

Alton-Gilford 40634

NH Route 11 Planning Study – Corridor Advisory Committee Meeting #3

May 11, 2022

Meeting Minutes

Project Representatives in Attendance:

Trent Zanes, NHDOT
Hans Weber, NHDOT

Darren Blood, GM2
Jen Mercer, GM2

Jeff Santacruce, Weston & Sampson

Russ Wilder, Alton Conservation Commission Member

Sean Chamberlin, Lakes Region Planning Commission Principal Planner
Susan Slack, Lakes Region Planning Commission Assistant Planner

The meeting was led by Darren Blood using the attached agenda as a guide and included the following discussion:

1. Introductions to the group were made as there were a couple of new attendees filling in for others on the Committee.
2. Darren noted the goal is to have the Planning Study completed by the end of the year.
3. Darren read the project purpose and everyone agreed that no additional changes need to be made.
4. Russ noted that Alton is in the process of updating their Master Planning and they will be working with NHDOT closely in the future on projects with regards to wildlife. He noted that NH Route 11 crosses Grant Brook near the NH Route 11A/Cherry Valley Road intersection.
5. Jen briefly discussed the Short Term Improvements that have been mentioned in the past meetings and will be a part of the Planning Study as improvements that could be addressed in maintenance projects through cooperation with the State and the District. They include tree trimming, signage, lighting, pavement markings, and drainage related to winter icing.

6. Jen mentioned that we are looking to include all reasonable options in the Planning Study report, so the intent is to make sure that the Committee is not adamantly opposed to any of the options. It was noted that the report can make note of Committee recommendations or favored options. It will then be up to the future project specific team to decide (with public input) which option would move forward.
7. Jen reviewed the Ellacoya State Park/Scenic Drive intersection with NH Route 11 alternatives. The roundabout alternative was presented as the “gateway” to the lower speed corridor, as previously discussed. A smaller, less expensive safety improvement alternative where Scenic Drive is now a single access, “T” intersection with NH Route 11, was also presented.
8. Russ noted that the roundabout would not only provide the much wanted traffic calming “gateway” to the corridor, but with the slower speeds, it should help alleviate the bad accidents that happen with traffic turning left into Lake Shore Drive.
9. Jeff added that the roundabout alternative also alleviated the confusion with where the entrance is as they noted at least 5 cars turning left onto Scenic Drive in through the entrance furthest east, which is at the wrong angle for them to enter.
10. Susan asked if there would be a left turn lane added. Jeff replied that the analysis showed that left turn lanes were not warranted.
11. Susan asked if there would be cost estimates associated for each alternative to compare them? It was determined that a more general comparison could be made instead (such as 2x or 10x more expensive) due to the ever-changing cost of construction items.
12. Jen reviewed the Cherry Valley Road/NH Route 11A intersection with NH Route 11 alternatives. The roundabout alternative was presented as the “gateway” to the lower speed corridor, as previously discussed. A smaller, less expensive safety improvement alternative where a left turn lane for the westbound approach was added, was also presented.
13. Russ informed everyone that there are wetlands in the northeast quadrant and a cemetery on Cherry Valley Road/NH Route 11A that we would need to update our design for to minimize (eliminate) impacts.
14. Russ asked if the bridge over the West Alton Brook would be impacted and if so, if it would be changed to a culvert? Darren responded that the bridge would not be changed to a culvert if impacted.

15. Russ asked if there is a sight distance issue when on NH Route 11 and turning left onto Cherry Valley Road/NH Route 11A? Jeff said there was no issue when observed in the field.
16. Jen explained the graphic that was developed to determine the feasibility of widening the entire corridor to an 11'-5' Typical. This was developed to help aid the Committee and the public in understanding the challenges that are present throughout the corridor when you widen the roadway. A few of the tight spots were looked at with the survey the Department had done a decade ago, so the Committee could see the houses and garages located within the existing ROW and how close they are to the existing and proposed edge of pavement. It was discussed that the group will need to decide if we want to show the 11'-5' widening throughout the corridor with associated impacts or if we want to show the hybrid approach where we recommend installing shoulders where it makes sense from an operational and impacts standpoint. This could mean that we have long segments with no shoulders as the corridor is today.
17. Trent mentioned that during subsequent project development the "challenging" areas could be looked at modifying the 11'-5' typical to be on one side of the road or the other to minimize the impacts. It was mentioned that this was done on the Moultonborough Neck Road project constructed last year.
18. Russ asked if we would take the structures that are within the existing ROW? Darren mentioned that this Planning Study project discussion has been to avoid impacting those structures, but that's the kind of feedback we need from the public moving forward. Trent added that this Study is information for the future 10-Yr Plan to see what the Department can do for future projects.
19. Susan asked if there would be crosswalks added, especially in the area of Ames Farm? Trent responded that no there wouldn't be because this does not fit the Department criteria for adding crosswalks as there are no existing or proposed sidewalks. He mentioned the possibility of added signs to warn drivers of pedestrians in the area.
20. Darren reminded the group that with an 11'-5' typical throughout the entire corridor, it's likely that you would see an increase in the driving speed, which is not what the Committee previously wanted. He asked if the Committee is ok with the partial widening in areas that are feasible?
21. Russ responded that Alton has two main goals of the corridor and that is safety and water quality. So, yes, the partial widening would help the safety issue. They would also like to encourage more bicycle use, so having shoulders where they are feasible will likely bring more bicycle traffic to the corridor.

22. Russ would like to get the meeting notes and graphics to the selectmen and planning board members as well as Meghan at the DPW for additional input.

Project Schedule:

- Draft Planning Study Prepared – May/June
- CAC Meeting #4 in July (tentatively set for July 13th at 3:00)
- Public Informational Meeting in September (target date of September 15th in the evening)
- Final Planning Study - December

Action Items:

- Meeting Minutes posted to the project website and the link provided to the Committee
- DOT to email the Feasibility graphics with the survey to the Committee
- DOT to set up the Public Informational Meeting