

**Upper Valley Lake Sunapee Regional Planning Commission
Meeting of the Transportation Advisory Committee (TAC)**

April 12, 2011 Meeting Minutes
UVLSRPC Offices- Lebanon, NH
Minutes Accepted on June 14, 2011

Attendees:

Van Chesnut, Chair, Advance Transit
Dick Jones, Lyme
Peter Kulbacki, Hanover
Mike Lavalla, Lebanon
Bruce Temple, Claremont
Dave Edkins, Charlestown
Dennis Pavlicek, Newbury
Nate Miller, UVLSRPC

Ten-Year Plan Project Prioritization

Nate Miller provided an overview of existing and proposed projects in the following categories:

- Existing Ten-Year Plan Projects (Non-Interstate);
- Existing Ten-Year Plan Projects (Interstate);
- Existing Ten-Year Plan Projects (Transportation Enhancement Program);
- Proposed Ten-Year Plan Projects (Non-Interstate).

Following discussion, the TAC agreed that Airport Improvement Program and State Aid Bridge Program projects not be included in this prioritization. The TAC also excluded existing Ten-Year Plan projects that have substantially advanced toward construction.

Existing Ten-Year Plan Projects That Have Substantially Advanced Toward Construction			
Community	Project	Construction Year	Notes
Claremont	Reconstruction/Safety Improvements at Draper's Corners (Maple Ave, Pleasant St, Charlestown Rd)	2011	Direct congressional appropriation, design complete, preparatory work in progress
Enfield	Bridge Replacement on Main Street over Mascoma Lake (Shaker Bridge)	2011-2012	Construction in progress
Enfield	Improvements to Rail Trail Crossing	2011	Project separated from Shaker Bridge replacement work.
Lebanon	Reconstruction of Interstate Bridges at I-89 Exit 20, Including Approaches on NH 12A	2010-2012	Construction in progress, partially funded by ARRA
Lebanon-Hartford	Replace Bridge over Connecticut River (U.S. Route 4)	2011-2012	Redlist Bridge Priority #5, bridge closed, temporary bridge installed, design complete
Claremont	North Street Intersection Relocation	2012	Direct congressional appropriation, design work pending

Confirmation of Purpose and Need for Existing Projects

The TAC reaffirmed the need for all projects within our region currently programmed on the Ten-Year Transportation Improvement Plan.

The TAC agreed that all projects within our region currently programmed on the Ten-Year Transportation Plan shall be considered priorities over newly proposed projects. No new projects within our region should be added to the Ten-Year Plan that may jeopardize a currently programmed project in the region from advancing toward construction according to its scheduled timetable.

Existing Project Priorities (Non-Interstate)

The TAC established the following priorities for existing, non-interstate projects.

Existing Project Priorities (Non-Interstate)				
Priority	Community	Project	Construction Year	Notes
#1	Walpole-Charlestown	Reconstruction/Safety Improvements NH Route 12 from NH Route 12A in South Charlestown to Main Street in North Walpole	2013-2015	Implementation of preferred alternative from CSS Task Force
#2	Lebanon	Bridge Replacement over Mascoma River (U.S. Route 4) and Improvements to Intersection of U.S. Route 4/NH Route 4A	2013-2014	Design complete, Redlist Bridge Priority #17
#3	Lebanon	Reconstruction of Mechanic Street from High Street to I-89 Ramps, Install Sidewalks, Upgrade Storm Drainage	2013-2014	Project to be coordinated with EPA-mandated CSO project
#4	Lyme-Thetford	Rehabilitate Bridge over Connecticut River (East Thetford Road)	2016	Redlist Bridge Priority #94, CSS process recommended
#5	Acworth	Replace Bridge over Bowers Brook (NH 123A)	2018	Redlist Bridge Priority #20, October 2005 flood damage
#6	New London	Reconstruction of Main Street (NH Route 114) from Crockett's Corner (NH 11) to Homan's Corner (Newport Road)	2019	CSS process recommended

Existing Project Priorities (Interstate)

The TAC established the following priorities for existing, interstate projects.

Existing Project Priorities (Interstate)				
Priority	Community	Project	Construction Year	Notes
#1	Lebanon-Hartford	Rehabilitation of Bridges over Connecticut River (I-89)	2017-2018	Redlist Bridge Priorities #59 and #60
#2	Enfield-Lebanon	Interstate Rehabilitation (I-89) from Exit 15 to Exit 17, Includes Bridges #156/117 and #115/117	2012-2013	Redlist Bridge Priorities #43 and #44
#3	Lebanon	Interstate Rehabilitation (I-89) from Exit 17 to Just South of Exit 20 , Includes Bridges #158/114, #159/114, #093/109, and #094/108	2014-2015	Redlist Bridge Priorities #45, #46, #75, and #76
#4	Sutton-New London	Interstate Rehabilitation from Exit 10 to Exit 11 (I-89)	2015	Approx. 4.0 miles of Interstate Rehabilitation

Existing Project Priorities (Transportation Enhancement)

The TAC reconfirmed its Transportation Enhancement Program priorities.

Existing Project Priorities (Transportation Enhancement)				
Priority	Community	Project	Construction Year	Notes
#1	New London	Elkins Village Improvements	2013	Municipally-managed, partially funded by Town of New London
#2	Lebanon	Meriden Road Bicycle Pedestrian Improvements	2012	Municipally-managed, partially funded by City of Lebanon

Newly Proposed Project Priorities

The TAC established the following priorities for newly proposed projects.

Newly Proposed Project Priorities			
Priority	Community	Project	Estimated Cost
#1	Enfield	Add Shoulders, Improve Horizontal Curves, Remove Clear Zone Obstructions along U.S. Route 4 from Maple/Main Street to the Lebanon City Line (Approx. 1.5 Miles)	\$5,500,000
#2	Newport-Goshen-Lempster	Reconstruct/Rehabilitate NH Route 10 from Newport to the Marlow Town Line (15 Miles), Improve Safety at Key Intersections Including NH Route 10/NH Route 31	\$15,000,000
#3	Claremont	Rehabilitate and Improve Sidewalks on Lower Main Street (NH Route 12) from Opera House Square to Esersky's Bridge	\$2,000,000
#4	Claremont	Rehabilitate and Improve Sidewalks on Charlestown Road (NH Route 12) from Draper's Corners to Urban Compact Boundary	\$4,800,000
#5	Grantham-Springfield-New London	Reconstruct/Rehabilitate NH Route 114 from NH Route 10 in Grantham to Homan's Corner in New London (Approx. 12.3 Miles)	\$15,000,000
T-#6	Charlestown	Reconstruct/Rehabilitate NH Route 12 from NH Route 12A in South Charlestown to Almar Street (Approx 2.0 Miles)	\$7,500,000
T-#6	Claremont	Rehabilitate and Improve Sidewalks on Main Street (NH Route 12) from Esersky's Bridge to Citizens Street	\$3,500,000
#8	Hanover	Improve Horizontal Curves, Install Sidewalk and Bicycle Lane on Greensboro Road from Great Hollow Road to NH Route 120	\$3,850,000

TAC members offered the following comments related to newly proposed projects.

- Priority #1: The 1.5-mile segment of U.S. Route 4 between Maple/Main Street and the Lebanon City Line features steep grade changes, blind horizontal curves, obstructions in the clear zone, and lack of adequate shoulders. This segment was discussed in detail in the U.S. Route 4 Corridor Study developed by UVLSRPC in 2007, and has been listed on NHDOT's "Five Percent Report" of segments displaying severe highway safety needs. The safety concerns on this heavily-traveled regional commuter corridor are urgent.
- Priority #2: The 15-mile segment of NH Route 10 in Newport, Goshen, and Lempster was previously programmed in the Ten-Year Transportation Improvement Plan until statewide budget constraints resulted in the project's removal four years ago. The segment continues to deteriorate, and will require substantial areas of full-depth reconstruction. Safety issues at key intersections, including NH Route 10/NH Route 31, are exacerbated by increasing traffic volumes. This project lends itself to phasing, and if

implementation is phased, the sub-segment between downtown Newport and the Goshen/Lempster Town Line should be constructed first.

- Priority #3: The rehabilitation of this 2000' section of Lower Main Street (NH Route 12) in the City of Claremont is crucial to the City's continued downtown redevelopment. Senator Jeanne Shaheen has secured a Congressional Appropriation of \$487,000 for this work, and the TAC has encouraged the City of Claremont to seek potential State Aid Highway funding for the project. This segment is the City of Claremont's highest transportation project priority, and cost efficiencies could be realized by coordinating this work with needed water/sewer infrastructure improvements.
- Priority #4: This 4500' segment of Charlestown Road (NH Route 12) in the City of Claremont is a heavily-traveled freight corridor (see Claremont Truck Route Study, 2009). This segment serves as a gateway to the City of Claremont from the south and links the City's downtown with a significant commercial and industrial growth area. Proposed improvements include rehabilitation of the road and construction of new ADA-accessible sidewalks.
- Priority #5: The 12.3-mile segment of NH Route 114 in Grantham, Springfield, and New London continues to deteriorate, and will require substantial areas of full-depth reconstruction. This project lends itself to phasing, and if implementation is phased, the segment between NH Route 10 in Grantham and Four Corners Road in Springfield should be constructed first.
- Priority T-#6: This 2.0-mile segment of NH Route 12 in Charlestown is immediately north of the long-planned project to reconstruct NH Route 12 in South Charlestown (the TAC's #1 non-interstate project priority). While this segment does not feature the immediate erosion concerns and proximity to active rail service that the southern segment does, this infrastructure continues to deteriorate. The Town of Charlestown has proposed a reconstruction of this segment with shoulder and guardrail improvements. While this is not a high-priority project for the TAC for inclusion in the 2013-2022 Ten-Year Transportation Improvement Plan, the project's need (and TYP priority) will increase in future update cycles.
- Priority T-#6: This 3000' segment of Main Street (NH Route 12) in Claremont is a continuation of the proposed Lower Main Street rehabilitation (see Priority #3 above). The Lower Main Street work is a priority over this segment for both the TAC and the City of Claremont. The TAC has encouraged the City of Claremont to table this proposal until the completion of the Lower Main Street project.
- Priority #8: This 1.9-mile segment of Greensboro Road in Hanover is heavily utilized by cyclists and pedestrians. UVLSRPC last conducted a count of pedestrians and cyclists on Greensboro Road on March 17, 2010, and recorded more than 125 pedestrians and cyclists. However, the road has limited shoulders and no sidewalks. The TAC recommends that this project be implemented in phases, and that the town seek Transportation Enhancement funding to begin the first phase of the project.

Newly Proposed Projects Deferred From Ten-Year Plan Consideration

The TAC deferred the following project from Ten-Year Plan consideration.

Newly Proposed Projects Deferred From Ten-Year Plan Consideration		
Community	Project	Estimated Cost
Charlestown	Improve Horizontal Curves on NH Route 12A between Buttonwood Lane and Depot Hill Road in North Charlestown	N/A

The proposed project on NH Route 12A in North Charlestown involves two horizontal curves on the segment between Buttonwood Lane and Depot Hill Road (approx 750 feet). There is a small, but significant accident history on this segment, including a fatality. The TAC recommended a field review of this segment to consider new warning signage on the horizontal curves, including retroreflective chevrons.

Bruce Temple moved that the TAC adopt, and submit to the NHDOT, Ten-Year Transportation Improvement Plan priorities in the following categories:

- Existing Ten-Year Plan Projects (Non-Interstate);
- Existing Ten-Year Plan Projects (Interstate);
- Existing Ten-Year Plan Projects (Transportation Enhancement Program);
- Proposed Ten-Year Plan Projects (Non-Interstate).

Dave Edkins seconded and the motion passed unanimously. Nate Miller advised that he will draft correspondence to NHDOT on behalf of the TAC detailing the Ten-Year Plan project priorities.

Other Business

Dick Jones moved to adjourn the meeting at 6:30 PM. Mike Lavalla seconded and the motion passed unanimously.