

# Central NH Regional Planning Commission

## DRAFT Transportation Improvement Program

FY 2027-2036

*To Be Approved*



Central NH Regional Planning Commission  
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# Introduction

The Regional Transportation Improvement Program (TIP) for Fiscal Years (FY) 2027-2036 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.

The vision of the Transportation Chapter of the Regional Plan is to have: “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”

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 2023 when the CNHRPC distributed notification letters to each of its member communities soliciting projects to be evaluated for potential inclusion the NHDOT FY 2027-2036 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 2025-2034 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 safety improvements. In addition, support for each of the projects identified in the FY 2025-2034 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.

## 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.

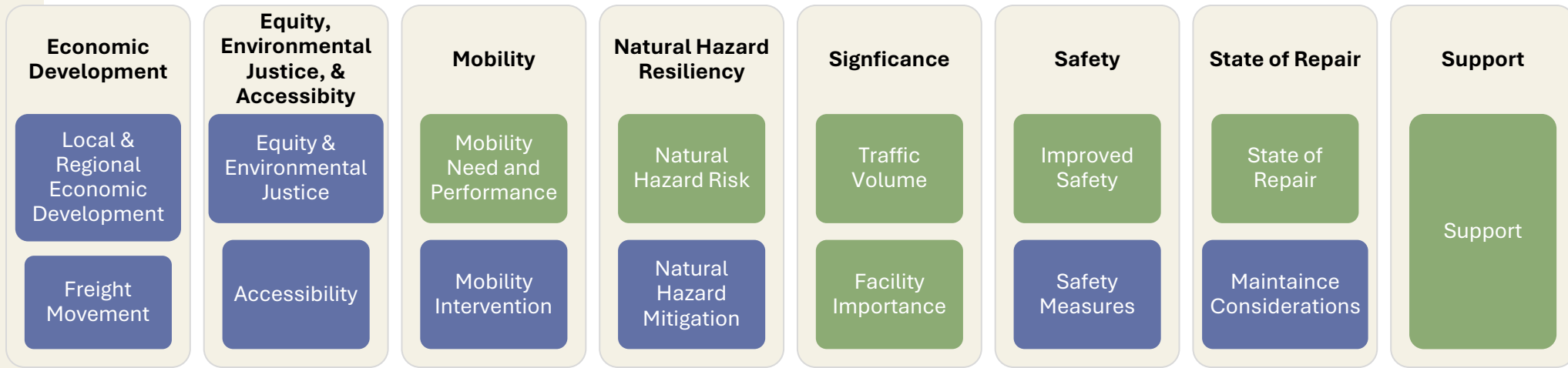
CNHRPC staff and the TAC evaluate the proposed projects that are Federal Aid Eligible based on evaluation criteria that are universally used by New Hampshire's nine regional planning commissions. Each region assigns criteria weights to better emphasize the needs in their region. The figure on the next page displays the universal criteria and the table on Page 12 includes 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 22, 2024, to discuss and develop preliminary scores. The weighted scores were presented to the CNHRPC TAC to review on October 25, 2024, and were used to develop a preliminary project ranking. The preliminary rankings, project proposal forms, conceptual plans, cost estimates, and supporting documentation were sent to NHDOT for their review in early November 2024.

The CNHRPC TAC met on March 21, 2025 to review NHDOT's comments and reaffirm project priorities to be included in the Draft FY 2027-2036 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 2025-2034 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 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. Please see the next page for a detailed look at the plan.

## 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 and is in need of study. It is the primary east-west

corridor from the Concord area to the seacoast, and a major access and commuter route for the communities it bisects.

The towns of Chichester and Epsom both submitted Ten Year Plan Project Proposals for a US 4 corridor study in their communities. As a result, a Chichester-Epsom Route 4 Corridor Study project was evaluated for inclusion into the 2027-2036 TYP. This project ranked second among the six projects that were submitted, demonstrating the need and regional priority of the corridor. Of particular concern are issues of safety and access at multiple intersections, including safety and operations of the Epsom Circle. Both municipalities had interest in TYP project proposals for construction at various locations along the corridor, but it was recognized that ideally a corridor study should take place in advance of a project proposal for construction.

After discussions with NHDOT and CNHRPC staff, the CNHRPC TAC agreed that submitting the Chichester-Epsom Route 4 Corridor Study project for inclusion in the NHDOT Ten Year Plan was not the preferred approach for conducting the study in a timely manner. CNHRPC is committed to initiating a study of the corridor outside of the Ten Year Plan.



# I-93 Bow-Concord Plan

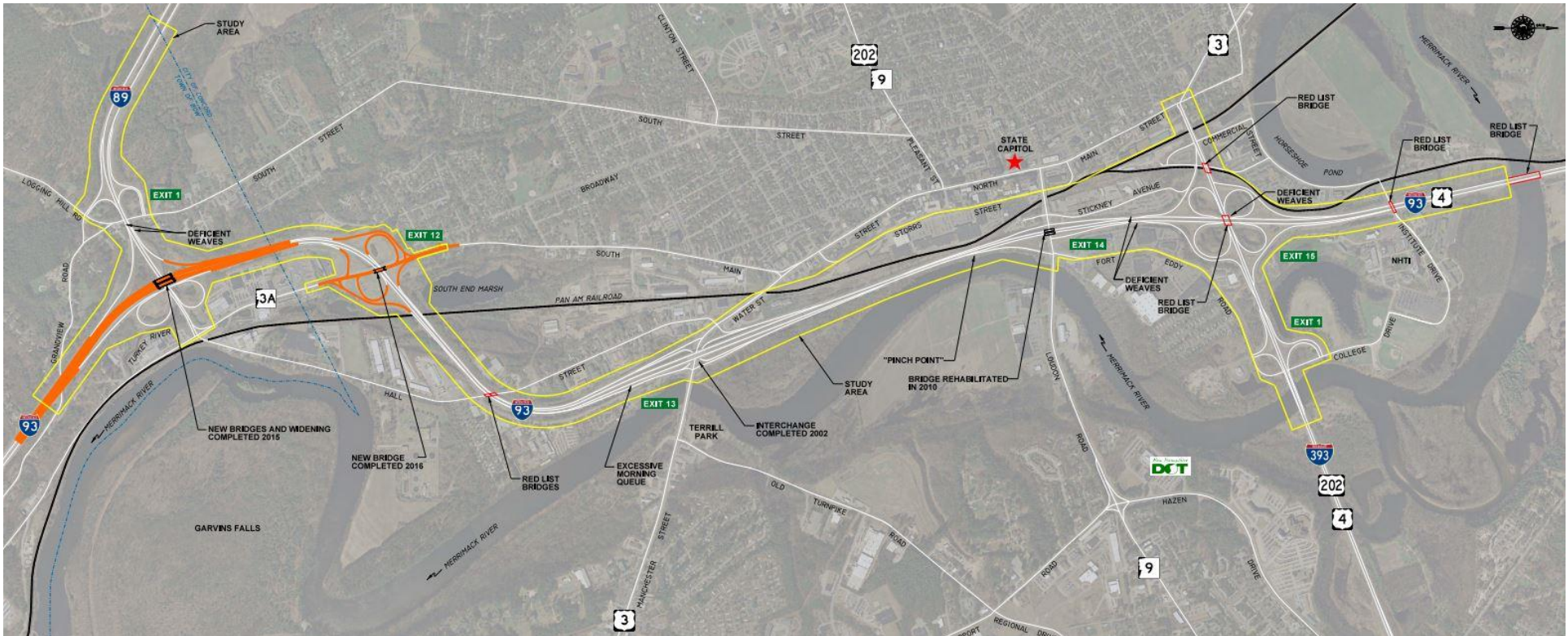


Image Source: McFarland Johnson

## 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 2027-2036 TYP. Project tables and maps are included on pages 6-12.

## Existing State Ten Year Plan FY 2025-2034 Regional Projects – Considered Funded

The FY 2025-2036 State of NH Ten Year Transportation Plan (TYP) was signed into law on August 9, 2024. 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. Project information for projects within NH's Statewide Transportation Improvement Program (STIP) covering fiscal years FY 2023-2026 (including updates and amendments to date) have been updated to reflect any changes. The STIP covers the first four years of the TYP and is updated

regularly, thus is a more up to date reference for project costs and timelines for projects nearing construction. Additional statewide or programmatic projects, such as pavement resurfacing or transit funding, may be in the TYP and STIP and located in the CNHRPC region but are not listed.

## ***Eligibility and Regional Allocation for the FY 2027-2036 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 2027-2036 TYP update, NHDOT proposed using \$60 million of federal funds across NH for RPC priority projects on roads eligible for federal funds. This represents level funding compared to the previous round, but a 20% increase over the 2023-2032 round. NHDOT calculates regional allocations of \$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 in this TYP round.

## ***Regional Projects Evaluated for Inclusion in the FY 2027-2036 Ten Year Plan***

CNHRPC received six project proposals as part of the solicitation process. Project costs were calculated based on current construction costs totaling approximately \$6.3 million in 2024 dollars. These projects were evaluated and ranked as described above.

One of the six project proposals was the Chichester-Epsom US 4 Corridor Study, which ranked second of the six. It was determined the TYP was not the best approach for completing the study, and was not recommended for inclusion into the TYP.

For the remaining top three ranked CNHRPC projects, NHDOT developed updated cost estimates, including inflation and administrative costs, to reflect project costs based on the anticipated project delivery schedule in the out years of the TYP. The total future cost of these three projects was estimated at \$10.66 million. The projects, descriptions, cost estimates and the rankings based on the TAC's evaluation, are listed on pages 8-9.

Also included for inclusion in the 2027-2036 TYP is funding for the Hillsborough 44220 Project, NH Route 9 and NH 31 intersection improvements. This project was partially funded during the 2025-2034 TYP round and added to the TYP, with a commitment that the balance be funded in the 2027-2036 TYP cycle using the CNHRPC regional allocation. The balance to be funded this TYP cycle comes to \$2,834,639.

# Existing State Ten Year Plan FY 2025-2034 – Considered Funded

Project Name	State #	Project Location	Project Scope	Construction Year	Total Cost
Allenstown	43538	Main St	Complete Streets Improvements to Main St	2032	\$3,927,679
Boscawen	41578	King Street (US 3/4)	Multimodal and safety improvements to King Street	2027	\$4,946,942
Bow	29641	NH 3A	Corridor safety improvements	2026	\$4,220,793
Chichester	40631	NH 28 and Main Street	Intersection Improvements	2025	\$1,671,316
Concord	42574	US 202 and NH 9	Address red list bridge carrying US 202 & NH 9 over Ash Brook in City of Concord	2029	\$1,824,302
Concord	41212	NH 9 (Loudon Rd) over Merrimack River	Bridge Rehabilitation - NH 9 (Loudon Rd) over Merrimack River	2026	\$24,769,862
Concord	42614	US 3	US 3 (Manchester St) widening between Garvins Falls Rd and Airport Rd	2029	\$6,063,291
Concord	43732	Rail Trail	Construct 1.79 miles of 10' wide paved multi-use path between Sewalls Falls Rd and Boscawen TL	2029-2030	\$1,846,664
Concord	44298	South St/Clinton St/Broadway	Construct a roundabout on South St/Clinton St/Broadway and improvements to Broadway and West	2029-2030	\$3,777,872
Concord	44326	Iron Works Rd over Turkey River	Replace Iron Works Rd bridge over Turkey River	2030	\$2,205,732
Concord	44368	TDM Software for CNHRPC	TDM software and GTFS support for CommuteSmart NH	2025	\$155,550
Dunbarton	43535	NH 77, NH 13	Improvements to the NH 77/NH13/Jewett Rd Intersection	2032	\$1,831,377
Henniker - Hopkinton	40633	US 202, NH 9, NH 127	Intersection improvements	2025-2026	\$6,776,364
Hillsborough	41368	West Main St/NH 149	Construct approximately 4,600' of sidewalk	2025	\$1,967,479



## (cont.) Existing State Ten Year Plan FY 2025-2034 – Considered Funded

Project Name	State #	Project Location	Project Scope	Construction Year	Total Cost
Hillsborough	43436	NH 149 over Contoocook River	Address Bridge carrying NH 149 over Contoocook River	2030	\$4,716,332
Hillsborough	44220	NH9/NH31	Safety and functional improvements to NH31/NH9/2nd NH Tpk intersection	2033	\$4,971,636
Hillsborough	44305	Bog Rd over Sand Brook	Replace Bog Rd bridge over Sand Brook	2033	\$4,971,636
Loudon	40632	NH 106 and South Village Rd	Intersection Improvements	2026	\$3,955,696
Loudon-Canterbury	29613C	NH 106	Roadway Widening (Phase 3)	2027-2029	\$24,969,910
Pittsfield	14972	Shaw Road over Kelly Brook	Bridge Replacement over Kelly Brook	2025-2026	\$818,497
Warner	15907	NH 127 over Warner River	Bridge replacement or rehab over Warner River	2026	\$4,142,193
Warner	44405	NH 103 over Warner River and I89	Deck replacement for red list bridge carrying NH103 over Warner River and I89 SB	2031	\$6,557,806
Warner	44161	Rail Trail I-89 Exit 9	Rail Trail I89 bridge underpass and trail improvements	2026	\$1,504,000
Warner	44356	Concord-Lake Sunapee Rail Trail	Construct 1.1mi multi-use path in the I89 ROW to link Davisville and Contoocook	2031	\$1,504,000
Webster	40810	Clothespin Bridge Road over Blackwater River	Bridge Replacement	2024-2025	\$3,835,648
Bow-Concord	13742	I-93	I-93 Widening from I-89 to between exit 15 and 16	2027-2034	\$482,204,559
Concord	41468	I-93	Address priority bridges carrying I-93 NB & SB over Merrimack River	2030-2032	\$38,764,825
Concord	43428	I-89	Address 2 Red List bridges carrying I-89 over Turkey Pond	2029	\$3,462,661

# Regional Projects Evaluated For inclusion in the FY 2027-2036 Ten Year Plan

Ranking	Location	Project Name	Description and Need	Scope of Work	Cost Millions
1	Hillsborough	Henniker Street Reconstruction	Henniker Street is one of the primary roadways through the downtown village area of Hillsborough. The land use on and around the corridor are a village neighborhood context, but the roadway infrastructure does not match the current needs of the neighborhood. Antiquated storm drainage, a lack of sidewalk in most places, sidewalks in poor condition where they exist, no curbing, unsafe pedestrian crossings, and a lack of ADA compliance all need to be addressed to meet present and future needs.	Reconstruct the roadway to improve access management, upgrade storm water drainage, construct sidewalks, improve pedestrian crossings, and upgrade to ADA compliance.	\$3.4 (\$4.46 Year of Expenditure, YoE)
2	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.	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.	\$3.0 (\$3.99 YoE)
3	Bradford	West Main Street Sidewalk Reconstruction	West Main St serves the western part of the village, including access to the Town Hall, Library, a church, food pantry, small commercial spaces, and residences. It also connects to newer sidewalks along East Main Street via a push button traffic signal across NH 103.	Reconstruct West Main St and add curbing, repair a failed culvert that is undermining the road and sidewalk, construct sidewalk along the south side of West Main Street, and construct and ADA accessible crossing at the Town Hall.	\$1.55 (\$2.22 YoE)

## (Cont.) Regional Projects Evaluated For inclusion in the FY 2027-2036 Ten Year Plan

Ranking	Location	Project Name	Description and Need	Scope of Work	Cost (millions)
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. Existing sidewalk is antiquated and beyond its useful life.	Improve the intersection geometry , which requires a grade change from US 4 up Whittermore Road toward and onto the Elementary School driveway.	\$0.45 (\$0.66 future)
5	Webster	NH127 and Long Street Intersection Safety Improvements	This rural intersection suffers from poor visibility due in large part to roadway geometry, topography, and buildings. Left turning vehicles, particularly trucks, do not have sufficient sight distance to the north when turning left from Long Street to NH 127.	Realign the intersection to improve visibility. The introduction of an all-way stop configuration is a possible alternative.	\$0.05

# NHDOT Ten Year Plan FY 2025-2034 Projects



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

- 1. Complete Streets Improvements to Main St
- 2. King Street Complete Streets Project
- 3. 3A Corridor Safety Improvements
- 4. NH28 and Main St Intersection Improvements
- 5. Bridge - US 202 & NH 9 over Ash Brook
- 6. Bridge - NH 9 (Loudon Rd) over Merrimack River
- 7. US 3 (Manchester St) Garvins Falls Rd to Airport Rd
- 8. Multi-use path between Sewalls Falls Rd and Boscawen TL

- 9. McKee Square Intersection Improvements
- 10. Iron Works Rd over Turkey River
- 11. Improvements to the NH 77/NH 13/Jewett Rd Intersection
- 12. US 202, NH 9, NH 127 Intersection improvements
- 13. Sidewalk along West Main Street
- 14. Bridge - NH 149 over Contoocook River
- 15. NH 9, NH31, 2nd NH Turnpike Intersection

- 16. Bridge - Bog Road over Sand Brook
- 17. NH 106 and Village Rd Intersection Improvements
- 18. NH 106 Roadway Widening (Phase 3)
- 19. Bridge - Shaw Road over Kelly Brook
- 20. Bridge - NH 127 over Warner River
- 21. Bridge - NH 103 over Warner River and I-89 SB
- 22. Rail Trail I89 Underpass
- 23. Rail Trail in I89 ROW
- 24. Bridge - Clothspin Bridge Rd over Blackwater River
- 25. I-93 Widening from I-89 to between exit 15 and 16
- 26. Bridges - I-93 NB & SB over Merrimack River
- 27. Bridges - I-89 over Turkey Pond



# Regional Projects Evaluated for Inclusion in the FY 2027-2036 Ten Year Plan



1. Hillsborough - Henniker St. Reconstruction
2. Pembroke - Glass St. Reconstruction
3. Bradford - West Main St. Sidewalk Reconstruction
4. Salisbury - Whittermore Road and US 4 Intersection Safety Improvements
5. Webster NH 127 and Long St. Intersection Safety Improvements

# Project Scoring Criteria and Weights

2023-2032 TYP Criteria		Definition	Weight	Combined Weight
<b>Mobility</b>	Mobility Need and Performance	An historical analysis of the mobility need and performance of a location for all modes.	7.3%	<b>14.8%</b>
	Mobility Intervention	A forward-looking analysis of how interventions proposed as part of a project would improve the mobility performance for all modes.	7.5%	
<b>Network Significance</b>	Traffic Volume	The extent to which the project area is regionally-significant based on traffic volume.	6.3%	<b>13.7%</b>
	Facility Importance	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%	
<b>Safety</b>	Safety Performance	An historical analysis of the Safety performance of a location over the past five year period for all modes.	6.6%	<b>14.2%</b>
	Safety Measures	A forward-looking analysis of how the countermeasures proposed as part of a project would improve safety performance for all modes.	7.6%	
<b>State of Repair</b>	State of Repair	The degree to which the project improves infrastructure condition in the project area.	6.3%	<b>11.7%</b>
	Maintenance Condition	The degree to which the project impacts NHDOT and/or municipal maintenance.	5.4%	
<b>Support</b>		The degree of support for the project at the local, regional, and statewide level.	7.2%	<b>7.2%</b>
<b>Economic Development</b>	Local and Regional Econ. Dev.	The degree to which a project supports economic development needs and opportunities at the local and regional level.	7.8%	<b>13.4%</b>
	Freight Movement	The degree to which the project impacts the movement of goods	5.6%	
<b>Equity, Environmental Justice &amp; Accessibility</b>	Equity, Environmental Justice	The degree to which a project benefits traditionally-underserved populations.	6.7%	<b>14.2%</b>
	Accessibility	The degree to which a project ensures accessibility by all potential users.	7.5%	
<b>Natural Hazard Resiliency</b>	Hazard Risk	An analysis of the natural hazard risks (i.e. flood history) to a transportation facility,	4.8%	<b>10.7%</b>
	Hazard Mitigation	A forward-looking analysis of how the natural hazard mitigation measures proposed as part of a project would reduce hazard risks.	5.9%	