

Lakes Region Transportation Improvement Program:

**Recommendations for the State of New Hampshire
Ten Year Transportation Plan**



April 24, 2015

THE LAKES REGION PLANNING COMMISSION



**LRPC COMMISSIONERS
2014-2015**

<u>Alexandria</u> Janet Towse	<u>Belmont</u> Vacant	<u>Effingham</u> Theresa Swanick	<u>Hebron</u> Mitch Manseau	<u>Moultonborough</u> Barbara Perry Paul Punturieri	<u>Sandwich</u> Toby Eaton
<u>Alton</u> Philip V. Wittman	<u>Bridgewater</u> Vacant	<u>Franklin</u> Tony Giunta	<u>Hill</u> Vacant	<u>New Hampton</u> Dr. George Luciano	<u>Tamworth</u> Patricia Farley James Hidden
<u>Andover</u> John Cotton	<u>Bristol</u> Steve Favorite	<u>Freedom</u> Jean Marshall	<u>Holderness</u> Robert Snelling	<u>Northfield</u> Wayne Crowley Douglas Read	<u>Tilton</u> Joseph Jesseman Jonathan Scanlon
<u>Ashland</u> Cheryl Cox	<u>Center Harbor</u> Vacant	<u>Gilford</u> John Ayer John Morgenstern	<u>Laconia</u> Dean Anson, II Warren Hutchins Hamilton McClean	<u>Ossipee</u> Vacant	<u>Tuftonboro</u> Dan Duffy Stephen Wingate
<u>Barnstead</u> David Kerr David Allen	<u>Danbury</u> Charlotte McIver	<u>Gilmanton</u> Wayne Ogni	<u>Meredith</u> William Bayard Herbert Vadney	<u>Sanbornton</u> Vacant	<u>Wolfeboro</u> Roger Murray, III Chuck Storm Donald St. Germain, Alt.

LAKES REGION PLANNING COMMISSION STAFF

Daniel Callister Jeffrey Hayes	Regional Planner Executive Director	Michael Izard David Jeffers	Principal Planner Regional Planner	Rosemarie Gelinias Carl Carder	Administrative Assistant Bookkeeper
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Lakes Region Transportation Technical Advisory Committee Membership

Voting Members:

George Tuthill, Alexandria
Kenneth McWilliams, Alton
Eli Badger, Ashland
David Kerr, Barnstead
Rick Ball, Belmont
Steve Favorite, Bristol
Jeff Haines, Center Harbor
Elizabeth Dragon, Franklin
Scott Brooks, Freedom
Sheldon Morgan, Gilford - Chairman
Patrick Moriarty, Hebron
Malcolm "Tink" Taylor, Holderness

Shanna Saunders, Laconia
John Edgar, Meredith
Bruce Woodruff, Moultonborough
Robert Pollock, New Hampton
Glenn Smith, Northfield
Brad Harriman, Ossipee - Vice-Chairman
Brian Bordeau, Sanbornton
Dan Peaslee, Sandwich
John Gotjen, Tamworth
Katherine Dawson, Tilton
Lloyd Wood, Tuftonboro
David Ford, Wolfeboro

Alternates:

John Dever III, Alton
David Toth, Ashland
Candace Daigle, Belmont
Michael Capone, Bristol
Peter Nourse, Gilford

Barbara Lucas, New Hampton
David Bowles, Tamworth
Joyce Fulweiler, Tilton
Rob Houseman, Wolfeboro

Non-voting Members:

Glenn Cordelli, Carroll County Delegation
Warren Hutchins, Laconia - LRPC Representative
Mark Morrill, NHDOT District 3
William Rollins, NHDOT District 3
William Rose, NHDOT Bureau of Planning & Community Assistance
Paul Lockwood, NHDES Air Resources Division
Richard Lewis, Franklin

Summary

The Lakes Region Transportation Technical Advisory Committee (TAC) voted April 1, 2015 to maintain the region's six existing Ten Year Plan (TYP) projects as the regional priorities. Other eligible TYP project applications were then scored and ranked based on state-wide weighted scoring criteria developed by representatives from New Hampshire's various regional planning commissions and NHDOT staff. The top ranking projects from this secondary list represent the region's recommendations for new projects to be considered for inclusion in the state's 2017-2026 TYP. Other projects important to the region and supported by their communities are included in an unranked tertiary list (listed alphabetically).

Project Solicitation and Evaluation

The process of project solicitation began with a review of the projects identified in the *2013 Lakes Region Planning Commission Transportation Improvement Program* (2013 TIP). These projects are presented in three categories; 1) existing TYP projects, 2) prioritized list of secondary projects for inclusion in the TYP, and 3) additional unranked project considerations. The existing 2015-2024 TYP projects are identified in the 2013 TIP as "Regional Priorities."

LRPC staff contacted communities with projects on the prioritized list of secondary projects and/or unranked project considerations from the 2013 TIP to determine whether these projects were still supported as municipal priorities. As a result of this, some projects were removed from the list, not to be included in the 2015 TIP. Additionally, solicitation to municipalities for new projects was accompanied by explanation that any new project considered must also be federal aid eligible (FAE). Federal aid eligibility is based on roadway classification. Projects that are on roadways classified as either Private, Class VI, Rural Minor Collector, Rural Local, or Urban Local are not FAE. While non-FAE projects will not be considered by NHDOT for inclusion in the current TYP update, these projects may still be of regional significance and may still be part of the regional TIP.

As in the 2013 TIP, the TAC voted to keep the existing TYP projects as the regional priorities which includes the NH Route 28 project in Wolfeboro; added to the TYP in 2014. All other projects for which an application had been submitted, and that were FAE, were scored by TAC (see Appendix A for scoring criteria and weighting) and prioritized based on average score. These projects included many from the 2013 TIP secondary list, the 2013 TIP unranked projects list, as well as new projects.

The unranked tertiary projects list in the 2015 TIP consists of any projects that municipalities continue to support, but were unscored due to lack of a 2015 application, or because they are not FAE. This list consists of projects from the 2013 TIP prioritized secondary list, the 2013 TIP additional unranked projects list, and new projects.

The challenge of securing funding for even high priority transportation projects is on-going. While this report identifies regional transportation needs, it also acknowledges that funding through the TYP process is vastly insufficient to meet those needs. LRPC continues to work with communities and agencies to seek alternative funding sources most appropriate for these projects.

2015 Top Regional Priorities: Existing Ten Year Plan Projects

ID#	Project	Location
14121	NH 28 Reconstruction from Alton Traffic Circle south approx. 7.0 miles	Barnstead/Alton
10430	Roadway and Intersection Improvemets at US 3 /NH 25	Meredith
10431	NH 16 Pavement Rehab. & Intersection Improvements at NH 28	Ossipee
13910	Intersection Improvments at NH 16 /NH 25 /NH 41	Ossipee
14749	Resurface approx. 3.2 miles of NH 16 /NH 25 and Replace 3 Red List Bridges	Ossipee
LRPC11	NH 28 Improvements, South Main Street to Alton town line	Wolfboro

Source: NHDOT Ten Year Plan 2015-2024, August 2014

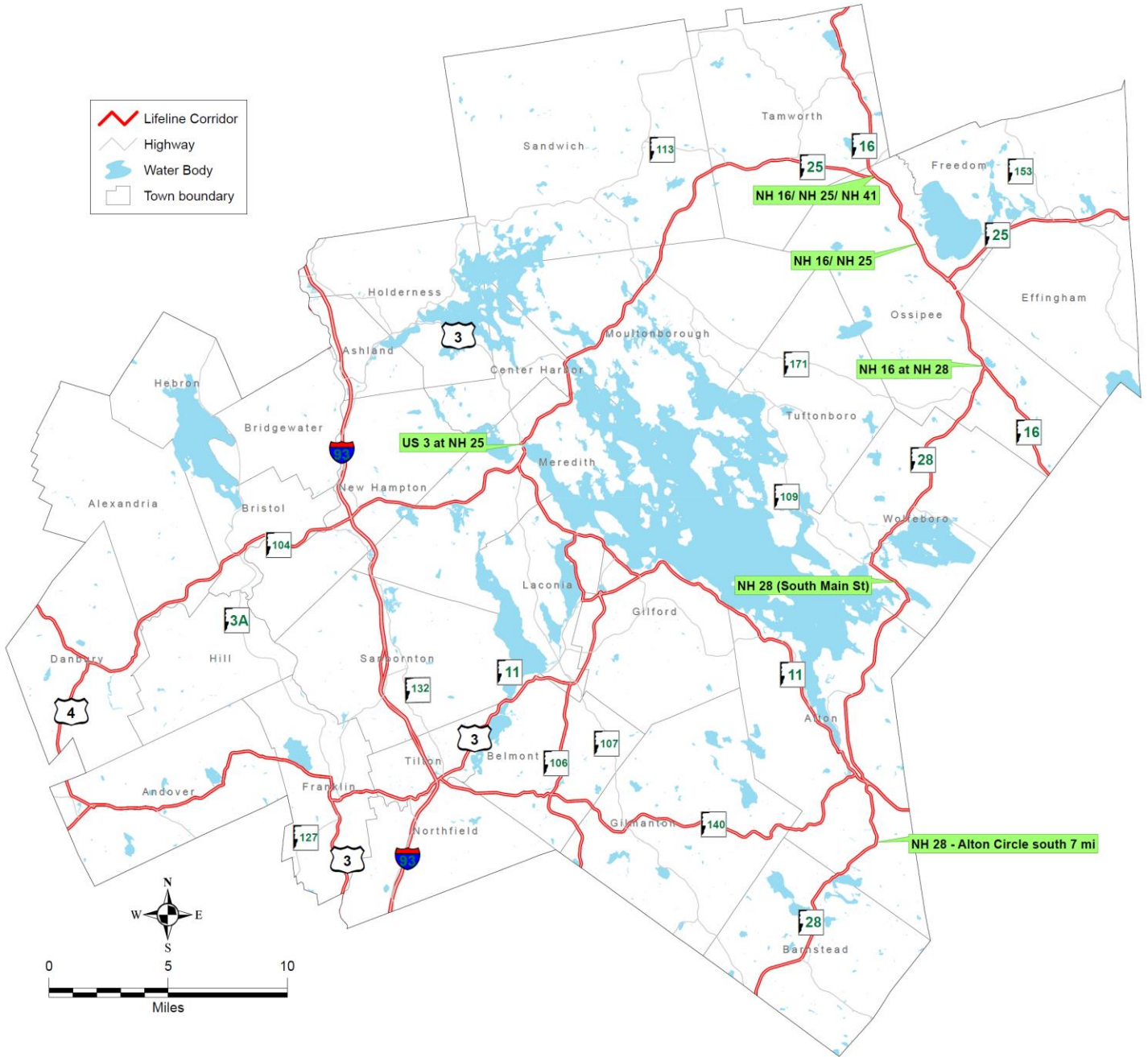
2015 Ranked Secondary Priorities

Priority	Municipality	Project
1	Alton, Gilford	NH11 - Ellacoya State Park to Minge Cove
2	Belmont	NH140 (Depot St) at Main Street
3	Meredith	NH25 - Pleasant Street to Center Harbor town line
4	Moultonborough	NH25 at Lake Shore Dr. (East & West)
5	Bristol	NH104 - School Street east 3,400'
6	Moultonborough	NH25 at Sheridan Road
7	Moultonborough	NH25 at NH109 N / Holland Street
8	New Hampton	I-93 Exit 23 Northbound off-ramp onto NH104
9	Moultonborough	NH25 at Saw Mill Road (E & W)
10	Moultonborough	NH25 - Central Village Speed Limit / Traffic Calming
11	Moultonborough	NH25 - Central Village
12	Moultonborough	NH25 - Central Village Blake Road to Old Route 109
13	Moultonborough	NH25 - NH25 at Redding Lane
14	Tuftonboro	NH109 at NH109A
15	Tuftonboro	NH109 0.25 miles north of Wolfboro town line

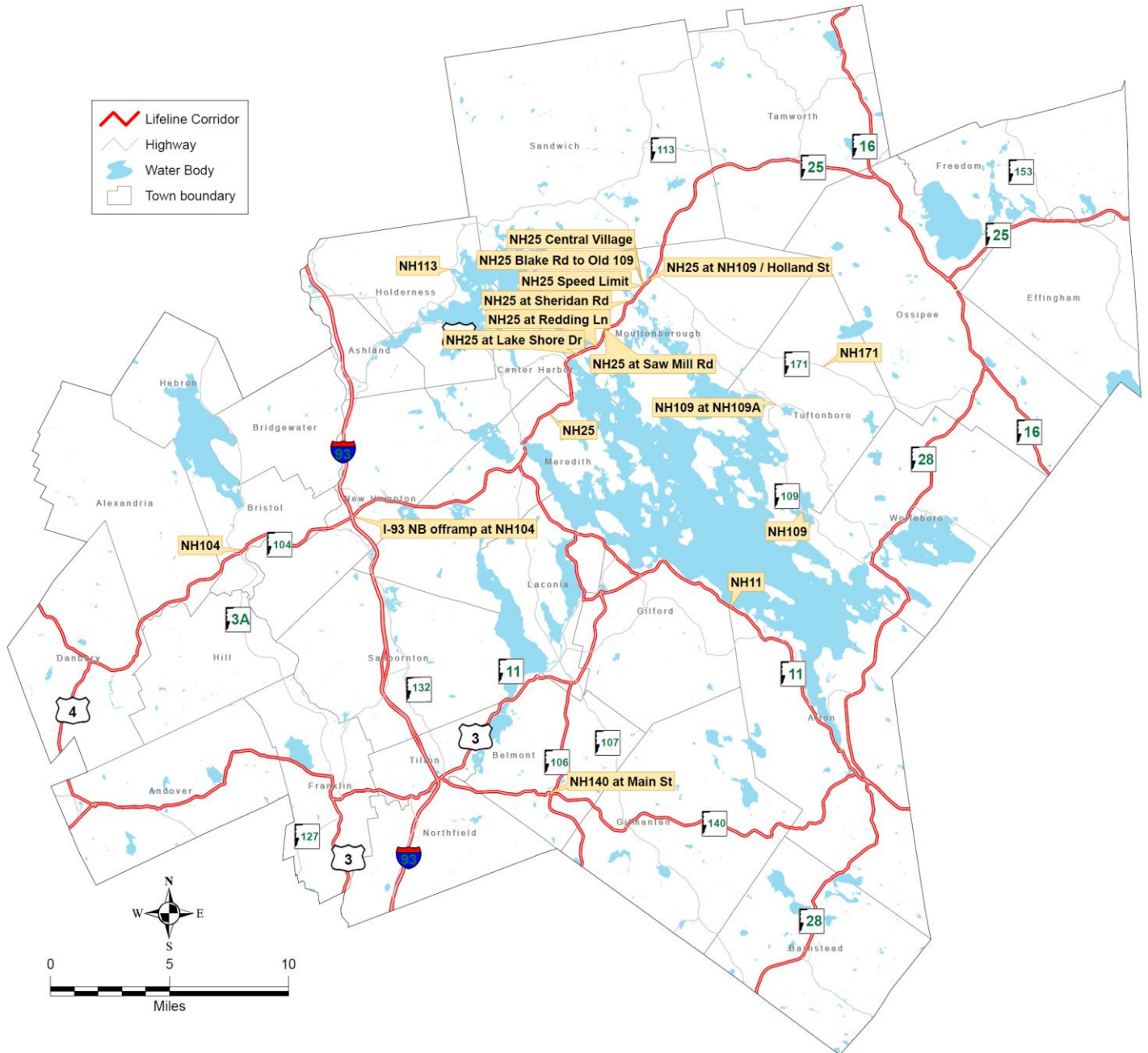
2015 Unranked Tertiary Projects

Municipality	Project
Andover	NH11 reconstruction from Channell Road to Hoyt Road
Andover	US4 from Salisbury townline to NH11
Franklin / Northfield	I-93 Connector Feasibility Study
Freedom	Cushing Corner Road reconstruction
Freedom	Moulton Road reconstruction
Freedom	Old Portland Road reconstruction
Freedom	Village Road reconstruction
Holderness	NH113 - from US3 to Sandwich townline, including box culvert
Holderness	NH175 safety improvements
New Hampton / Meredith	NH104 from Exit 23 to Meredith Center Road
Northfield	I-93 Exit 19 full interchange
Tuftonboro	NH171 - from Ossipee townline to Moultonborough townline

2015 Top Regional Priorities: Existing Ten Year Plan Projects



2015 Ranked Secondary Priorities



Documentation of Need for Regional Priority and Secondary Priority Projects

Existing Ten Year Plan Projects

14121 – Barnstead/Alton NH Route 28 Reconstruction

Originally added to the TYP as a 7-mile long reconstruction project, this project has since been divided into a number of smaller projects. Prioritized intersection safety improvements identified in the *NH Route 28 Corridor Safety Study: August 2009* have been completed at Stockbridge Corner Road in Alton (14121D). Funding constraints led to a Stockbridge Corner Road construction schedule ahead of Peacham Road intersection reconstruction (14121E) in Barnstead, which was the leading safety concern identified in the 24-mile segment of NH Route 28 from the Epsom/Pembroke town line north to the Alton traffic circle.

Identified as a Lifeline Corridor, NH Route 28 provides a convenient southerly access to the Lakes Region. While annual average daily traffic counts diminish from 12,000 vehicles in Pittsfield to near 6,000 vehicles in Alton, the seasonal influx is significant. The road condition of NH Route 28 in most of the Barnstead and Alton section within the study area is considered in the category of “major work required/poor condition”. Unfortunately, only the immediate intersection safety concerns will be addressed through the existing TYP projects as the funding limitations preclude addressing the segment pavement conditions, lack of shoulders, and other needed improvements, for which the Town of Alton continues to express support.

10430 – Meredith US 3 / NH 25

The subject of a two-year long Context Sensitive Solutions (CSS) pilot study to identify a preferred alternative from a host of potential solutions, work remains to complete the CSS process. US Route 3, NH Route 104, and NH Route 25 represent the most significant regional volumes of traffic which converge in downtown Meredith. The project vision in part calls for the slow steady movement of traffic. The improvements in Meredith will have a significant impact for future regional east-west travel. The project is also complemented by the NH Route 104 Corridor Study (2007) and the NH Route 25 Corridor Study (2008). Past funding cuts have left a small portion of what was once a \$14 million improvement project spanning from the junction of NH Route 104 / US 3 heading north to NH Route 25 continuing easterly to the Center Harbor/Meredith town line. Current funding levels will likely reduce the ability to reasonably satisfy the scope of needed improvements identified through the CSS study.

10431, 13910, and 14749 – Ossipee

The Ossipee NH Route 16 projects include intersection improvements, pavement rehabilitation, and Red List bridge rehabilitation. The intersection improvements at NH Routes 16 and 25 include NH Route 41 which was identified through a local transportation charrette. These improvements have a long history of local support on a significant north-south Lifeline Corridor.

LRPC11 – Wolfeboro NH 28

This section of NH 28 has seen only minor improvements since the 1940s. The project, currently scheduled for construction in 2024, has been the subject of ongoing local study supported by town funds. The town recently funded and conducted a CSS process with the assistance of a consulting engineer. Needed roadway rehabilitation and improved drainage will require coordination with municipal plans to address an aging water and sewer infrastructure and the need for improved pedestrian safety. Other roadway and intersection safety improvements are being prioritized by the town as part of a public planning process.

Priority Projects for Inclusion in the Ten Year Plan

NH 11 from Ellacoya State Park in Gilford to Minge Cove in Alton

Reconstruct/rehabilitate section of Route 11 to have 12' wide travel lanes and 4' wide shoulders to match those on either end of the proposed project area. The reconstructed/rehabilitated roadway will provide for improved traffic flow, improved safety and improved use for pedestrians and bicyclists. The existing roadway in this section of Route 11 is narrow, has many horizontal and vertical curves that create unsafe conditions. Additionally, the existing roadway has no provisions for pedestrians or bicyclists creating unsafe conditions for those modes of transportation along this section of Route 11. The existing roadway is in poor condition particularly in the winter when frost heaves necessitate slow travel.

NH 140 at Main Street in Belmont

Replace existing stop control at intersection of Depot Street and Main Street with traffic signal to improve safety conditions for all users and reduce congestion at the intersection of NH Route 140 and Main Street in Belmont while maintaining convenient parking and access.

NH 25 from Pleasant Street in Meredith to Center Harbor town line

Address and implement safety improvements along the rural portion of NH Route 25 east of Meredith Village. NH Route 25 is a high volume, east-west corridor in central NH. The intersection related safety problems were identified in: Meredith US 3/ NH 25 Improvements Transportation Planning Study (NHDOT Project 10430). This study (aka PART A) was completed in 2009. The geographic scope of Part A included the corridor from US Route 3/ NH Route 104 to NH Route 25 at the Center Harbor town line. PART B of the project, i.e. the determination of a preferred alternative, was reduced in geographic scope to the village core area and is pending. This reduction in the Part B project scope left the safety improvements associated with the rural portion of NH Route 25 identified by NHDOT in PART A completely ignored. This project will restore sufficient funding to address the safety concerns on NH Route 25 identified in the original corridor-wide study.

NH 25 at Lake Shore Drive (East & West) in Moultonborough

Mitigate/solve safety issues along this section of the highway that is the gateway to a commercial area in Town by channelizing the highway to a three lane cross-section with adequate shoulders, adding signage, reconfiguring intersections and addressing speed limit and pedestrian activity.

NH 104 in Bristol from School Street east 3,400 feet

Provide safe walkable sidewalks for an elderly nursing home, apartments, businesses, B&B Inn, motorize wheelchairs and a Church located on the south side of mentioned roadway. Reduce a very sharp turn area that has cause several accidents to occur before and after this area due to line of sight. Safer truck traffic flow entering and leaving downtown Bristol.

NH 25 in Moultonborough at Sheridan Road

Alter roadway alignment at approaches to intersection to optimize for safety and to allow creation of an eastbound left or bypass lane with appropriate striping. Install new bridge railing with culvert/bridge widening as required. install advance warning signs and/or solar powered warning lights and overhead signage to identify intersection both directions.

NH 25 in Moultonborough at NH 109 North/ Holland Street

Cut back the hillside to the east by construction of a retaining wall. Lengthen left turn lane by box widening as required and striping. install either a signal or a pedestrian activated phase for safe crossing with advance warning signs/lights. This project is tied to other adjacent proposed projects involving sidewalks and traffic calming along NH 25.

I-93 Exit 23 Northbound Off Ramp at NH 104 in New Hampton

Small widening of the ramp to accommodate two lanes of traffic, one for east onto 104 and one west onto NH 104. It would eliminate the "slip" yield eastbound ramp onto NH 104. The existing westbound ramp would be widened to accommodate east and west turning movements onto NH 104 and would be a stop-controlled intersection for both turning movements.

NH 25 in Moultonborough at Saw Mill Road (East & West)

Create turn lane on NH 25, reconfigure the design to create 90 degree intersections, re-stripe roadway, and install advance signing to improve safety at both intersections.

NH 25 Central Village Speed Limit/ Traffic Calming in Moultonborough

Traffic-calming in the Village on Main Street (NH 25). The purpose is to reduce the speed of free-flowing traffic for safety and quality of life.

NH 25 in Moultonborough's Central Village

Construction of Phase 1 of the Town's Sidewalk Plan including sidewalks, paths and at least one crosswalk in the Central Village area of Moultonborough along NH 25.

NH 25 in Moultonborough's Central Village from Blake Road to Old Route 109

Use a context sensitive design approach to implement traffic calming measures such as village gateway treatments, crosswalk refuge medians, street trees, narrowed travel way, village design street lighting, on-street parking, and speed limit techniques.

NH 25 at Redding Lane in Moultonborough

Create turning lanes and/or bypass lanes with appropriate striping in a segment that encompasses the intersection and nearby businesses as well as installation of appropriate signage for safety, channelization of traffic, widening of shoulders, installation of appropriate guard rails for safety and employ sloped curbing.

NH 109 in Tuftonboro at NH 109A

Make a proper intersection that will allow large vehicles the opportunity to turn directly from one route to the other. The intersection of NH 109 and NH 109A, heading north, requires approximately a 300 degree turn that involves a sharp elevation change. Trucks, especially fire trucks, are unable to make the turn and so must drive 1/4 mile to turn around.

NH 109 in Tuftonboro 0.25 miles north of Wolfeboro town line

There is a natural spring or natural drainage that flows year round onto Route 109 that causes pooling of water. In all seasons, especially winter, there is freezing ice that makes the road hazardous. Proper drainage is needed.

APPENDICES

- A. Project Scoring Criteria and Weights**
- B. Ten Year Plan Project Submittal Form**
- C. TAC Minutes March 4, 2015**
- D. TAC Minutes April 1, 2015**

Appendix A: Project Scoring Criteria and Weights

Criteria Name (weight %)	Description
1. Mobility (16.4%)	The potential to get from one place to another and is generally evaluated based on the numbers of trips, travel speeds, and total travel distance and time.
1a) Reduce Congestion (11.9%)	The extent to which the project is intended to impact traveler delay upon completion.
1b) Freight Mobility (4.5%)	The degree to which the project impacts movement of goods. Projects that improve freight rail movement, access to ports and travel on highway corridors with higher percentages of truck traffic would generate greater impacts in relation to improvements on corridors with smaller volumes of freight.
2. Alternative Modes (9.2%)	The extent to which the project impacts accommodations for alternative modes of travel including bicycle, pedestrian and transit, where so desired. Scoring should be focused around the concept of accessibility. Projects that expand the access of people to opportunity (employment, goods, services, recreation, etc.) would score higher. Projects most likely to score well would be expansion of transit services, providing bicycle and pedestrian connections where there are none now, and roadway improvements that are designed for all roadway users.
3. Network Significance (14.6%)	The extent to which the project is important to connectivity based on current traffic volume, federal functional classification, importance to the regional system, and availability of alternative routes.
3a) Traffic Volume (4.2%)	A measure of motor vehicle volume based on the NHDOT traffic data management system (eg. Average Annual Daily Traffic, AADT). For regional project scoring, this criterion scaled to traffic volume levels currently occurring within the region.
3b) Facility Importance (10.4%)	The extent to which the facility moves people and goods between major locations. Considerations should include, but not be limited to the following: • Functional classification, including National Highway System, state classification; • Connections between major economic centers; • Major emergency service routes; and • Proximity to local destinations and essential service providers. • Critical bridges with limited alternative routes and the degree of inconvenience that a traveler would experience if the facility was not available due to degradation of its condition or closure of the facility. This criterion treats roadway and bridge projects differently due to the large impact that bridge closures can have on travel when there are limited alternative routes. In some cases it may be appropriate to measure detours around roadway projects that would close the facility as well.
4. Safety (25%)	The degree to which a project impacts traveler safety in relation to safety performance and the project's safety measures.
4a) Safety Measures (13.2%)	The degree to which the scope of the project focuses on measures that increase safety. Examples of safety measures include: • Improved guardrail, barrier, rumble strips, signing, striping. • Improved sight distance, signalization, roundabouts. • Protective measures for bicyclists and pedestrians. • Natural hazard mitigation measures.
4b) Safety Performance (11.8%)	(TAC will not score this item.) A composite measure of 5-year average safety performance (e.g., crash rate, crash severity, etc.) from Safety Analyst. These scores will be provided by LRPC staff.
5. State of Repair (20%)	The extent to which the project impacts the service life of the asset and the extent to which the project is required based on current asset condition. This criterion has two components reflecting the different approach to the management of roadways and bridges based around the facility condition.
5a) Roadway Service Life (10%)	The extent to which the project impacts asset condition/service life of the facility (generally measured in years). For existing roadway facilities the measure applies to service life or asset condition. For new roadway facilities it applies to the total expected service life. "Keep Good Roads Good".
5b) Bridge Asset Condition (10%)	(TAC will not score this item.) The degree to which the project's assets require work based on existing asset conditions, as determined by management system ratings including Pontus (bridges), etc.
6. Support (14.7%)	The degree to which a project has support by the (RPC or State).
(First-pass Staff Review)	LRPC staff reviewed each of the project applications with five evaluation elements in mind, with the purpose of making the TAC evaluation process more efficient. The evaluation elements include: 1) Application Completeness, 2) Federal Aid Eligibility, 3) Part of a Lifeline Corridor, 4) Safety Performance using NHDOT's Safety Analyst, and 5) Demonstration of Local Support. Additionally, each proposed project is cross-referenced with the 2013 Lakes Region Transportation Improvements Program.

Appendix B: Ten Year Plan Project Submittal Form

Edit this form

Ten Year Plan: Project Submittal Form

This form represents the minimum information for projects to be considered for inclusion in the state Ten Year Transportation Plan. All questions must be answered. Please note several questions require the submission of additional information for the project, including items: 3e) Vicinity Map; 11) Supporting Evidence and Documentation; and 12) Detailed Potential Impacts Map. This information must be emailed to: mizard@lakesrpc.org.

By selecting 'Submit' at the end of this form, your answers will be sent to the Lakes Region Planning Commission (LRPC) for review by the Transportation Technical Advisory Committee (TAC). If you have any questions about this form, require LRPC staff assistance to complete or would prefer to use a paper form, please contact:

Michael IZARD, Principal Planner
Lakes Region Planning Commission
103 Main Street, Suite #3
Meredith, NH 03253
Phone: (603) 279-5337
Fax: (603) 279-0200
Email: mizard@lakesrpc.org

* Required

1. Originating Agency and Contact *

Unless the originating agency is the NH DOT, please ALSO check "Other" and enter the name of the City/Town, Planning Commission, or Transit Agency.

- City/Town
- Planning Commission
- NH DOT
- Transit Agency
- Other:

Contact Person Name *

Contact Person Address *

Contact Person E-mail *

Contact Person Phone *

2. Applicable Regional Planning Commission(s) *

Check off which RPC(s) is/are responsible for the area in which the project is located.

- Central NH Regional Planning Commission
- Lakes Region Planning Commission
- Nashua Regional Planning Commission
- North Country Council
- Rockingham Planning Commission
- Southern NH Planning Commission
- Southwest Region Planning Commission
- Strafford Regional Planning Commission
- Upper Valley Lake Sunapee Regional Planning Commission

3. Description of Proposal Location *

a) Project Road(s) *

b) Project Length *

c) Project Origin & Destination *

Enter where the project starts and ends.

d) Project City/Town *

e) Vicinity Map *

Please email a .pdf version of your vicinity map to mizard@lakesrpc.org. Towns should submit to their planning commission, planning commissions should submit to DOT.

- Map Submitted
- Map Submission Pending

4. Purpose and Need *

The Purpose and Need Statements attempt to distill the intent of the proposal and the appropriateness of any proposed solutions in solving the transportation problem and meeting any other listed goals and objectives.

Read and Understood

a) Purpose *

What problem(s) is the proposal addressing (Purpose)?

b) Need *

Is evidence available to support the need for the proposed project (Need)? For example crash history, turning movement counts, signal warrant analysis, etc.

5. Goals and Objectives *

Beyond those mentioned in the Purpose statement, what other issues will be addressed by the proposed project (Goals and Objectives)?

6. Proposal and Scope of Work *

Describe the project proposal and identified scope of work.

7. Alternatives *

What alternatives to the proposal described above have been considered?

8. Public Outreach *

Describe the extent of public outreach and involvement efforts to date and anticipated future efforts for the proposal.

9. Priority *

Is the proposal identified as a priority in a local or regional plan (e.g. local master plan, local bicycle/pedestrian plan, corridor study, etc). If yes, provide a link to the pertinent section of the plan(s).

10. Project Cost Estimates

For each project element below, please enter the estimated cost as a number. Do not include a \$ symbol.

a) Engineering *

Enter the estimated engineering cost as a number. Do not include a \$ symbol.

b) Right-of-Way *

Enter the estimated right-of-way cost as a number. Do not include a \$ symbol.

c) Construction *

Enter the estimated construction cost as a number. Do not include a \$ symbol.

d) Structures *

Enter the estimated structures cost as a number. Do not include a \$ symbol.

e) Capital *

Enter the estimated capital cost as a number. Do not include a \$ symbol.

f) Operating *

Enter the estimated operating cost as a number. Do not include a \$ symbol.

g) Cost Estimate: Total *

Enter the total project cost as a number. Do not include a \$ symbol.

h) Cost Estimate Details *

What is the source of the above cost estimate?

11. Supporting Evidence and Documentation *

Check if available from the list below. Please email supporting document references to mizard@lakesrpc.org.

- Corridor Study (Email excerpt)
- Local Transportation Study/Plan (Email excerpt)
- Regional Planning Study/Plan (Email excerpt)
- Crash Reports
- Turning Movement/Traffic Volume Data
- Special Studies (Road Safety Audit, Warrant Analysis, etc.)
- Ridership Estimates
- Safe Routes To School Travel Plan
- No Documentation Available

12. Detailed Potential Impacts Map *

From the list below, please check all known potential impacts within and adjacent to the proposed project limits. In addition a detailed map of the project location and surroundings is required. Please forward the map to mizard@lakesrpc.org

- Water resources, aquifers, wetlands
- Wildlife habitats
- Flood zones

Lakes Region 2015 Transportation Improvement Plan

- Park/Recreation areas
- Recreational/multi-use trails
- Scenic/historic/cultural resources
- Low income, minority, elderly housing
- Retail/tourism destinations
- Employment centers
- Municipal services/schools
- Culverts/bridges
- Bike lanes/sidewalks/crosswalks
- Transit service/public transportation routes
- Park and Ride facilities
- Signalized intersections
- Active railroads
- Commuter sheds
- Freight corridors
- Other active or proposed transportation improvements
- No known impacts
- Other:

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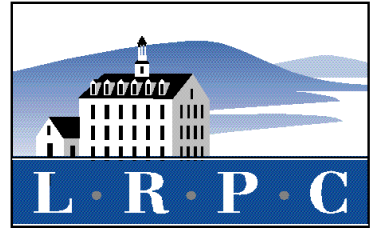
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LAKES REGION PLANNING COMMISSION

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TAC Meeting Minutes: Wednesday, March 4, 2015 1st Floor Conference Room, 103 Main St., Meredith, NH

VOTING MEMBERS PRESENT

Sheldon Morgan (Chair), Gilford
Brad Harriman (Vice-Chair), Ossipee
Rick Ball, Belmont
Ken McWilliams, Alton
John Edgar, Meredith
Lloyd Wood, Tuftonboro
David Kerr, Barnstead
Katherine Dawson, Tilton
Eli Badger, Ashland
John Gotjen, Tamworth
Tink Taylor, Holderness
Steve Favorite, Bristol
Dave Ford, Wolfeboro
Shanna Saunders, Laconia
Glenn Smith, Northfield

OTHERS PRESENT

Warren Hutchins, LRPC / Laconia
Michael Izard, LRPC Principal Planner
Daniel Callister, LRPC Regional Planner
Bill Watson, NHDOT
Mark Howard, Tuftonboro
Bill Rollins, NHDOT District 3
Bob Pollock, New Hampton
Dave Toth, Ashland
Peter Nourse, Gilford

Call to Order and Introductions

Meeting called to order at 2:05 by Chairman Morgan. Motion to approve Minutes of February 4 meeting was passed. M/S/Passed Favorite/Ball, abstaining: Harriman, Edgar

Peter Nourse appointed as Gilford's new alternate. No public comment.

Regional Updates

Scenic Byway Advisory Committee: Scenic Byway Advisory Committee's first meeting held today just before TAC. John Edgar voted as Chairman. This is a subcommittee of the TAC, bylaws need to be adopted that articulate the relationship between the TAC and this subcommittee. Next meeting will be September or October. Hopeful for Corridor Management Plan by November 2015.

Reconstruct Secondary Routes (RSR) Project List: Bill Rollins, NHDOT District 3 explained that the District gets \$600,000/year for paving secondary routes. Not actual reconstruct, but more than just resurfacing. After FY16 funding goes down to zero. Projects on the list include Barnard Ridge in Meredith, NH 25B in Center Harbor, Clark Rd / Colby St in Tilton, Cushing Corner Rd in Freedom, NH 11C in Gilford, NH 106 by Pease Rd in Meredith. Districts 3 and 2 will provide their list of scheduled projects to LRPC to distribute.

US Route 3/NH 25 Update: John Edgar provided update to US 3/NH 25 Ten Year Plan (TYP) project. Preferred alternative developed by a citizens advisory committee working on Part B of the Context Sensitive Solutions (CSS) process included three roundabouts within the village area. Proposal to accept the recommendations was defeated at BOS hearing following 4 and ½ hours of testimony. BOS resignations will

soon result in 4 of 5 new selectboard members. Not certain where to go from here, however the project is not dead and the town continues to support project's placement in the TYP.

Local Public Agency (LPA): LPA training format has changed. Used to be two full days at DOT. Training is now divided into a day-long DOT training that covers the project development process (certification good for 3 years) and a separate day-long Labor Compliance certification (good for 2 years). It is not encouraged to take these two trainings at the same time, do labor compliance training later since it tends to change often. The manual is being updated and DOT trainings this year will take place in April, May, and October. Since the DOT's agreement is with the town, each project town must have someone certified even if the town-hired consultant is certified.

Green Snow Pro: Green Snow Pro winter road maintenance trainings (discussed at previous TAC meeting) will be March 30, April 15, and June 17. The March meeting is in Meredith. Training is \$100/person.

Turning Off Street Lights Program: State is in the process of shutting off certain street lights to cut expenses. Selection is based on evaluation of safety and other factors. Ossipee board of selectmen received letter that several lights on NH Route 16 will be turned off, some at intersections identified as safety concerns in the recent NH Route 16 Road Safety Audit. DOT has a list of lights to be turned off and an associated GIS later. Not certain whether features will be physically removed or if towns can pay to turn certain lights back on.

Regional Transportation Improvements Program (TIP)

TAC Member Update on Intent to Submit TYP Proposal: Community representatives were asked to share what they knew about their community's intention to submit applications for TYP projects (applications are due to LRPC March 20).

Moultonborough intends to submit upwards of 9 applications.

Belmont intends to apply for NH 140 at Main Street project, as suggested by former commissioner.

Alton intends to continue to support project on NH 11 Minge Cove to Ellacoya (with Gilford), and NH 28 from Alton Circle to TL.

Ossipee no new projects. Is updated letter of support needed for existing TYP project? M. IZARD: It is important to reaffirm the regional priorities are the ones in the TYP if TAC is so inclined. Don't know if 2015 letter is warranted.

Meredith supports NH 25 Pleasant Street to Center Harbor. NH 104 is not a priority since the leading concern along this segment (Meredith Center Rd intersection) is being addressed locally. NH 106 from US 3 to Laconia TL will need to talk with District before making a decision. Barnard Ridge can come off since it's not Federal Aid Eligible. US 3 from NH 106 south is not a priority for Meredith, but we support it if Laconia is still interested.

Tuftonboro intends to submit 3 new applications. NH 109 at NH 109A, a section of NH 109 with perpetual pooling, and NH 171.

Barnstead still supports the NH 28 project and is hopeful for Peacham Road.

Tilton is not sure about the status of the RSA project at Silver Lake Road & US 3.

New Hampton intends to submit 5 new applications. Study of I-93 to Sinclair Rd, redesign of NB ramp onto NH 104, realignment of Shingle Camp Rd and I-93 SB ramp, limited access on NH 104 from I=93 to Sinclair Rd, and dangerous section of NH 132 north of Ambrose pit.

Laconia explained that US 3 from 11B to Meredith roundabout is not a priority, but will apply for new project at NH 106/107 bypass ramps.

Ashland is not ready to submit an application at this time.

Northfield has none.

Wolfeboro will continue to support existing TYP project. Planning on an updated letter of support because that will be scored.

Holderness will apply for 1 new project to improve shoulders on NH 175, and said that NH 113 will be paved in 2017.

Bristol continues to support existing project, however new information about Freudenberg may result in changes.

Gilford supports existing project on NH 11 (with Alton) and will submit one new project.

We would like all projects to have an application associated with them, and encourages any feasible project to have an application completed. Only Federal Aid Eligible (FAE) roads will be considered for the TYP. If you are not certain whether your project is or isn't FAE you can talk to Dan. Bill Rollins explained that the Bureau of Traffic is who should be contacted regarding speed limit inquiries.

Bill Watson provided the group with general guidance for how to wholly represent regional needs when applying for very limited DOT funding. The TYP includes a wide variety of funding programs including Transportation Alternatives, State-Aid Bridge, etc. We know there is significantly more need than resources. It is expected that there will be roughly \$20 million statewide for new projects. Patrick McKenna, the Deputy Commissioner insists that the TYP be fiscally constrained to the funding that we have today. Based on population and road miles, the Lakes Region's cut for new TYP projects over the next two years will likely be \$2 – 4 million, which will probably fund 1 or 2 projects, and these new projects will not be built until 2025 or 2026. If it's decided we have too much in the TYP estimates, there may be projects that fall off the tail end. \$41 per month per registered vehicle is the DOT's operating budget. Lack of funds is political and DOT may be in a situation soon where they need to lay-off 600 people. Governor is asking for \$23/year per registered vehicle to help keep things going.

Even though the applications are a lot of work with little hope of funding, they are still needed to know each region's priorities. Evaluation criteria and weights will be developed next week. Each region is welcome to develop their own weights, however when this was done in 2013 it didn't end up making a difference.

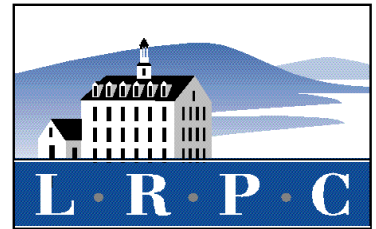
TIP Critical Dates Review and TAC Meeting Schedule Discussion: Project applications are due March 20. LRPC staff will do preliminary project filtering prior to getting project information out to TAC members one week before the April 1 TAC meeting. Executive Board meets April 8 and this will be the only opportunity for them to review TAC recommendations before they need to be submitted to NHDOT by April 30.

The next TAC meeting will be April 1, 2015 from 12:30 – 4:00 to allow time for project evaluation and ranking. Motion to adjourn

M/S/Passed Favorite/Ball

LAKES REGION PLANNING COMMISSION

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www.lakesrpc.org



TAC Meeting Minutes: Wednesday, April 1, 2015 1st Floor Conference Room, 103 Main St., Meredith, NH

VOTING MEMBERS PRESENT

Sheldon Morgan (Chair), Gilford
Brad Harriman (Vice-Chair), Ossipee
Rick Ball, Belmont
Ken McWilliams, Alton
John Edgar, Meredith
Lloyd Wood, Tuftonboro
Katherine Dawson, Tilton
John Gotjen, Tamworth
Tink Taylor, Holderness

Steve Favorite, Bristol
Dave Ford, Wolfeboro
Shanna Saunders, Laconia
Bob Pollock, New Hampton
Bruce Woodruff, Moultonborough
Jeff Haines, Center Harbor
David Toth, Ashland
George Tuthill, Alexandria

OTHERS PRESENT

Warren Hutchins, LRPC / Laconia
Peter Nourse, Gilford
Michael Capone, Bristol
Michael Izard, LRPC Principal Planner
Daniel Callister, LRPC Regional Planner

Call to Order and Introductions

Meeting called to order at 12:30 by Chairman Morgan. Motion to approve Minutes of February 4 meeting was passed. M/S/Passed Ball/Favorite, abstaining: Tuthill, Haines

W. Hutchins thanked Dave Ford and Mike Izard for their assistance at the commission meeting. Commissioners really respect the opinions and process of the TAC.

(break for lunch)

Ten Year Plan Update Procedures (1:00)

First time through this process for D. Toth, K. Dawson, and G. Tuthill. Chairman Morgan explained that there are \$4 million. Two projects were bumped for not meeting minimum criteria. Hopefully we will get to the point where we can vote today. If you have to leave before the vote, you will be brought up to speed at the beginning of the next meeting. One vote per community, don't vote for yourself.

M. Izard explained that TAC needs to verify that existing Ten Year Plan (TYP) projects are the regional priorities. These projects are Route 3/25 in Meredith, three Red List bridges along Route 16 in Ossipee, intersection of Routes 16/25/41 in Ossipee, intersection of Routes 16 and 28 in Ossipee, Route 28 at Peacham Road in Barnstead, and Route 28 in Wolfeboro.

Motion to re-affirm existing TYP projects as the regional priorities was passed. M/S/Passed Ford/Wood

Staff Proposals Review Summary

Two projects were not eligible for federal aid and there is no need for TAC to score these. Those projects are NH 171 in Tuftonboro and NH 113 in Holderness. D. Callister reviewed the project submittals to determine if there was any information missing from the applications including supplementary materials that were referenced in the application, also since lifeline corridors had been identified in the regional transportation

plan as priorities for projects, submittals that were not on lifeline corridors were identified. While they were not required, many communities did not include letters of support. TAC scoring should be based on the materials that were submitted, however if a project is ranked as a priority in spite of missing information, we should make every effort to complete that application before sending it to DOT. What wouldn't change is cost or anything that would alter the original proposal.

Overview of Scoring Criteria

The scoring criteria were established by the Transportation Planning Collaborative, a group of transportation planners from each of the Regional Planning Commissions (RPC) statewide, and DOT staff, as agreed upon by the Executive Directors from each of the RPCs. The RPCs and DOT will all be using the same criteria. The same group was also responsible for determining the weights. M. Iazard participated for the LRPC. After the first pass, Safety represented 30% of the score. This was reduced to 25% since it was agreed that no single criteria should be worth more than 25%. Bridge Asset Condition is worth 10%, it is suggested that each project receive a 10 for that criteria.

TAC is not responsible today for scoring Safety Performance. This is based on historic accident data that is reported statewide. The software was received yesterday at about 4:45 to provide this score. LRPC will add these scores after the fact and have something back to the group by Tuesday next week at the latest. D. Callister explained that the software is called Safety Analyst and it is largely a spreadsheet tool that can be used to query the DOT roads layer as it relates to reported statewide accident data. Performance Measure will be determined based on certain attributes from the dataset including crash rate and crash severity for the most recent 5-year period available. Latest data in dataset is from 2013. A limitation is that you cannot readily compare sections of road with intersections, so likely two sets of comparisons will have to be made. Suggestion would be to give 10 points to the top project, 9 to the next and so on. Another limitation of the program is that it only shows accidents that are reported and that are place-able, which is not 100%, also there is a dollar amount for damage that acts as a threshold, about \$1,500, for a crash to be included in the dataset.

Project Evaluation

M. Iazard are people ready to score without a review of the projects? (General consensus in favor of project reviews before scoring. Brief project reviews were provided from project to project by local representatives present, as TAC members completed their score sheets.)

Alton/Gilford: NH 11 from Ellacoya State Park to Minge Cove: Improvements to widen the road out. Fair number of accidents, high traffic volume.

Belmont: NH 140 at Main St: All-way stop. Congestion at intersection is bad. Conflicts with pedestrians, school buses, logging trucks. Adjacent to recent Main Street improvements.

Bristol: NH 104 School Street to Danforth Brook Rd: Road improvements, sidewalks and curbing. Sharp turn with accidents, lots of truck traffic. Connects to TE project.

Meredith: NH 25 from Pleasant St to Center Harbor TL: Safety project, resurfacing and some shoulders. Seven intersections with safety concerns.

Lakes Region 2015 Transportation Improvement Plan

Moultonborough: NH 25 Central Village: Phase I of the sidewalk plan through village.

Moultonborough: NH 25 Blake Rd to Ole Route 109: Gateway and streetscape improvements.

Moultonborough: NH 25 Central Village Speed Limit: Traffic calming. Does not affect sidewalk proposal.

Moultonborough: NH 25 at Holland St: Safety improvements. Add length to left turn lane and add pedestrian crossing phase at signal.

Moultonborough: NH 25 at Redding Ln: Intersection alignment concerns.

Moultonborough: NH 25 at Sheridan Rd: Intersection safety concerns. Town's number one priority project, includes bridge work over Red Hill River.

Moultonborough: NH 25 Lakes Shore Dr: Two intersections need work and length of road to have three-lane cross section with left-handed turns, may be as simple as restriping, but DOT will need to core and see if the shoulders are compounded.

Moultonborough: NH 25 at Saw Mill Rd: Intersection safety improvements. Two extreme-angle intersections.

New Hampton: I-93 Exit 23 NB Off Ramp: Difficult angle as off ramp traffic meets NH 104 eastbound. Project would re-align intersection to 90 degrees.

Tuftonboro: NH 109 at ¼ mi north of Wolfeboro town line: Standing water creates safety issue.

Tuftonboro: NH 109 at NH 109A: Intersection angle is a problem. Fire trucks have difficulty making the turn. Solution is uncertain at this point.

(Scoring was completed and score sheets were submitted to LRPC staff for compilation.) LRPC staff will provide the Safety Performance scores and provide TAC with the final project results.

Motion to adjourn at 3:31

M/S/Passed Taylor/Tuthill