



Route 316 Safety Improvements Presentation

Presented at the April 4, 2019 Informational Meeting:

Attendees included State Representative Robin Green, Senator Steve Cassano's representative, Bike Walk Andover Committee, Residents.

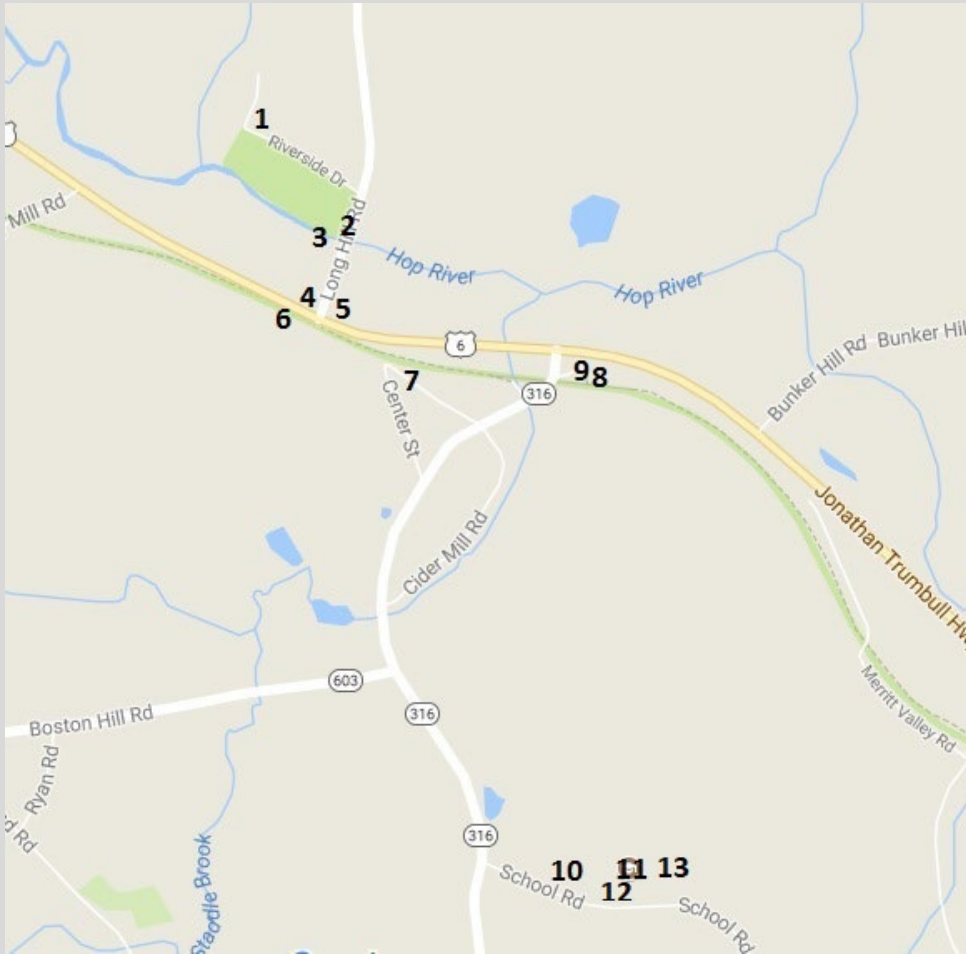
Project Goals:

*Allow Safe Pedestrian and Bicycle Access
between Andover Elementary School and Town
Hall on one side and the Library, Church and
Recreational fields on the other side along State
Route 316*





Andover Municipal Locations



1. Senior housing
2. Recreation fields
3. Hop River Access
4. Andover library
5. Andover Congregational church
6. East Coast Greenway
7. New Trailhead
8. Existing Trailhead
9. Andover Museum
10. Andover Safety complex
11. Andover Town Hall and Community Room
12. Town Gazebo
13. Andover Elementary School

RT 316



1978 Andover Plan of Conservation and Development

..... “we need a plan for a transportation system which provides safe pedestrian, bicycle, and vehicular traffic.”

.....” a town center that will bring together the ‘old’ town hall area with the new town office/school complex.”

Route 316

- Historic and Scenic Road through the Center of Andover
- Narrow road with no shoulders in many locations in poor condition
- Dangerous curve with poor visibility
- Functions as “Main Street” for Andover
- Crosses Staddle Brook with a bridge that has a functional rating of “2”

Current Planning

- The Current Plan of Conservation and Development recommends Improvement in this area for Pedestrian and Bicycle Safety
- Andover's Complete Streets Plan Identifies this as one of Andover's Priorities
- Supported by CRCOG Complete Streets Plan



COMPLETE STREETS PLAN



Current Conditions RT 316

- View looking North past Chamberlain Pond
- Very narrow shoulder on both sides of state road
- Poor site lines

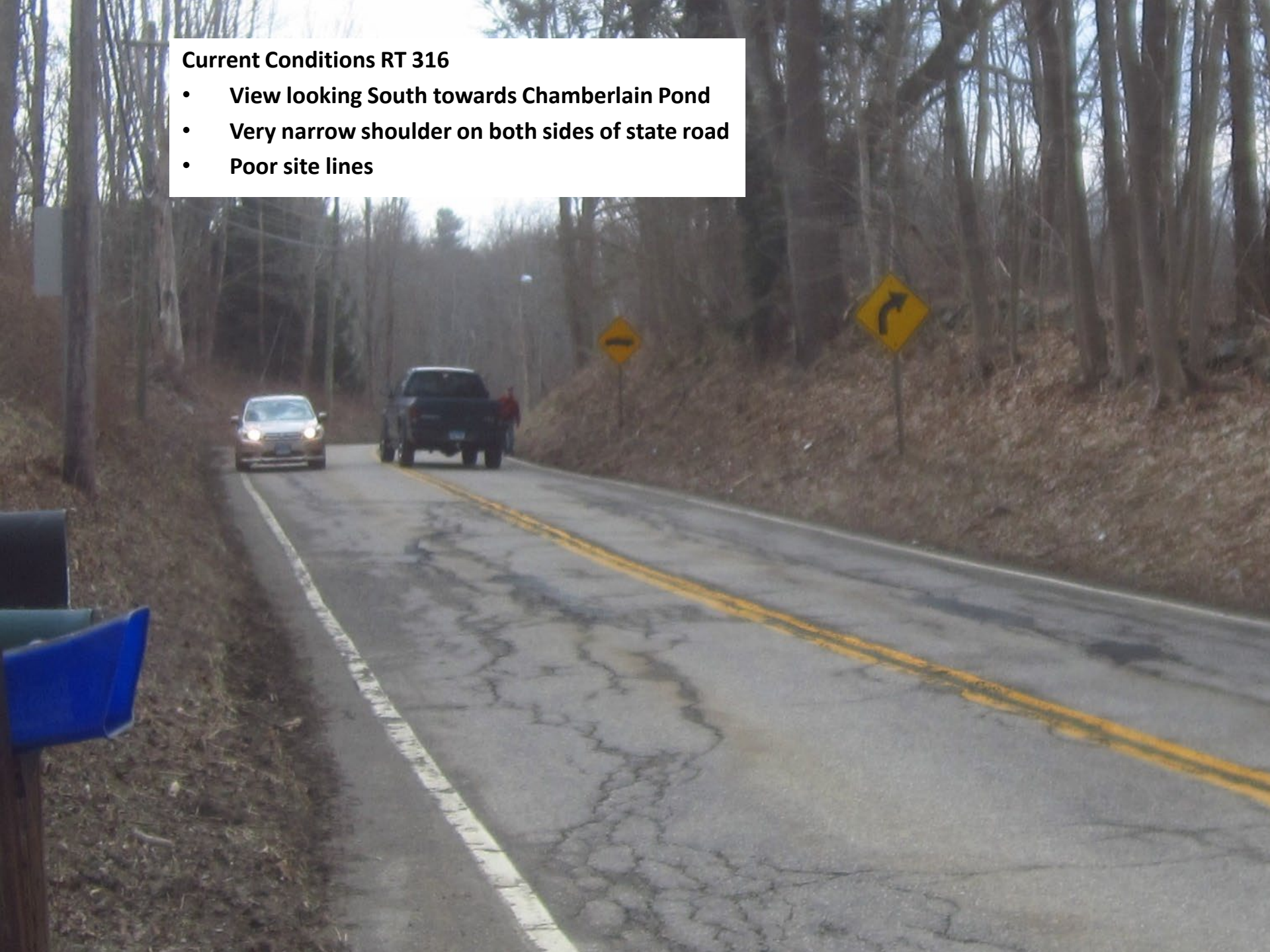


Proposed pathway behind utility poles



Current Conditions RT 316

- **View looking South towards Chamberlain Pond**
- **Very narrow shoulder on both sides of state road**
- **Poor site lines**



Proposed pathway behind utility poles



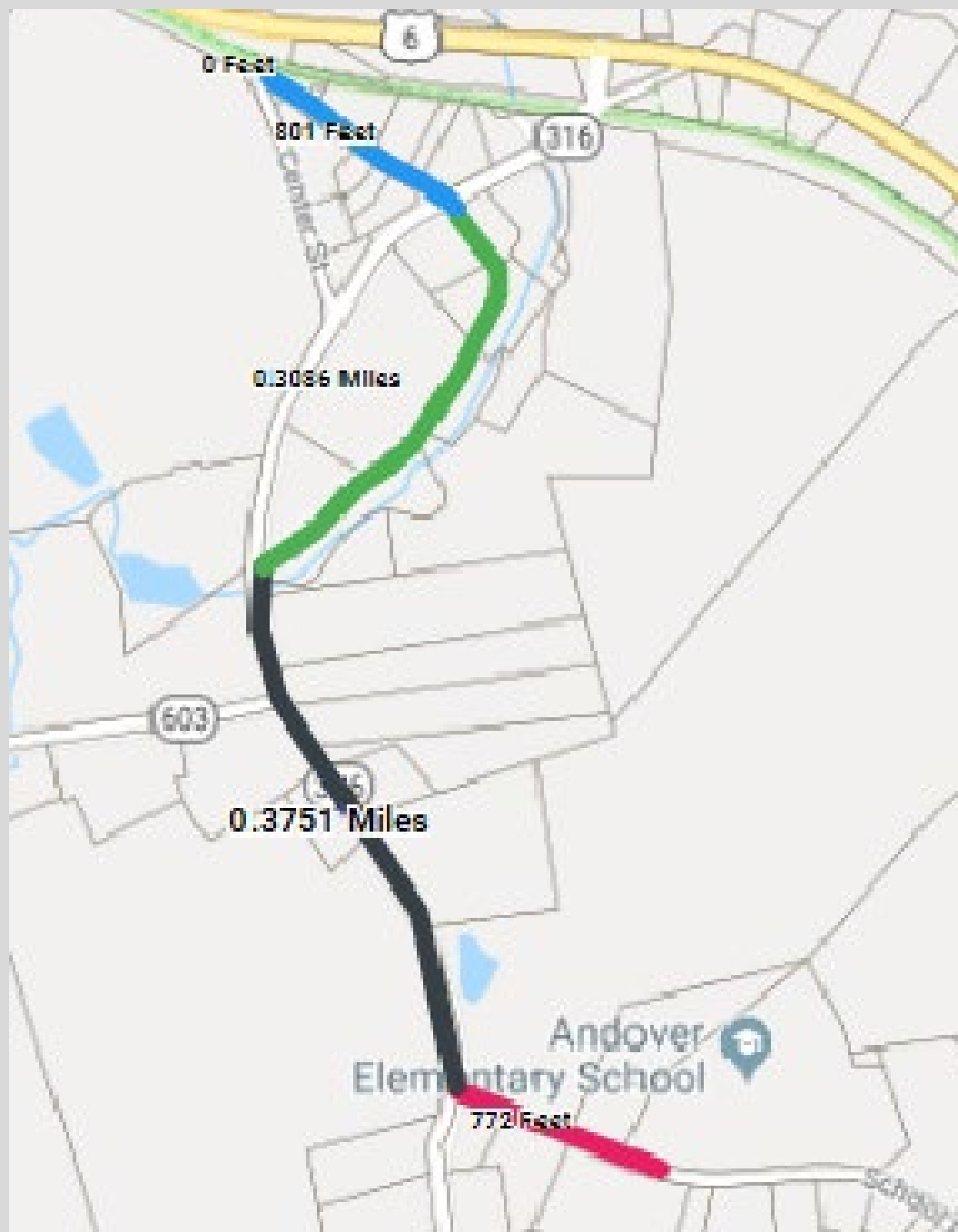


Example in neighboring community: UCONN's solution to a similar problem by installing a pathway parallel to and directly adjacent to the road, behind the utility poles.



Option #1 Preferred

- Option #1 Use Center Street and Cider Mill road to bridge the gap between the Hop River Rail Trail and RT 316
- Put a pedestrian bridge across Staddle Brook (existing bridge is too narrow to support pedestrian access) Currently rated a “2” for functionality due to narrow width
- Create a 5-6 ft. wide Multiuse Path along the east side of RT 316 to School Road ~ 0.37 Miles

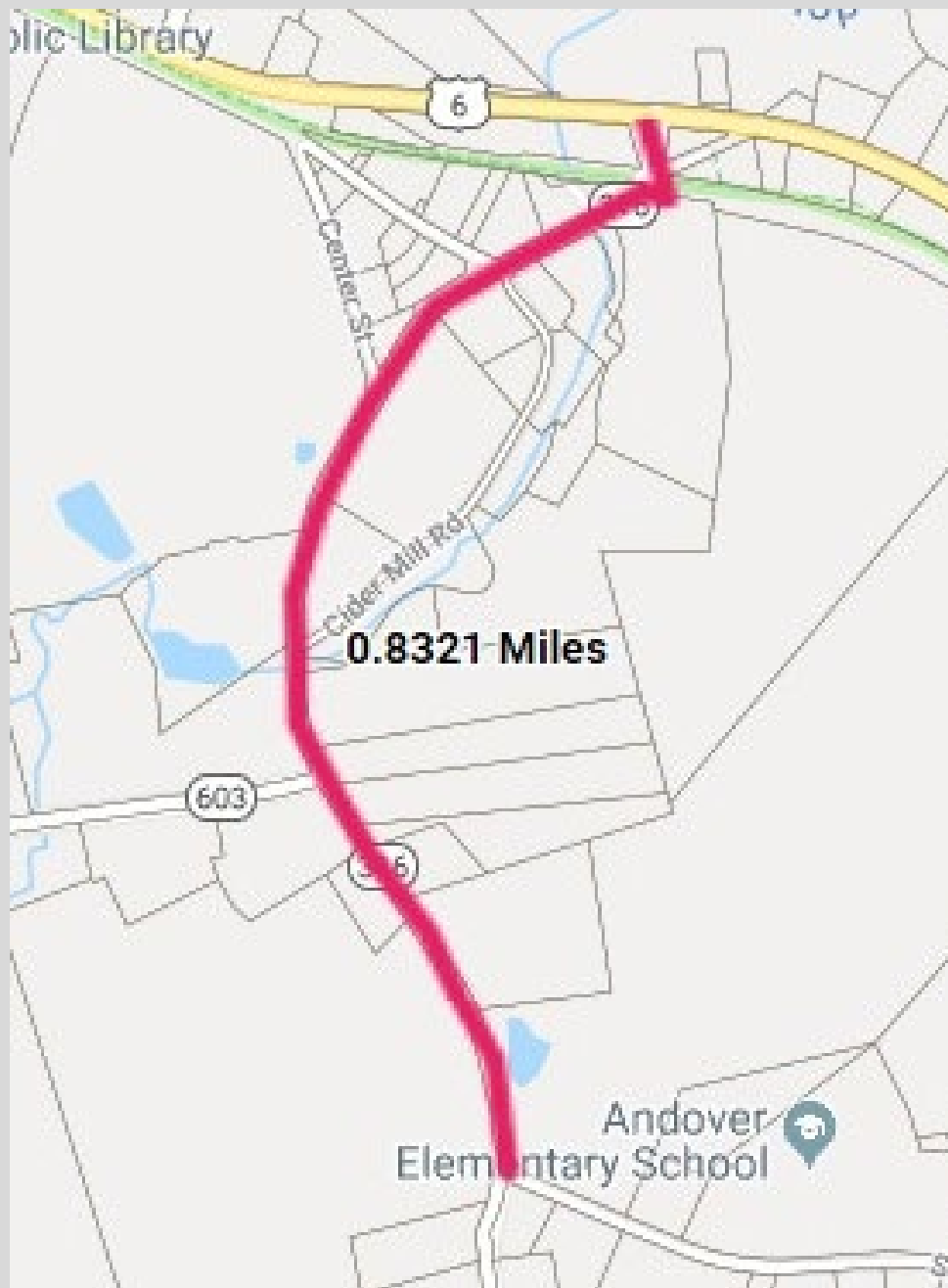


1. 800 ft. along Center Street
2. Crosswalk across RT 316 with Hawks warning signal
3. 0.3 miles along Cider Mill Rd
4. Cross Staddle Brook with Pedestrian bridge
5. New Multiuse Path along RT 316 0.375 miles
6. New Multiuse path along School Road to Town Hall and AES 775 ft.

This affects 6 landowners directly along 316 and permissions would need to be negotiated with the affected landowners. Cider Mill Rd would likely be made one-way with a striped walking path

Option # 2

- Widen existing RT 316 so that there are shoulders sufficient for Bicycle and Pedestrian Traffic between RT 6 and School Road
- Requires replacing the existing bridge at Staddle Brook, Moving Drainage Structures and Utility Poles



- 0.82 mile section of RT 316 affected
- 0.6 miles would need to be widened
- Relocate utility poles
- Relocate drainage structures
- Could be done as part of the next repaving project

How do we proceed?

- Is this a project worth undertaking for Andover?
- What approaches should we consider?
- What are the next steps?