Provide sidewalks from downtown to Barnard Ridge Road
- Aesthetics:
  - Establish top of hill as Gateway to Meredith Village
  - Stonewalls and trees along Route 25
  - Landscaped median along Route 25 from school to downtown

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### Segment 5 Rural Route 25

- Connect Leavitt Park Road and Patrician Shores Road to create one access to Route 25
- Improve geometry at the Patrician Shores Road/Sorenson Road Intersection with Route 25
- Close Hagopian Road intersection with Route 25
- Improve geometry and sight distance at True road intersection with Route 25
- Improve geometries and sight distance of the Keyser Road, Old Center Harbor Road, and Brookhurst Lane intersections with Route 25
- Realign Quarry Road to align with the Beattie Road intersection with Route 25 (possible roundabout)
- Reinforce change in character at Center Harbor town line
- Provide shoulders along Route 25 of sufficient width to accommodate bicyclists
- Evaluate geometry along Route 25 to ensure adequate sight distance

### Segment 6 Lakes Region Routes

- Potential northern alternate route using Exit 28 through Waterville Valley and a reconnection of Livermore Road to end on Kancamagus Highway (Route 112)
- Potential alternate route from Route 104 to Winona Road, Waukegan Road, north on Route 3 to Route 25B
- Potential alternate route using Exit 24 through Ashland to Route 3, to Route 113 and then to Route 25
- Potential new bypass with a new Exit 23 ½ connecting to Waukegan Road
- Potential redirection of traffic from either Manchester or Concord to send traffic to the east side of Lake Winnepesaukee utilizing Route 4, 28 and 109