

# Central NH Regional Planning Commission

## Transportation Improvement Plan

**FY 2025-2034**

**Approved March 30, 2023**



**Central NH Regional Planning Commission**  
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# Introduction

The Regional Transportation Improvement Program (TIP) for Fiscal Years (FY) 2025-2034 consists of a list of transportation projects for the Central New Hampshire Regional Planning Commission (CNHRPC) Region that is consistent with the goals and vision established in the comprehensive CNHRPC Regional Plan, adopted in February 2015.

CNHRPC prepares a Regional TIP every two years based on input from local municipalities, New Hampshire Department of Transportation (NHDOT) and the Transportation Advisory Committee (TAC). This is concurrent with the update of the NHDOT Statewide Ten Year Transportation Improvement Plan or Ten Year Plan (TYP). New Hampshire RSA 228:99 and RSA 240 require that NHDOT propose a plan for improvements to the state's transportation system. The purpose of this legislation is to develop and implement a plan allowing New Hampshire to fully participate in federally supported transportation improvement projects.

## Guiding Principles

*From the CNHRPC Regional Plan*

- An integrated approach to transportation throughout the Central New Hampshire (NH) Region with particular attention given to transportation efficiency, safety, competitiveness, social inclusion, and environmental sustainability.
- The region's principal transportation assets and strategically important travel corridors should be maintained, preserved, and enhanced.
- Investment in the region's transportation infrastructure should be made in a sustainable and efficient manner in order to promote the economic well-being of the region and its populations.
- Future provisions for transportation and infrastructure should involve regional coordination and be firmly integrated with multi-modal connections as well as the region's overall land use strategies.

# CNHRPC TIP Update Process

The current TIP update process formally began in the Central NH Region in July of 2022 when the CNHRPC distributed notification letters to each of its member communities soliciting projects to be evaluated for potential inclusion the NHDOT FY 2025-2034 TYP.

Accompanying this formal communication was a comprehensive Project Proposal Form which requested detailed information on potential new projects as well as continued local support for projects contained in the FY 2023-2032 TYP.

In response to the request for new projects, member communities submitted a number of locally prioritized projects ranging from complete streets projects to intersection improvements based on safety concerns. In addition, support for projects identified in the FY 2023-2032 TYP remains strong. The Regional TIP update process gives a clear indication of the wide-ranging transportation needs in the Central NH Region.

The Regional TIP serves as an opportunity to fully understand the current transportation needs in the region. Just as the Ten Year Plan is established as the transportation project guide for New Hampshire, CNHRPC will utilize this regional TIP to plan for current and future transportation needs in the Central NH Region.

## Vision Statement

“A balanced, well-connected, sustainable and diverse transportation system that is operated and maintained to ensure residents have safe, reliable choices for travel needs. The system will be flexible with a focus on safety, provide recreation access, preserve the environment and encourage innovation”

# Project Selection and Evaluation

Project selection begins with the initial screening of all projects submitted to CNHRPC. Projects are evaluated for their eligibility and suitability of various funding sources. Some regionally significant projects are not eligible for federal funding in the TYP or are better suited for other programmatic or discretionary funding sources. CNHRPC provides engineering assistance, funded through the Unified Planning Work Program agreement with NHDOT, to develop conceptual plans and cost estimates for new projects that are Federal Aid Eligible and to be evaluated for the TYP.

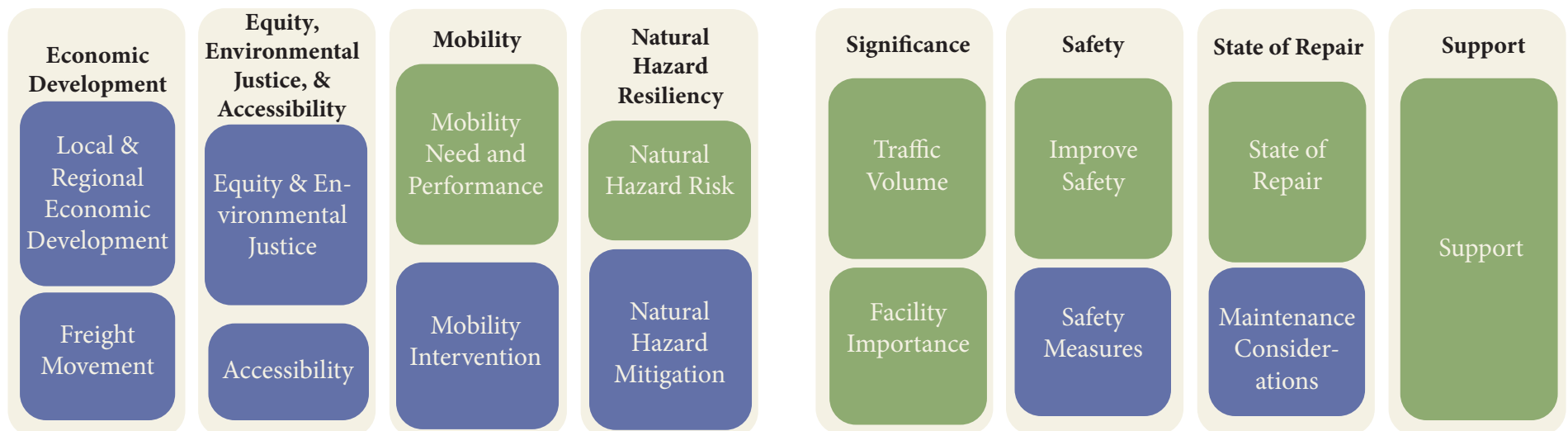
CNHRPC staff and the TAC evaluate the proposed projects that are Federal Aid Eligible based on evaluation criteria that are universally used by New Hampshire's nine regional planning commissions. Each region assigns criteria weights to better emphasize the needs in their region. The figure below displays the universal criteria and the table on page 11 shows criteria scoring considerations and the weights that were developed by the CNHRPC TAC and applied to project scores.

The CNHRPC TAC established criteria weights prior to project evaluation. Staff assembled plans and available data for each of the 15 criteria to evaluate project proposals. The TAC's Project Scoring Subcommittee worked individually to evaluate each project then met on October 25, 2022 to discuss and develop preliminary scores. The weighted scores were presented to the CNHRPC TAC to review on October 28, 2022 and were used to develop a preliminary project ranking. The preliminary rankings were sent along with project proposal forms, conceptual plans, cost estimates and supporting documentation to NHDOT for their review in early November 2022.

The CNHRPC TAC met on March 24, 2023 to review NHDOT's comments and reaffirm project priorities to be included in the Draft FY 2025-2034 CNHRPC TIP.

As a rural Regional Planning Commission, it is the role of the CNHRPC Full Commission to consider approval of the regional TIP Priorities.

## Universal Project Scoring Criteria



# I-93 Bow Concord

The current 2023-2032 TYP is programmed with various components of the I-93 Bow Concord Project. While this project was not introduced through the CNHRPC regional TYP update process, support for the ongoing planning, project development, and eventual construction of this project remains strong.

The infrastructure being addressed through the I-93 Bow Concord project is easily among the most important in the region due to its connectivity within and across the CNHRPC region. Its design and implementation will be impactful to the host communities and beyond. The project includes various bridge work, reconfigurations of interchanges, and a widening of I-93 to improve safety and capacity.

# US 4 Corridor Study

The US 4 Corridor from I-393 east through the town of Epsom is another transportation corridor that is of particular importance to the region. It is the primary east-west corridor from the Concord area to the seacoast, and a major commuter route for the communities it bisects. A portion of this corridor has already been identified by NHDOT as in need of a corridor study. Of particular concern are issues of access and safety in Chichester and Epsom, as well as safety and operations of the Epsom Circle.



Image Source: McFarland Johnson

# Ten Year Plan Regional Priorities

This section describes the CNHRPC regional priorities for the TYP, both projects in the current TYP and new projects evaluated for inclusion in the FY 2025-2034 TYP. Project tables and maps are on pages 5-10.

## Existing State Ten Year Plan FY 2023-2032 Regional Projects – Considered Funded

The FY 2023-2032 State of NH Ten Year Transportation Improvement Plan (TYP) was signed into law on July 2nd, 2022. A summary of state and federally funded projects in the CNHRPC region that are programmed in the TYP are listed in this document with scoping and funding information. Projects within NH's Statewide Transportation Improvement Plan covering fiscal years FY 2021-2024 have been updated to reflect any changes. Additional statewide programmatic projects, such as pavement resurfacing or transit funding, may be located in the CNHRPC region but are not listed.

## Regional Projects Evaluated for Inclusion in the FY 2025-2034 Ten Year Plan

The functional classification system identifies roads by the type of service provided and by the role of each highway within the state system based on standards developed by the US Department of Transportation. Roads that are classified as Arterials and Collectors are all eligible for federal funding. As part of the NHDOT FY 2025-2034 TYP update, NHDOT proposed using \$60 million of federal funds across NH for RPC priority projects on roads eligible for federal funds. This represents a 20% increase over the previous round. NHDOT calculates regional allocations of the \$60 million in funding based on each RPC's eligible lane mileage and population. The CNHRPC area has approximately 762 Federal Aid Eligible lane miles and a population estimate of 120,515 which equates to 9% of the state's total or \$5,286,969 of the \$60 Million in funding.

CNHRPC received five project proposals as part of the solicitation process. Projects costs were calculated based on current construction costs totaling approximately \$8.4 million in 2022 dollars. For the top three ranked CNHRPC projects, NHDOT developed updated estimates, including inflation and administrative costs, to reflect project costs in the out years of the TYP, based on the anticipated project delivery schedule. The total future cost of these three projects were estimated at \$13.39 million. The projects, descriptions, cost estimates and the rankings based on the TAC's evaluation, are listed on pages 7-8.

It should be noted that the top ranked regional project, McKee Square, was selected for CMAQ funding, and the TAC recommended this project be added to the 2025-3024 TYP as a CMAQ project, rather than from the CNHRPC regional allocation. This approach will advance the project timeline, and frees up funds from the CNHRPC regional allocation for other priorities. The TAC recommends the number two ranked project, Fountain Square in Hopkinton, be fully funded in the FY 2025-2034 TYP using the regional allocation. The third ranked project, NH9/31 Intersection Improvements in Hillsborough, is proposed to be partially funded with the remaining \$2,039,466 of the regional allocation. It is proposed that the balance of \$2,733,499 is to be funded from the next TYP round (FY2027-2036).

# Existing State Ten Year Plan FY 23- 32 Projects – Considered Funded

PROJECT NAME	STATE #	PROJECT LOCATION	PROJECT SCOPE	CONSTRUCTION YEAR	TOTAL COST
Allenstown	43538	Main St	Complete Streets Improvements to Main St	2032	\$3,687,033.00
Boscawen	41578	King Street (US 3/4)	Multimodal and safety improvements to King Street	2027	\$5,000,407
Bow	29641	NH 3A	Corridor safety improvements	2024	\$3,272,018
Bow	24223	Page Rd over Bela Brook	Bridge replacement – Page Rd over Bela Brook	2024	\$960,000
Bow	24224	River Road over Bow Bog Brook	Bridge replacement – River Rd over Bow Bog Brook	2025-2026	\$1,496,418
Bow	24225	Birchdale Rd over White Brook	Bridge replacement - Birchdale Rd over White Brook	2023	\$810,951
Chichester	40631	NH 28 and Main Street	Intersection Improvements	2025	\$1,671,316
Concord	29601	NH 13	Improvements at I-89 Exit 2 NB and SB Ramps	2023	\$3,124,159
Concord	42574	US 202 and NH 9	Address red list bridge carrying US 202 & NH 9 over Ash Brook in City of Concord	2029	\$1,965,082
Concord	41212	NH 9 (Loudon Rd) over Merrimack River	Bridge Rehabilitation - NH 9 (Loudon Rd) over Merrimack River	2024-2025	\$23,435,004
Concord	42614	US 3	US 3 (Manchester St) widening between Garvins Falls Rd and Airport Rd	2029	\$5,816,759
Concord	43732	Rail Trail	Construct 1.79 miles of 10' wide paved multi-use path between Sewalls Falls Rd and Boscawen TL	2029-2030	\$1,711,987
Dunbarton	43535	NH 77, NH 13	Improvements to the NH 77/NH13/Jewett Rd Intersection	2032	\$1,724,886
Henniker - Hopkinton	40633	US 202, NH 9, NH 127	Intersection improvements	2026-2027	\$4,486,682
Hillsborough	41368	West Main St/NH 149	Construct approximatly 4,600' of sidewalk	2025	\$784,494
Hillsborough	43436	NH 149 over Contoocook River	Address Bridge carrying NH 149 over Contoocook River	2030	\$4,366,923

## Existing State Ten Year Plan FY 23- 32 Projects – Considered Funded (cont.)

PROJECT NAME	STATE #	PROJECT LOCATION	PROJECT SCOPE	CONSTRUCTION YEAR	TOTAL COST
Loudon	40632	NH 106 and South Village Rd	Intersection Improvements	2025	\$2,182,514
Loudon-Canterbury	29613C	NH 106	Roadway Widening (Phase 3)	2026-2027	\$22,977,158
Pittsfield	14972	Shaw Road	Bridge Replacement over Kelly Brook	2025-2027	\$808,273
Warner	15907	NH 127	Bridge replacement or rehab over Warner River	2024	\$1,068,871
Warner	40622	NH 103	Deck Replacement for the red list bridge carrying NH 103 over I-89 NB	2023	\$1,380,800
Warner	43729	NH 103	Construct 8' wide multi-use path for 3700 LF along NH 103 (W Main St)	2021	\$1,416,480
Webster	40810	Clothespin Bridge Road over Blackwater River	Bridge Replacement	2024	\$2,258,155
Bow-Concord	13742	I-93	I-93 Widening from I-89 to between exit 15 and 16	2026-2036	\$392,303,966
Concord	41468	I-93	Address priority bridges carrying I-93 NB & SB over Merrimack River	2027-2028	\$37,100,912
Concord	43428	I-89	Address 2 Red List bridges carrying I-89 over Turkey Pond	2029	\$3,231,054

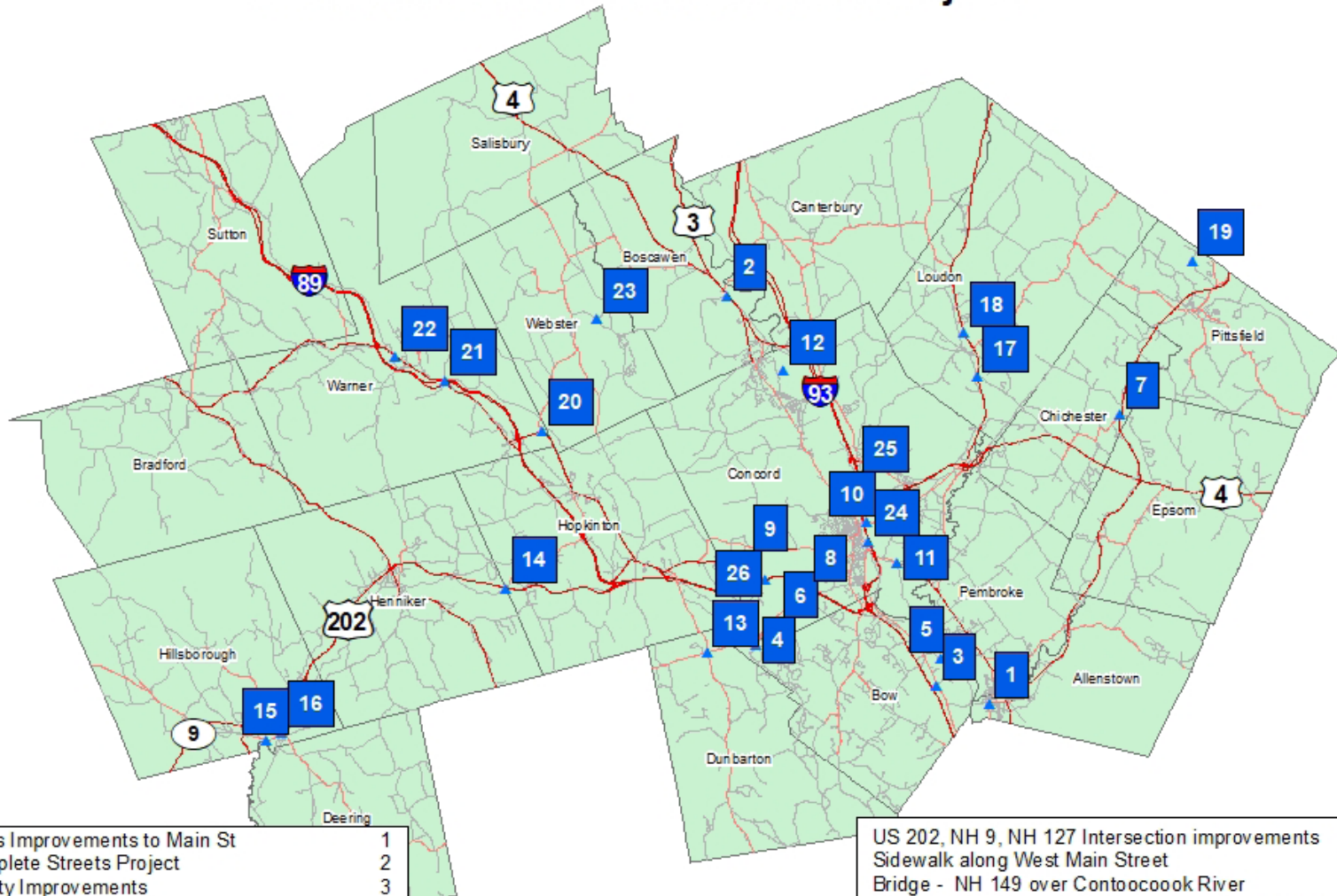
# Regional Projects Evaluated for Inclusion in the FY 2025-2034 Ten Year Plan

Location	Project Name	Description and Need	Scope of Work	Cost (millions)	Ranking
Concord	McKee Square (NH13 Clinton/ South/Broadway/ West) Intersection Improvement	This intersection in the South End serves heavy local and regional traffic and high pedestrian and bicycle crossing demands. It is located in a small retail and commercial hub surrounded by residential neighborhoods, and is along a safe routes to school route. The traffic signal is operating at/over capacity during peak periods with extended peak-period vehicle queues on all approaches. There are extended peak-period traffic queues on West Street due to restricted ability to turn right onto Broadway. There is significant crash history at Broadway/West. The area has long crosswalks and limited infrastructure for safe bicycle travel. The existing traffic signal controls are outdated and in need of replacement.	The proposed scope of work is to construct a roundabout to address safety concerns, traffic flow, and address pedestrian and bicycle travel needs.	\$3.85 (\$5.24 future)	1
Hopkinton	Fountain Square Intersection Improvements (NH127/NH123 Main St/Maple St)	This intersection at Fountain Square makes up the heart of Contoocook Village. This intersection presents safety concerns for all users of the roadway and does not meet the present or future needs of Contoocook Village as described in the Master Plan.	The conceptual plan converts the intersection to a traditional T type intersection and create a park or public space to the west of the intersection in the vicinity of the current slip ramp.	\$2.2 (\$3.25 future)	2

# Regional Projects Evaluated for Inclusion in the FY 2025-2034 Ten Year Plan (cont.)

Location	Project Name	Description and Need	Scope of Work	Cost (millions)	Ranking
Hillsborough	NH Route 9 and NH 31 intersection improvements	NH 9 is a major east west corridor across the southern part of the State. NH 31 serves as north south corridor connecting central western parts of the state and cities like Claremont and Newport to Hillsborough. Long queues have been observed at this intersection as vehicles attempt to turn onto NH 9. As a result, safety concerns have also grown.	The proposed scope is to develop a roundabout about to improve traffic flow for turning and crossing vehicles while also improving the safety of the intersection.	\$3.2 (\$4.78 future)	3
Pembroke	Glass Street Reconstruction	Glass St suffers from flooding during heavy rain events due to an aging and insufficient storm water drainage system. The roadway base is also aging and in need of reconstruction. The street is in downtown Suncook Village and sees substantial pedestrian traffic, and to create enhancements and streetscape amenities to match the village environment and improve access and safety for all road users.	The proposed scope is to update stormwater drainage, reconstruct the roadway base, enhance the pedestrian environment with ADA compliant sidewalks, crosswalks, and ramps, and install attractive lighting to match Suncook Village aesthetics.	\$1.8 (\$2.64 future)	4
Salisbury	Whittermore Road and US 4 Intersection Safety Improvements	This intersection suffers from poor visibility, inadequate geometry, and steep slopes. It is the primary access route to Salisbury Elementary School, and presents safety concerns particularly during school arrival and departure times.	The proposed scope is to improve the intersection geometry, which requires a grade change from US 4 up Whittermore Road toward and onto the Elementary School driveway.	\$.43 (\$.62 future)	5

## NHDOT Ten Year Plan FY 2023- 2032 Projects



Complete Streets Improvements to Main St	1
King Street Complete Streets Project	2
3A Corridor Safety Improvements	3
Bridge - Page Rd over Bela Brook	4
Bridge - River Rd over Bow Bog Brook	5
Bridge - Birchdale Rd over White Brook	6
NH28 and Main St Intersection Improvements	7
Improvements at I-89 Exit 2 NB and SB Ramps	8
Bridge - US 202 & NH 9 over Ash Brook	9
Bridge - NH 9 (Loudon Rd) over Merrimack River	10
US 3 (Manchester St) Garvins Falls Rd to Airport Rd	11
Multi-use path between Sewalls Falls Rd and Boscawen TL	12
Improvements to the NH 77/NH 13/Jewett Rd Intersection	13

Central New Hampshire  
Regional Planning Commission

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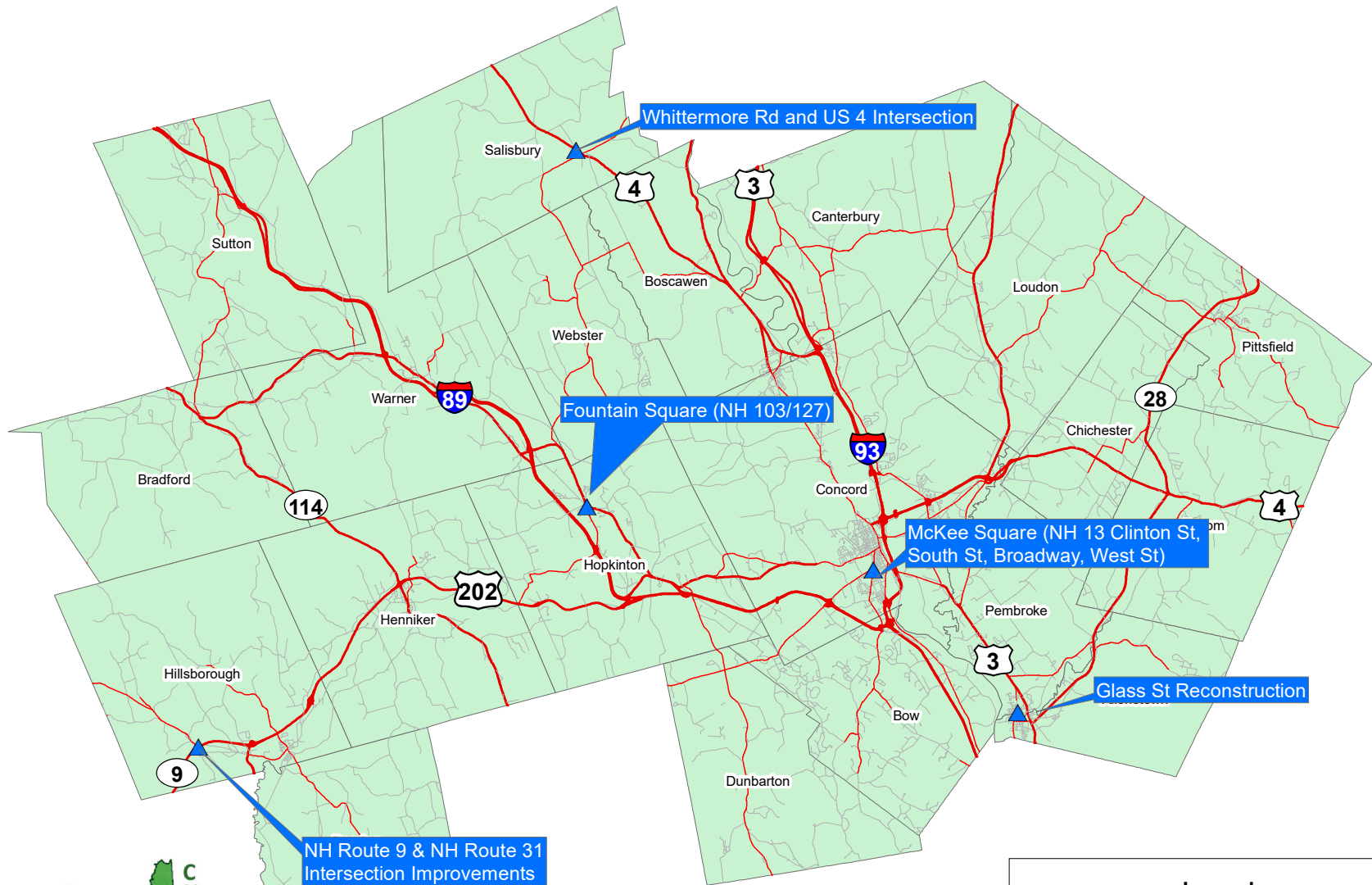
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Source: NHDOT TYP FY 2023-2032, STIP 2021-2034

US 202, NH 9, NH 127 Intersection improvements	14
Sidewalk along West Main Street	15
Bridge - NH 149 over Contoocook River	16
NH 106 and Village Rd Intersection Improvements	17
NH 106 Roadway Widening (Phase 3)	18
Bridge - Shaw Road over Kelly Brook	19
Bridge - NH 127 over Warner River	20
Bridge - NH 103 over I-89 NB	21
Multi-use path along NH 103 (W Main St)	22
Bridge - Clothspin Bridge Rd over Blackwater River	23
I-93 Widening from I-89 to between exit 15 and 16	24
Bridges - I-93 NB & SB over Merrimack River	25
Bridges - I-89 over Turkey Pond	26

# Regional Projects Evaluated for Inclusion in the FY 2025-2034 Ten Year Plan



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## Legend

- ▲ Projects Evaluated for FY 2025-2034 TYP
- Roads by Legislative Class**
- Class I Roads
- Class II & IV Roads
- Class IV and V Roads

# Project Scoring Criteria and Weights

NEW 2023-2032 TYP Criteria		Need or Impact	Definition	Weight
Mobility	Mobility Need and Performance	Need	An historical analysis of the mobility need and performance of a location for all modes.	7.3%
	Mobility Intervention	Impact	A forward-looking analysis of how interventions proposed as part of a project would improve the mobility performance for all modes.	7.5%
Network Significance	Traffic Volume	Need	The extent to which the project area is regionally-significant based on traffic volume.	6.3%
	Facility Importance	Need	The extent to which the project area is regionally-significant based on the importance of the facility to the local and the regional transportation system.	7.4%
Safety	Safety Performance	Need	An historical analysis of the Safety performance of a location over the past five year period for all modes.	6.6%
	Safety measures	Impact	A forward-looking analysis of how the countermeasures proposed as part of a project would improve safety performance for all modes.	7.6%
State of Repair	State of Repair	Need	The degree to which the project improves infrastructure condition in the project area.	6.3%
	Maintenance Condition	Impact	The degree to which the project impacts NHDOT and/or municipal maintenance.	5.4%
Support		Need	The degree of support for the project at the local, regional, and statewide level.	7.2%
Economic Development	Local and regional Econ. Dev.	Impact	The degree to which a project supports economic development needs and opportunities at the local and regional level.	7.8%
	Freight Movement	Impact	The degree to which the project impacts the movement of goods	5.6%
Equity, Environmental Justice & Accessibility	Equity, Environmental Justice	Impact	The degree to which a project benefits traditionally-underserved populations.	6.7%
	Accessibility	Impact	The degree to which a project ensures accessibility by all potential users.	7.5%
Natural Hazard Resiliency	Hazard Risk	Need	An analysis of the natural hazard risks (i.e. flood history) to a transportation facility,	4.8%
	Hazard Mitigation	Impact	A forward-looking analysis of how the natural hazard mitigation measures proposed as part of a project would reduce hazard risks.	5.9%