

**NHDOT PROJECT SCOPE AND SCHEDULE REVIEW TASK FORCE
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY
UPPER VALLEY LAKE SUNAPEE REGIONAL PLANNING COMISSION
FOR THE 2023-2032 NH TEN YEAR TRANSPORTATION PLAN**

Initial Priority #1: Main St. Phase I (Claremont)

Project summary: The Main Street (NH12/103) Project Phase 1 (Citizen Street to Westside Avenue) will include full depth reconstruction of road with a new storm water collection system and add a sidewalk and a bike lane on approximately 1500 LF south of the North & Main Street project (NHDOT 13248). Project will address safety issues, the state of good repair, and add transportation options for Claremont.

Review Comments

- We question the need for full depth reconstruction of the roadway. This section appears to be in fairly good condition and shape. Could a lesser (and much expensive) option be considered? Step box widening with an overlay, or step box widening with a reclaim of existing pavement would be a couple of such options.
- We used the scope and cost estimate developed by D&K as our basis for review.
- Pavement price of \$200/ton seems excessive.
- How was the structural base depth determined: 18" gravel, 18" crushed gravel, 6" HBP?
- Estimate from D&K (dated Oct 26, 2020)
- NHDOT review noted what appears to be a 10% management fee for this project for the City. We are not familiar with this approach on these types of projects. Is this intended to be Construction Engineering?
- Sidewalks bike lanes will require a Municipal Agreement to address ongoing maintenance.
- Project will be LPA managed and matched by the City of Claremont.

Review Summary

- The project is recommended to commence with PE in 2027, with ROW planned in 2030 and CON beginning in 2032. The proposed project would use **\$3,267,062** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation
- The project will be funded at 80% federal funds with the remaining 20% (\$816,765) coming from the City as cash match.

Funding

Phase	2021 UVLSRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 396,000	\$ 396,000 (2027)	\$ 454,633 (2027)
ROW	\$ 10,000	\$ 10,000 (2030)	\$ 12,472 (2030)
CON	\$ 2,744,000	\$ 2,744,000 (2032)	\$ 3,616,723 (2032)
Totals	\$ 3,150,000	\$ 3,150,000	\$ 4,083,828

Initial Priority #2: Main St. Phase II (Claremont)

Project summary: The Main Street (NH12/103) Project Phase 2 (Westside Avenue to Elm Street) will include full depth reconstruction of road with reconstruction of the existing drainage and sidewalks (both sides) and relocating utility poles for approximately 2500 LF. Ties into Phase 1 project to the north. Project will address safety issues, the state of good repair, and add transportation options for Claremont.

Review Comments

- We question the need for full depth reconstruction of the roadway. This section appears to be in fairly good condition and shape. Could a lesser (and much cheaper) option be considered? Step box widening with an overlay, or step box widening with a reclaim of existing pavement.
- D&K used a pavement structural depth of 18" gravel, 18" crushed gravel and 6" HBP.
- Typically, the Department would use 12" sand (frost protection), 12" gravel, 12" crushed gravel, and 5.5" HBP. How did D&K develop their base course depths??
- Typically, the Department would use 6" crushed gravel and 2" HBP for sidewalk construction, D&K used 8" gravel, 2" crushed gravel for sidewalk, and 2" HBP
- In the City narrative there is mention of water line reconstruction work but D&K doesn't appear to have costs estimated for this work. Is the City going to complete this work independently?
- Pavement price seems excessive. D&K used a price of \$200/ton for pavement. Based on our recent bidding we would believe the HBP price should be closer to \$80/ton.
- Sidewalks bike lanes will require a Municipal Agreement to address ongoing maintenance.
- Project would be an LPA project managed by the City of Claremont.

Review Summary

- The project is recommended to commence with PE in 2027; ROW in 2030 and CON in 2032.
- The proposed project would use **\$3,935,216 (80%)** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- Project would be 80% federal funds with the remaining \$983,804 (20%) paid as cash match by the City.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year.

Funding

Phase	2021 UVLSRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 580,000	\$ 580,000 (2027)	\$ 665,876 (2027)
ROW	\$ 40,000	\$ 40,000 (2030)	\$ 49,889 (2030)
CON	\$ 3,189,000	\$ 3,189,000(2032)	\$ 4,203,254(2032)
Totals	\$ 3,809,000	\$ 3,809,000	\$ 4,919,020

Initial Priority #3: Intersection improvements to US4/Roberts Rd./Potato Rd. intersection (Canaan)

Project summary: The proposed project would widen Rt 4 in this area to allow: 1) Center turn lane on Rt4 East bound serving Roberts Rd and Rt 4 West bound serving Potato Rd 2) Deceleration lane on Rt 4 Eastbound to Potato Rd and acceleration lane from Roberts Rd to Rt 4 East Bound. 3) Deceleration lane on Rt4 West bound to Roberts Rd and acceleration lane from Roberts Rd to Rt 4 West bound.

Review Comments

- As with the 2021-2030 TYP round, we are still unclear as to what the underlying issue to be resolved is – traffic volume and crash history does not seem to support an improvement at this location.
- Intersecting roads are only 400’ apart making the left turn lane problematic.
- We did not note any cost estimate or proposed breakdown in PE, ROW and CON.
- Adding right turn lane in offset intersection configuration like this makes for a head-on crash scenario.
- Offset right turn lanes to keep sight distance open may be needed. This will make for a very large very wide intersection which will cause more issues.

Review Summary

- Values presented below represent the project commencing with PE in 2027; ROW in 2030 and CON in 2032.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year and 10% for indirect costs.
- The project would utilize **\$ 988,408** of 2023-2032 Ten Year Transportation Plan funding allocation.

Funding

Phase	2021 UVLSRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$	\$ 100,000 (2027)	\$ 126,287 (2027)
ROW	\$	\$ 100,000(2030)	\$ 137,195(2030)
CON	\$	\$ 500,000(2032)	\$ 724,926 (2032)
Totals	\$	\$ 700,000	\$ 988,408

Initial Priority #4: Rail Trail bridges (Canaan)

Project summary: Replacement of 2 trestle bridges on the existing rail trail system. Both bridges are over the Indian River.

Review Comments

- NHDOT has agreed to participate in \$750,000 of funding but not through the TYP, so we’re unclear what this project is requesting. There is no estimate information and no project total information.
- We were unable to develop project costs for Ten Year Plan purposes based on the materials submitted.

Funding

Phase	2021 UVLSRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$	\$ (2027)	\$ (2027)
ROW	\$	\$ (2030)	\$ (2030)
CON	\$	\$ (2032)	\$ (2032)
Total	\$	\$	\$