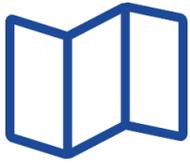


# Corridor Spotlight: I-89 North

## KEY METRICS OF THE TRAFFIC SHED



Four  
Communities



Merrimack  
County



26 miles  
of corridor route



8,374 residents  
in 2018



4,234 households  
in 2018

The Northern section of Interstate 89 in the Central NH Region was built between 1960-1968. By 1968, the four lane highway was opened to traffic between Concord and the Vermont state line, connecting the northwestern part of the state (Lebanon and Hanover) to Concord and Interstate 93. The northern section of I-89 in the CNHRPC region includes four complete interchanges at exits 6, 7, 9 and 10, as well as an incomplete interchange at Exit 8. Three of these five interchanges provide direct access to NH 103 which connects Claremont and other municipalities in the western part of the state to central New Hampshire. In the CNHRPC region, access to the northern section of I-89 is vital for Bradford, Sutton, Warner, Webster and parts of Hopkinton. I-89 provides high mobility to job centers in Lebanon and Concord, as well as points south for communities in the CNHRPC region and beyond.

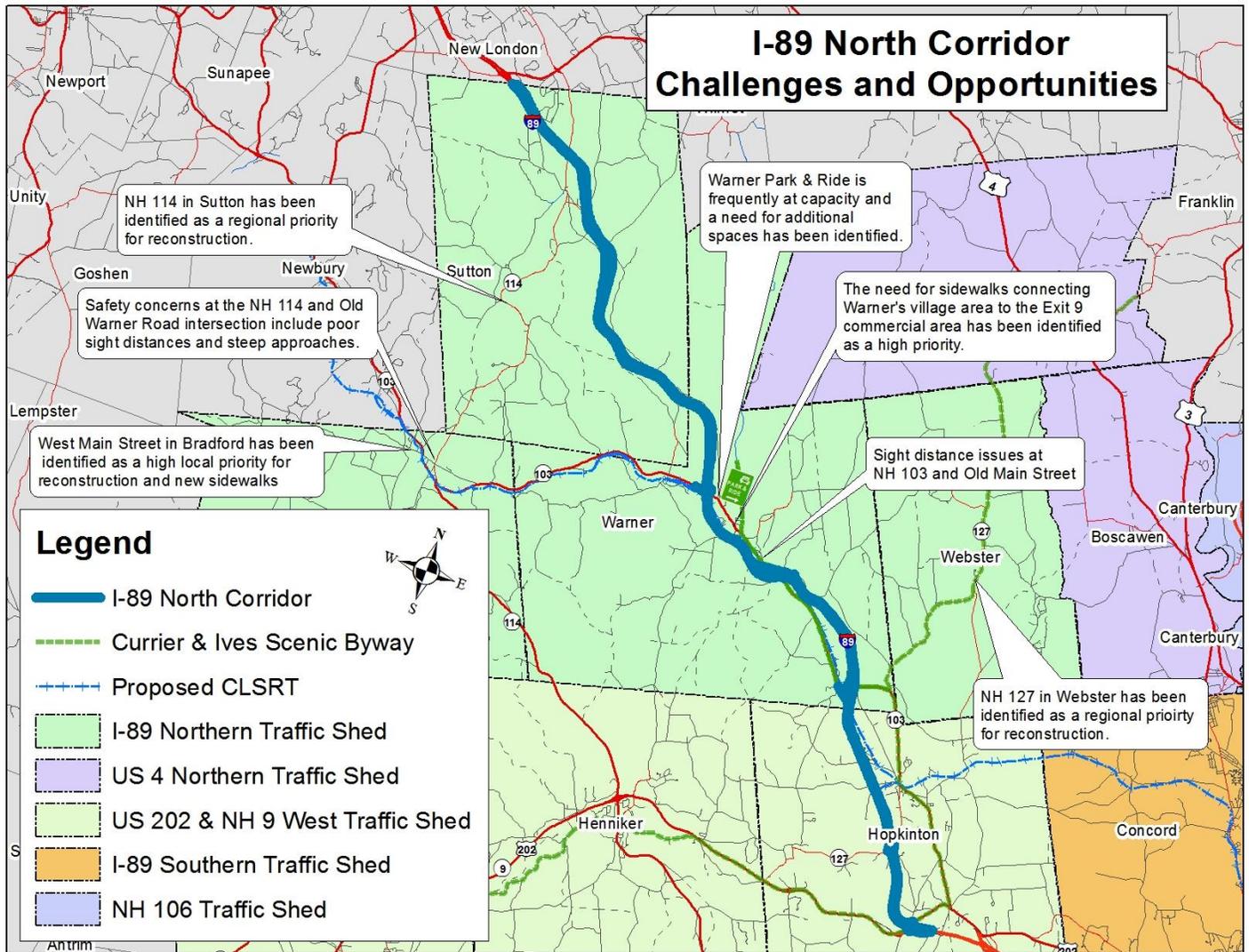
The communities in this part of the CNHRPC region are rural and having access to the interstate system is important for the livelihood of residents. Hopkinton's village center in Contoocook is located in close proximity to Exit 6, while Warner's village and commercial areas are accessed by both Exits 8 and 9. Bradford's village area is located near the crossroads of two major collector routes, NH 114 and NH 103, and is approximately 7 miles from I-89 Exit 9 interchange. In Sutton, NH 114, a minor collector, runs north-south connecting three rural and historic town centers. The interchange at Exit 10 in Sutton provides access for residents to access I-89, as well as visitors to the nearby state parks.

On I-89 just south of Exit 10 on the southbound side of the highway, is the Sutton Welcome and Information Center or rest area, which includes bathrooms and information for tourists. At Exit 9 in Warner there is

easy access to gas stations and grocery shopping in the commercially developed area around the interchange. A 24 space Park and Ride lot is also available but historic data shows the lot frequently at capacity. Another Park and Ride lot is located just north of Sutton in New London at Exit 12 which is served by transit connecting to Boston. The New London Park and Ride lot is also operating at capacity.

Another opportunity along this corridor is the abandoned Concord to Claremont rail line which is fragmented into many public and privately owned sections. This includes a long stretch of NH 103 that was built where the rail line once operated. A nonprofit, the Concord to Lake Sunapee Rail Trail, has built and improved multi-use paths open to the public along sections of this trail corridor. The group's mission is to establish a multi-use path connecting all of the village centers and the City of Concord. One of the greatest challenges may be to build a multi-use path within parts of the intermedium of I-89 in Warner where the rail line was once located.

Also located within this corridor is the state designated Currier & Ives Scenic Byway that passes through the towns of Salisbury, Webster, Warner, Hopkinton, and Henniker. Stretching approximately 40 miles in total, the Byway runs along NH 127 in Webster and along NH 103 in Warner and Hopkinton before continuing into Henniker. The Byway is overseen by the Currier & Ives Scenic Byway Council, that plays an advisory-only role with the purpose to promote the Byway, encourage collaboration among the towns along the route, and to advocate for corridor-wide protection and improvement efforts.



## CONNECTING THE REGIONAL GOALS WITHIN EACH CORRIDOR



### CONNECTIVITY

- Concord to Lake Sunapee Trail Corridor
- Warner, Hopkinton and Contoocook have walkable villages
- Mountain View Senior center provides senior transit
- Volunteer Driver Program for seniors and disabled
- New London Park and Ride offers transit connection to Boston

### SAFETY

- Crash hotspots at I-89 Exit 9 and 10 interchanges, Bradford and Warner Villages, North road near the regional high school
- The intersection of NH 103 and NH 127 in Warner, near the Webster and Hopkinton town line also has a crash history

### SYSTEM PRESERVATION

- 6 municipal red listed bridges
- 4 state red listed bridges
- 57 Bridges in fair Condition
- 31 Bridges in Good Condition

### SUSTAINABILITY

- Zoning permits residential, agricultural, and commercial uses
- 2,762 acres of conservation land
- 6,345 acres of aquifers
- 4,374 acres of highest ranked habitat in NH

### KEY TRAFFIC GENERATORS

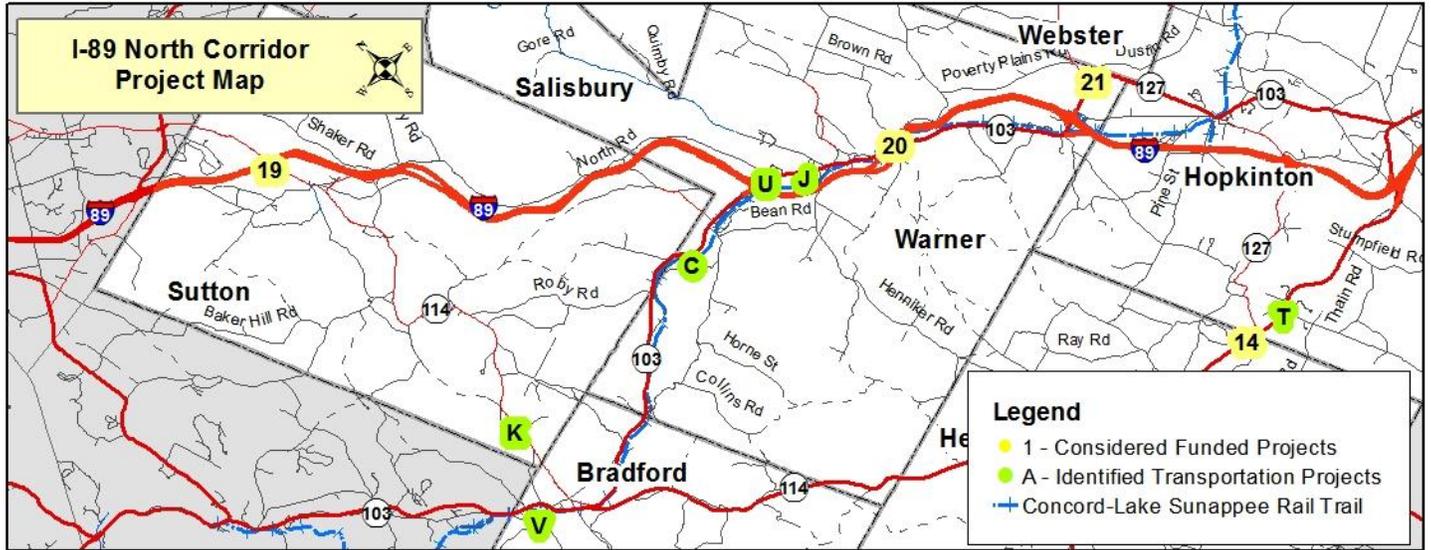
- Exit 9 commercial area in Warner
- McLane Company
- Kearsarge Valley Regional High School
- State Parks, Lake Sunapee

### OPERATION & CONGESTION

- I-89's AADT ranges from 19k-25k vehicles
- NH 103, 114 and 127 have AADTs ranging from 1.1k-4k with the exception being over 7.5k AADT on NH 103 in the area of Exit 9
- One Park and Ride along the corridor in Warner

## CORRIDOR PROJECTS & LOCATION MAP

The following projects include those that are currently contained in the 2021-2030 Ten Year Plan and other projects that have been identified through a variety of local, regional and statewide planning processes including local master plans, the regional Transportation Improvement Program (TIP) development process, the 2018 State owned bridge rehabilitation and replacement priority list, and the Statewide Transit Assessment. The projects, both planned and proposed, address a number of the corridor’s issues as identified in the I-89 North Corridor Challenges and Opportunities Map.



**NHDOT State Ten Year Plan 2021-2030 Projects – Considered Funded**

Map ID	Project Name	State #	Project Location	Project scope	Phase	Year(s)	Total Cost
19	Sutton	40633	I-89	Bridge rehabilitation of the bridge carrying I-89 NB over NH 114 in Sutton	CON	2023	\$1,792,517
					PE	2022	\$116,246
20	Warner	40622	NH 103	Deck Replacement for the red list bridge carrying NH 103 over I-89 NB	CON	2023	\$1,195,011
21	Warner	15907	NH 127	NH 127 over Warner River – Bridge replacement	CON	2023	\$2,091,980

## IDENTIFIED TRANSPORTATION PROJECTS

Map ID	Project Name	Location	Current Situation	Scope of Work	Cost (millions)
V	West Main Street Bike/Ped Improvements	Bradford	This is the third segment of improvements in the village area of Bradford that started in 2005. On the unfinished section, the existing road has narrow sidewalks from the 1930's that are in disrepair along with the road.	Construct Sidewalks and bike lanes on West Main Street in Bradford	\$0.6
J	NH 103 Street Bike/Ped Improvements	Warner	Development at Exit 9 in Warner has resulted in a substantial increase in the number of pedestrians and bicyclists travelling between where they live in the town center and the commercial area at Exit 9. The road is narrow with uneven shoulders, making travel hazardous for those persons.	Construct Sidewalks and bike lanes on NH 103 in Warner connecting the existing sidewalk in front of the park and ride to the existing sidewalk just north of Robyn Avenue.	\$0.91
U	Warner Park and Ride	Warner	The existing 24 space Park and Ride is consistently at capacity.	Expand park and ride available spaces. Consider adding transit stop	N/A
K	NH 114 Reconstruction	Bradford-Sutton	NH 114 is considered a low tier road on the state's pavement strategy but serves as an arterial roadway within Sutton. One of the largest regional high schools in the State is in Sutton and many busses use this roadway which has become costly for the school district.	Reconstruct segments of NH 114	\$1/mile
C	Concord to Lake Sunapee Rail Trail	Warner-Bradford	The existing abandoned rail corridor is fragmented into many pieces. Some have been developed into formal trails, some sections act as informal trails and some sections do not exist.	Formalize trails on the abandoned rail corridor connecting the villages of Hopkinton, Warner and Bradford by way of a multi-use path.	N/A