

Central New Hampshire Regional Planning Commission

28 Commercial Street ❖ Concord, NH 03301

Telephone: (603) 226-6020 ❖ Fax: (603) 226-6023 ❖ www.cnhrpc.org

RECEIVED

OCT 15 2018

SELECTMEN'S OFFICE
DUNBARTON, NH



October 12, 2018

Board of Selectmen
Town of Dunbarton
1011 School Street
Dunbarton, NH 03046

RE: CNHRPC Long Range Transportation Plan &
State of New Hampshire FY 2021-2030 Ten Year Transportation Improvement Plan Update

Dear Members of the Board of Selectmen:

CNHRPC is announcing the start of the biennial update of the NHDOT Ten Year Transportation Improvement Plan (TYP) to cover Fiscal Years 2021-2030 and the CNHRPC Long Range Transportation Plan (LRTP) Update

Every two years, the Planning Commission requests feedback from local officials to nominate new projects or reaffirm their support for already programmed transportation projects to be considered for inclusion in the State of New Hampshire's Ten Year Transportation Improvement Program (TYP). The State's TYP has been evaluated and revised in a two-year planning cycle since the early 1990's in compliance with federal guidelines. Regional priorities for transportation improvements are compiled by each of New Hampshire's nine Regional Planning Commissions for consideration by the NH Department of Transportation (NHDOT) and the Governor and Executive Council to prepare the Statewide TYP.

In order for the State's TYP to reflect local and regional priorities across the State of New Hampshire, it is important that communities participate in the entire process. CNHRPC is now soliciting proposals for new, regionally significant projects for potential inclusion in the CNHRPC Long Range Transportation Plan (LRTP) and for projects that your community would like submitted for inclusion in the State's 2021-2030 TYP. We are also asking communities to let us know if there is a project in the current TYP (FY 2019-2028) that could be advanced, delayed or revised. CNHRPC, with input from the CNHRPC Transportation Advisory Committee, will provide NHDOT and the Governor's Advisory Commission on Intermodal Transportation (GACIT) with the region's transportation project priorities as well as any recommended changes to existing TYP projects.

Please complete the attached Project Proposal Form if your community would like to submit a new project for consideration. CNHRPC staff is committed to working with each of our member communities to advance projects in the region. Even if a potential project does not meet the criteria for state and federal funding, please submit a summary proposal for a project(s) that we can then use to assist our member communities in planning for future improvements outside of the TYP update process.

Customer

123456789

Please return your Project Proposal Forms no later than 5:00 p.m. Friday, November 30th, 2018.

If you have any questions about this process or would like assistance in completing the Project Proposal Form, we would be happy to meet with you or you may contact me at 603-226-6020 or dwilliams@cnhrpc.org or contact Michael Tardiff, CNHRPC Executive Director.

Sincerely,

A handwritten signature in black ink, appearing to read 'D Williams', with a stylized flourish at the end.

Dean Williams
Transportation Planner

Enclosures

cc: Ken Swayze, Planning Board Chair/CNHRPC Commissioner
George Holt, CNHRPC Commissioner

**Central NH Regional Planning Commission - FY 2021- FY2030 Ten Year Transportation Improvement Plan
Project Proposal Form**

- City/Town of: Dunbarton
- Central NH Regional Planning Commission
- NH DOT
- Transit Agency: _____
- Other (Specify): _____

Contact Person

Name: Christopher Remillard
 Address: 18 Robert Rogers Road
 Phone: (603) 774-5500
 e-mail: chrisremillard@gsinet.net

Clinton Street, Jewett Road, Stark Hwy North

Road(s): Concord Stage Road From/To: North-South & East-West

Length: 300' Circumference (Estimated) City/Town: Dunbarton



Description of Proposal Location

The location of this proposal is the intersection of State Routes 77 (Concord Stage Road) and 13 (Clinton Street and Stark Highway North), otherwise known as "Page's Corner." This intersection is unique in that it requires a three-way stop and gives the right-of-way to westbound traffic, causing driver confusion and risky driving behaviors, such as failing-to-yield, speeding, and stop sign violations.

The Purpose and Need Statement attempts to distill the intent of the proposal, and the appropriateness of any proposed solutions in solving the transportation problem and meeting any other listed goals and objectives.

What problem(s) is the proposal addressing (Purpose)?

High traffic volume at this intersection combined with the three-way stop configuration contributes to a dangerous and confusing traffic pattern.

Is evidence available to support the need for the proposed project (Need)? For example crash history, turning movement counts, signal warrant analysis, etc.

Yes. Crash data, turning movement counts and an informal Road Safety Audit completed by the New Hampshire Department of Transportation (DOT) is attached for review.

Beyond those mentioned in the Purpose statement, what other issues will be addressed by the proposed project (Goals and Objectives)?

Infrastructure improvements to this intersection can help reduce motor vehicle crashes that result in personal injury or property damage, reduce driver confusion and improve overall traffic flow.

**Central NH Regional Planning Commission - FY 2021- FY2030 Ten Year Transportation Improvement Plan
Project Proposal Form**

Describe the project proposal and identified scope of work

A long-term improvement to the intersection would be the construction of a roundabout.

What alternatives to the proposal described above have been considered?

The Dunbarton Police Department monitors the intersection as time allows but traffic problems, motor vehicle violations and collisions still occur with concerning frequency. A permanent, long term solution is needed to help mitigate these issues and improve overall safety at the intersection. Short term solutions may be pursued through the DOT's Road Safety Audit process and may include oversized stop signs with LED beacons, permanently mounted speed display signs for traffic entering the intersection, and/or changing the configuration of the intersection to a two-way (eastbound/westbound free flowing) or four-way stop.

Describe the extent of public outreach and involvement efforts to date and anticipated future efforts for the proposal.

A public hearing would be held to discuss possible projects and/or infrastructure improvements to ensure buy-in and feedback from a variety of stakeholders including Town residents and officials, those with property that abuts or is adjacent to the intersection, first responders, and others. Community buy-in would be instrumental in deciding on which project(s) to pursue or advocate for. The current configuration of the intersection is a source of frustration that is commonly expressed by the motoring public.

Is the proposal identified as a priority in a local or regional plan (e.g. local master plan, local bicycle/pedestrian plan, corridor study, etc). If yes, provide a link to the pertinent section of the plan(s).

In 1960, the State of New Hampshire constructed a "new" road which created the four-way intersection as it stands today. Prior to that road being constructed/improved, there was never a road that went straight into Weare. Rather, the intersection had been a "T" configuration, with westbound traffic having the option to turn northbound onto Jewett Road or southbound onto Stark Highway North (Route 13). The applicant is not aware of any formal local plans specific to this intersection.

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Cost Estimate	Federal	State	Local	Private/Other	Total
Engineering:	\$ -	\$ -	\$ -	\$ -	\$ -
Right-of-Way:	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ -	\$ -	\$ -	\$ -	\$ -
Structures:	\$ -	\$ -	\$ -	\$ -	\$ -
Capital:	\$ -	\$ -	\$ -	\$ -	\$ -
Operating	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$932,000

What is the source of the above cost estimate?

Central New Hampshire Regional Planning Commission's On-Call Engineer, Michael Vignale. Please see the attached estimate and roundabout concept image.

Supporting Evidence and Documentation (Check if attached)

- Corridor Study (Attach excerpt)
- Local Transportation Study/Plan (attach excerpt)
- Regional Planning Study/Plan (attach excerpt)
- Crash Reports
- Turning Movement/Traffic Volume Data
- Special Studies (Road Safety Audit, Warrant Analysis, etc.)
- Ridership Estimates
- Safe Routes To School Travel Plan

Attach a detailed map showing the proposal location and surroundings. Include the information listed below where there are potential impacts within or adjacent to the proposed project area.

- | | |
|--|---|
| <ul style="list-style-type: none"> <input type="checkbox"/> Park/Recreation areas <input type="checkbox"/> Scenic/historic/cultural resources <input type="checkbox"/> Bike lanes/sidewalks/crosswalks <input type="checkbox"/> Recreational/multi-use trails
 <input type="checkbox"/> Transit service/public transportation routes <input type="checkbox"/> Park and Ride facilities <input type="checkbox"/> Culverts/bridges <input checked="" type="checkbox"/> Signalized intersections <input type="checkbox"/> Active railroads
 <input type="checkbox"/> Other active or proposed transportation improvements | <ul style="list-style-type: none"> <input type="checkbox"/> Water resources, aquifers, wetlands <input type="checkbox"/> Flood zones <input type="checkbox"/> Wildlife habitats <input type="checkbox"/> Commuter sheds <input type="checkbox"/> Freight corridors
 <input type="checkbox"/> Low income, minority, elderly housing <input type="checkbox"/> Retail/tourism destinations <input type="checkbox"/> Employment centers <input type="checkbox"/> Municipal services/schools |
|--|---|

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