

# Update on FY 2023-2032 Ten-Year Transportation Improvement Plan

SNHPC TAC Meeting  
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# Reminder: SNHPC TYP Projects Under Consideration

- **Bedford** – Supplemental Funding for U.S. Route 3 Widening from Hawthorne Dr. to Raymond Wieczorek Dr. (Existing TYP Project)
- **Deerfield** - NH Route 107/Candia Rd./Church St. Roundabout
- **Derry** – Rail Trail Expansion from Madden Road to Londonderry T/L
- **Londonderry** – NH Route 28/128 Intersection Improvements (Existing TYP Project)
- **Manchester** – I-293/Second Street Engineering Study
- **Manchester** – I-93 Exit 8 Interchange Improvements
- **Manchester** – Hooksett Rd./Campbell St. and Campbell St./Hamel Dr. Intersection Improvements



# Since the Last TAC Meeting (On-call Engineering Updates)

- The SNHPC has entered into a contract with VHB, Inc. for on-call engineering needed for TYP project scoping and cost estimating work.
- The SNHPC is currently developing a Task Order with VHB for project scoping/cost estimating including:
  - **Deerfield** - NH Route 107/Candia Rd./Church St. Roundabout
  - **Derry** – Rail Trail Expansion from Madden Road to Londonderry T/L
  - **Londonderry** – NH Route 28/128 Intersection Improvements
  - **Manchester** – I-93 Exit 8 Interchange Improvements
  - **Manchester** – Hooksett Rd./Campbell St. and Campbell St./Hamel Dr. Intersection Improvements
- Existing cost estimates will be utilized for the **Bedford** (U.S. Route 3) and **Manchester** (I-293/Second Street Engineering Study) projects.



# Since the Last TAC Meeting (Project Updates)

- Based on initial discussions with VHB, we expect that the existing TYP project in Londonderry (**NH Route 28/128 Intersection Improvements**) will require supplemental funding.
  - The project is currently programmed for \$1.67 Million with construction in FY 2027.
  - The realignment and signalization concept envisioned may be more challenging to implement due to development that has occurred adjacent to the intersection.



# Since the Last TAC Meeting (Project Evaluation Updates)

- The TAC Project Evaluation Subcommittee comprised of Dick Snow (Candia), Linda Kunhardt (Francestown), and Laurie Makarawicz (MTA) has met to do an initial review/evaluation of projects.
  - The SNHPC is required to provide NHDOT with a “shortlist” of projects under consideration with an initial evaluation by November 6<sup>th</sup>.
  - The initial evaluation may change as scoping and cost estimates come into focus and more information is learned about each of the projects.
  - Final regional priorities are not due until March 31<sup>st</sup>.



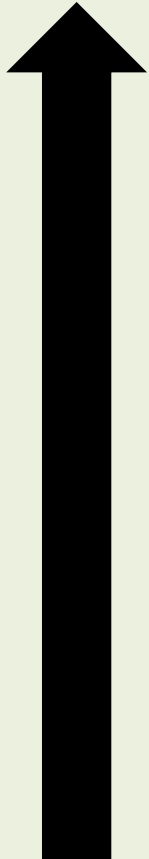
# Reminder: Ten-Year Plan Project Evaluation Criteria

Ten-Year Plan Criteria		Definition	SNHPC Weighting (2023-2032 TYP)
<b>Economic Development</b>	Local and Regional Economic Dev.	The degree to which a project supports economic development needs and opportunities at the local and regional level.	<b>6.29%</b>
	Freight Movement	The degree to which the project impacts the movement of goods.	<b>5.73%</b>
<b>Equity, Environmental Justice, and Accessibility</b>	Equity and Environmental Justice	The degree to which a project benefits traditionally-underserved populations.	<b>4.26%</b>
	Accessibility	The degree to which a project ensures accessibility by all potential users.	<b>7.44%</b>
<b>Mobility</b>	Mobility Need and Performance	A historical analysis of the mobility need and performance (e.g. level of congestion, delay, etc) of a location for all modes.	<b>7.44%</b>
	Mobility Intervention	A forward-looking analysis of how interventions proposed as part of a project would improve the mobility performance for all modes.	<b>6.63%</b>
<b>Natural Hazard Resiliency</b>	Hazard Risk	An analysis of the natural hazard risks (i.e. flood history) to a transportation facility.	<b>5.41%</b>
	Hazard Mitigation	A forward-looking analysis of how the natural hazard mitigation measures proposed as part of a project would reduce hazard risks.	<b>5.82%</b>
<b>Network Significance</b>	Traffic Volume	The extent to which transportation infrastructure is currently utilized by vehicles, bicycles, and pedestrians.	<b>8.79%</b>
	Facility Importance	The importance of the facility to the local and the regional transportation system (e.g. available of alternate routes, etc).	<b>8.05%</b>
<b>Safety</b>	Safety Performance	A historical analysis of the safety performance (i.e. crash history) of a location over the past five (5) year period for all modes.	<b>7.44%</b>
	Safety Measures	A forward-looking analysis of how the countermeasures proposed as part of a project would improve safety performance for all modes.	<b>9.81%</b>
<b>State of Repair</b>	State of Repair	The degree to which the project improves infrastructure condition in the project area (e.g. pavement condition, bridge condition, etc).	<b>8.34%</b>
	Maintenance	The degree to which the project impacts NHDOT and/or municipal maintenance requirements.	<b>4.20%</b>
<b>Support</b>	Support	The degree of documented support for the project at the local, regional, or statewide level.	<b>4.33%</b>



# Initial Project Evaluation Results

Higher Priority



**Manchester** – I-293/Second Street Engineering Study

Turnpike  
Project

**Bedford** – Supplemental Funding for U.S. Route 3 Widening from Hawthorne Dr. to Raymond Wieczorek Dr.

**Londonderry** – Supplemental Funding for NH Route 28/128 Intersection Improvements

Existing TYP  
Projects

**Derry** – Rail Trail Expansion from Madden Road to Londonderry T/L

**Manchester** – I-93 Exit 8 Interchange Improvements

**Manchester** – Hooksett Rd./Campbell St. and Campbell St./Hamel Dr. Intersection Improvements

**Deerfield** - NH Route 107/Candia Rd./Church St. Roundabout

Newly  
Proposed  
Projects

Lower Priority



# One of these projects is not like the others...

- **While the proposed I-293/Second Street Engineering Study in Manchester is emerging as both a local and regional priority, it would be a Turnpike project and the decision of whether or not to fund the project ultimately lies with the NHDOT.**
  - The SNHPC's allocation of \$8.55 Million for this TYP update cycle is federal funding.
  - The NHDOT has a policy that the Turnpike system should be self-sustaining with Turnpike funds (i.e. toll revenue). As such, the NHDOT generally avoids using federal funding on the Turnpike system.
  - The NHDOT has expressed a willingness to discuss this study, but Turnpike funds may be fully subscribed and toll revenues are under pressure from reduced travel due to the COVID pandemic.





# Where are we at right now?

- We have a sense of initial regional priorities, but work continues on due diligence for these projects, including engineering scoping and cost estimating.
  - The initial regional priorities are subject to change as more is learned about the projects. Final priorities are due March 31<sup>st</sup>.
  - All proposed projects are “still on the table” and are still being evaluated.
- The proposed I-293/Second Street Engineering Study will require further discussions with NHDOT, and the path forward for that project is not yet clear.
- The amount of supplemental funding needed for the existing Londonderry (NH Route 28/128 Intersection Improvement) project may be a key factor in determining how many newly proposed projects can be funded in this TYP update.



# Questions?