

Meredith US Route 3/ NH Route 25 Advisory Committee

Meeting Minutes

July 24, 2014

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)
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 July 24, 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.

Approval of Minutes. The draft minutes of April 23, 2014 and May 29, 2014 were reviewed. Jack Carty made a motion to approve both sets of minutes. Liz Lapham seconded the motion. Fred Hatch indicated that he hadn't received the minutes. The minutes were approved. Fred Hatch abstained. Liz inquired about placement of the minutes on the project web site. Phil indicated that the approved minutes would be placed on the town web site on Monday. Gene indicated that NHDOT project web site would link to the minutes.

US Route 3/ NH Route 25 Intersection- Signalization Options. Gene McCarthy indicated that based on discussions at the last meeting, his team had re-visited (2) signalization options for the US Route 3/ NH Route 25 Intersection.

Full signalization. This option includes two right turn lanes onto NH Route 25 eastbound (Including receiving lanes) to address Friday PM peak traffic and two left turn lanes onto US Route 3 southbound to address Sunday peak traffic. Widening on NH Route 25 would be required that would impact the Inn at Bay Point, Scenic Park and the bank property. Gene noted that a 1 per cent per year traffic growth rate was incorporated in all of the traffic analyses. (Note: specific performance metrics were part of the MFJ presentation and will be posted on the project website: www.meredith3-25.com.)

Intermediate Option. This option is similar to the full signalization option but does not include a dedicated right turn lane on NH Route 25 for westbound traffic wishing to turn right onto US Route 3

north. This option has less R-O-W impacts but processes less peak traffic wishing to turn left onto US Route 3 southbound. Gene characterized the performance of the signalized options as “fair”.

ROW limits. Gene provided a graphic that identified R-O-W widths in and around the US Route 3/ NH Route 25 Intersection area. This graphic will be available via the project website.

US Route 3/ NH Route 25 Intersection- Single Lane Roundabout Option. Gene advised that a single lane roundabout would not provide as much capacity as the current signal configuration and characterized the performance as “poor”. Gene explained that failure would occur for significant periods of the year. Chairman Kahn asked the committee if members had an interest in pursuing this option further. None was expressed.

US Route 3/ NH Route 25 Intersection- Double Lane Roundabout. Several variations of a double lane roundabout were discussed. Gene characterized performance as “good”. There was discussion regarding R-O-W impacts and ways to reduce the impacts to various properties. Gene noted that the diameter of this roundabout is shown at 170’ which the minimum given the need to accommodate truck traffic at this intersection. Rusty suggested that the property owners meet with DOT to provide their input to NHDOT and to discuss options. This was agreeable to NHDOT. Chairman Kahn clarified that such a meeting would not be considered a function of the of the 3/25 Advisory Committee.

Pleasant Street Bypass. Gene provided the committee with a memo to Don Lyford, NHDOT Project manager dated July 23, 2014 regarding the Pleasant Street Bypass. Gene described the components of a one-way couplet that differed from those bypass options previously developed. The existing section of NH 25 would become a one-way road carrying eastbound traffic on NH 25. A new two lane, one way roadway would carry westbound traffic and connect with US Route 3. A new two lane roundabout would be provided north of the existing intersection. Single lane roundabouts would be constructed at the existing 3/25 intersection and at Pleasant Street. The construction cost estimate, excluding property acquisition and mitigations costs is approximately \$4.6 million. Gene advised that the single lane roundabouts have insufficient capacity to handle peak demands and would create congestion. Gene also noted that the southbound lane drop from the two lane roundabout does not meet standards and would be problematic. Two town owned parcels and four privately owned parcels would be impacted. It is estimated that at least 50% of the parking spaces at the town lot (next to Aubuchon’s) and 50% of the spaces behind the bank building would be lost.

Pleasant Street Intersection. Gene presented two roundabout options for Pleasant Street that were reviewed in Part A. A roundabout at this location could benefit traffic on Pleasant Street wishing to turn left onto NH Route 25 as well as access to properties on the opposite side of the highway. There was discussion whether this level of improvement at this location was warranted. Gene noted that if something were done here, it would have to be in sync with whatever was done at the NH Route 25 intersection.

Pedestrian Accommodation. Gene began a discussion regarding ways to address pedestrians on US Route 3. Graphics from Part A were reviewed including a pedestrian crosswalk with an island refuge, a pedestrian activated signal and a pedestrian underpass.

Next Meeting. The next meeting of the 3/25 Advisory Committee was scheduled for Thursday, August 21st at 3:00 PM.

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

