

**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:** October 13, 2022, 2:00 pm

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

**SUBJECT:** Project Advisory Committee Meeting #5

**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	
Sean Chamberlain	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	
Gerard Fortin	Stantec Consulting Services Inc.	X	
Dave McNamara	Stantec Consulting Services Inc.	X	

**GUESTS**

<b>Name</b>	<b>Position</b>
Julie Brown	Executive Director – Wentworth Watershed Association
Sam Daaboul	Wolfeboro Corner Store
Brian Deshaies	Town of Wolfeboro, Board of Selectmen
Tyler Gagnon	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 included a brief recap and reminder of the project information and website, a review of work conducted since the last PAC meeting including meetings with the abutting property owners, review of the corridor typical sections with a focus on four zones for discussion, a review of the intersection alternatives as related to the corridor, and a brief discussion of the stormwater alternatives for the corridor. General discussion, concerns and questions are summarized below:

- I. Jason Ayotte began the meeting with brief introductions and a summary of today’s meeting. He indicated this meeting would primarily focus on the Route 28 corridor typical sections and treatments, discuss challenges and the intersection alternatives as related to the overall corridor. Jason noted meetings were held with abutters (including the Wolfeboro Corner Store, the Three Sisters Store, Brewster Academy, Kingswood High School, and the Kingswood Golf Club) since the last PAC meeting. This is scheduled to be the final PAC meeting before the Public Information Meeting (PIM). Jason noted that it would be preferable to have the PIM before the Town meeting.
- II. PAC Meeting #4 Meeting Minutes – a very brief overview of the PAC Meeting #4, meeting notes. The meeting notes are located on the NHDOT project website.
- III. Dave McNamara reviewed the typical sections and treatments developed for the corridor. He indicated that Stantec broke the corridor into zones (each with their own similar characteristics and challenges) for discussion. The roadway section is a consistent 11’ travel lane and 5’ paved shoulder for all zones with a 66’ right of way. The shoulder area beyond the edge of pavement is varied with curbed and uncurbed segments; grass panels with widths varying from 4’ minimum to 8’ maximum; swales along some areas of grass panel; paved sidewalk; and grass areas and slopes behind the sidewalks. Dave explained the zones are as follows for discussion:
  - a. Zone 1 - Pleasant Valley Road to and along the frontage of the High School.
  - b. Zone 2 - Kingswood Golf Course area to Old Mill Road.
  - c. Zone 3 – Old Mill Road to the Huggins Hospital area.
  - d. Zone 4 - Huggins Hospital area to Pickering Corner.

Discussion that followed included:

**Zone 1:**

- a. Linda M. felt the grass panel between the roadway and sidewalk would allow for planting new street trees. She noted that some old trees need to be taken down if they are not in good shape, the trees in front of Kingswood Highschool being a good example.
  - i. Dave M. stated that there are a lot of existing trees further back, near the ROW, and agreed that the grass panels may be suitable for tree placement—a subject to be presented at the PIM.
- b. Dave M. noted the northerly school driveway design will improve the right hand turn for buses exiting the site, but the school site circulation at Kingswood High School does not affect the corridor design.
- c. Linda M. asked who would pay for the removal of existing sidewalk, and Dave M. replied that the project would cover the cost, if necessary and if the work was within project disturbance area.

Zone 2:

- a. The discussion indicated an issue is drivers unfamiliar with the corridor do not anticipate the crossing and when they see golf carts attempting to cross they stop for the golf carts. The vehicles following do not anticipate the quick stop for the golf carts and the vehicle that initiated the stop gets rear ended.
- b. Linda M. noted that signs are part of the problem. She noted that the crossing signs are intended for the school zone not the golf cart crossing. She said that perhaps these signs could be removed for temporary remediation.
- c. Jason noted that the golf cart crossing location is not a crossing recognized by NHDOT since it was previously within a 40 mph zone along the corridor. A speed study was recently conducted by NHDOT and the speed limit has since been reduced to 35 mph. Jason noted the Town must petition NHDOT for an official crossing review at that location.
- d. Discussion followed on the alternative for a tunnel to cross the Route 28 corridor. Jason noted the Town could chose to spend money on a tunnel but that the State has a \$10 million dollar budget to spend on the project, and spending on a tunnel would take funds away from another item of work under the project.
- e. Julie indicated school children walk from this general area to the school and asked whether more cross walks would be added. Jason noted the crosswalk locations need to be reviewed and that the locations must meet warrants to put an RRFB or Hawke Signal at a location.
- f. Julie asked if stormwater would be addressed. Jason noted that NHDOT has a commitment with NHDES to address stormwater as part of the project. Dave indicated that roadside swales would be vegetated.
- g. Dave M. presented the alternative of a spitter island at the golf cart crossing and discussed the typical as a traffic calming measure. Brian Deshaies expressed a concern about splitter islands in general, indicating they do not serve any function in his opinion.

He questioned if the project is addressing a problem that doesn't exist. Jason noted the concerns raised during the initial 2-3 meetings relative to speed along the corridor and the NHDOT speed study which resulted in lowering the speed limit to 35 mph. Jason asked "Is speed no longer an issue?". David L. indicated that speed is still a major concern.

- h. Discussion followed and the preference seemed to be to increase the buffer space between the roadway and sidewalk, and plant vegetation if possible. Linda M., to preserve the aesthetic character, prefers trees for traffic calming.

Zone 1 and 2 Summary:

- a. Jason asked whether curb and gutter, or open swale along the shoulder would be preferable? Linda M. noted the shoulder treatment does not all need to be the same, and some places the sidewalk may meander in and out along the shoulder. She said it was most important to maintain a natural look.
- b. Tavis noted curbing provides a defined edge of road. He questioned whether stormwater capacity would be an issue.
- c. Julie expressed concern with capacity, noting that curb and drain piping would speed up the runoff.

Zone 3:

- a. Dave M. indicated that 3 parallel parking spaces would be provided at the church. A concern was raised about increasing impervious surface. The concern for stormwater runoff was raised again. Jason noted that the project team will have solutions to address stormwater runoff.
- b. It was noted that at Morrisey's restaurant that the sidewalk is likely outside the right of way and their sign is inside the right of way. Dave M. reviewed a few of the typical sections. It was noted that the number of parking spaces must be maintained on the restaurant's property.
- c. Dave M. noted that the crosswalk at the library would likely be moved to the intersection at Christian Ridge Road per typical intersection design practice. Julie noted that children typically "jay walk" at that location anyway. Linda M. indicated the preference would be to give the public the option where to put the crosswalk.

Zone 4:

- a. Dave M. noted that Brewster Academy expressed an interest in landscaping and corridor improvements similar to Academy Drive at their property.
- b. Linda M. indicated curb and sidewalk at the curb line are fine along this location as it is already a more urban feel along the corridor.
- c. It was noted that there are a lot of walkers from the Children's Center along the corridor and a wider sidewalk would be desirable here. Linda M. suggested talking coordinating with Carpenter School.

- d. Dave S. asked if there was a significant increase in cost to widen the sidewalk. Dave M. replied that it would not be much more expensive to construct but added that it would increase impervious area, a stormwater concern.
  - e. Dave M. asked if there are additional locations where crosswalks may be needed in this zone? A crosswalk was noted to be need on the Three Sisters Store side of the Pickering Corner intersection.
  - f. Linda M. noted that more students are using the RRFB at the Brewster crossing.
- IV. Dave M. presented the alternative considered at the intersections of Pleasant Valley Road and McManus Road, and Pickering Corner for discussion. General discussion then followed:

Pleasant Valley Road and McManus Road

- a. Julie indicated she is against any median being placed in the roadway.
- b. Linda M. is concerned with impacts on the adjacent property owner to relocate the Pleasant Valley intersection. She asked if the intersection could be moved closer to McManus Road. Dave indicated it would be reviewed.

Pickering Corner

- a. Sam D. believes the roundabout would have a negative impact on his gas station business. He prefers the roadway striping alternative. Jason acknowledged that the stores cannot lose internal parking and the businesses are concerned about their access from the roadway. Dave M. reviewed the compact roundabout layout and indicated the proposed back of sidewalk is in front of the present curb line so actually more room is being created on the gas station sites. Dave M. noted that Brewster Academy has indicated that the monuments at the intersection could be shifted further toward their property (they indicate the Town has an easement for the monuments) and this would create a few feet more room on the gas station properties.
- b. Gerard (Jerry) F. stated that a roundabout at Pickering corner would reduce turning movement conflicts into the gas station access drives, opposed to the improved striping option, which creates multiple conflicts.
- c. Tavis noted there is presently too much pavement at the intersection.
- d. Brian and Linda M. noted that accidents have not been a problem at the Pickering Corner intersection.

**ACTION ITEMS**

1. NHDOT will revise the post PAC #5 presentation materials and minutes from this meeting on the NHDOT project website.
2. The Public Informational Meeting (PIM) is tentatively scheduled for January 10, 2023.

Submitted by:

Stantec

NOTED BY: J. Ayotte, M. Hlushuk

cc: Attendees, File

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