



Upper Valley Lake Sunapee
Regional Planning Commission

April 18, 2013

Mr. Christopher Clement
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

RE: UVLSRPC Priorities for 2015-2024 Ten-Year Transportation Improvement Plan

Dear Commissioner Clement:

The Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) Transportation Advisory Committee (TAC) has completed its solicitation for the 2015-2024 Ten-Year Transportation Improvement Plan and has unanimously approved a fiscally-constrained set of project priorities. This correspondence details UVLSRPC's proposed Ten-Year Plan program of projects (a summary of which is included in Appendix A).

TYP LEAN and Fiscal Constraint

The UVLSRPC TAC commends NHDOT for leading the recent statewide LEAN initiative to review the development process for the Ten-Year Plan. I am pleased to report that the UVLSRPC TAC has fully implemented the improvements identified during the LEAN process. These improvements include: 1) Adopting and evaluating projects against the statewide project evaluation criteria (with weighting specific to our region's needs); 2) Utilizing the new Project Information Form for all existing and proposed Ten-Year Plan projects; and 3) Developing a fiscally-constrained Ten-Year Plan program based on the NHDOT-identified regional budget target.

Per your correspondence of February 15, 2013, UVLSRPC's proposed 2015-2024 Ten-Year Plan program of non-programmatic projects is fiscally-constrained to our regional budget target of \$82 Million.

Overview of Needs and Strategic Priorities in the UVLSRPC Region

During the course of UVLSRPC's 2015-2024 Ten-Year Plan solicitation, the TAC received projects from our region's 27 municipalities, NHDOT District II, NHDOT District IV, the NHDOT Bureau of Bridge Design, and the NHDOT Bureau of Traffic.

The 28 existing and proposed non-programmatic projects identified in the UVLSRPC region total \$187 Million. If needs within the urban compact areas of Claremont and Lebanon are included, this total climbs to over \$200 Million. As such, UVLSRPC's \$82 Million budget for non-programmatic projects only covers a fraction our region's needs.

With these funding constraints, the TAC focused on the region's strategic priorities of improving safety and maintaining our existing infrastructure in a state of good repair. These strategic priorities are reflected in our region's weighting of project evaluation criteria. In other words, there are no new roads or large-scale capacity improvements on our list of transportation needs. Rather, our region remains focused on "taking care of what we have" and ensuring that our transportation network is as safe as possible.

Existing Projects to be Completed Prior to the 2015-2024 Ten-Year Plan

The UVLSRPC TAC identified the following non-programmatic projects to be completed prior to the 2015-2024 Ten-Year Transportation Improvement Plan. It is assumed that these projects will not impact UVLSRPC’s \$82 Million budget.

| Community | Project | Total Cost | Construction Year |
|------------------|--|-------------------------|-------------------|
| Enfield-Lebanon | Rehabilitate I-89 from Exit 15 to Exit 17, Includes Bridges 156/117, 155/117, 158/114, and 159/114 | \$2,984,000 (Remaining) | 2012-2013 |
| Enfield | Improvements to Rail Trail Crossing | \$523,000 | 2013-2014 |
| Lebanon-Hartford | Replace Bridge over Connecticut River (U.S. Route 4) | \$12,043,000 | 2013-2014 |
| Claremont | North Street Intersection Relocation | \$4,540,000 | 2014 |

Existing Projects to be Considered “Funded” in the 2015-2024 Ten-Year Plan

Per your correspondence of February 15, 2013, “all projects that are currently in the approved STIP can be considered as funded for TYP purposes based on their progress to date...this would include projects in 2015 and 2016.” As such, the UVLSRPC TAC considered projects that: A) Start construction prior to 2015 and continued through 2015 or 2016; and B) Start construction in 2015 or 2016. These projects are considered to be funded in their entirety with UVLSRPC’s \$82 Million budget impacted accordingly.

There are two projects that fall into this category.

| Community | Project | Total Cost | Construction Year | Regional Budget Impact |
|---------------------|--|--------------|-------------------|------------------------|
| Lebanon | Bridge Replacement (U.S. Route 4) over Mascoma River- Adjacent to Intersection of U.S. Route 4/NH Route 4A | \$11,016,000 | 2014-2015 | \$5,351,000 |
| Walpole-Charlestown | Reconstruction of NH Route 12 from Main Street in Walpole to NH 12A in Charlestown, Remove Concrete Base, Add Shoulders and Improve Drainage | \$18,189,000 | 2015-2017 | \$13,360,000 |

Lebanon- Bridge Replacement (U.S. Route 4) over Mascoma River

- **Project Synopsis:** This project involves the replacement of the U.S Route 4 Bridge over the Mascoma River adjacent to the intersection of U.S. Route 4/NH Route 4A. All three structural elements of the bridge (Deck, Superstructure, and Substructure) are rated as Poor (4) by the NHDOT Bureau of Bridge Design. U.S. Route 4 is a key east-west commuter route for the Upper Valley Lake Sunapee Region, and sees up to 14,000 vehicles per day east of I-89 Exit 17.
- **Fiscal Constraint Assumptions:** It is assumed that the PE, ROW, and part of the construction for this project will be complete prior to 2015. The final year of construction is programmed for 2015 at a cost of \$5.351 Million. The costs associated with the 2015 construction year are assumed to impact the UVLSRPC regional budget.

Walpole/Charlestown- Reconstruction of NH Route 12

- **Project Synopsis:** This project involves the Reconstruction of NH Route 12 from NH Route 12A in South Charlestown to Main Street in North Walpole. This segment has appeared perennially on the “5% Report” of high crash locations in New Hampshire, and has an extensive fatal crash history. The roadway itself is threatened by erosion along the Connecticut River. The project underwent a full-scale Context Sensitive Solutions planning process and is currently in final design. This project was also identified as the top priority for NHDOT District IV within the UVLSRPC region, and was the UVLSRPC TAC’s top priority for the 2013-2022 Ten-Year Plan.
- **Fiscal Constraint Assumptions:** As detailed in Appendix A, we are assuming a construction cost increase from \$14.7 Million to \$16.7 Million (bringing the total cost of the project to \$18.189 Million). It is also assumed that the PE and ROW phases of this project will be complete prior to 2015 and will not count against the UVLSRPC regional budget. This project is inter-regional, with approximately 80% of the project occurring in the UVLSRPC region and approximately 20% of the project occurring in the SWRPC region. UVLSRPC and SWRPC have agreed upon an 80/20 split of the cost of this project against our respective regional budgets. Given the aforementioned assumptions, this project’s impact to UVLSRPC’s regional budget totals \$13.36 Million.

Project Priorities for the 2015-2024 Ten-Year Plan

After accounting for the two aforementioned projects, the remaining UVLSRPC regional budget was \$63.289 Million. Per your correspondence of February 15, 2013, all remaining projects (i.e. those projects currently on the Ten-Year Plan starting construction in 2017 or later, previously deferred Ten-Year Plan projects, and newly-proposed projects) were prioritized against the 20 criteria developed during the statewide LEAN process.

UVLSRPC project priorities are summarized below.

| Priority | Community | Project | Total Cost | Proposed Construction Year | Regional Budget Impact |
|----------|------------------|---|--------------|----------------------------|------------------------|
| 1 | Lebanon-Hartford | Rehabilitation and Widening of Bridges over Connecticut River (Interstate 89) | \$25,145,000 | 2017-2018 | \$22,630,500 |
| 2 | Lebanon | Construct Diverging Diamond Interchange at I-89 Exit 18, Add Northbound Left Turn Lane at NH Route 120/Old Etna Road Intersection, Reconfigure Existing Lanes to Provide a Third Northbound Through Lane on NH Route 120 Through the Heater Road Intersection | \$2,688,000 | 2020 | \$2,688,000 |
| 3 | Enfield | Add Shoulders, Improve Horizontal Curves, Remove Clear Zone Obstructions along U.S. Route 4 from Maple/Main Street to the Lebanon City Line | \$5,100,000 | 2021-2022 | \$5,100,000 |
| 4 | Lebanon | PHASE I- Interstate Rehabilitation (I-89) from Exit 17 to Exit 20, Includes 7 Bridges (#093/109 #094/108, #097/112, #098/111, #140/124, #141/123, and #099/111) | \$11,798,500 | 2019 | \$11,798,500 |

| Priority | Community | Project | Total Cost | Proposed Construction Year | Regional Budget Impact |
|----------|----------------|--|-------------|----------------------------|------------------------|
| 5 | Newport-Goshen | Reconstruct/Rehabilitate NH Route 10 from Newport to the Goshen/Lempster Town Line (6.7 Miles), Improve Safety at the Intersection of NH Route 10/NH Route 31 | \$8,060,000 | 2023-2024 | \$8,060,000 |
| 6 | Charlestown | Reconstruct/Rehabilitate NH Route 12 from NH Route 12A in South Charlestown to Almar Street (Approx. 2.4 Miles) | \$4,275,000 | 2023 | \$4,275,000 |
| 7 | Newport | Capacity Improvements on NH 11/103 between NH 10 and Luxury Drive, Install Westbound Turn Lane to Cross Street, Improve Shoulders, Drainage, and Guardrail (1.0 Miles) | \$2,650,000 | 2024 | \$2,650,000 |
| 8 | Acworth | Replace NH Route 123A Bridge over Bowers Brook | \$1,797,000 | 2016 | \$1,287,000 |
| 9 | Lebanon | Rehabilitate Interstate 89 Bridges over Hardy Hill Road (Bridges 155/117 and 156/117) | \$4,800,000 | 2020 | \$4,800,000 |

Priority #1- Lebanon/Hartford- Rehabilitation and Widening of I-89 Bridges over Connecticut River

- Project Synopsis: This project involves the rehabilitation and widening of the twin (northbound and southbound) bridges on Interstate 89 over the Connecticut River. Both bridges are on the State Red List, and the southbound bridge has a superstructure rated as Poor (4) by the NHDOT Bureau of Bridge Design. These bridges serve as the Upper Valley Lake Sunapee Region’s primary connection to the State of Vermont and points west, and the bridges (combined) see the highest traffic volumes anywhere in the UVLSRPC region with 39,000 AADT.
- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed over two years (2017-2018), with one bridge being completed during each year (starting with the southbound bridge in 2017).
- Fiscal Constraint Assumptions: It is assumed that the State of Vermont will contribute approximately 10% of the \$25.145 Million cost of the project. As such, the UVLSRPC regional budget impact for this project is \$22.63 Million.

Priority #2- Lebanon- Construct Diverging Diamond at Interstate 89 Exit 18

- Project Synopsis: This is a newly-proposed project that involves converting Interstate 89 Exit 18 to a diverging diamond interchange. Interstate 89 Exit 18 serves the UVLSRPC region’s largest employment center, and provides access to the Dartmouth Hitchcock Medical Center and Dartmouth College. This is a high crash location and there is documented queuing from the existing ramps onto the Interstate 89 travelway during peak hours. This project was identified as the top priority of NHDOT District II and the NHDOT Bureau of Traffic within the UVLSRPC region. The diverging diamond would not require an

expansion of the existing Exit 18 Bridge and requires no right-of-way acquisition. This would be the first diverging diamond interchange in New Hampshire and would serve as a key implementation item for the Federal Highway Administration's *Every Day Counts 2* Safety Initiative.

- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2020.
- Fiscal Constraint Assumptions: It is assumed that the entire \$2.688 Million cost of this project will impact the UVLSRPC regional budget.

Priority #3- Enfield- Add Shoulders, Improve Horizontal Curves, Remove Clear Zone Obstructions on U.S. Route 4

- Project Synopsis: This project was the highest-ranked unfunded need in the UVLSRPC region during the 2013-2022 Ten-Year Plan Development process. The segment of U.S. Route 4 from the Lebanon/Enfield town line to Maple/Main Street in Enfield has perennially appeared on the "5% Report" of high crash locations in New Hampshire. The road lacks adequate shoulders, has structures within the clear zone (at the edge of pavement), and is located on a steep downgrade. A Road Safety Audit was recently completed on this segment that identified interim safety improvement alternatives. However, adding shoulders and removing clear zone obstructions would go beyond the scope of a Highway Safety Improvement Program (HSIP) project. In addition, U.S. Route 4 is experiencing structural deterioration in this segment, and settling is occurring west of Adams Road.
- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed over two years (2021-2022).
- Fiscal Constraint Assumptions: It is assumed that the entire \$5.1 Million cost of this project will impact the UVLSRPC regional budget.

Priority #4- Lebanon- PHASE I Interstate Rehabilitation from Exit 17 to Exit 20, Including 7 Bridges

- Project Synopsis: This project involves the rehabilitation of Interstate 89 from Exit 17 to Exit 20. When originally added to the Ten-Year Plan, this was a pavement rehabilitation project only. However, NHDOT internally expanded the scope to include the rehabilitation of seven bridges (only one of which is currently on the State Red List). In reviewing the scope of work for this project, the TAC expressed concern that the scope of work for the project was disproportionately large and did not address the most acute Red List Bridge needs on this segment (specifically the Interstate 89 bridges over Hardy Hill Road).

As such, the TAC is recommending that this project be implemented in two phases. The TAC is proposing to fund PHASE I of this project at \$11.798 Million, with the scope of work for PHASE I jointly determined by the NHDOT Bureaus of Bridge Design and Highway Design based on the asset condition of the affected infrastructure. The "savings" achieved by implementing this project in phases allowed the TAC to maintain fiscal constraint while including a separate project to rehabilitate the twin Interstate 89 bridges over Hardy Hill Road (see Priority #9 below).

- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2019, and that construction be coordinated with the rehabilitation of the aforementioned Interstate 89 bridges over Hardy Hill Road (see Priority #9 below) to achieve economies of scale.
- Fiscal Constraint Assumptions: It is assumed that the entire \$11.798 Million cost of this project will impact the UVLSRPC regional budget.

Priority #5- Newport/Goshen- Reconstruct/Rehabilitate NH Route 10, Improve Safety at NH Route 10/31

- Project Synopsis: This project involves the reconstruction and rehabilitation of NH Route 10 from Newport to the Goshen/Lempster Town Line (approx. 6.7 Miles). This project was previously included in the Ten-Year Plan (formerly known as Project #13952). However, the project was deferred due to budget constraint during the 2009-2018 Ten-Year Plan update process. Originally, the project encompassed approximately 15 miles of NH Route 10 in the towns of Newport, Goshen, Lempster, and Marlow.

The TAC has split this project into two segments, as the originally scoped project was unrealistically large. The two segments are: 1) NH Route 10 from Newport to the Goshen/Lempster Town Line; and 2) NH Route 10 from the Goshen/Lempster Town Line to the Lempster/Marlow Town Line. Notwithstanding deferral from the Ten-Year Plan four years ago, the needs along NH Route 10 have not disappeared. After evaluating both proposed segments, the Newport/Goshen segment emerged as a priority due to its crash history. This project is also an identified priority for NHDOT District II.

- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed over two years (2023-2024).
- Fiscal Constraint Assumptions: It is assumed that the entire \$8.06 Million cost of this project will impact the UVLSRPC regional budget.

Priority #6- Charlestown- Reconstruct/Rehabilitate NH Route 12 in from NH Route 12A to Almar Street

- Project Synopsis: This project is the two-mile segment of NH Route 12 in Charlestown immediately north of the aforementioned project in Walpole/Charlestown. The Ride Comfort Index (RCI) rating for pavement condition on this segment is among the lowest anywhere in the UVLSRPC region. This segment has poor drainage, lacks shoulders, and has a substantial crash history. Fortunately, this segment should not require railroad relocation, making this reconstruction project substantially easier (and less expensive) than the Walpole/Charlestown segment. This project is also an identified priority for NHDOT District IV.
- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2023.
- Fiscal Constraint Assumptions: It is assumed that the entire \$4.275 Million cost of this project will impact the UVLSRPC regional budget.

Priority #7- Newport- Capacity Improvements on NH Route 11/103 Between NH Route 10 and Luxury Drive

- Project Synopsis: This project involves constructing capacity improvements on NH Route 11/103 in Newport. The project includes installing a westbound turn lane to Cross Street, improving shoulders, improving drainage, and improving guardrail. This segment has a substantial crash history. Notably, NH Route 11 (from Interstate 89 to the Vermont State Line) is the only section of road other than Interstate 89 in the Upper Valley Lake Sunapee region that is on the National Highway System. This project is also an identified priority for NHDOT District II.
- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2024.
- Fiscal Constraint Assumptions: It is assumed that the entire \$2.65 Million cost of this project will impact the UVLSRPC regional budget.

Priority #8- Acworth- Replacement of NH Route 123A Bridge over Bowers Brook

- Project Synopsis: This project involves the replacement of the NH Route 123A Bridge over Bowers Brook. In October 2005, a severe flood event affected the Cold River and its tributaries (including Bowers Brook). The flood shifted the position of Bowers Brook, and caused substantial structural damage to the NH Route 123A Bridge in South Acworth. The bridge is nearly 100 years old (built in 1915), is structurally deficient, and has a deck rated as Serious (3) and a superstructure rated as Poor (4) by the NHDOT Bureau of Bridge Design

NH Route 123A is the only numbered state highway in the Town of Acworth, and is a key east-west corridor for southern Sullivan and northern Cheshire County. Essentially, there are no feasible alternate routes to NH 123A. If the Bowers Brook bridge were to sustain further damage in upcoming flood seasons and be rendered unusable, it would not only impact the mobility of residents, but also the ability of emergency services to effectively serve the towns of Acworth, Marlow, Langdon, and Alstead.

- Proposed Construction Year: The UVLSRPC TAC recommends that the construction of this project be advanced from 2020 to 2016 based on the condition of the bridge.
- Fiscal Constraint Assumptions: It is assumed that the entire \$1.797 Million cost of this project will impact the UVLSRPC regional budget.

Priority #9- Lebanon- Rehabilitate Interstate 89 Bridges over Hardy Hill Road

- Project Synopsis: This project involves the rehabilitation of the twin Interstate 89 bridges over Hardy Hill Road in Lebanon. The northbound bridge was added to the State Red List in 2001 and has a deck rated as Poor (4) by the NHDOT Bureau of Bridge Design. The southbound bridge was added to the State Red List in 2009 and has a deck rated as Poor (4) by the NHDOT Bureau of Bridge Design. As detailed in the discussion of Priority #4 above, these bridges are the TAC's priority along the section of Interstate 89 between Exit 17 and Exit 20. As such, the TAC has recommended phasing the implementation of Priority #4 (Project #15880) to allow funding to rehabilitate these bridges while meeting the region's fiscal constraint requirements.
- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2020, and that construction should be coordinated with the aforementioned rehabilitation of Interstate 89 between Exit 17 and Exit 20 to achieve economies of scale.
- Fiscal Constraint Assumptions: It is assumed that the entire \$4.8 Million cost of this project will impact the UVLSRPC regional budget.

Additional (Unfunded) Needs in the UVLSRPC Region

As you are aware, the limited funding available to address deficiencies in our state's transportation system necessitates difficult choices. This reality is no different at the regional level. As mentioned in the opening paragraphs of this correspondence, the identified road and bridge needs in the UVLSRPC region (including those needs in urban compact areas) total more than \$200 Million. Our 2015-2024 Ten-Year Plan budget target of \$82 Million can only address a fraction of the region's needs.

The UVLSRPC TAC has directed me to present their unfunded needs to you in prioritized order to explicitly demonstrate how the region would recommend utilizing additional funding should it become available.

Additional project needs in the UVLSRPC Region are listed in prioritized order below. (“AN” stands for “Additional Need”).

| Priority | Community | Project | Total Cost |
|----------|---------------------------------|--|--------------|
| AN-1 | Lebanon | PHASE II- Interstate Rehabilitation (I-89) from Exit 17 to Exit 20, Includes 7 Bridges (#093/109 #094/108, #097/112, #098/111, #140/124, #141/123, and #099/111) | \$7,850,000 |
| AN-2 | New London | Reconstruction of Main Street (NH Route 114) from Crockett's Corner to Homan's Corner | \$2,140,000 |
| AN-3 | Sutton-New London | Pavement Rehabilitation (I-89) from Exit 10 to Exit 11 (4 Miles) | \$11,063,000 |
| AN-4 | Lempster | Reconstruct/Rehabilitate NH Route 10 from the Goshen/Lempster Town Line to the Lempster/Marlow Town Line (8.3 Miles) | \$9,745,000 |
| AN-5 | Lyme-Thetford | Bridge Rehabilitation (East Thetford Road) over the Connecticut River, Remove Lead-based Paint and Recoat | \$4,207,000 |
| AN-6 | Springfield | Georges Mills Road- Rehabilitate or Replace Twin 5' Diameter Culverts Carrying Star Lake Outlet at Intersection of Fisher Corner Road | \$868,000 |
| AN-7 | Lyme | Improve Geometry, Drainage, and Guardrail on NH Route 10 from Post Pond Road to the Orford Town Line, Including Safety Improvements at the Intersection of NH Route 10/North Thetford Road (2.8 Miles) | \$3,470,000 |
| AN-8 | Grantham-Springfield-New London | Reconstruct/Rehabilitate NH Route 114 from NH Route 10 in Grantham to Homan's Corner in New London (12.3 Miles) | \$14,595,000 |
| AN-9 | Claremont | Rehabilitate Bridge on NH Route 12A over Sugar River (Bridge #072/127) | \$7,200,000 |
| AN-10 | Hanover | Improve Horizontal Curves, Install Sidewalk and Bicycle Lane on Greensboro Road from Great Hollow Road to NH Route 120 | \$2,025,000 |
| AN-11 | Lebanon | Rehabilitate Bridge on Mascoma Street over Interstate 89 (Bridge #103/116) | \$4,800,000 |
| AN-12 | Plainfield | Replace Deck and Repaint Stage Road Bridge over Blow-Me-Down Brook (Bridge 096/079) | \$1,800,000 |
| AN-13 | Piermont-Bradford | Rehabilitate and Paint NH Route 25 Bridge over the Connecticut River (Bridge 032/103) | \$1,800,000 |

Related to the above list of additional needs, I would like to specifically note three projects that are on the 2013-2022 Ten-Year Plan that were not included in our region’s recommended 2015-2024 Ten-Year Plan program due to fiscal constraint. Those projects are:

- Sutton/New London- Rehabilitation of Interstate 89 Exit 10 to Exit 11

The New London/Sutton town line is located immediately south of Interstate 89 Exit 11, thus, approximately 90% of this project occurs in the CNHRPC region. As such, the impact to the UVLSRPC regional budget related to this project would be minimal. Should this project emerge as a high priority

through the CNHRPC prioritization process, the UVLSRPC TAC is willing to discuss modifying our proposed program to accommodate our region’s 10% of the project while maintaining fiscal constraint.

- Lyme/Thetford- Rehabilitation of East Thetford Road Bridge over the Connecticut River

While the UVLSRPC TAC strongly supports proactive maintenance of all of our bridges (particularly those providing connections to Vermont), this bridge is not currently structurally deficient. The NHDOT Bureau of Bridge Design rates the deck of this bridge as Good (7), the superstructure as Fair (5), and the substructure as Fair (5). Unfortunately, it is likely that at some point, this bridge will be placed on the State Red List. However, as documented above, there are more immediate bridge-related needs in the UVLSRPC Region.

- Springfield- Replace Twin 5’ Diameter Culverts on Georges Mills Road Carrying Star Lake Outlet

There is broad recognition (amongst the UVLSRPC TAC, the NHDOT Bureau of Bridge Design, and NHDOT District II) that these culverts are in poor condition, and that this project should be done expeditiously. However, when evaluating projects against the 20 different criteria developed during the TYP LEAN process, it is difficult for this type of project to compete with other non-programmatic projects because: 1) There is no crash history at the location (zero crashes in the past 10 years); 2) The best proxy for “facility importance” is federal functional class (this location is on a functional class Rural-Local road); and 3) The road sees low traffic volumes (500 AADT). The UVLSRPC TAC recommends that the Department review options for funding this project programmatically.

The UVLSRPC TAC encourages NHDOT to review all of the projects listed as additional needs in the UVLSRPC Region, and where feasible, consider options for addressing the most acute needs on the list with Betterment-funded projects. In particular, TAC members expressed strong support for NHDOT District II’s ongoing initiative to improve the condition of NH Route 114 in Grantham, Springfield, and New London through annual Betterment-funded projects.

MUPCA Needs in the UVLSRPC Region

Through the course of Ten-Year Plan solicitations, municipalities also submit transportation needs within urban compact areas to the UVLSRPC TAC for consideration. The TAC recognizes that projects in urban compact areas would likely be funded programmatically (and managed locally) through the Municipal Urban Projects- Compact Areas (MUPCA) Program. While these projects would be programmatic, the TAC has prioritized our region’s MUPCA needs for your consideration.

| Priority | Community | Project | Total Cost | Construction Year |
|-----------------|-----------|--|-------------|-------------------|
| STIP (Included) | Lebanon | Reconstruction of Mechanic Street (U.S. Route 4) from High Street to I-89 Ramps, Remove Concrete Base, Install Sidewalks, and Improve Drainage | \$3,147,000 | 2016 |
| MUPCA-1 | Claremont | Reconstruction, Improve Drainage, and Improve Sidewalks on Main Street (NH Route 12) from Opera House Square to Citizens Street | \$5,550,000 | TBD by NHDOT |
| MUPCA-2 | Claremont | Reconstruction, Improve Drainage, and Improve Sidewalks on Charlestown Road (NH Route 12) from Draper's Corners to Urban Compact Boundary | \$4,915,000 | TBD by NHDOT |

Next Steps

Per your correspondence of February 15, 2013, we will submit our scoring/evaluation of each project to the NHDOT Bureau of Planning and Community Assistance on the statewide electronic template, and we will provide your staff with Project Information Forms and supporting documentation for each of the projects on our proposed Ten-Year Plan program. We look forward to working collaboratively with you and your staff as you work through the Decision Lens modeling process and develop the draft 2015-2024 Ten-Year Plan for consideration by the Governor's Advisory Commission on Intermodal Transportation (GACIT).

Please feel free to contact me at (603) 448-6798 or nmiller@uvlsrpc.org if you have any questions about this correspondence.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Nathan Miller". The signature is written in a cursive style with a large initial "N" and "M".

Nathan Miller, AICP
Planning Director

Cc: Bill Watson, NHDOT Bureau of Planning and Community Assistance
Bill Oldenburg, NHDOT Bureau of Highway Design
Bill Lambert, NHDOT Bureau of Traffic
Mark Richardson, NHDOT Bureau of Bridge Design
Alan Hanscom, NHDOT District II
Doug Graham, NHDOT District IV
Leigh Levine, FHWA NH Division
Martin Calawa, FHWA NH Division
Hon. Raymond Burton, NH Executive Council
Hon. Colin Van Ostern, NH Executive Council
NH Representatives in the UVLSRPC Region
NH Senators in the UVLSRPC Region
UVLSRPC TAC Members (via e-mail)
UVLSRPC Commissioners (via e-mail)

APPENDIX A

SUMMARY OF UVLSRPC 2015-2024 TEN-YEAR PLAN PROJECT PRIORITIES

Upper Valley Lake Sunapee Regional Planning Commission- 2015-2024 Ten-Year Transportation Improvement Plan
 Approved by the UVLSRPC Transportation Advisory Committee- April 9, 2013

Existing Projects to be Completed Prior to 2015-2024 TYP

| Priority # | Community | Project | PE Cost | ROW Cost | Construction Cost | Total Cost | Current Construction Year | Proposed Construction Year | Notes | Regional Budget Impact | Remaining Regional Budget |
|----------------|------------------|--|-----------|-----------|-------------------|--------------|---------------------------|----------------------------|---|------------------------|---------------------------|
| To Be Complete | Enfield-Lebanon | Rehabilitate I-89 from Exit 15 to Exit 17, Includes Bridges 156/117, 155/117, 158/114, and 159/114 | Complete | Complete | \$2,984,000 | \$2,984,000 | 2012-2013 | Complete | 2011 Red List Bridge Priority #39, #40, #67, and #68 | N/A | N/A |
| To Be Complete | Enfield | Improvements to Rail Trail Crossing | Complete | Complete | \$523,000 | \$523,000 | 2013-2014 | Complete | Breakout Project from 12967 (Shaker Bridge Replacement) | N/A | N/A |
| To Be Complete | Lebanon-Hartford | Replace Bridge over Connecticut River (U.S. Route 4) | Complete | Complete | \$12,043,000 | \$12,043,000 | 2013-2014 | Complete | 2011 Red List Bridge Priority #3, \$1.36 Million in Funding from Vermont, Two-Rivers Ottauquechee (VT) Regional Priority #1 | N/A | N/A |
| To Be Complete | Claremont | North Street Intersection Relocation | \$500,000 | \$310,000 | \$3,730,000 | \$4,540,000 | 2014 | Complete | Congressional Earmark Funding, Locally Administered | N/A | N/A |

Non-Programmatic Prioritized Projects Recommended for Inclusion in 2015-2024 TYP

| Priority # | Community | Project | PE Cost | ROW Cost | Construction Cost | Total Cost | Current Construction Year | Proposed Construction Year | Notes | Regional Budget Impact | Remaining Regional Budget |
|---|---------------------|--|-------------|-----------|-------------------|--------------|---------------------------|----------------------------|---|------------------------|---------------------------|
| STIP (Included) | Lebanon | Bridge Replacement (U.S. Route 4) over Mascoma River- Adjacent to Intersection of U.S. Route 4/NH Route 4A | \$202,000 | \$277,000 | \$10,537,000 | \$11,016,000 | 2014-2015 | 2014-2015 | 2011 Red List Bridge Priority #9, \$5.351 Million Programmed for 2015 (Funding Programmed for 2014 Assumed Not to Impact Regional Budget), Identified as a 2012 5% Report High Crash Location | \$5,351,000 | \$76,649,000 |
| STIP (Included) | Walpole-Charlestown | Reconstruction of NH Route 12 from Main Street in Walpole to NH 12A in Charlestown, Remove Concrete Base, Add Shoulders and Improve Drainage | \$880,000 | \$609,000 | \$16,700,000 | \$18,189,000 | 2015-2017 | 2015-2017 | 2013-2022 Ten Year Plan- UVLSRPC Regional Priority #1, Assume 80% UVLSRPC, 20% SWRPC for Budgeting Purposes, Identified as a 2012 5% Report High Crash Location, NHDOT District IV-Priority, PE/ROW Occur Prior to FY 2015 (Assumed to Not Impact Regional Budget), Construction Cost Assumed to Increase to \$16,700,000 | \$13,360,000 | \$63,289,000 |
| 1 | Lebanon-Hartford | Rehabilitation and Widening of Bridges over Connecticut River (Interstate 89) Construct Diverging Diamond Interchange at I-89 Exit 18, Add Northbound Left Turn Lane at NH Route 120/Old Etna Road Intersection, Reconfigure Existing Lanes to Provide a Third Northbound Through Lane on NH Route 120 Through the Heater Road Intersection | \$550,000 | \$48,000 | \$24,547,000 | \$25,145,000 | 2017 | 2017-2018 | 2011 Red List Bridge Priority #49 and #50, Assume Vermont Pays 10% (Vermont Funding Not Assumed to Impact Regional Budget) | \$22,630,500 | \$40,658,500 |
| 2 | Lebanon | Add Shoulders, Improve Horizontal Curves, Remove Clear Zone Obstructions along U.S. Route 4 from Maple/Main Street to the Lebanon City Line | \$448,000 | \$0 | \$2,240,000 | \$2,688,000 | N/A | 2020 | Locally-Identified Need, NHDOT District II-Priority, NHDOT Bureau of Traffic Priority | \$2,688,000 | \$37,970,500 |
| 3 | Enfield | PHASE I- Interstate Rehabilitation (I-89) from Exit 17 to Exit 20, Includes 7 Bridges (#093/109 #094/108, #097/112, #098/111, #140/124, #141/123, and #099/111) | \$600,000 | \$500,000 | \$4,000,000 | \$5,100,000 | N/A | 2021-2022 | Phased Implementation of Project #15880 with First Phase Funded at \$11.8 Million. Scope of Work for Phase I Should be Developed by NHDOT Bureau of Bridge Design and Bureau of Highway Design based on the Asset Condition of the Affected Bridges. | \$5,100,000 | \$32,870,500 |
| 4 | Lebanon | Reconstruct/Rehabilitate NH Route 10 from Newport to the Goshen/Lempster Town Line (6.7 Miles), Improve Safety at the Intersection of NH Route 10/NH Route 31 | \$500,000 | \$150,000 | \$11,148,500 | \$11,798,500 | 2019-2020 | 2019 | Deferred from 2009-2018 Ten-Year Plan, Breakout Project, Locally-Identified Need, NHDOT District II-Identified Need | \$11,798,500 | \$21,072,000 |
| 5 | Newport-Goshen | Reconstruct/Rehabilitate NH Route 12 from NH Route 12A in South Charlestown to Almar Street (Approx. 2.4 Miles) Capacity Improvements on NH 11/103 between NH 10 and Luxury Drive, Install Westbound Turn Lane to Cross Street, Improve Shoulders, Drainage, and Guardrail (1.0 Miles) | \$1,010,000 | \$350,000 | \$6,700,000 | \$8,060,000 | N/A | 2023-2024 | NHDOT District II-Identified Need | \$8,060,000 | \$13,012,000 |
| 6 | Charlestown | Replace NH Route 123A Bridge over Bowers Brook | \$525,000 | \$250,000 | \$3,500,000 | \$4,275,000 | N/A | 2023 | 2011 Red List Bridge Priority #12, in 2013-2022 Ten-Year Plan, PE/ROW to Occur Prior to FY 2015 (Assumed to Not Impact Regional Budget) | \$4,275,000 | \$8,737,000 |
| 7 | Newport | Rehabilitate Interstate 89 Bridges over Hardy Hill Road (Bridges 155/117 and 156/117) | \$300,000 | \$350,000 | \$2,000,000 | \$2,650,000 | N/A | 2024 | NHDOT Bureau of Bridge Design Recommendation, Added to State Red List in 2001 (NB Bridge) and 2009 (SB Bridge) | \$2,650,000 | \$6,087,000 |
| 8 | Acworth | Rehabilitate Interstate 89 Bridges over Hardy Hill Road (Bridges 155/117 and 156/117) | \$200,000 | \$310,000 | \$1,287,000 | \$1,797,000 | 2020 | 2016 | | \$1,287,000 | \$4,800,000 |
| 9 | Lebanon | Rehabilitate Interstate 89 Bridges over Hardy Hill Road (Bridges 155/117 and 156/117) | \$600,000 | \$200,000 | \$4,000,000 | \$4,800,000 | N/A | 2020 | | \$4,800,000 | \$0 |
| Non-Programmatic Budgetary Limit: \$82,000,000 for 2015-2024 Ten-Year Plan | | | | | | | | | | \$82,000,000 | \$0 |

Additional Needs for 2015-2024 TYP- Not Included Due to Budgetary Constraint (Listed by Prioritized Order)

| Priority # | Community | Project | PE Cost | ROW Cost | Construction Cost | Total Cost | Current Construction Year | Proposed Construction Year | Notes | Regional Budget Impact | Needs Beyond Regional Budget |
|--|---------------------------------|---|-------------|-----------|-------------------|--------------|---------------------------|----------------------------|---|------------------------|------------------------------|
| AN-1 | Lebanon | PHASE II- Interstate Rehabilitation (I-89) from Exit 17 to Exit 20, Includes 7 Bridges (#093/109 #094/108, #097/112, #098/111, #140/124, #141/123, and #099/111) | \$350,000 | \$100,000 | \$7,400,000 | \$7,850,000 | 2019-2020 | N/A | Phased Implementation of Project #15880. | \$7,850,000 | -\$7,850,000 |
| AN-2 | New London | Reconstruction of Main Street (NH Route 114) from Crockett's Corner to Homan's Corner | \$160,000 | \$80,000 | \$1,900,000 | \$2,140,000 | N/A | N/A | Deferred from 2013-2022 Ten-Year Plan, Location Saw a Substantial Betterment-funded Project in 2010-2011 | \$2,140,000 | -\$9,990,000 |
| AN-3 | Sutton-New London | Pavement Rehabilitation (I-89) from Exit 10 to Exit 11 (4 Miles) | N/A | N/A | \$11,063,000 | \$11,063,000 | 2017-2018 | N/A | Assume 10% UVLSRPC, 90% CNHRPC for Budgeting Purposes | \$1,106,300 | -\$11,096,300 |
| AN-4 | Lempster | Reconstruct/Rehabilitate NH Route 10 from the Goshen/Lempster Town Line to the Lempster/Marlow Town Line (8.3 Miles) | \$1,245,000 | \$200,000 | \$8,300,000 | \$9,745,000 | N/A | N/A | Deferred from 2009-2018 Ten-Year Plan, Breakout Project, Locally-Identified Need, NHDOT District II-Identified Need | \$9,745,000 | -\$20,841,300 |
| AN-5 | Lyme-Theford | Bridge Rehabilitation (East Theford Road) over the Connecticut River, Remove Lead-based Paint and Recoat | \$250,000 | \$35,000 | \$3,922,000 | \$4,207,000 | 2017 | N/A | Not Rated as Structurally Deficient, Assume Vermont Pays 10% (Vermont Funding Not Assumed to Impact Regional Budget), Two-Rivers Ottauquechee (VT) Regional Priority #8 | \$3,786,300 | -\$24,627,600 |
| AN-6 | Springfield | Georges Mills Road- Rehabilitate or Replace Twin 5' Diameter Culverts Carrying Star Lake Outlet at Intersection of Fisher Corner Road | \$139,000 | \$15,000 | \$714,000 | \$868,000 | 2017 (was 2020) | N/A | NHDOT has Recommended Advancing Construction from 2020 to 2017 due to Deteriorating Conditions | \$868,000 | -\$25,495,600 |
| AN-7 | Lyme | Improve Geometry, Drainage, and Guardrail on NH Route 10 from Post Pond Road to the Orford Town Line, Including Safety Improvements at the Intersection of NH Route 10/North Theford Road (2.8 Miles) | \$420,000 | \$250,000 | \$2,800,000 | \$3,470,000 | N/A | N/A | NHDOT District II-Identified Need | \$3,470,000 | -\$28,965,600 |
| AN-8 | Grantham-Springfield-New London | Reconstruct/Rehabilitate NH Route 114 from NH Route 10 in Grantham to Homan's Corner in New London (12.3 Miles) | \$1,845,000 | \$450,000 | \$12,300,000 | \$14,595,000 | N/A | N/A | Locally-Identified Need, Could be Implemented in Phases | \$14,595,000 | -\$43,560,600 |
| AN-9 | Claremont | Rehabilitate Bridge on NH Route 12A over Sugar River (Bridge #072/127) | \$900,000 | \$300,000 | \$6,000,000 | \$7,200,000 | N/A | N/A | NHDOT Bureau of Bridge Design Recommendation, Added to State Red List in 2011 | \$7,200,000 | -\$50,760,600 |
| AN-10 | Hanover | Improve Horizontal Curves, Install Sidewalk and Bicycle Lane on Greensboro Road from Great Hollow Road to NH Route 120 | \$225,000 | \$300,000 | \$1,500,000 | \$2,025,000 | N/A | N/A | Locally-Identified Need | \$2,025,000 | -\$52,785,600 |
| AN-11 | Lebanon | Rehabilitate Bridge on Mascoma Street over Interstate 89 (Bridge #103/116) | \$600,000 | \$200,000 | \$4,000,000 | \$4,800,000 | N/A | N/A | NHDOT Bureau of Bridge Design Recommendation, Added to State Red List in 2011 | \$4,800,000 | -\$57,585,600 |
| AN-12 | Plainfield | Replace Deck and Repaint Stage Road Bridge over Blow-Me-Down Brook (Bridge 096/079) | \$225,000 | \$75,000 | \$1,500,000 | \$1,800,000 | N/A | N/A | NHDOT Bureau of Bridge Design Recommendation, Added to State Red List in 2012 | \$1,800,000 | -\$59,385,600 |
| AN-13 | Piermont-Bradford | Rehabilitate and Paint NH Route 25 Bridge over the Connecticut River (Bridge 032/103) | \$225,000 | \$75,000 | \$1,500,000 | \$1,800,000 | N/A | N/A | NHDOT Bureau of Bridge Design Recommendation, Not Rated as Structurally Deficient, Assume Vermont Pays 10% (Vermont Funding Not Assumed to Impact Regional Budget) | \$1,620,000 | -\$61,005,600 |
| Total Non-Programmatic Unfunded Needs | | | | | | | | | | | -\$61,005,600 |

Prioritized Projects Within Urban Compact Areas for Municipal Urban Program (MUPCA) Funding Consideration

| Priority # | Community | Project | PE Cost | ROW Cost | Construction Cost | Total Cost | Current Construction Year | Proposed Construction Year | Notes | MUPCA Funding in Region | Unfunded MUPCA Needs |
|-----------------------------------|-----------|--|-----------|-----------|-------------------|-------------|---------------------------|----------------------------|--|-------------------------|----------------------|
| STIP (Included) | Lebanon | Reconstruction of Mechanic Street (U.S. Route 4) from High Street to I-89 Ramps, Remove Concrete Base, Install Sidewalks, and Improve Drainage | \$297,000 | \$520,000 | \$2,330,000 | \$3,147,000 | 2016 | 2016 | In Preliminary Design, Locally-Administered, Locally-Matched, Coordinated with EPA-mandated CSO Project Along Same Segment | \$3,147,000 | N/A |
| MUPCA-1 | Claremont | Reconstruction, Improve Drainage, and Improve Sidewalks on Main Street (NH Route 12) from Opera House Square to Citizens Street | \$675,000 | \$375,000 | \$4,500,000 | \$5,550,000 | N/A | N/A | NHDOT Determination | N/A | -\$5,550,000 |
| MUPCA-2 | Claremont | Reconstruction, Improve Drainage, and Improve Sidewalks on Charlestown Road (NH Route 12) from Draper's Corners to Urban Compact Boundary | \$615,000 | \$200,000 | \$4,100,000 | \$4,915,000 | N/A | N/A | NHDOT Determination | N/A | -\$10,465,000 |
| Total MUPCA Unfunded Needs | | | | | | | | | | | -\$10,465,000 |

LEGEND: Project is Recommended for Inclusion in 2015-2024 Ten-Year Plan
 Project is an Identified Unfunded Need