

# Meredith US 3/NH 25 Improvements Transportation Planning Study

## Project Advisory Committee Meeting No. 11

### MEETING MINUTES

**DATE:** September 4, 2007  
**DATE OF MEETING:** August 21, 2007  
**LOCATION OF MEETING:** Meredith Community Center  
DW Highway, Meredith, NH

#### ATTENDED BY:

#### Advisory Committee Members

<u>Name</u>	<u>Affiliation</u>
Tim Drew	NH Department of Environmental Services
Carol Granfield	Meredith Town Manager
John Edgar	Meredith Town Planner
Kevin Morrow	Meredith Police Chief
Chuck Palm	Meredith Fire Chief
Michael Faller	Meredith Public Works Director
Linda Johnson	Meredith Chamber of Commerce
Sandra Sullivan	Meredith Citizen Representative
Warren Clark	Meredith Citizen Representative
Ken Renoux	Meredith Citizen Representative
Rusty McLear	Greater Meredith Program
Fred Hatch	Meredith Transportation Advisory Task Force/ Historical Society

#### Others

<u>Name</u>	<u>Affiliation</u>
Nancy Mayville	NHDOT
Jim Marshall	NHDOT, Project Manager
Cathy Goodmen	NHDOT
Erica Wygonik	Resource Systems Group
Gene McCarthy	McFarland-Johnson, Inc.
Vicki Chase	McFarland-Johnson, Inc.

#### MEETING MINUTES:

The Agenda for the meeting is attached. However, the majority of the meeting focused on Agenda Item 2 and there was no time for Agenda Item 4. These minutes are formatted to follow the Agenda Items.

## 1. Opening/Project Overview

Nancy Mayville opened the meeting and thanked everyone for attending. She discussed the current Ten Year Plan update. NH currently does not have sufficient funding available for the projects listed in the Ten-Year Plan. The plan would take up to 35 years to complete with the current funding mechanisms. The group responsible for the plan is called GACIT, the Governor's Advisory Commission on Intermodal Transportation. GACIT is made up of the Governor, the five Executive Councilor's and the DOT Commissioner. GACIT has prepared a draft list for the next Ten Year Plan that focuses on minimal projects. This list is posted on the NHDOT website. This project, Meredith 10430, had its construction funds reduced from \$12.5 million to \$5 million. Nancy stated that this is a draft of the plan and that there will be public sessions scheduled to discuss the plan. These meetings will be held all over the state.

Rusty asked to clarify how much funding is available for this project. Nancy confirmed that the plan specifies a total of \$5 million for construction. For comparison sake, Warren asked how much the Parade Road Roundabout cost. Nancy stated it was \$1 to \$1.5 million in total. Nancy also stated that construction costs had rise 45% over the past several years and this is one of the reasons for the issue.

## 2. Alternatives Modeling

Erica Wygonik of Resource Systems Group gave an overview and update on the traffic model development. She reviewed the tasks completed to date and the model runs presented at the last meeting. She presented slides describing the scenarios and the different components included in each. She also presented the results of these scenarios. For those who were not at the last meeting, she explained the measures used to describe each scenario. Unreleased vehicles refer to those vehicles that could not access the network during the peak hour. This value is for the entire network. This is a measure of the overall congestion of the network. The volume numbers are for the segment of Route 3 just south of the Route 3/25 intersection. At the last meeting an additional measure was shown that indicated the percentage of pass-through traffic. This percentage remained constant so Erica elected to eliminate it.

Erica then presented a list of the additional scenarios run for this meeting and the components of each. There were six additional scenarios and they all assumed a three-lane section along Route 3. For each scenario, Erica explained the overall reasoning behind it and then presented a video clip of the model run. Table 1 is the list of scenarios and their components presented at the meeting.

Following is a brief summary of each.

*Intermediate Scenario less pedestrians with a 2-lane roundabout:* This scenario is identical to the original Intermediate Scenario except that it assumes no pedestrians are crossing the corridor. Overall this scenario functioned well, especially along Route 3. However, the 2-lane roundabout at Route 3/25 processes so much traffic it created a great deal of difficulty for vehicles exiting Pleasant Street. There were not enough gaps in the traffic for vehicles to exit Pleasant Street. The model indicated long queues on Pleasant Street. Note, the queues

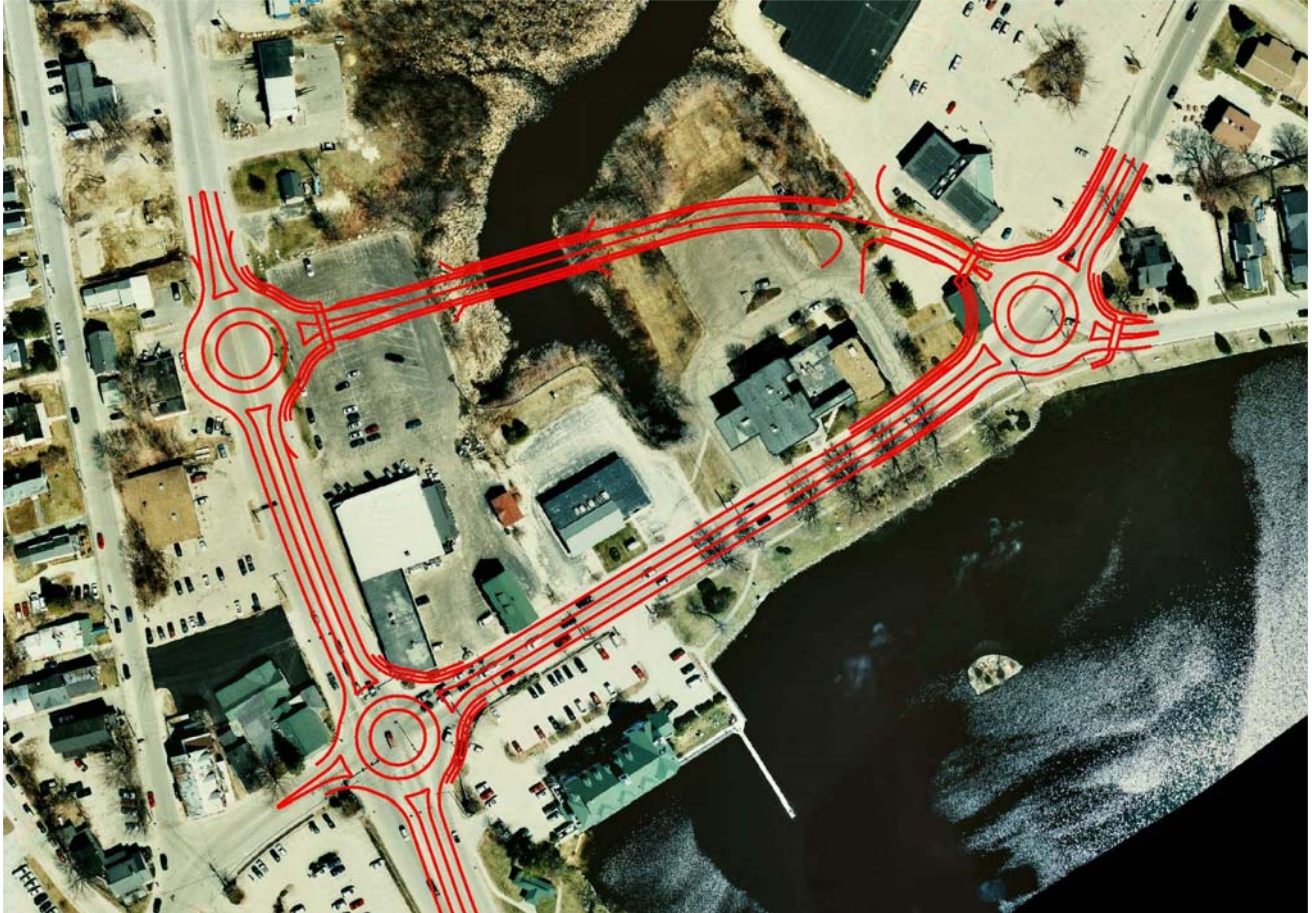
shown were longer than would be expected because the model did not divert vehicles when the queuing became excessive.

	Roadway Designs		Intersection Control Measures		
	US 3	Bypass	US 3-NH 25	US 3-NH 104	Bypass terminus
Intermediate Scenario less pedestrians with a 2-lane roundabout	3-lane cross section, no pedestrian crossings	none	2-lane roundabout	upgraded signal	none
Intermediate Scenario less pedestrians	3-lane cross section, no pedestrian crossings	none	1-lane roundabout	upgraded signal	none
Pleasant Street Bypass: One-way Circulation	3-lane cross section, no pedestrian crossings	opposite Pleasant Street, 1-way westbound	1-lane roundabout	2-lane roundabout	1-lane roundabouts at either end
Pleasant Street Bypass - One-way Circulation, extra right turn	3-lane cross section, no pedestrian crossings	opposite Pleasant Street, 1-way westbound	1.5-lane roundabout	2-lane roundabout	1-lane roundabouts at either end
Roundabout Scenario	3-lane cross section, pedestrian cross at Dover	none	2-lane roundabout	2-lane roundabout	none
Signal Scenario	3-lane cross section, pedestrian cross at Dover	none	upgraded signal	upgraded signal	none

Table 1

*Intermediate Scenario less pedestrians with a 1-lane roundabout:* This scenario is identical to the previous except with a single lane roundabout. The roundabout does function, but it cannot process the entire demand. Traffic along Route 3 queues the entire length of Route 3 back to Route 104 and Route 104 queues back to nearly I-93.

*Pleasant Street Bypass with one-way circulation:* The geometry of this scenario was presented at the last meeting and proposes a bypass from the Route 25/Pleasant Street intersection to the northern part of Route 3 behind the two bank buildings. It proposes single land roundabouts at the three intersections. A graphic of the layout is shown below. For this scenario existing Route 25 would be one-way eastbound and the bypass would be one-way westbound. Route 3 would continue to be bi-directional. The model indicted this scenario had the same capacity issues as the previous because of the single lane roundabout at Route 3/25. The Pleasant Street traffic worked better because of more gaps and the roundabout.



Pleasant Street Bypass with one-way circulation:

*Pleasant Street Bypass with one-way circulation and extra right turn:* The extra right turn was at the Route 3/25 roundabout where a slip lane was added for northbound Route 3 to eastbound Route 25 traffic. This extra lane does help the Route 3 traffic and reduced the queuing. However, this reduced the gaps along Route 25 and created more queuing at Pleasant Street.

*Roundabout Scenario:* This scenario proposed five new roundabouts in addition to the existing one at Parade Road. The six roundabouts are located at:

- Route 3/Parade Road (Route 106)
- Route 3/104
- Route 3/Lake Street
- Route 3/Route 25
- Route 25/Pleasant Street
- Route 25/Barnard Ridge Road

This scenario did include pedestrians but accommodated them with a pedestrian signal near the existing crosswalk at Dover Street. The roundabout at Lake Street created delay on Route

3 that resulted in long queues. The Route 3/25 intersection worked well because of the two-lane roundabout.

*Signal Scenario:* The signal at Route 3/104 did work well. A roundabout or signal appears to work for this intersection. The signal at Route 3/25 does not work well and resembles the Future No Build. Any signal, even a modern optimized signal, at Route 3/25 creates long queues that extend the length of Route 3 and most of Route 104.

Erica presented the statistics for the six scenarios; these are in Table 2 below. All of these scenarios function better than the No Build with the exception of the Signal Scenario.

Scenario	Unreleased Vehicles	Volume on 3 south of 3/25		
		NB	SB	Total
Intermediate Scenario less pedestrians with a 2-lane roundabout	<b>949</b>	<b>1461</b>	<b>996</b>	<b>2457</b>
Intermediate Scenario less pedestrians with a 1-lane roundabout	<b>1594</b>	<b>1139</b>	<b>751</b>	<b>1890</b>
Pleasant Street Bypass: One-way Circulation	<b>1755</b>	<b>977</b>	<b>828</b>	<b>1805</b>
Pleasant Street Bypass - One-way Circulation, extra right turn	<b>908</b>	<b>1255</b>	<b>738</b>	<b>1993</b>
Roundabout Scenario	<b>1730</b>	<b>998</b>	<b>1421</b>	<b>2419</b>
Signal Scenario	<b>2045</b>	<b>1011</b>	<b>1008</b>	<b>2019</b>

Table 2

Several questions and recommendations came out of the subsequent discussion.

Warren Clark recommended we consider a reversible lane configuration on Route 3. The three lane configuration could be used where the center lane could serve northbound or southbound traffic depending upon the demand. Gene stated that this is done in different areas using different means. Signal heads could be used. Warren thought it would need a more vertical barrier of sorts. The group agreed this should be evaluated. Gene stated that he would research different ways to handle the reversible lane. There was discussion about how difficult it would be some times to determine which direction is the peak. The benefit of a signal system is that it could be quickly altered to accommodate different peaks.

The question of the Sunday peak was mentioned. The model uses a Friday afternoon peak, but the Sunday afternoon peak is just as important but in the reverse direction. Gene explained that the demand model has only one peak hour and that is the Friday afternoon peak. He explained that at intersections other evaluations would be conducted to assess the functioning of the intersection on a Sunday peak. As an example, traffic data is available at the Route 3/25 intersection for an entire weekend in July. With this data, the intersection can be evaluated using other software for a Sunday afternoon. It was concluded that the Route 3/25 intersection roundabout should be evaluated for the Sunday peak as well as the Friday peak.

Mike Faller commented that it was confusing to have some scenarios include pedestrians and others exclude them. He recommended assuming no pedestrians for the initial scenarios and then add them later once the number had been narrowed. A quick discussion took place and then a vote taken. The group agreed that the pedestrians should be excluded for the time being. *This will be discussed further at September's meeting.*

Mike Faller recommended a variation of the School Bypass Scenario where existing Route 25 would be one-way from Route 3 to Barnard Ridge Road. This scenario will be evaluated for the next meeting.

The question of a signal or roundabout at Barnard Ridge Road was mentioned. The team felt that the warrants for a signal would likely not be met but would check on it.

#### 5. Next Steps

Jim Marshall closed the meeting by asking ways to get more members to show up for the meetings. Warren suggested a one week and one day reminder.

Jim mentioned that a public meeting would need to be scheduled for the winter. The meeting would present the progress made to date and get public comment. Jim asked for ideas about notifying the public. Mike Faller mentioned placing a notice in the tax bills that go out in November. Press Releases and cable access television were two other ideas mentioned.

The next meeting is scheduled for September 18.

#### 6. Adjournment

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



CHARLES P. O'LEARY, JR.  
COMMISSIONER

THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION

Meredith 10430 US 3/25 Improvements  
Transportation Planning Study



JEFF BRILLHART, P.E.  
ASSISTANT COMMISSIONER

Project Advisory Committee

August 21, 2007

Tuesday, 5:00 to 8:00 PM

Meredith Community Center  
DW Highway, Meredith, NH

### AGENDA

1. Opening / Introduction: Nancy Mayville, Municipal Highways Engineer
2. Alternatives Modeling: Erica Wygonik, Resource Systems Group and Gene McCarthy
3. Dinner break
4. Alternatives Development: Gene McCarthy
5. Next Steps: Jim Marshall
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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