

Upper Valley Lake Sunapee Regional Planning Commission
Meeting of the Transportation Advisory Committee (TAC)
March 17, 2009 Meeting Minutes

Attendees:

Van Chesnut, Chair, Advance Transit
Dick Jones, Vice Chair, Lyme
Bruce Temple, Claremont
Ken Daniels, Enfield
Mike Lavalla, Lebanon
Richard Lee, New London
Bill Baschnagel, Hanover
Tony Bergeron, Sunapee
Dean Eastman, NHDOT
Nate Miller, UVLSRPC

The meeting began at 5:00 PM.

Review and Approval of February 10th Meeting Minutes:

Following introductions, Dick Jones moved that the minutes of February 10th be accepted as submitted. Richard Lee seconded, and the motion passed unanimously. Mike Lavalla abstained due to absence.

Review of Safe Routes to School Round 3 Projects

Nate Miller distributed a memo to the TAC outlining the three Safe Routes to School (SRTS) projects received from communities in the Upper Valley Lake Sunapee Region. The applications evaluated were:

1. **City of Claremont-** Startup Activities at Disnard Elementary School (\$4,900)
2. **City of Claremont-** Startup Activities at Bluff Elementary School (\$4,900)
3. **City of Claremont-** Startup Activities at Maple Avenue Elementary School (\$4,900)

Nate Miller explained that the City of Claremont is seeking funding to develop a Safe Routes to School Travel Plan and organize a "Bike-Walk to School Day" at each school. These activities will serve as a starting point in creating continuing SRTS programs throughout the City of Claremont. The TAC scored the applications under the 40-point scoring system for SRTS Startup projects:

School	Task Force	Objective	Education, Encouragement, and Enforcement	Quality of Budget	Total
Disnard Elementary	9	10	9	9	37
Bluff Elementary	9	10	9	9	37
Maple Ave. Elementary	9	10	9	9	37

Dick Jones moved that the TAC submit this scoring to NHDOT with a recommendation that the three applications receive full funding under the SRTS Startup Program. Bill Baschnagel seconded, and the motion passed unanimously.

Review of Highway Safety Improvement Program Locations

Nate Miller distributed a packet of maps detailing NHDOT-identified high crash locations in six communities: Charlestown, Claremont, Dorchester, Enfield, Lebanon, and New London. Nate Miller explained that NHDOT is evaluating potential locations for Highway Safety Improvement Program (HSIP) projects, and are looking for comments about the identified locations or other locations that may be safety concerns.

Nate Miller noted that he has already contacted each community with identified locations to solicit direct feedback. Comments about the identified locations, or other potential locations, are due on March 23rd. Many TAC members commented that NHDOT's maps were confusing, with undefined acronyms, numbers, and color coding. Bill Baschnagel recommended that, next year, NHDOT show a scatter plot of exact crash locations throughout the region. Dean Eastman advised that he would make this recommendation to the Department.

Tony Bergeron noted that the Town of Sunapee has three intersections that are safety concerns. All of the intersections have had either fatalities or elevated accident rates. Nate Miller advised that he would work with Sunapee to incorporate these intersections in his letter to NHDOT regarding potential HSIP projects.

Review of Ten-Year Transportation Improvement Plan Projects

The TAC reviewed and prioritized all Ten-Year Plan projects within the region according to the updated project scoring system (approved by the TAC on January 13, 2009).

UVLSRPC TAC Ten-Year Plan Project Priorities					
TAC Priority	Community	Project	Amount (in TYP)	Construction Year	Total Score (out of 75)
1	Lebanon-Hartford	Rehabilitate Bridges over Connecticut River (I-89)	\$11,272,000	2017	63
T-2	Lebanon	Interstate Maintenance from Exit 17 to Just South of Exit 20 (I-89)	\$14,000,000	2012	61
T-2	Sutton-New London	Interstate Maintenance from Exit 10 to Exit 11 (I-89)	\$11,673,000	2015	61
T-2	New London	Rehabilitate Bridges over King Hill Road (I-89 NB & SB)	\$2,150,000	2016	61
5	Lyme-Thetford	Rehabilitate Bridge over Connecticut River (East Thetford Road)	\$3,850,000	2016	58
T-6	Claremont	North Street Intersection Relocation	\$4,300,000	2012	56
T-6	Lebanon	Reconstruction of Mechanic Street from High Street to I-89 Ramps	\$3,020,000	2016	56
8	Acworth	Replace Bridge over Bowers Brook (NH 123A)	\$1,000,000	2018	55

Following discussion, the TAC chose not to include Airport Improvement Program and State Aid Bridge projects in this prioritization. Dick Jones noted that, in December, the TAC reviewed all projects within the region in both programs and confirmed the need for all existing projects in these programs. TAC members confirmed that they do not wish to make changes to the currently-planned scope or timing of any Airport Improvement Program or State Aid Bridge project.

Following the TAC's consensus in February, all projects that have "substantially advanced toward construction" were withheld from this prioritization. TAC members confirmed their support for the scope and timing of all projects that have "substantially advanced toward construction." Nate Miller explained that the criterion for determining whether a project has substantially advanced toward construction was whether or not the project was listed in NHDOT's most recent FY 2009-2011 Advertising Schedule. Projects deemed to have substantially advanced toward construction were:

Projects That Have Substantially Advanced Toward Construction			
Community	Project	Amount (in TYP)	Construction Year
Claremont	Reconstruction/Safety Improvements at Drapers Corners (Maple Ave, Pleasant St, Charlestown Rd)	\$1,570,000	2010
Enfield	Bridge Replacement on Main Street over Mascoma Lake (Shaker Bridge)	\$8,470,000	2010
Enfield	Interstate Maintenance from Exit 15 to Exit 17 (I-89)	\$8,000,000	2011
Grantham-Enfield	Interstate Maintenance/Pavement Rehabilitation from Exit 13 to Exit 15 (I-89)	\$5,520,500	2009
Lebanon	Bridge Replacement over Mascoma River (U.S. Route 4) and Improvements to Intersection of U.S. Route 4/NH Route 4A	\$8,575,000	2011
Lebanon	Reconstruction of Interstate Bridges at I-89 Exit 20, Including Approaches on NH 12A	\$15,581,000	2009
Lebanon-Hartford	Rehabilitate Bridge over Connecticut River (U.S. Route 4)	\$4,250,000	2010
New London	Interstate Maintenance/Pavement Rehabilitation from Exit 11 to Exit 12A (I-89)	\$5,900,000	2010
New London	Design and Construct Expansion to I-89 Exit 12 Park-and-Ride Facility	\$295,000	2009
New London-Grantham	Interstate Maintenance/Pavement Rehabilitation from Exit 12A to Exit 13 (I-89)	\$1,300,000	2009
New London-Wilmot	Rehabilitate Pavement/Safety Improvements from I-89 to Wilmot/Andover Town Line (NH 11)	\$2,900,000	2009
Newbury	Lake Sunapee Waterfront Pedestrian Improvements (NH 103)	\$542,000	2009
Walpole-Charlestown	Reconstruction/Safety Improvements on NH Route 12	\$9,468,000	2010, 2013

The TAC confirmed its earlier recommendation that the Reconstruction of Mechanic Street from High Street to the Interstate-89, currently scheduled for FY 2016, be coordinated with the City of Lebanon. Mike Lavalla explained that the City of Lebanon has a federal mandate from the U.S. Environmental Protection Agency (EPA) to complete a Combined Sewer Overflow (CSO) project in this section of Mechanic Street. The CSO project is currently scheduled for FY 2013. Mike continued, explaining that the CSO project, to be funded by the City of Lebanon, is estimated at approximately \$2 million dollars and will include separating and installing new sewer lines along Mechanic Street. The project may also include installation of new water lines and new sidewalks. Ken Daniels advised that there is potential for saving funds and effort if the Ten-Year Plan project and CSO projects are coordinated. TAC members confirmed their desire to eliminate any potential for redundant work and wasted state or local funds.

Because the City of Lebanon is operating under a consent decree related to this CSO project, the TAC confirmed that it is willing to consider postponing (but not removing) other Ten-Year Plan projects within the region, if necessary, to eliminate the potential for wasted state or local funds on this project.

The TAC confirmed its earlier recommendation that two projects be considered for a Context Sensitive Solutions project development approach:

- Bridge Rehabilitation over the Connecticut River (Lyme, NH/Thetford, VT)
- Rehabilitation of Interstate-89 Bridges over the Connecticut River (Lebanon, NH/Hartford, VT)

Dick Jones moved that the TAC formally adopt these project priorities and recommendations. Bill Baschnagel seconded, and the motion passed unanimously. Nate Miller advised that he would draft correspondence to NHDOT detailing the TAC's Ten-Year Plan project priorities and recommendations.

Other Business/Updates

The TAC scheduled their next meeting for April 14th at 5:00 PM at the City of Claremont Visitors Center. Prior to the meeting, City of Claremont staff will lead a tour of the Claremont's ongoing Mill District redevelopment project for interested TAC members. The tour will begin at 4:00 PM at the Claremont Visitors Center.

Dick Jones made a motion to adjourn the meeting at 6:30. Bill Baschnagel seconded, and the motion passed unanimously.