



PUBLIC-PRIVATE PARTNERSHIP (P3) – CALL FOR PROJECTS 2017/2018

APPLICANT INFORMATION

APPLICANT: Lakes Region Planning Commission

ADDRESS LINE 1: 103 Main Street

ADDRESS LINE 2: Suite #3

CITY: Meredith

STATE: NH

ZIP CODE: 03253

PHONE NUMBER: (603) 279-5337

EMAIL ADDRESS: lrpc@lakesrpc.org

PROJECT DESCRIPTION

PROJECT NAME: NH Route 11 Scenic View Restoration

TYPE OF PROJECT

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> AERONAUTICS | <input type="checkbox"/> TRANSIT |
| <input type="checkbox"/> HIGHWAY | <input checked="" type="checkbox"/> OTHER - Lakes Region gateway traveler amenity - scenic view restoration project |
| <input type="checkbox"/> RAIL | |

EXPLANATION OF PROJECT NEED:

The Lakes Region Planning Commission and town of Gilford officials have long advocated for a workable solution to the ongoing vegetation clearing required of NHDOT District 3 to maintain a diminishing scenic view at the NH Route 11 Scenic Overlook in Gilford. In coordination with NHDOT District 3, brush and timber clearing were conducted around 2006 and again around 2016. Mature trees in the state right of way or on adjacent private property prevent the full restoration of the view, even when ongoing undergrowth and immature tree clearing is conducted. Anecdotal information suggests this is potentially the most convenient and frequented roadside viewing station and tourist information stop in the region. Between clearing efforts, the views are obscured by rapid vegetation growth of the understory.

DESCRIPTION OF PROJECT: (Include general scope, limits of work, duration of project, etc.) The scope of this project is a series of steps to assess the cost/benefit of alternatives to ongoing state maintenance with the goal of achieving the best view for the traveling public: 1) Inventory and determine growth potential of existing trees. This may be accomplished with town forester and/or UNH Cooperative Extension foresters; 2) Assess costs of ongoing maintenance. This may be accomplished in cooperation with NHDOT District 3 with professional forester input about the long-term maintenance costs/needs; 3) Determine optimal height of viewing vantage point in relationship to existing and future matured vegetation. This may be accomplished through mathematical calculation, drone video, balloon test, and/or use of ladder fire truck; 4) Conceptual engineering and cost estimate of elevated viewing platform or tower and ongoing maintenance costs; 5) Research potential liability issues, Americans with Disabilities Act (ADA) interpretive signage alternatives, sources of private funds and funding campaign ideas, and potential candidate organizations for construction, such as Boy Scouts of America.

ESTIMATED COST & FINANCING

ESTIMATED DESIGN/PLANNING COST: \$50,000

COST OF PROPERTY ACQUISITIONS/LEASES: To be determined.

ESTIMATED CONSTRUCTION COST: To be determined.

ESTIMATED COST OF OPERATIONS/MAINTENANCE: To be determined.

TOTAL ESTIMATED PROJECT COST: \$50,000

IS THIS PROJECT APPROVED IN A TRANSPORTATION PLAN SUCH AS AN RPC/MPO LONG RANGE PLAN, NHDOT TEN YEAR PLAN OR OTHER PLANNING DOCUMENT?

YES Describe: *Lakes Tour Scenic Byway Corridor Management Plan, 2015*

PRELIMINARY FINANCIAL PLAN: (Description of initial funding proposal including any State, Federal or Local funding that may be required, as well as any fees or tolls that may be necessary to support the project. If the applicant has concerns relative to confidentiality, they should note those concerns and only provide the information they feel could be discussed in a public setting.)

PROJECT READINESS

LEVEL OF PLANNING/DESIGN COMPLETED: (Describe the degree of project planning and/or design that has been completed, including disposition of deliverables such as feasibility studies, conceptual plans, data collection, etc.)

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on private property This survey was unsuccessful due to lack of response and interest. T h # , u #,
R . The NHDOT Bureau of Right-of-Way is currently researching the source of funding for this state parcel to aid in the determination of potential hindrances to private use of state land.

PROJECT MILESTONES/DURATIONS: (Provide duration and anticipated completion dates for major milestones such as planning, design, construction, operations and maintenance phases.)

It is anticipated the proposed feasibility assessment and determination of alternatives and potential funding sources could be completed within one year to 18 months.

PRIVATE/PUBLIC PARTNERS/ASSETS NECESSARY TO SUPPORT PROJECT

STATE OR MUNICIPAL AGENCIES IMPACTED:

STATE: NH Department of Transportation, NH Scenic and Cultural Byways Council, candidate partners include the NH Department Business and Economic Affairs, Division of Travel and Tourism Development, and Department of Natural and Cultural Affairs. MUNICIPAL: Town of Gilford

PRIVATE ENTITIES INVOLVED IN PROPOSAL: Lakes Region Tourism Association

PRIVATE ASSETS NECESSARY TO ADVANCE PROJECT:

To be determined.

PROPERTY/FACILITIES IMPACTED AND CURRENT OWNERSHIP:

NH Route 11 right-of-way; owned by the NH Department of Transportation.

PROJECT BENEFITS

BENEFITS/HOW THIS PROJECT ADDRESSES A NEED:

Currently the traveling public is afforded variable viewing opportunities at an established Scenic View. Variations are based on time of the year and visit time frame between maintenance cycles. This project could potentially limit state maintenance costs, while enhancing the public experience, and delivering what has been advertised (a scenic view) at a prime gateway and tourist informational stop on the Lakes Tour Scenic Byway.

BENEFITS OF P3 IMPLEMENTATION VERSUS CONVENTIONAL DELIVERY:

Budgetary constraints in recent years have diminished NHDOT ability to provide adequate roadside maintenance. At the same time the national Scenic Byway Program is not currently budgeted for project funding. The use of this state land for intended public benefit is currently hindered. A partnership is viewed as a potentially winning solution and benefit to the community, region, and traveling public.

SIMILAR PROJECT EXAMPLES: (Have any other States or Municipalities to your knowledge pursued a similar P3 project?)

Abenaki Tower, Tuftonboro

Garison Hill Fire Tower, Dover

Wetlands Walk, Belknap County Land at Gunstock Mountain Resort

Penobscot Narrows Bridge and Observatory, Fort Knox, Maine

217 Acre Conservation Land, Piper Mountain, Gilford

CONTACT INFORMATION

CONTACT PERSON: Jeffery Hayes, Executive Director
ADDRESS LINE 1: 103 Main Street
ADDRESS LINE 2: Suite #3
CITY: Meredith
STATE: NH
ZIP CODE: 03253
PHONE NUMBER: (603) 279-5337
EMAIL ADDRESS: jhayes@lakesrpc.org

SUPPORTING DOCUMENTATION

LIST OF SUPPORTING DOCUMENTATION & ATTACHMENTS, INCLUDING MAPS:

Attachment A: NH11 Scenic View Gilford, NH Location Map

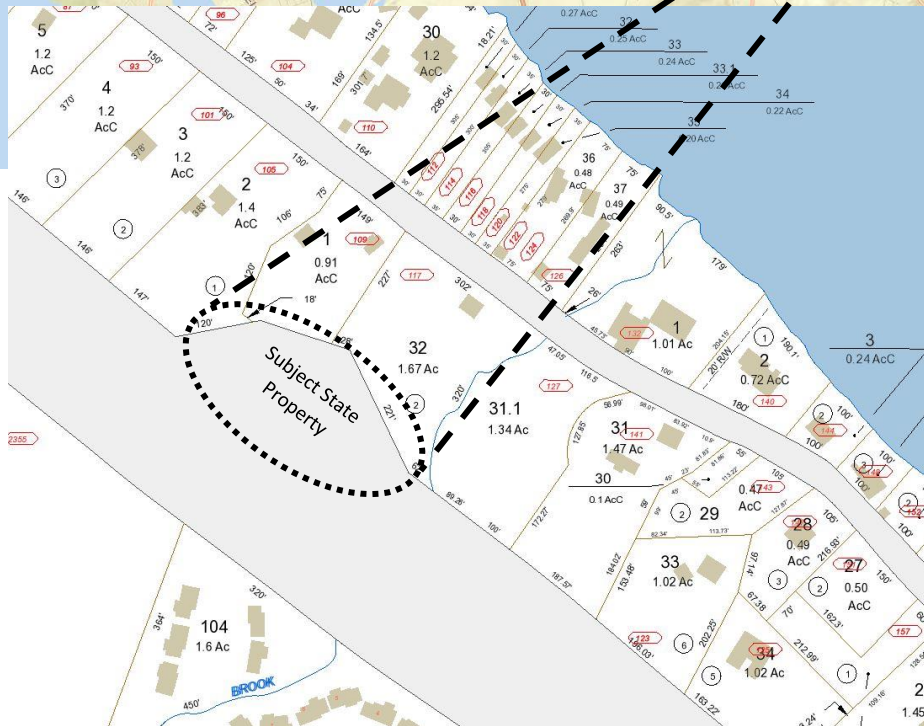
Attachment B: Scenic Byway Management Plan References

Attachment C: Scenic View Photographs

Attachment D: Indication of Municipal Support

Attachment E: Property Rights Detail and Deed References

It should be noted that this Letter of Interest is completely non-binding, but will be used by the Commission to establish the appropriate process and framework by which to evaluate and advance projects. Following review of this project proposal the Commission will contact the applicant to communicate the next steps in the process.



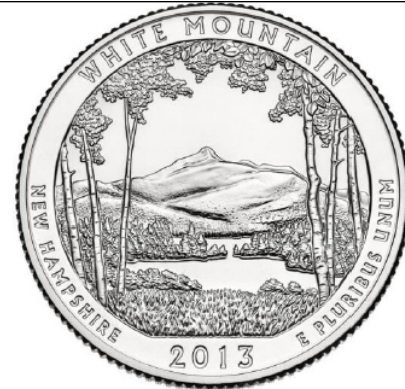
Attachment A:
NH11 Scenic View
Gilford, NH

Attachment B: Scenic Byway Management Plan References

Lakes Region Tour Scenic Byway

September 30,

2015



America the Beautiful celebrates an iconic
view of Mt. Chocorua.

This plan articulates the vision for the Lakes Region Tour Scenic Byway and identifies implementation strategies that corridor communities can use to retain and enhance characteristics of the byway that make it attractive to visitors and residents.

Corridor Management Plan

The process for changing the byway designation is outlined in the *New Hampshire Scenic and Cultural Byway Council Rules of Procedure –May 2014* (pages 7-8). For designating a state or local road, nominations must demonstrate local support in the form of endorsement letters from boards of selectmen, planning department, conservation groups, etc. Municipalities may request a section of a byway for de-designation by submitting a written request to the Scenic Byway Coordinator outlining: the reason; official governing body minutes where action was taken on the matter; and governing body signatures on the written request.

A long standing transportation improvement identified and supported by the towns of Alton and Gilford is the section of NH Route 11 between Minge Cove Road and Ellacoya State Park. Envisioned as a project to construct an alternative route around this section of highway, this project was in the state Ten Year Plan and in-corridor improvements remain a priority today in the regional Transportation Improvement Plan (TIP). Community officials are encouraged to follow-up with NHDOT on a recently conducted survey of right-of-way which will aid in defining feasible solutions to: drainage, lane width, expanded paved shoulders, and guardrail replacement.

While not as restricted as the scenic view on NH11 in Gilford, the Alton NH11 Scenic View would benefit from some vegetation clearing to enhance the view. Both locations are heavily used by motorists. It is not uncommon to see a person standing on the guardrail with arms outstretched overhead, camera in hand, attempting to capture a better photograph than a ground stance allows. Past requests to the NHDOT District 3 Office for vegetation management have been acted on. The challenges for ongoing maintenance that have been conveyed include: Shoreland Protection Act cutting restrictions, private ownership of land, very steep access and limited funding. Cooperation is needed to establish a functional, ongoing and routine maintenance plan which may require the purchase of timber cutting easements. The construction of an elevated viewing platform may provide a practical alternative.

NH Route 11 Scenic View – Gilford



NH Route 11 Scenic View – Alton



the preservation and promotion of local resources including: conducting a scenic resources inventory that evaluates vistas, view sheds and points of interest; the development of stormwater management plan for the village area; and upgrading the town walking tour.

Gilford

The Gilford Zoning Ordinance contains in Article 8, a sign ordinance that allows limited amounts of on-site signage throughout town. Off-premise signs are prohibited with specific exceptions for Special Outdoor Event, Directory, Real Estate, Farm Produce and Charitable/Non-Profit Organizational Event signs. These signs are all temporary in nature and closely regulated in size, number and placement. The sign regulations apply to all areas throughout town whether on the Scenic Byway or not. There are no billboards or other off-premise signs within the byway corridor.

Along the scenic byway in Gilford the views of the lake were once commonplace and expansive. Over time, trees have grown to obscure these views. Ideally, view easements could be obtained from property owners abutting the Scenic Byway so the trees in a few key locations could be cut to re-establish the views. This is particularly true at the Route 11 Scenic Overlook in Gilford which is signed on NH11 as a scenic view. Trees and scrub are cut on the state owned parcel of land surrounding the paved overlook periodically, but timber cutting on additional private property would be required to fully restore the view. Coordination is required with NHDOT District 3 office to better understand their overlook maintenance schedule and opportunities that may exist to collaborate with private land owners. In the absence of state funding for maintaining this resource, is it feasible to organize volunteer maintainers?

Generally, the Byway through Gilford continues to be an attractive drive. Consideration should be given to creating a Scenic Byway map layer which would serve to illustrate a town goal of protecting the resource when future development is proposed.

Laconia

The City maintains a defined set of criteria for evaluating off-premise sign requests in the zoning ordinance through special exception administered by the Zoning Board of Adjustment. The vintage Weirs Beach lighted sign, erected in 1956, and most likely not allowed under today's ordinances, was restored in 2002 by the Weirs Action Committee and relocated out of the state right of way. The sign is unique, in that it is designed to attract and direct visitors, however it doesn't advertise an individual business, but a broader sense of place including lake access, recreation and scenic views and complementary businesses, that form an overall attraction.



	Corridor Management Plan: Recommendations/Strategies	Responsible Party(s)	Timeframe	Approach to Achieve Desired Results
1	Re-designate portions of the byway in Alton for consistency with local development goals. Proposed changes identified in this plan are endorsed by the community and the process to achieve the changes is outlined.	Alton Board of Selectmen	2016	Prepare a written request and submit to the State Scenic Byway Advisory Committee as outlined in this report on page 30.
2	Monitor Scenic Byway projects in state Ten Year Plan to see byway intrinsic qualities are being addressed.	Scenic Byway Advisory Committee, Local TAC Representative	Ongoing	Monitor projects from initiation through development process at biannual Ten Year Plan updates and public hearings as appropriate.
3	In cooperation with NHDOT District 3 establish functional maintenance plan for tree trimming at formal scenic overlooks on the byway by: a) assessing what can be maintained within the existing right-of-way; and b) evaluating need and potential for easements on private property to restore view as needed.	a) NHDOT District 3 b) SBAC, municipal officials, District 3	2015 / 2016	A request to restore views has been made and acknowledged by District 3 Assistant Engineer and TAC representative.
4	Dependent on satisfactory views restoration (maintenance is preferred as outlined in #3 above) explore potential public/private partnerships to construct an elevated view platform for Gifford scenic overlook.	SBAC	TBD	Options need to be explored.
5	Explore potential for improvements to the Route 28 picnic area, considerations to include: restroom facilities and extended season.	SBAC, community representatives	2016	Determine resource ownership and management responsibilities; implementation is a mid-term priority.
6	Create a Byway maps/map layers and share ArcView Reader (or other appropriate software) with each Byway community for land use decision making process to provide opportunity for Byway resources consideration in local planning processes when appropriate.	LRPC Staff	FY16- FY17	Seek NHDOT Planning and Community Assistance approval to include staff hours for task in 2016-2017 UPWP.
7	Consider opportunities to identify the byway on local walking and biking maps.	SBAC Representatives	Near-term outreach	SBAC representatives to interact with local walk and bike committee where they exist; changes dependent on map update schedules.
8	Consider additional resources signage as Moultonborough and Tuftonboro identified Tourist Oriented Directional Sign (TODS) possibilities.	SBAC Representative	Ongoing	Review byway resources inventory for potential TODS needs; implementation requires local support.
9	Reach out to Ossipee, Sandwich and North Country Council as appropriate regarding potential byway route changes. Re-designate portions of Byway in Tamworth.	LRPC Staff- outreach; Tamworth Representative/Municipal Officials	2016	Initial contact with municipalities/ NCC by phone and email; route changes require written request to State Scenic Byway Advisory Committee
10	Coordinate Tuftonboro safety concerns with NHDOT for: Priority 1) Nineteen Mile Bay pedestrian safety improvements; and Priority 2) NH109/NH109A intersection safety improvements/signage for increased traveler awareness.	Tuftonboro Board of Selectmen	Communications have been established; implementation is a mid/long-term priority	Priority 1) subject of an ongoing discussion with NHDOT Bureau of Traffic; Priority 2) identification of funding source is required, currently included in regional TIP.
11	Review and discuss pedestrian safety best practices.	TAC	2016 - 2017	Include on upcoming TAC agenda(s); discussion of pedestrian safety, challenging areas and best management practices.
12	Implement interactive byway map on Winnepesaukee Gateway website.	LRPC Staff or local volunteer	ASAP - as funding permits	LRPC to seek funding source/interns/volunteers.
13	Identification and addition of local walking and biking loops on the web based interactive map.	SBAC Representatives	TBD	Local review and assessment should be conducted in cooperation with walk a bike committees where they exist.

Attachment C: Scenic View Photographs



A) Northbound NH11 entrance to pull-off and scenic view.



B) Aerial view of pull-off and approximated state right-of-way.



C) Looking south from north end of pull-off, tourist information kiosk

Attachment D: Indication of Municipal Support

"THE RECREATION CENTER OF NEW HAMPSHIRE"



TOWN OF GILFORD

BOARD OF SELECTMEN
47 Cherry Valley Road
Gilford, NH 03249

Dale Channing Eddy, Chair 603.527.6509
Gus Benavides, Vice-Chair 603.527.6507
Richard Grenier, Clerk 603.527.6508
FAX 603.527.4711
selectmen@gilfordnh.org

December 27, 2017

Mr. Jeffrey Hayes, Executive Director
Lakes Region Planning Commission
103 Main Street, Suite #3
Meredith, NH 03253

RE: NHDOT – Public-Private Partnership Infrastructure Projects
Route 11 Scenic Vista

Dear Mr. Hayes:

We are writing this letter in support of the application submitted by the Lakes Region Planning Commission for a feasibility study on the construction of an observation tower at the Route 11 Scenic Vista in the Town of Gilford.

As the Selectmen for the Town of Gilford, we hope that NHDOT will look favorably upon this project as worthy of consideration.

In addition, we wish to go on record in support of the Town playing a role in this partnership for a project that is sorely needed and will be of a significant benefit to the lakes region.

Please let us know if there is any additional information we can provide in support of this endeavor.

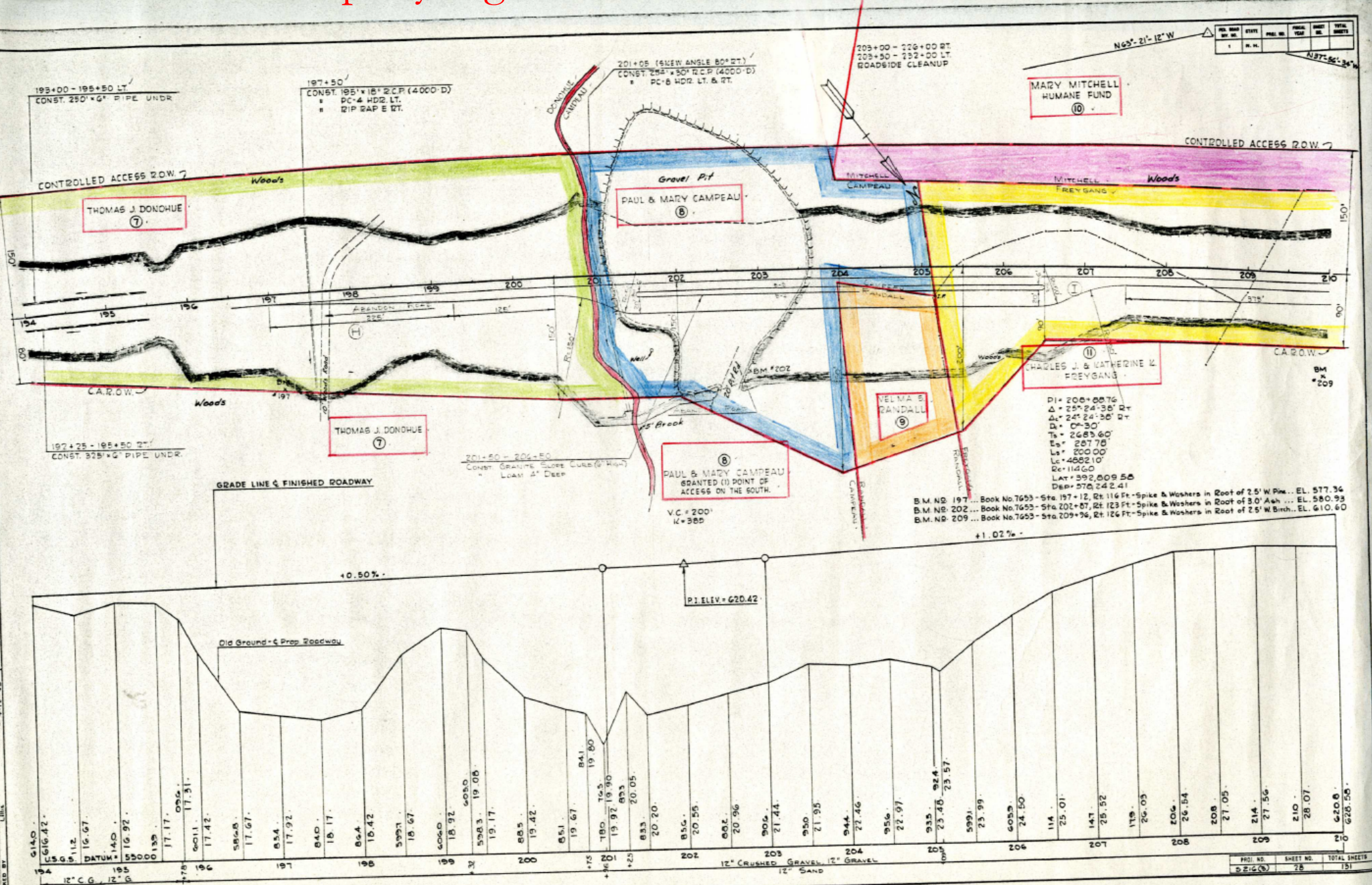
Sincerely,

Dale Channing Eddy, Selectman

Gus Benavides, Selectman

Richard Grenier, Selectman

Attachment E: Property Rights Detail and Deed References



This area was acquired by the State of New Hampshire for the Gilford S-216-(3), P-4467-A project. Property rights for this area in question were acquired by 1) A portion of land acquired by Warranty Deed from Paul Campeau and Mary Campeau to the State of NH recorded at the Belknap Registry of Deeds (BCRD) on June 15, 1965 in Book 453, Page 182; 2) A portion of land acquired by Warranty Deed from Velma S. Randall to the State of New Hampshire recorded at the BCRD on June 15, 1965 in Book 453, Page 183; 3) A portion of land acquired by Commissioners' Return of Highway Layout Gilford S-216-(3), P-4467-A, 1965 recorded at the BCRD on June 18, 1965 in Book 452, Page 397