

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN**

**CONFERENCE REPORT**

**PROJECT:** WOLFEBORO 29615  
NH ROUTE 28 – PICKERING CORNER TO PLEASANT VALLEY ROAD

**DATE OF CONFERENCE:** June 30, 2022, 2:00 pm

**LOCATION OF CONFERENCE:** Great Hall, Wolfeboro Town Hall  
84 South Main St, Wolfeboro

**SUBJECT:** Project Advisory Committee Meeting #3

**ATTENDANCE:**

**PROJECT ADVISORY COMMITTEE (PAC)**

<b>Name</b>	<b>Representation</b>	<b>Present</b>	<b>Absent</b>
Peter Gilligan	Brewster Academy	X	
Susan Harrington	Brewster Academy		X
Mary DeVries	Chamber of Commerce, Wolfeboro EDC	X	
Bob Leavy	Citizen-At-Large	X	
Cindy Melanson	Citizen-At-Large		X
Roger Murray	Citizen-At-Large	X	
Bob Tougher	Citizen-At-Large		X
Maryann Belanger	Governor Wentworth School District		X
Jeremy Roberge, CEO	Huggins Hospital		X
David Lynch	Kingswood Golf Course		X
Susan Slack	Lakes Region Planning Commission		X
Alan Hanscom	NHDOT District 3		X
Linda Murray	Town of Wolfeboro, Board of Selectmen	X	
Dave Senecal	Town of Wolfeboro, Board of Selectmen	X	
Kathy Barnard	Town of Wolfeboro, Planning Board Rep	X	
James Pineo	Town of Wolfeboro, Town Manager		X

**PROJECT LEAD TEAM (PLT)**

<b>Name</b>	<b>Position</b>	<b>Present</b>	<b>Absent</b>
Jason Ayotte	NHDOT Project Manager	X	
Corey Spetelunas	NHDOT Group Leader	X	
Michael Hlushuk	NHDOT Design Engineer	X	
Tavis Austin	Town of Wolfeboro, Director of Planning	X	
Dave Ford	Town of Wolfeboro, Director of Public Works		X
Gerard Fortin	Stantec Consulting Services Inc.	X	
Dave McNamara	Stantec Consulting Services Inc.	X	

**GUESTS**

<b>Name</b>	<b>Position</b>
Peter Cooke	Pickering House – <a href="mailto:pcooke@wellassociates.com">pcooke@wellassociates.com</a>
Bob Leavy	Seasonal Resident – <a href="mailto:nmleavy@msn.com">nmleavy@msn.com</a>
Sean Chamberlin	Sr. Transportation Planner, LRPC – <a href="mailto:schamberlin@lakesrpc.org">schamberlin@lakesrpc.org</a>
Jonathan Bourque	Stantec Consulting Services Inc.

**NOTES ON CONFERENCE:**

This meeting was scheduled to update the Project Advisory Committee (PAC) on the Wolfeboro 29615 – NH Route 28/South Main Street Reconstruction Project (Project). The agenda for today’s meeting includes; introduction of the project team (Stantec was added since the last PAC meeting, and NHDOT’s team has also changed), brief recap and reminder of the project information and website, a review of work conducted by NHDOT since the last PAC meeting, a review of work conducted by the Town since the last PAC meeting, review of the rating criteria and alternative considerations, and review of the Pleasant Valley Road, McManus Road, and Kingswood Golf Course crossing alternatives. General discussion, concerns and questions are summarized below:

- I. Public Involvement Plan (PIP) – Jason Ayotte began the meeting with brief introductions and a summary of today’s meeting which included a power point presentation of the Project Lead Team, Project Advisory Committee, Public Outreach Schedule, Project Website, and Stantec Consulting’s role. Jason also introduced the Stantec Consulting team which will be involved with NHDOT in the project design. Today’s meeting would primarily focus on the Pleasant Valley Road, McManus Road, and Kingswood Golf Course alternatives. The next PAC meeting is scheduled for August 11, 2022.
- II. PAC Meeting #2 Meeting Minutes – a very brief overview of the PAC Meeting #2, meeting notes. The meeting notes are located on the NHDOT project website.
- III. Jason Ayotte provided a brief summary of the NHDOT Natural and Cultural Resources involvement in the project. Jason indicated there were over 80 individual properties located within the project limits and each individual property needs to be reviewed for potential impacts.
- IV. Jason Ayotte briefly discussed the Town Update portion of the meeting (Jason explained that Dave Ford was unable to attend the meeting). The Town has received a Tree Inventory and Management plan from Bartlett Tree Experts and the report includes an individual assessment of 661 trees, most of which are located within the project limits.
  - a. L. Murray asked if trees needed to be removed within the project limits, would NHDOT or the Town be responsible for the costs associated with the tree removal? Jason indicated if the trees need to be removed as part of the project and occur during construction of the project, then NHDOT will cover the costs of tree removals under the project. If the trees need to be removed for other reasons, the Town will incur the cost.
- V. Jason Ayotte briefly discussed the project budget. Jason indicated NHDOT has \$10 million dollars allocated to this project. Jason discussed the history of the project budget and previous limits of work. The new limits of work and project budget were briefly discussed.
- VI. Jason introduced Dave McNamara from Stantec and turned the presentation over to him.

- VII. Dave reviewed the rating criteria and presented a sample table. It was noted that “Property Impacts” should be bold, and the “Differentiate Residential/Commercial” properties may be less important, as there is very little commercial property within the project limits. It was generally agreed the color coding to rate the different criteria was appropriate.
- VIII. Dave reviewed the Alternative Considerations for this meeting.
- a. Pleasant Valley Road/Route 28 – Dave reviewed the existing configuration of the intersection of Route 28 and Pleasant Valley Road. This intersection does not meet current geometry standards and poses a safety risk to motorists and pedestrians. Dave reviewed 5 conceptual alternatives to this intersection:
    - i. Do Nothing Alternative
      1. L. Murray indicated she felt the existing Yield sign should be replaced with a Stop sign.
    - ii. Full Size Roundabout
      1. Tavis Austin indicated he felt this option would be very expensive.
    - iii. Compact Roundabout – there was an initial concern and preference of the central island to prevent vehicles from traveling through the center of the roundabout. Dave M. described the central island was raised to promote travel around but allowed larger trucks to navigate over.
    - iv. Intersection “T Realignment” - Discussion included the cost of the “T” intersection versus the roundabout alternatives. It was noted that the “T” intersection was the preference in the Town’s report. It was noted the cost savings at this intersection could be allocated to other locations for work along the corridor.
    - v. Discussion also noted that a left-turn pocket southbound on South Main Street should be considered, however, Right of Way impacts should be minimized.
    - vi. Cul-de-sac – Due to lower traffic volumes, the proximity to McManus Road and the ability for traffic to use Cross Road, it was asked if eliminating the connection would be acceptable to the Town.
      1. L. Murray indicated she felt there would be significant push back to the cul-de-sac alternative.
    - vii. Dave noted that driveways would be addressed for all alternatives as a raised center median island could have the most significant impact to driveway access.
    - viii. Sidewalk was not necessary on the “interior” sides of Pleasant Valley and South Main Streets.
    - ix. Right of Way impacts are a concern.

- x. Jason Ayotte informed all attendees that any changes to the intersection would need to meet traffic warrants and a need for the improvements. Jason stated the expressed priorities from the Town and Corridor Study were to add bicycle lanes, improve the safety of pedestrians, and reduce speeds on the roadway. The recommendations to reduce speed include adding physical design features that promote safety and traffic calming. Most of the discussion revolved around that need, and significant improvement at Pleasant Valley was a lower priority to the Town.
- b. McManus Road/Route 28 – Dave reviewed the existing configuration of the intersection at Route 28 and McManus Road. This intersection has significant traffic backups during school drop off and pick up hours.
  - i. Dave McNamara reviewed four conceptual alternatives for this intersection:
    - 1. Do Nothing Alternative - It was also noted that a do nothing alternative is always an option. Maintaining the existing single lanes with minor geometric improvements was discussed.
    - 2. Adding Turn Lanes – The corridor study developed the alternatives, however no specific recommendation for McManus was identified in the Recommendations to NHDOT. There was concern that adding a left turn bay for traffic turning into McManus could make left turns out of McManus more difficult.
      - a. Southbound traffic would no longer be stopped by left turning traffic, which allows gaps now. Free flowing southbound traffic may not allow vehicles from the school to turn left.
      - b. Sight lines may be compromised, as left turning traffic from McManus may not see southbound through traffic due to the southbound left turn queue.
    - 3. Full Size Roundabout
    - 4. Compact Roundabout
  - ii. T. Austin proposed a short merger lane onto Route 28 for traffic turning right from McManus.
  - iii. L. Murray indicated there is an issue with southbound traffic passing left turning cars on the shoulder of the roadway. This should be considered when the alternative intersection is chosen.
  - iv. A brief discussion from multiple attendees took place summarizing the typical traffic movements at the 3 entrances to the high school. Most of the flow is into McManus, then out either McManus or the middle drive, which is out only. The northerly drive is largely used to access staff parking. Circulating through to that drive is difficult, especially for buses.

1. Jerry Fortin asked if police were utilized to control traffic at this intersection. Wolfeboro police are not used to control traffic at this intersection, but they are used at the middle driveway (exit only) in the PM which is where buses typically exit the site.
  2. The northerly driveway to the High School is two-way, but it is a tight left hand turn to southbound South Main Street. The northerly parking lot is largely faculty and staff parking.
  3. Student drivers typically use McManus for access and exiting the school.
  4. L. Murray indicated some non-staff/faculty drivers, regardless of sign restrictions, utilize the middle drive to jump the que on McManus. During peak hours left turning movement is impossible and requires coordination with drivers on Route 28.
- v. Pedestrian counts have been completed. It is thought that most pedestrians cross South Main Street in the vicinity of the middle driveway. This will be confirmed with the counts.
- vi. The right-of-way and ownership of McManus was in question, and intersection changes may need approval from owners.
- c. Kingswood Golf Course/Route 28 – Dave reviewed the existing configuration of the crossing at Route 28 and the Kingswood Golf Course. This intersection has sight distance issues as vehicles are not aware of the presence of the golf course and may be surprised at the crossing.
- i. Dave McNamara reviewed 5 conceptual alternatives to this crossing:
    1. Do Nothing Alternative – the concept doesn't meet the need and there are concerns at this location specifically related to sight distance and rear end crashes.
    2. South Realignment
    3. North Realignment
    4. Tunnel Below Grade - A tunnel would be well received but would need to be privately financed.
    5. South Realignment with Median Island
      - a. L. Murray asked about the costs of the proposed landscaping in the median island. The original costs to plant the landscaping would be covered by the project and NHDOT would need to secure a maintenance agreement with the Town for all future maintenance of the landscaping.
  - ii. Jason Ayotte noted that NHDOT will not purchase an easement for improvements at a private entity, therefore this restricts proposed design

improvements and alternatives. The Town can pursue an easement with the golf course if they choose. The Town will work to determine property rights and convey that any easements on private property would need to be secured by the golf course.

- iii. There was a suggestion to create more of a driveway look for the golf cart crossings, to help both vehicles on South Main Street better anticipate the possibility of a crossing and convey to golf carts the need to wait for an opening in traffic to cross as they would if exiting a driveway. The defined crossings may also create greater visibility and improved sight lines for the crossing.
- iv. Due to the proximity of McManus Road and additional improvements, a future meeting will combine the individual options into a corridor concept and identify solutions to address bicycle lanes, sidewalks, pedestrian crossings, and speed management.

IX. A general discussion followed:

- a. L. Murray asked about the Town's portion of funding for the project. She is a selectman and will need to present a warrant article for the Town's portion of project funding. Jason noted the project is scheduled for construction in 2026 and the Town should wait until the alternatives are developed. The project was successful in securing additional funds, and more detailed estimates are needed to determine the anticipated costs.
  - b. The intersection at the hospital was discussed, but there are no planned changes to the intersection. The roadway configuration through that area is part of the project and will be discussed as part of the corridor wide PAC meeting in the fall.
- X. Next Steps & Alternatives – The next PAC meeting will focus on the intersection at Pickering Corner.

**ACTION ITEMS**

1. NHDOT will revise the post PAC #3 presentation materials and minutes from this meeting on the NHDOT project website.
2. Town of Wolfeboro will research and confirm if McManus is a Town owned roadway or a private roadway.
3. Town of Wolfeboro will initiate discussion between property owners at Kingswood Golf Club crossing and determine if an easement has potential.
4. The next PAC Meeting is scheduled for August 11, 2022 at 2:00pm.

Submitted by:

NHDOT

NOTED BY: J. Ayotte, M. Hlushuk, C. Spetelunas

cc: Attendees, File

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