



LAKES REGION TRANSPORTATION IMPROVEMENT PLAN

Recommendations for the State of New Hampshire
Ten Year Plan

June 2019

Lakes Region Planning Commission, 103 Main Street – Suite #3,
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INTRODUCTION

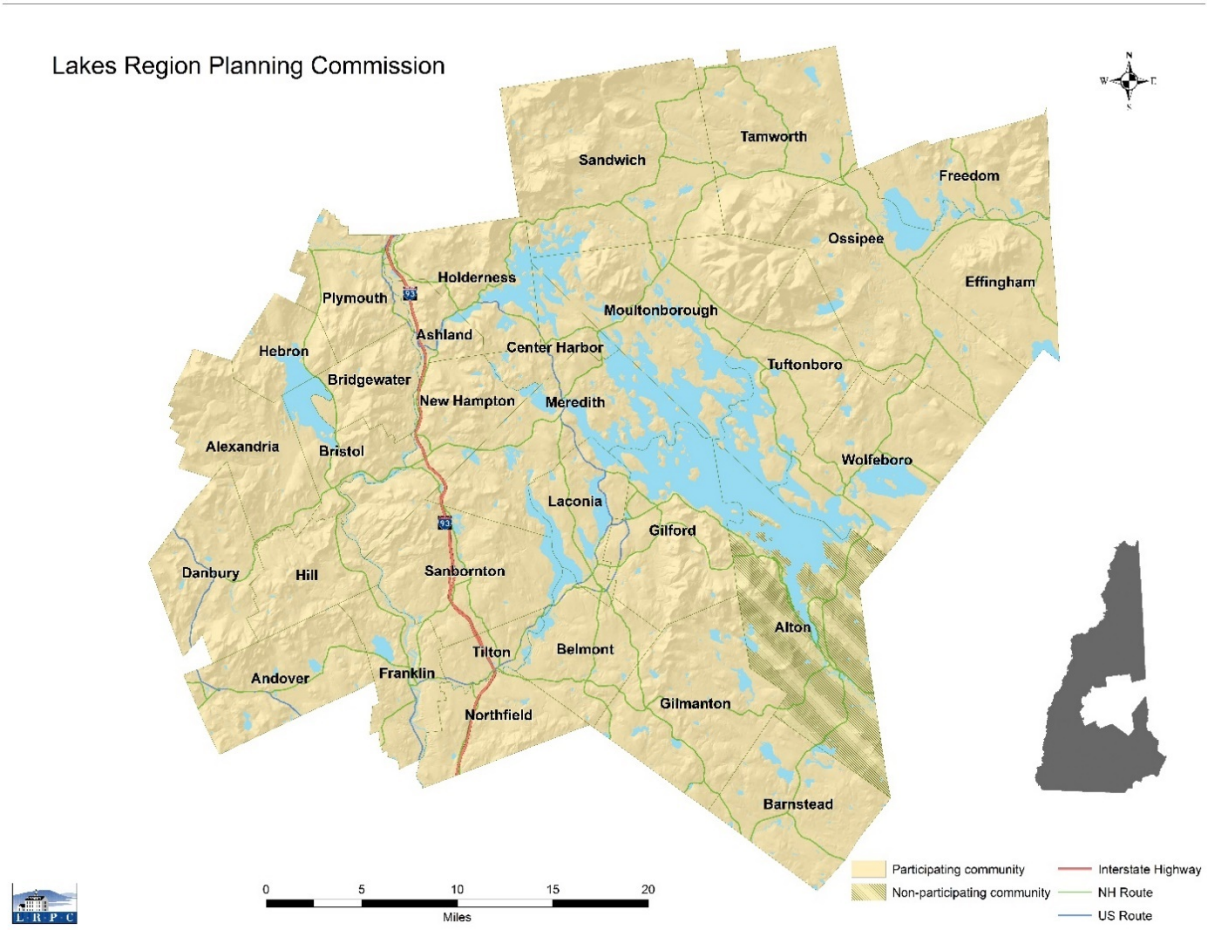
The Regional Transportation Improvement Plan (RTIP) consists of transportation project recommended by the Lakes Region Planning Commission (LRPC) that are consistent with our mission statement and vision of our communities as Expressed in LRPC's Regional Transportation Plan:

“To Provide an integrated, all mode transportation system in the Lakes Region which offers efficient, effective, and safe movement of people and goods, and provides choice wherever possible while enhancing and preserving the character and livability of the neighborhoods, quality of water in our lakes and streams, as well as the natural, socio-economic, and historical environments where transportation facilities are located.

To provide a purposeful connected network of trails, sidewalks, road shoulders, and pavement markings promoting safe and enjoyable bicycle and pedestrian mobility. To provide design and maintenance of livable, complete streets that support transportation, recreation, health, and economic interests throughout the Lakes Region.”

The LRPC region consists of the following municipalities:

Figure 1:



The Regional Transportation Improvement Plan is a link between plan development and project implementation. The RTIP is Updated every two years to coincide with the NH Department of Transportation's State Transportation Improvement Plan (STIP), or Ten Year Plan (TYP). New Hampshire RSA 228:99 and RSA 240 require that NH DOT propose a plan for improvements to the state's transportation system. The purpose of this legislation is to allow New Hampshire to fully participate in federally supported transportation improvement projects. New Hampshire's nine Regional Planning Commissions prepare regional TIPs based on input from local municipalities, each commission's Transportation Advisory Committee (TAC), and NH DOT. The RTIP must be available to all interested parties. The RTIP does not include locally funded projects, regular maintenance projects on state-maintained highways and Bridges, or transit related projects.

This document supplements LRPC's Regional Transportation Plan by listing programmed and proposed projects that support the transportation-related priorities of the region.

LRPC TIP UPDATE PROCESS

The process of creating the 2019 TIP began in Fall 2018 with notification to municipal officials and interested parties that proposals for transportation improvements for the 2021-2030 State Ten Year Plan were being solicited. Accompanying this notification was a comprehensive Project Proposal Form which requested detailed information on potential new projects. Continued local support for projects contained in the FY 2019-2028 Ten Year Plan was also confirmed.

Review and discussion of project solicitation and federal funding allocation were held at TAC meetings during the Fall. In addition, the LRPC planning staff generated a list of potential projects by reviewing past corridor study recommendations, consulting with DOT District 2 and 3 Engineers, and talking with municipal officials. From this list, 12 proposals were generated, and a list of projects was submitted to NH DOT on December 3, 2018 for review by DOT's Project Scope and Estimate Review Task Force, which reviewed proposals for completeness and accuracy. This step in the project development process was offered to Regional Planning Commissions as an option for meeting the new requirement for engineering review early in the process. The NH DOT committee provided LRPC with estimates and comments on five of the project proposals submitted.

Later, TAC met to evaluate proposals and determine project priority. The top three projects were recommended to LRPC's executive Board. The Executive Board voted in May 2019 to approve the recommendation.

The Regional Tip update process encouraged a broad range of transportation improvements to update current transportation infrastructure in the Lakes Region. Projects proposed include intersection safety improvements and corridor segment improvements.

PROJECT PRIORITIZATION

As in past years, NH DOT intends to set aside \$50 million in federal funding for new projects proposed by the Regional Planning Commissions in the years 2029 and 2030. Distribution of the funds is based on each region's Census Population and Federal Aid Eligible (FAE) highway lane miles (50% each). The Lakes Region's allocation for projects in this TYP round is \$5,109,608 for the years 2029 and 2030.

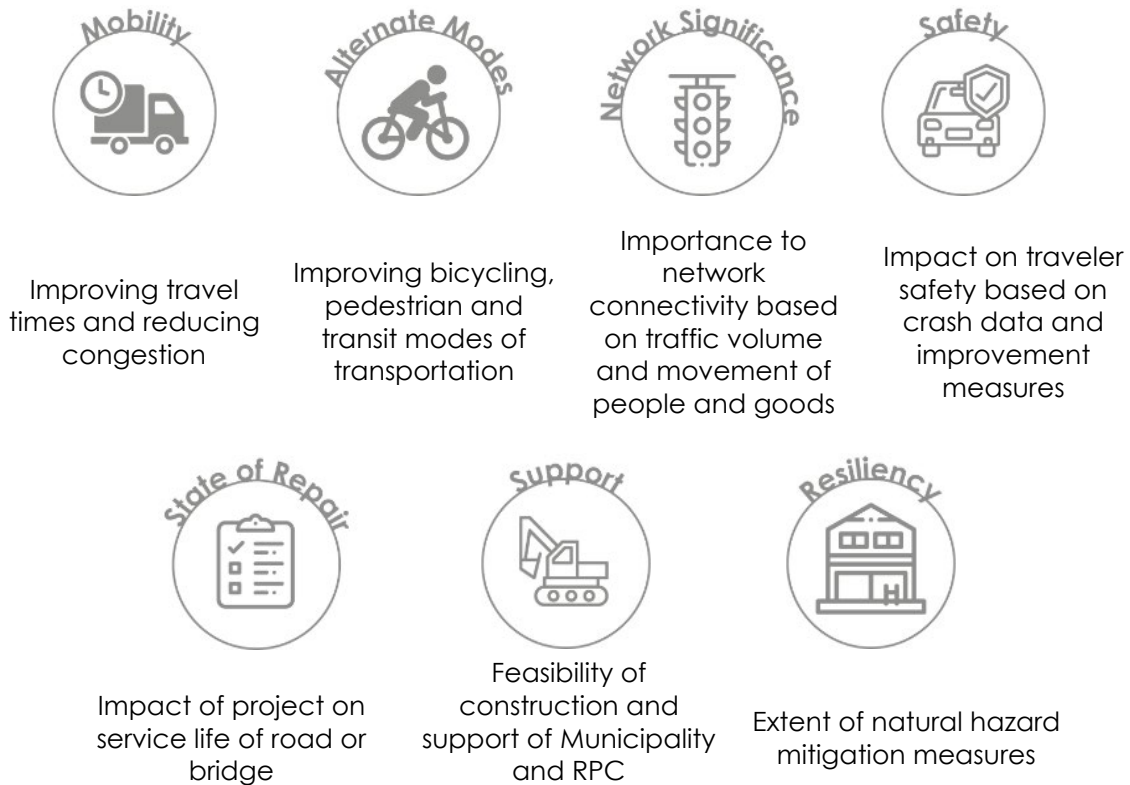
Figure 2:

Projected Regional Allocations for New Projects in 2021-2030 NH TYP							
RPC	FAE Lane Miles	%	Population	%	50% by FAE Lane Miles	50% Population	Total available for 2030-2031 projects
LRPC	956	11%	119,725	9%	\$2,818,612	\$2,291,068	\$5,109,680
All Other Commissions	7,251	89%	1,186,707	91%	\$22,181,388	\$22,708,932	\$44,890,320
Totals	8,477	100%	1,306,432	100%	\$25,000,000	\$25,000,000	\$50,000,000

LRPC's staff and TAC members prioritized each project proposal using criteria agreed upon by NH DOT and the nine Regional Planning Commissions

2021-2030 NH Ten Year Plan Project Ranking Criteria

Figure 3:



Regional Priorities- Existing Projects in FY 2019-2028 Ten Year Plan

The Following Transportation projects in the Lakes Region are programmed in the FY 2019-2018 Ten Year Plan:

Figure 4:

Current Ten Year Plan Projects in Lakes Region 2019-2028					
Town	Project ID	Location	Project	Cost (Current YTP Funding)	Current State
Alton-Gilford	40634	NH 11	Planning Study to identify priority needs from east of Minge Cover Rd to east of Ellacoya State Park	\$250,000	2019
Barnstead-Alton	14121	NH28	NH 28 reconstruction of intersection with North Barnstead Rd/North Rd	\$4,591,305	Construction 2019, 2020
Belmont	40635	NH140/Main St	Improve intersection safety congestion	\$632,737	Preliminary Engineering 2021, 2022 Construction 2025
Bristol	40636	NH104	Roadway widening and shoulders for bike/ped travel from School St. to west Danforth Brook Rd	\$2,901,038	Preliminary Engineering 2021, 2023 Construction 2026
Bristol	41579	NH 3A (Lake St)	Bike-ped improvements	\$2,800,978	Construction 2027
Meredith	10430	US 3/ NH 25	Roadway and intersection Improvements	\$1,640,100	Construction 2019
Moultonborough	40639	NH 25/ Lake Shore Rd, east and west	Safety improvements	\$950,289	Preliminary Engineering 2020, 2021, 2022, 2023 Construction 2925
Moultonborough	41580	NH 25	Complete Streets Improvements to Central Village	\$1,508,803	Construction 2027
Moultonborough	41581	NH 25/ Sheridan Rd.	Intersection Improvements	\$655,401	Construction 2027
Ossipee	10431	NH 16/ NH28	Pavement Rehabilitation and Intersection Improvements 1.1 miles north from NH 28	\$3,271,345	Construction 2019
Ossipee	13910	NH 16/ NH25/ NH 41	Intersection improvements	\$2,434,575	Construction 2019
Ossipee	14749	NH16/ NH25	Replace 3 Red List bridges and resurface approximately 3.2 miles of NH 16/25	\$17,652,318	Construction 2019, 2020, 2021
Wolfeboro	29615	NH 28 (South Main St- Alton town line)	NH 28 Improvements from NH 2019 to Alton TL	\$10,521,751	Preliminary Engineering 2020 Construction 2024

Regional Priorities for New FY 2021-2030 Ten Year Plan Projects

The following Projects were rated by LRPC's Transportation Advisory committee as the top priorities for inclusion in the FY 2021-2030 Ten Year Plan. The TAC's Recommendation was approved by LRPC's Executive Board and submitted to NH DOT. The three projects are described more fully on the following pages.

Figure 5:

Proposed Projects for Ten Year Plan 2021-2030				
Town	Location	Project Proposal	Projected Cost	Priority
Moultonborough	NH 25 - Redding Lane	Reconstruct intersection	\$ 880,076	1
Gilmanton	NH 140 - NH 107	Roundabout or four-way stop to improve intersection safety	\$1,944,172	2
Tilton	US 3 (Main St)- School St	Roundabout	\$ 3,005,977	3

Moultonborough - NH 25-Redding Lane Reconstruction of Intersection



The project's intent is to reconstruct the intersection located at Redding Lane to increase safety and traffic-carrying efficiency. It was ranked as LRPC's number one priority because of the Route 25 corridor and its high traffic volume, especially seasonally when intersection back-ups cause traffic delays. Moultonborough Police Department traffic accident data show a total of seven motor vehicle crashes in the past eight years requiring police assistance. The intersection is known by local officials and departments as a dangerous intersection. The project proposes to provide turning lanes or shoulder bypasses at the intersection.

PROJECT OVERVIEW

TOWN: Moultonborough

LOCATION: NH 25-Redding Lane

PROJECT PROPOSAL: Reconstruct intersection

PROJECTED COST: \$880,076

Gilmanton- NH140 - NH107 Roundabout/Intersection Safety Improvement



This project is the region's second priority for inclusion in the Ten-Year Plan 2021-2030. Slowing speed and improving sight distances at the "Four Corners" intersection was recommended in a 2013 corridor study, which recommended a roundabout as a long-term solution. An alternative solution is converting the intersection a four-way stop, rather than two-way stop only on NH 140. The goal of the project is to improve the safety and reduce the frequency of accidents.

According to the NH 140 Corridor Study, the stopping sight distance looking north on NH 107 from the westbound NH 140 approach is limited. Speed counts indicated that up to 70% of vehicles traveling through the intersection on NH 107 exceed the 30 mph speed limit. During 2007-2013 there were multiple reported crashes at the intersection, rating this intersection with one of the highest crash rates in the Lakes Region.

PROJECT OVERVIEW

TOWN: Gilmanton

LOCATION: NH 140 - NH 107

PROJECT PROPOSAL: Roundabout or four-way stop to improve intersection safety

PROJECTED COST: \$1,944,172

Tilton - US 3 (Main Street)/School Street Roundabout



The number three priority project proposed for the TYP 2021-2030 is the construction of a roundabout on Main Street in Tilton. This area is the historic heart of Tilton's downtown. The current traffic pattern is managed poorly at this intersection where a statue and island currently sit, making for an unsafe makeshift roundabout that is confusing to visitors and residents alike. It is also a safety problem for drivers and pedestrians. A pedestrian fatality occurred at this intersection. Main Street is adjacent to the Winnepesaukee River and presents an opportunity for enhanced stormwater treatment or installation of LID measures.

PROJECT OVERVIEW

TOWN: Tilton

LOCATION: US 3 (Main St)-School St

PROJECT PROPOSAL: Roundabout

PROJECTED COST: \$3,005,977

Additional Regional Priorities for FY 2021-2030 TYP- Not Within Funding Allocation

The nine potential projects listed below were also evaluated and ranked by the TAC, but the top three proposed projects will fully expend the Lake's Regions funding allocations in this Ten Year Plan round. These nine projects are regional priorities and will undergo further review and development for possible inclusion future Ten Year Plan rounds. They are described more fully on the following pages.

Figure 6:

Potential Future Ten Year Projects			
Town	Location	Project Proposal	Priority
Meredith	NH 25	Pleasant St to Center Harbor TL- intersection safety improvements, widen to 4 ft shoulder, resurface	1
Meredith	US 3- NH 104	Modernize and improve intersection capacity, combine two traffic signals to one	2
Tamworth	NH 16- Chocorua Lake Rd	Left-turn lane on NH 16 NB signage	3
New Hampton	NH 104	Planning Study from I-93 (exit 23) east to Rt 104 Diner, including NH 104- NH 132 intersection	4
Tamworth	NH 16- Depot Road	Realign intersection, left-turn lanes on NH 16 NB and SB	5
Bristol	NH 3A (Lake St)	NH 104 (Pleasant St) north to Shore Rd - improve transportation infrastructure to coincide with Sewer to Lake and communications fiber projects	6
Tilton	US 3 (East Main St)	Bittern Lane west to School Street – Narrow 2-lane segment to 1-lane with multimodal safety enhancements	7
Plymouth	US 3	Warren St to River Rd- rebuild base courses, lift profile above normal flood elevation, widen to 4 ft shoulders, slopes, drainage, and guardrail	8
Tilton	US 3 (West Main St)	School St west to Winnisquam HS- multi modal safety enhancements	9

Meredith - NH25 Intersection Safety Improvements



This is the top priority for potential future TYP consideration due to the importance of the NH 25 corridor in the Lakes Region. This corridor segment includes 9 intersections from Meredith Village to the Center Harbor town line. The multiple intersections experience significant seasonal traffic volume increases as well as truck traffic. Corridor improvements would have a positive effect on freight mobility. The lack of accommodation for left-turning traffic into the Inter-Lakes School District Campus causes traffic backups. This project would improve pedestrian and bicycle safety and enhance access to the economic centers connected by the highway.

PROJECT OVERVIEW

TOWN: Meredith

LOCATION: NH 25

PROJECT PROPOSAL: Pleasant Street to Center Harbor TL- intersection safety improvements, Widen to 4 ft shoulder, resurface

Meredith- US3/NH104 Intersection Updates and Expansion



US 3 is primarily a 2-lane north-south highway that links NH 104 and NH 25 in Meredith. NH 104 is primarily a 2-lane east-west highway and is one of the more heavily traveled highway corridors in the Lakes Region. Both main corridors experience dramatic seasonal fluctuation in traffic volume. This project would combine the two sets of traffic signals at the intersections, creating a singular intersection while improving and modernizing the intersection to increase vehicular capacity and decrease traffic congestion.

PROJECT OVERVIEW

TOWN: Meredith

LOCATION: US 3 - NH 104

PROJECT PROPOSAL: Modernize and improve intersection capacity, combine two traffic signals to one

Tamworth - NH 16/Chocorua Lake Rd Lane Signage



The NH 16 corridor is a heavily traveled north-south route that experiences heavy seasonal and weekend traffic. The intersection located at Chocorua Lake Road is north of Chocorua Village and provides access to Chocorua Lake and views of Mt. Chocorua. The area is referred to as one of the most photographed locations in the United States. Visitors often stop their vehicles on the narrow shoulders to take in the view, while north bound vehicles pick up speed as they descend the hill and approach the intersection, which creates conflict with vehicles waiting to turn left on Chocorua Lake Rd. Turning lanes both north bound and south bound and shoulder widening on NH 16 and additional signage alerting motorists to turning and stopped vehicles would improve safety. An alternative would be creating a roadside pull-off with appropriate signage.

PROJECT OVERVIEW

TOWN: Tamworth

LOCATION: NH 16 - Chocorua Lake Rd

PROJECT PROPOSAL: Left-turn lane on NH 16
NB signage

New Hampton-NH 104 Planning Study



A planning study is proposed on the segment of NH 104 from Exit 23 at I-93 east to the Route 104 Diner and would include the intersection at NH 132 North as well as the Sinclair Hill Road intersection. This segment of NH 104 experiences heavy seasonal and peak weekend traffic volume and numerous motor vehicle crashes, including a fatality near the Irving Station, which experiences high volumes of truck traffic and increased turning movements. This proposed study would determine and recommend where improvements are needed to increase safety and reduce congestion.

PROJECT OVERVIEW

TOWN: New Hampton

LOCATION: NH 104

PROJECT PROPOSAL: Planning Study from I-93 (exit 23) east to Rt 104 Diner, including NH 104-NH 132 intersection

Tamworth NH 16/Depot Rd Intersection Realignment



The Route 16 corridor is a heavily traveled north-south corridor in eastern New Hampshire. Seasonal and weekend traffic is heavy. The corridor is important to the local, statewide and regional movement of goods. Depot Road is an important connector between NH 16 and NH 113 and Tamworth Village. Traffic backs up at the intersection caused by left turning vehicles from NH 16 north bound, particularly during seasonal and weekend peaks. Misalignment of the intersection situates eastbound vehicles on Depot Road facing westbound vehicles at the NH 16 intersection. Realigning the intersection would improve traffic flow and decrease congestion. Also proposed are left-turn lanes northbound and southbound on NH 16.

PROJECT OVERVIEW

TOWN: Tamworth

LOCATION: NH 16 - Depot Road

PROJECT PROPOSAL: Realign intersection, left-turn lanes on NH 16 NB and SB

Bristol - NH 3A Infrastructure Improvements



This project proposes redesigning and rebuilding infrastructure to increase safety of travel for pedestrians, bicyclists, and motor vehicles. A NH 3A (Lake Street) project is included in the current Ten Year Plan, but this proposal expands the original project to accommodate economic development projects including expansion of sewer and high-speed communications infrastructure to Newfound Lake. Many of the catch basins are 8 inches lower than the traveled way with little to no apron, creating hazards for drivers and cyclists. The drainage system is out of date and the sidewalks have varying depth and widths, lacking uniform shape. Lake Street (Route 3A) is a main thoroughway to Wellington State Park on Newfound Lake, Cardigan State Park, Bristol Town Pathway, and to the nearby towns of Bridgewater and Plymouth, and is important to the economic vitality of the area.

PROJECT OVERVIEW

TOWN: Bristol

LOCATION: NH 3A (Lake St)

PROJECT PROPOSAL: NH 104 (Pleasant St) north to Shore Rd- improve transportation infrastructure to coincide with Sewer to Lake and communications fiber projects

Tilton - US 3 (East Main Street) Update



The segment of Main Street from the Bittern Lane intersection west to School Street is the gateway to Tilton's historic downtown. This proposal represents one element of a three-part plan to improve traffic flow in downtown Tilton. This proposal addresses traffic flow from I-93, from the two-lane reduction to one lane, in a priority area for community development. Traffic merges to a curved, downward sloping section of the road along the Winnepesaukee River. The heavy traffic volume decreases pedestrian safety. The project would increase bicycle and pedestrian safety by enhancing the current infrastructure and would also enhance stormwater drainage.

PROJECT OVERVIEW

TOWN: Tilton

LOCATION: US 3 (East Main St)

PROJECT PROPOSAL: Bittern Lane west to School Street – Narrow 2-lane segment to 1-lane with multimodal safety enhancements

Plymouth - US 3 Roadway Rebuild



US 3 is a major north-south corridor through New Hampshire from the Canada border to the Massachusetts state line. It is also a major route through Plymouth, which is home to Plymouth State University. The project segment is near the Pemigewasset River. The proposal focuses on the reconstruction of this 2.5-mile segment, elevating the road above the normal flood elevation of the Pemigewasset River. The project would consist of rebuilding the highway base courses, widening the shoulders and lifting the highway profile, including appropriate slope, drainage, and guardrail improvements.

PROJECT OVERVIEW

TOWN: Plymouth

LOCATION: US 3

PROJECT PROPOSAL: Warren St to River Rd- rebuild base courses, lift profile above normal flood elevation, widen to 4 ft shoulders, slopes, drainage, and guardrail

Tilton - US 3 (West Main Street) Safety Enhancements



Infrastructure improvements are proposed to support safe pedestrian and bicycle travel from the intersection of Main Street and Chestnut Street along US 3 (West Main Street) to Winnisquam Regional High School, including sidewalks and bicycle lanes on both sides of the road. This proposal represents an element of the three-part plan to improve traffic flow in downtown Tilton. This section serves as a multi-use route of travel, especially for children and young adults due to the location of the school and the Pemi Youth Center.

PROJECT OVERVIEW

TOWN: Tilton

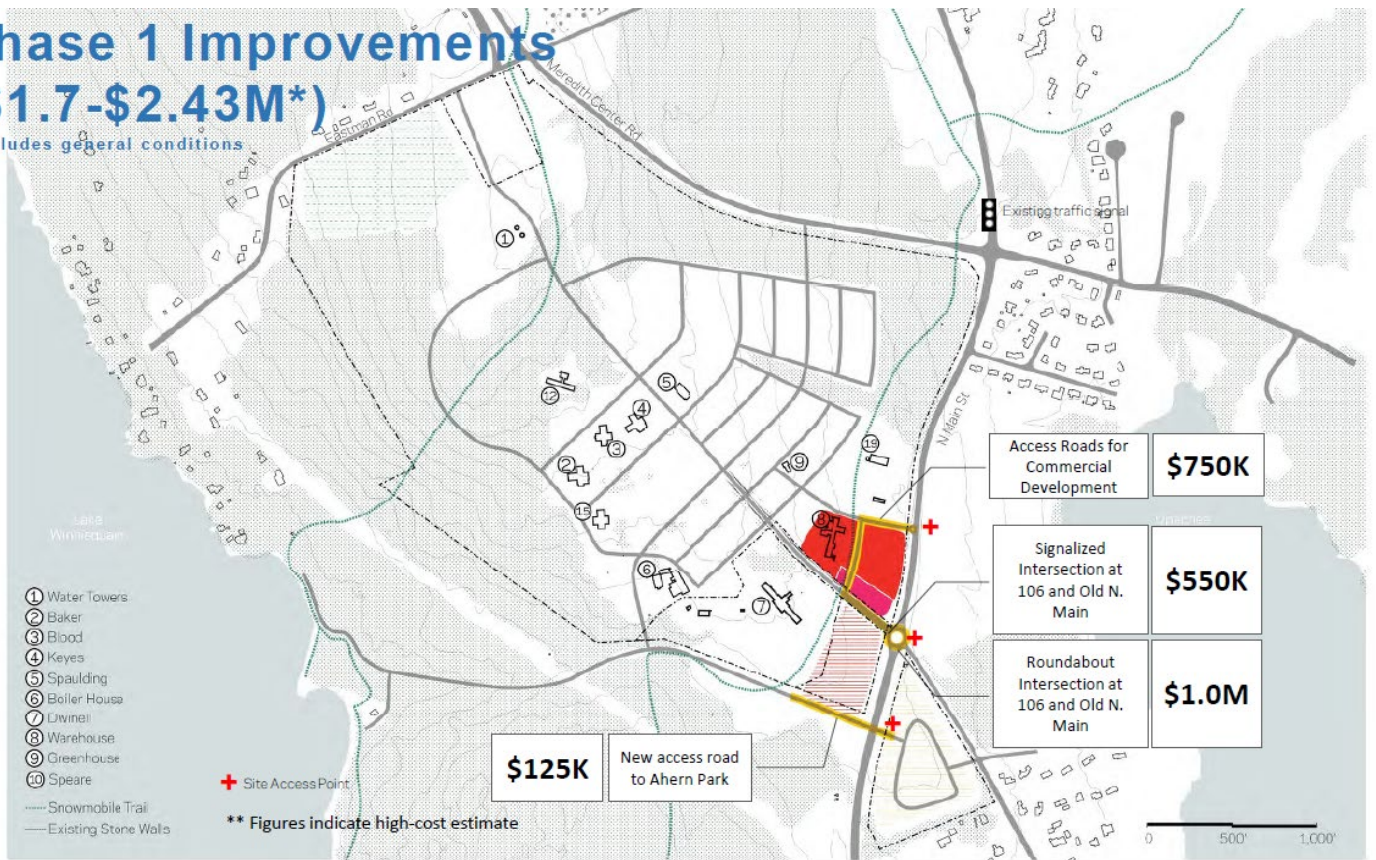
LOCATION: US 3 (West Main St)

PROJECT PROPOSAL: School St west to Winnisquam HS- multi modal safety enhancements

LACONIA STATE SCHOOL DEVELOPMENT:

Phase 1 Improvements (\$1.7-\$2.43M*)

* Includes general conditions



Project Overview:

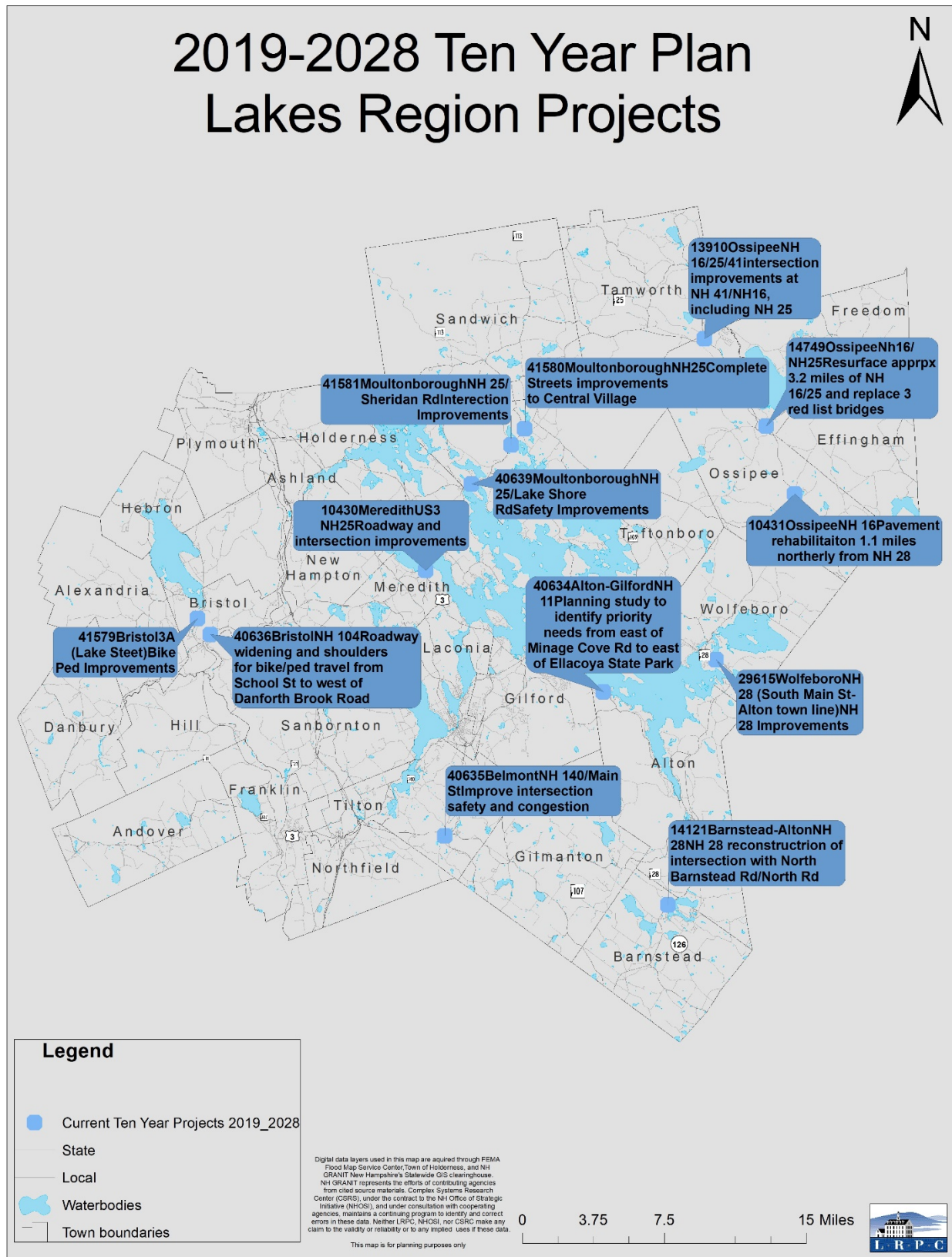
Three potential transportation projects may be proposed as part of the redevelopment of the Laconia State School property in Laconia: 1) Route 106 and Old Main Street intersection: two alternatives – Traffic signal or roundabout; 2) New access road to Ahern State Park; 3) Access road for commercial development within the State School property. Although final decisions have not been made at the time of this report on redevelopment plans for the State School property, anticipating transportation improvements that may be required is in the best interest of the Lakes Region.

CONCLUSION:

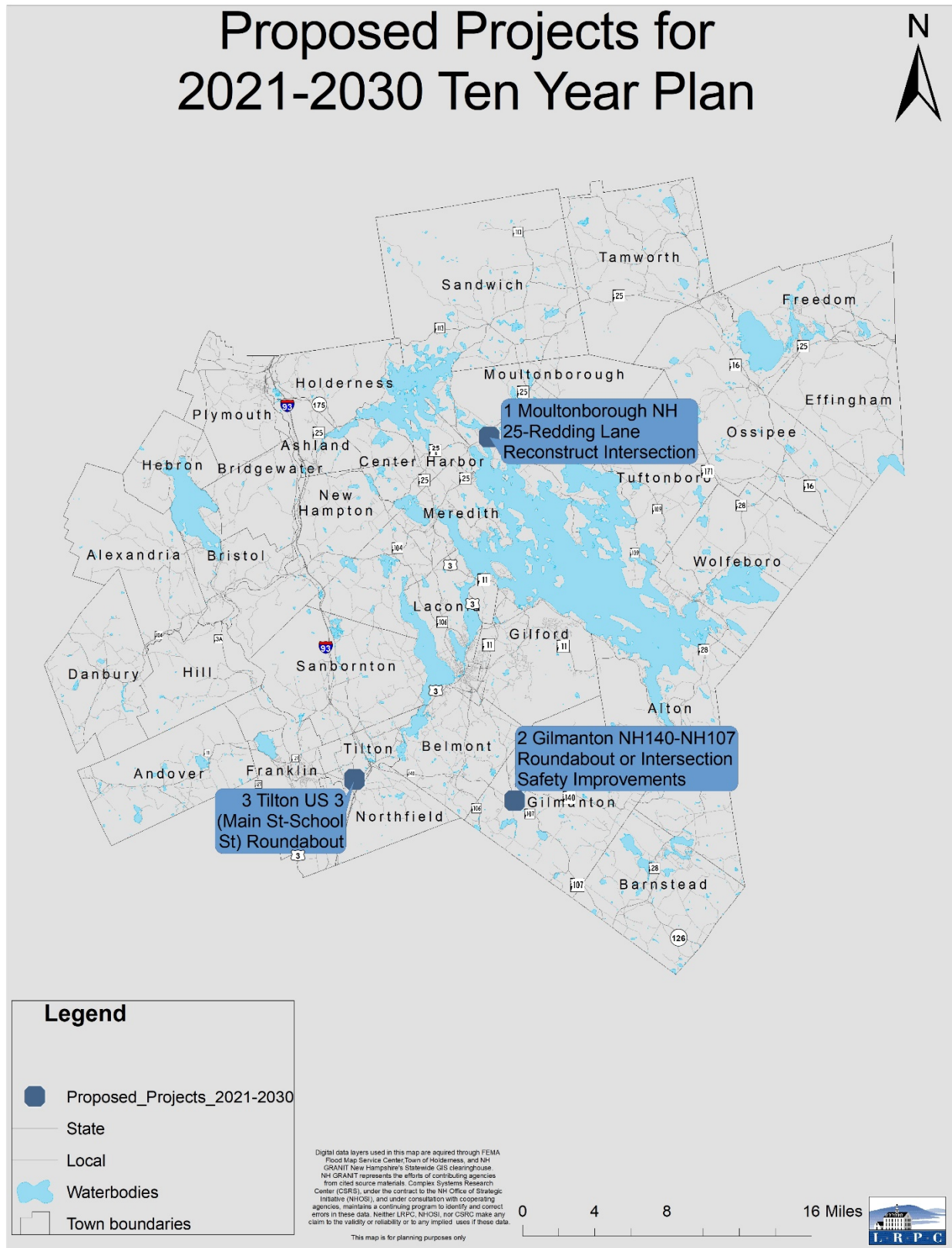
The LRPC RTIP serves as an important opportunity to clearly define transportation needs within the lakes Region. With that in mind, LRPC strives to implement an open and transparent project selection process. The use of this document will assist LRPC to reach that goal and fulfill our vision and mission to improve transportation within the region.



Appendix A: Map I - 2019-2018 Ten Year Plan Lakes Region Projects



Appendix B: Map II- Proposed Projects for 2021-2030 Ten Year Plan



Appendix C: Map III- Potential Future Lakes Region Ten Year Plan Projects

