

# 3-25 Advisory Committee

Meeting

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

~ Minutes ~

Phillip Warren

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Thursday, May 29, 2014

12:00 AM

Meredith Community Center

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## 1. Call To Order

### Committee Members Present:

Lou Kahn, Chairman, Board of Selectmen Rep.

Liz Lapham, Planning Board Rep.

Jack Carty, Greater Meredith Program Rep.

Rusty McLearn, Greater Meredith Program Rep. (Alternate)

Sandra Sullivan

L. Michael Hatch

Fred Hatch

Phil Warren, Town Manager

John Edgar, Community Development Director

### Committee Members Absent:

Warren Clark (with notice)

### Project Team Members Present:

Don Lyford, Project Manager, NHDOT

Gene McCarthy, Project Manager, McFarland Johnson

Jeff Santacruce, McFarland Johnson

The May 29, 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. Consider Minutes of April 23 Meeting.

The draft minutes of April 23, 2014 were reviewed. Several members had not had the opportunity to review the minutes. Jack Carty indicated that he wasn't receiving minutes. Phil will make the necessary correction. Action on the May 23<sup>rd</sup> minutes was deferred until the next meeting.

Gene requested that approved minutes be forwarded to his attention so that they can be added to the project website. Fred Hatch indicated difficulties getting on the project website. The project website address is: [www.meredith3-25.com](http://www.meredith3-25.com) <<http://www.meredith3-25.com>>.

## 3. Consider revised Project Purpose and Need Statement.

A revised draft Project Purpose and Need Statement (dated May 6, 2014 revision 1) was reviewed. Gene advised that only slight revisions were made based on the last meeting and feedback from a couple of members. It was the consensus of the committee that the revised Project Purpose and Need Statement was acceptable.

## 4. Consider improved signalization alternative and alternatives.

The committee reviewed and discussed the following scenarios:

- Improved signalization
- single lane roundabout at 3/25
- "hybrid" roundabout at 3/25
- two lane roundabout at 3/25

Positive and negative features of these options were discussed at length. The discussion went back and forth as many of the options and features were compared and contrasted with each other. There was considerable discussion regarding potential land takings associated with the various concepts and the associated economic impacts to the community.

Improved signalization. Although screened out under Part A due to aesthetic and pedestrian considerations, it was noted that some improvements could be made to the signalized intersection (lane configuration and modern signals) that would improve performance beyond what is there today. It was the consensus of the committee that although not an obvious first choice, the committee would like to continue to re-evaluate this option.

Single-lane roundabout at 3/25. Gene advised that the single land roundabout would function at a Level F during peak periods. Gene also suggested that the peak periods may be more frequent than the 8-10 weekends/ year as often mentioned and that he would re-visit that data. Recognizing that a single-lane roundabout would "fail" during peak periods, there was

discussion regarding what non-peak, seasonal or year round benefits may accrue from this option. A question was raised whether NH DOT would support making improvements if they improved off-peak flow but did not handle peak period volumes. Gene will follow up on these questions.

“hybrid” roundabout at 3/25. The committee discussed various “hybrid” features that would add lanes or slip lanes to portions of a single lane roundabout. Where two lanes would enter a roundabout, two lanes would be needed to receive that traffic, eventually tapering down to a single lane. A slip lane segregates right turning traffic from traffic continuing around a roundabout thereby improving the capacity of the roundabout.

Two-lane roundabout at 3/25. The committee reviewed various versions of a two-lane roundabout. The committee expressed interest in continuing to review two-lane roundabout options generally located at the current 3/25 intersection location (Concepts A, B1 & B2). The committee rejected concepts depicting a two-lane roundabout further to the north. These options increase the impact to the property located on the northeast corner (formerly Zack's Pizza). There was discussion regarding the economic importance of the properties at the 3/25 intersection.

## **5. Reconsideration of Pleasant Street Bypass option**

Chairman Kahn requested the committee and the NH DOT reconsider the first Pleasant Street Bypass option that was developed under Part A with the 2-lane bypass westbound only. There was discussion regarding other possible modifications to the initial concept, potential benefits associated with this option, increased construction costs and the uncertainty of available funding to construct it. The committee expressed interest in learning more about this concept.

Gene mentioned that he would need some time to develop the metrics table to be used for comparing and contrasting the various concepts remaining on the table.

## **6. Discuss date for next meeting and potential agenda.**

It was the consensus of the Committee that the next meeting would be held on Thursday, July 24, 2014 at 3:00 PM at the Community Center.

## **7. Adjourn.**

With no further business to come before the Committee, the Chairman adjourned the meeting at 5:00 PM.