

Project Narratives

Interstate Projects

I-93 Improvements - \$138,950,000 | NHDOT TYP estimate

- City of Concord, Town of Bow, Town of Pembroke
- from the I-89 / I-93 Interchange to between I-93 Exits 15 and 16 including a look at a possible connection between I-89 and NH 106

The New Hampshire Department of Transportation is nearing the completion of a Planning Study which will identify a reasonable range of alternatives to improve this section of the Interstate 93 corridor. The planning study utilized a context sensitive solutions approach; involving a wide array of stakeholders in a series of meetings in 2006 and continuing in 2007. Early in the study process the stakeholder committee outlined a Problem Statement and a Goal Statement for the corridor which helped to guide subsequent steps and decisions.

Problem Statement

“Marked by aging infrastructure and limited transportation options, the Bow-Concord I-93 Corridor neither meets the varied transportation and safety demands of interstate highway users, nor appropriately balances those demands against the interests of the Capitol Region communities in their unique identities and visions, their economic vitality, preservation of and access to their natural and historic resources, and their quality of life. Future population and economic growth, in the region and beyond, will increase transportation demand and further exacerbate this problem.”

Goal Statement

“The Bow-Concord I-93 Corridor should balance the needs of all users and the surrounding communities by providing a safe, affordable, reliable, environmentally acceptable and community compatible transportation system. The system will offer mobility choices and complement the unique character of the Capitol Region communities. It will support their economic initiatives, preserve and/or enhance their natural and historic resources, facilitate non-vehicular access, and sustain the communities’ quality of life, now and into the future.”

The construction project may include a range of improvements to various aspects of the corridor including widening the interstate, improving interchanges, constructing new local connections, shifting the highway to improve river access, and many more. While specifics will not be known until the Phase B technical study is completed and the environmental documentation finalized, any improvements should be consistent with the defined Problem and Goal statements.

Primary State Highway System Projects

US Route 3/Manchester St. Corridor Improvements (south) - \$6,815,000 | City of Concord estimate

- City of Concord
- from the terminus of the recent construction near exit 13 to the intersection of Airport Road

Traffic volumes on this section of US Route 3 range from around 20,000 vehicles per day to over 25,000 vehicles per day. The roadway carries a large amount of regional traffic traveling to and from Concord, Pembroke, Allenstown, Hooksett, and other points South and East. This section of US Route 3 is populated by many trip-generating businesses and also by several housing developments. The existing US Route 3 is a two-lane roadway with minimal paved shoulders flanked by low dirt shoulders.

This project involves the widening of US 3, from the four lane section south of Airport Road northerly to the recent widening completed by NHDOT near Exit 13. US Route 3 would be widened to a three lane section with one lane in each direction and a center turn lane. The project also calls for the construction of shoulders and curbed sidewalks with landscaping. The intersection of US Route 3 with Airport Road and Integra Drive would be reconstructed and realigned with additional lanes for throughput. Future improvements would include signalization of the intersection of US 3 with Old Suncook Road.

This project would dramatically reduce congestion along this regional travel corridor. Vast improvements to the bicycle and pedestrian accommodations would greatly increase safety along the route. Better access management at business drives and parking lots will also contribute to a reduction of congestion and an increase in safety.

NH Route 9 (Loudon Road) Corridor Improvements - \$ 3,600,000 | (City of Concord estimate

- City of Concord
- from the Intersection of Hazen Drive and Airport Road to D'Amante Drive

Loudon Road is one of the busiest roads in the City of Concord. Traffic volumes along this highly-used roadway range from near 18,000 vehicles per day to over 25,000 vehicles per day. Loudon Road is a four-lane road; two lanes in each direction, with uncontrolled left hand turn movements allowed from the left-hand lanes, and with no shoulders. Congestion along this road is extremely high during the AM and PM commuting times and also during the afternoon hours and on the weekends. Innumerable trip-generating businesses are located along this roadway and several large housing and

apartment complexes are located along the travel corridor with driveways intersecting Loudon Road.

This project involves the reconstruction of Loudon Road to better manage the large amount of traffic it carries and to improve the quality of life for area residents. A study of the corridor conducted by Vanasse Hangen Brustlin, Inc. (VHB) was completed in 2002. The preferred option was to reduce the number of lanes on Loudon Road from 4 lanes (2 in each direction) to 2 lanes (1 in each direction) with a shared center turn lane and shoulders. This plan included changes to Pembroke Road, Regional Drive, and the realignment and signalization of Branch Turnpike and Northeast Village Road.

The goal of this project is to allow Loudon Road to continue to be a commercial destination, but at the same time improve the quality of life of area residents. The Study showed that current traffic levels could be maintained even with the reduction in the number of lanes. The overall image of the corridor should also be improved with the proposed changes.

NH 3A Safety Improvements - \$10,200,000 | NHDOT TYP Estimate

- Town of Bow | also Town of Hooksett and the City of Manchester
- from Manchester to Bow

NH Route 3A is a major north/south connector linking the Manchester/Hooksett area with the Concord area. NH Route 3A parallels much of I-93 and often serves as an alternative route to the Interstate. Several large industrial areas are located along the stretch of 3A in Bow, Hooksett, and Concord leading to a high frequency of commercial trucks along the Route. Shoulder widths vary from one to four feet along the stretch located in Bow and Concord. Traffic volumes range from around 8,000 vehicles per day to near 14,000.

A Study is nearing completion which will identify specific targeted improvements at various intersections and sections of the corridor. Those improvements include signalization, the addition of turn lanes, shoulder widening and other changes to improve overall safety along the corridor.

US Route 3 Corridor Improvements (North) - \$10,960,000 | City of Concord estimate

- City of Concord
- between Manor Rd and Penacook St

First phase of this project was completed in 2008 from Borough Road to Bog Road. Phase 2 is underway from Bog Road to Lake Street with traffic signal improvements. Sections of this roadway experience traffic volumes exceeding 20,000 vehicles per day. During the AM and PM travel times this roadway is heavily congested with severe

reductions to its level of service. This roadway is a two lane urban major arterial that provides access to the downtown area of Concord, Interstate 93 and Penacook.

The intersections of US 3 with McGuire, Sewalls Falls, Washington, East, and Bog Road will be reconstructed and signalized. The Rumford and Knight Street intersections will be completely reconstructed. Sections of the corridor will be widened to accommodate a center lane or turn lanes. Improvements to bicycle and pedestrian accommodations will be constructed along the entire project area.

The main benefit is the relief of traffic congestion along this heavily traveled section of US Route 3. The addition of a center turn lane would allow for the large amount of turning traffic entering homes and businesses to be removed from the travel lanes, reducing congestion. The improvements at the previously mentioned intersections would also help to reduce the congestion along the roadway and would greatly increase safety at these intersections. The improvements made to the shoulders and sidewalks would greatly improve the safe mobility of bicyclists and pedestrians along the corridor. Improvements include the construction of crosswalks with pedestrian island to increase safety.

US 202/NH 9 (Pleasant St) Corridor Improvements - \$5,000,000 | City of Concord estimate

- City of Concord
- Concord Hospital Complex to Spring Sts

US 202/NH 9 (Pleasant Street) serves as a major East/West roadway to and from the City of Concord. This roadway provides access to several major establishments including Concord High School, the Capital Region Healthcare Complex, Hitchcock Clinic, the State Hospital, Hugh J. Gallen State Office Park, and the Federal Building Complex. This roadway experiences traffic volumes in the vicinity of 15,000 vehicles per day. The roadway layout is one lane in each direction with parking along several stretches. The 1996 Pleasant Street Corridor Improvement Study showed that at peak travel times some sections of the roadway operated at Level of Service "F".

A new study of the corridor is planned for 2009/10 and will provide new recommendations for improvements. Previous studies recommended upgrading the intersection of Pleasant with Fruit Street and widening the corridor to up to 5 lanes.

The completion of the corridor improvements would alleviate much of the congestion experienced along this roadway. The improvements made to sidewalks and shoulders would increase bicycle and pedestrian mobility through a very important travel corridor. The safety of bicyclists and pedestrians along with the functionality of the transit system would also be greatly enhanced.

Intersection Improvements (Roundabout) at NH 132/Shawmut Street/I-93 Exit 16 ramps - \$500,000 | City of Concord estimate

- City of Concord
- Intersection of NH 132 (Mountain Road) /Shawmut Street/I-93 exit 16 ramps

Shawmut Street descends a steep hill and intersects NH 132 at a stop sign. Interstate 93 exit 16 intersects NH 132 directly across from Shawmut Street and is also controlled via a stop sign. An elementary school is located less than a block to the east of this intersection on Shawmut Street. Options being considered at this time include signalization or the intersection or construction of a roundabout. The City Council considers the construction of a roundabout as a primary design option.

The project addresses anticipated congestion at this intersection as the residential area to the northeast continues to develop. Improved traffic flow at the intersection and increased safety of bicyclists and pedestrians.

Reclaim & Resurfacing of NH 114 - \$1,250,000 | NHDOT District 2 estimate adjusted by CNHRPC

- Town of Bradford & Town of Sutton
- from Main Street in Bradford through Sutton to the New London Town Line

The main roadway and shoulders along this section of NH 114 are currently in disrepair.

This project involves the full depth reclamation of NH 114 as well as any necessary geometry, shoulder and slope improvements.

Currently, some emergency vehicles, due to the condition of the roadway, do not use this portion of NH 114. Improvements to the roadway would greatly enhance travel in the area.

Signalize Intersection of US 4 (Hoit Rd) and Whitney Rd - \$250,000 | City of Concord estimate

- City of Concord
- Intersection of US 4 and Whitney Roads

US 4 is a two-lane highway with a speed limit of 45 mph in the vicinity of the intersection. A left turn lane is provided on US 4 west for traffic entering Whitney Road and a left turn lane is provided for traffic exiting Whitney Road. Traffic volumes on US 4 approach 10,000 vehicles per day near the intersection. Whitney Road services a growing industrial complex contributing to a large amount of commercial truck traffic at the intersection.

This project involves the construction of a signalized intersection at the junction of these two roads.

A signalized intersection would create a more orderly flow of traffic and improve safety for vehicular travelers. Also a signal would increase bicycle and pedestrian safety at the intersection.

Study: I-89 to NH Route 106 Connector - \$13,500,000 | CNHRPC estimate

- Town of Bow, City of Concord, Town of Pembroke
- I-89 to NH 106

Travelers currently moving between I-89 and NH 106 either utilize the section of US 3 known as Manchester Street or I-93 and I-393. Manchester Street is severely congested during the AM and PM peak travel times and information from the regional traffic model shows those trends worsening. The section of I-93 between I-89 and Manchester Street is also the busiest section in Concord and is congested during commute times, but is particularly difficult during Friday evenings and Sundays with tourist traffic.

The City of Concord and both the Towns of Bow and Pembroke have expressed an interest, through various committees and documents, for a connection between I-89 and NH 106. A connection between I-89 and NH 106 was included in an alternative for the Bow-Concord I-93 Improvements project, but recommendations from NHDOT and the Federal Highway Administration (FHWA) have been to separate the Connector and study it based on its own impacts and merits.

Langley Parkway extension - \$6,000,000 | City of Concord estimate

- City of Concord
- Clinton-Pleasant Street; Penacook/Auburn Street; North State Street

Construct a collector standard roadway from Pleasant Street (US 202/NH 9) to North State Street (US 3) to alleviate traffic congestion in downtown areas by diverting trips which originate and arrive at destinations outside the City proper.

Phase 1 was completed in 1995 and included a new signal at the intersection of Pleasant Street and Langley Parkway and associated turn lanes.

Phase 2 of new roadway completed in 2008 from Clinton Street to the signalized intersection at Pleasant Street and Langley Parkway.

Phase 3 includes the northerly extension (approximately 2.25 miles) from Pleasant Street (via Langley Parkway) to Rumford and Penacook Street. January 2008, City Council listed this project as one of their top ten priorities. These improvements will reduce traffic

congestion and through traffic in residential areas north and south of Pleasant Street and along Pleasant Street (US 202 and NH 9) easterly of the Capital Regional Health Care complex.

South Main Street Corridor Improvements - \$1,310,000 | City of Concord estimate

- City of Concord
- South Main Street from South State Street to Langdon Avenue

As condition of planning board approval for the redevelopment of the former Blue Cross/Blue Shield facility, the Developer provided the City with a comprehensive traffic impact and mitigation assessment. This document identified a variety of issues and provided recommendations for long-term improvement of South Main Street (from Water Street to the Bow Town Lane) including street corridor improvements, additional lane designations, as well as installation of traffic signals and streetscape improvements.

This multi-year, phased improvement program is intended to address roadway capacity and level of service requirements associated with the redevelopment of the south end sites. Corridor improvements include design and traffic signals at Pillsbury Street and un-signalized intersection at Gas Street, Allison Street, South State Street and Langdon Avenue.

Warner Intersection Improvement - \$ 800,000-1,370,000 | Consultant estimate | \$ 30,000 Town match from exaction fees

- Town of Warner
- Junction NH 103 and Market Basket Plaza

As a result of the consultant's evaluation, alternatives for conceptual level roadway improvements were developed into four possible alternatives:

- a) Stop Control at Market Basket Plaza Drive
- b) Traffic Signal at Market Basket Plaza Drive
- c) Roundabout at market Basket Plaza Drive
- d) SB On-Ramp Reconfiguration Improvements.

All four alternatives will imply reconstruction of existing sidewalk east of Market Basket Plaza Drive, storm water culvert extensions and closed drainage-system construction and access restrictions consistent with 2005 Access Management Study. No major historical/archeological/haz-mat obstacles are foreseen in this project proposal. At the moment the Town of Warner is evaluating which alternative is more feasible for the intersection. Warner is a town of approximately 2,900 people; this intersection has an average daily traffic volume of 4,400 vehicles. The Park & Ride lot, which also enters the intersection, is 82% full on average, as measured by CNHRPC over a six-month period in 2008.

Bow Intersection Improvement - \$1,200,000 | Town's estimate | \$ 240,000 Town match from property tax (existing capital reserve) and impact fees

- Town of Bow
- Intersection of NH 3-A with Dunklee Road

The project involves installation of traffic signal when warrants are met; redesign geometry as appropriate for signals, realign Dunklee Road to 90 degree intersection, add left turn lanes and deceleration – acceleration lanes.

Growth on Route 3-A and new development are projected to increase traffic, particularly truck movements. Geometry makes movements (e.g. right turn from Dunklee onto 3-A) impossible for trucks without using the oncoming lane.

This proposal will create a better entrance to business area, especially for trucks. Small house on ¼ acre lot on corner must be taken.

Bow Intersection Improvement - \$1,200,000 | Town's estimate | \$ 240,000 Town match from property tax (existing capital reserve) and impact fees

- Town of Bow
- Intersection of NH 3-A with Robinson Road

This project would install traffic signals when warrants are met; redesign geometry as appropriate for signals, align site driveway to intersection, add left turn lanes and deceleration – acceleration lanes.

Growth on 3-A and new development are projected to increase traffic, particularly truck movements. The long term plan is to limit access to 3-A by improving select intersections. Avoid diversion to residential area.

This project would create a better entrance to major portion of residential Bow and business area. The service Area includes an 1800 acre business area that is proposed for construction of water and waste-water infrastructure and central area of Bow.

Bow Intersection Improvement - \$1,200,000 | Town's estimate | \$ 240,000 Town match from property tax (existing capital reserve) and impact fees

- Town of Bow
- Intersection of NH 3-A with Johnson Road

At the intersection of NH 3-A with Johnson Road – Install traffic signal when warrants are met; redesign geometry as appropriate for signals, improve sight distance, realign to 90 degree intersection, add left turn lanes and deceleration – acceleration lanes.

As above, growth on 3-A and new development are projected to increase traffic, particularly truck movements. PSNH coal truck traffic may increase for cleaner coal.

This project would create a better entrance to several hundred acres of undeveloped business area, especially for trucks.

The proposed project service area includes an 1800 acre business area that is proposed for construction of water and waste-water infrastructure.

Bow Roundabout - \$600,000 | Town's estimate | \$ 120,000 Town match from property tax (existing capital reserve) and impact fees

- Town of Bow
- Intersection of Logging Hill – Bow Center Roads with Knox – White Rock Hill Roads

This would improve the intersection of Logging Hill – Bow Center Roads with Knox – White Rock Hill Roads. It would involve construction of a roundabout to avoid signals (peak hour signal warrant met currently). Traffic to three schools create traffic problems due to long queues for left turns. New development in residential portion of Town is projected to increase traffic. This roundabout would eliminate traffic conflicts in central area of Town. House on corner will be impacted, not taken. Approximately 60% of Town uses the intersection, or would if not to avoid traffic congestion.

Public Transportation Projects

Concord Area Transit Capital Costs - \$854,801

- City of Concord

The Concord Area Transit (CAT) serves 3 fixed routes in the City of Concord and has expectations to extend service in the future to select routes in neighboring communities. This project will provide funds to help cover the capital replacement budget of CAT for 3 years.

Currently, CAT relies heavily on rural transit funds that are spread thinly across the State. This project, if funded, would provide a solid base for capital replacement and steady funding for 3 years. This would ultimately allow CAT to better serve its existing customer base and to more actively look to expand upon that customer base.