

Update on FY 2025-2034 Ten-Year Transportation Improvement Plan Update Process

SNHPC TAC Meeting
October 20, 2022

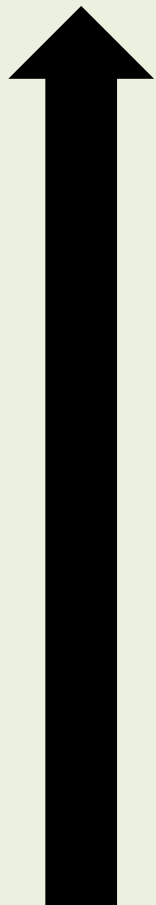
Nathan Miller, AICP
Deputy Executive Director





How does the Ten-Year Plan fit into the Project Development Process?

Construction



Year 1-4

Transportation Improvement Program (TIP)

- Comprised of projects in the first four years of the TYP.
- Encompasses all federally funded projects in the region.
- Fiscally constrained in accordance with known revenues.
- Updated every two years at the conclusion of the TYP process.

Federal Requirement

Year 5-10

Ten-Year Transportation Improvement Plan (TYP)

- State-level funding commitment for listed projects.
- Encompasses all surface and air transportation projects in NH.
- Fiscally constrained against known and anticipated revenues.
- Regions are provided funding allocations for new projects.

State Requirement

Year 11-20+

Metropolitan Transportation Plan (MTP)

- Identifies long-term project needs to meet regional goals.
- Inclusion in the MTP does not constitute a funding commitment.
- Fiscally constrained against known and anticipated revenues.
- Projects in the MTP form the "pipeline of projects" for the TYP.

Federal Requirement

Concept



Funding Parameters for this Ten-Year Plan Update Cycle

- The SNHPC's regional allocation for Ten-Year Plan projects was increased proportionally with the increase in federal formula funding that the state as a whole is receiving through the Infrastructure Investment and Jobs Act (IIJA).
- **Accordingly, the SNHPC's allocation for projects in this Ten-Year Plan update cycle will be \$10.56 Million.**
- **This amount is based on year-of-expenditure dollars (new projects in this Ten-Year Plan update will likely be programmed for construction in 2033 and 2034), and inflation will need to be applied accordingly.**



Engineering Review for the Ten-Year Plan Update

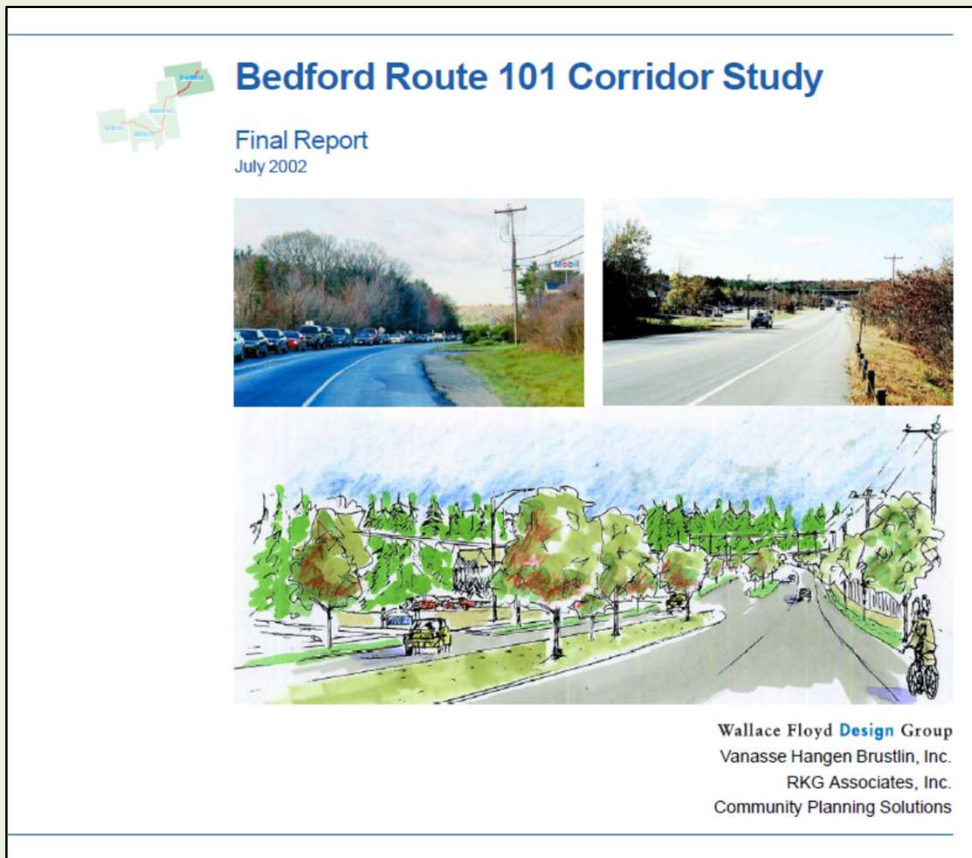
- NHDOT requires engineering review of all projects to be included in the Ten-Year Plan for scoping and cost estimation purposes.
- VHB has been selected to serve as the SNHPC's on-call engineering firm for the next two years.
- As the SNHPC's on-call engineering firm, VHB has been conducting project scoping and cost estimating work for **all seven** regional project proposals for the FY 2025-2034 Ten-Year Plan.
 - Draft scoping memos and cost estimates have been developed and are being reviewed by SNHPC staff and municipal partners.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF BEDFORD

NH Route 101 Safety Improvements from Wallace Road to the Bedford/Amherst Town Line



- Project is the Town of Bedford's #1 priority for inclusion in the Ten-Year Plan.
- Project would be based on the continued implementation of safety improvements consistent with the 2002 Corridor Study, with a priority on the section between Wallace Rd. and Elk Dr.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF BEDFORD

NH Route 101 Safety Improvements from Wallace Road to the Bedford/Amherst Town Line



- Project would implement the 5-lane cross section envisioned in the 2002 Corridor Study.
- Project would begin at the recently completed widening project from Route 114 to Wallace Road.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF BEDFORD

NH Route 101 Safety Improvements from Wallace Road to the Bedford/Amherst Town Line

- Total project cost is estimated to be \$19.7 Million in 2022 dollars.
- Given that the segment from Wallace Road to Elk Drive is the highest priority segment, we are asking VHB to break out a specific cost for that segment.
- The NH Route 101 bridge over Pulpit Brook was widened to 3 lanes in 2022 with no accommodation for the 5-lane cross section envisioned in the corridor study. Thus, the segment from Elk Drive to the Amherst Town Line may ultimately require a different cross section.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF BEDFORD

Construction of a Multi-use Path Adjacent to NH Route 101 from Wallace Road to the Bedford/Amherst Town Line



- Project is the Town of Bedford's #2 priority for inclusion in the Ten-Year Plan.
- Project would involve the construction of a 10' wide paved multi-use path along NH 101 with 2' gravel shoulders for a total width of +/-14 feet.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF BEDFORD

Construction of a Multi-use Path Adjacent to NH Route 101 from Wallace Road to the Bedford/Amherst Town Line

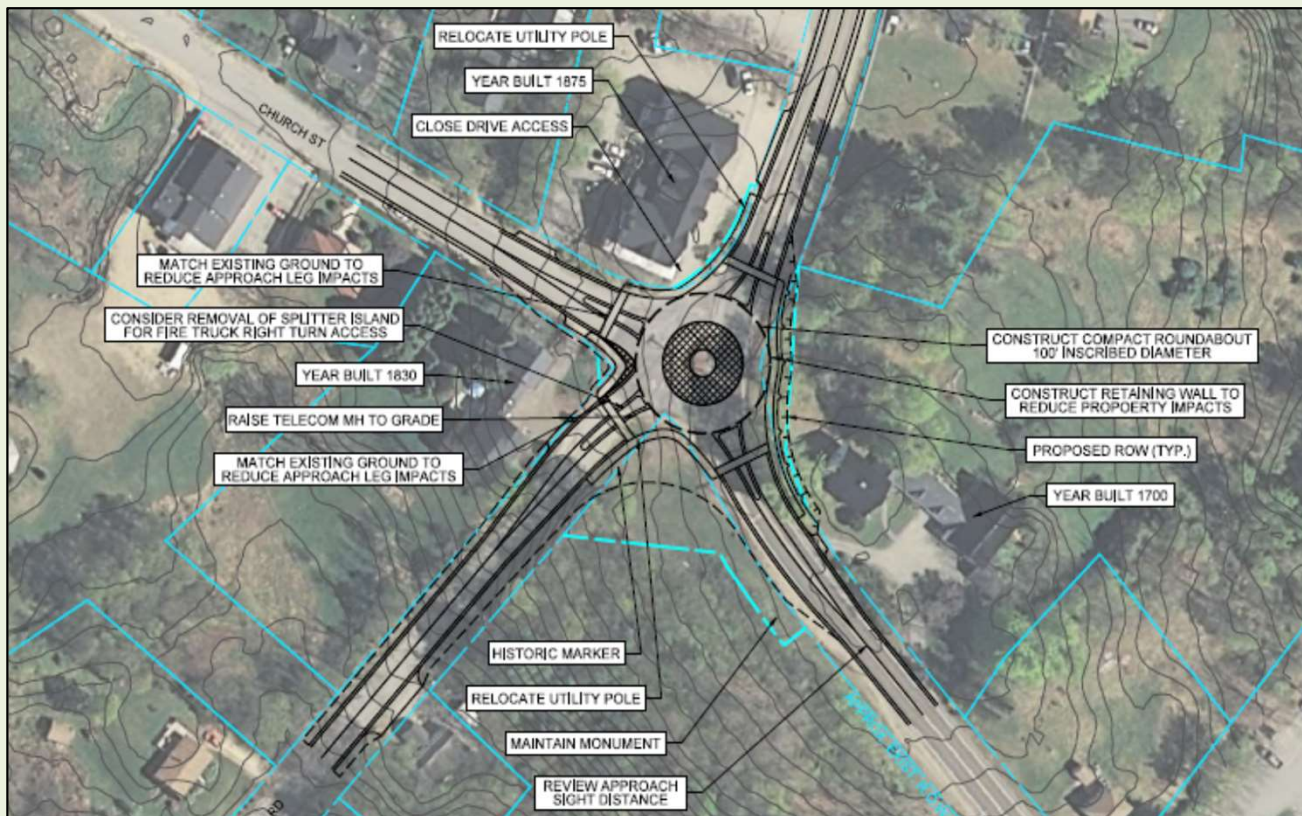
- Total project cost is estimated to be \$3.1 Million in 2022 dollars.
- The NH Route 101 bridge over Pulpit Brook was widened to 3 lanes in 2022 with no accommodation for a potential multi-use path. The bridge would either need to be widened or a separate prefabricated pedestrian bridge would need to be installed at this location.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF DEERFIELD

Convert Intersection of NH Route 107/Candia Road/Church Street to a Roundabout



- Project was previously submitted for Ten-Year Plan consideration in the last update cycle.
- Project was assigned to VHB to update the cost estimate for the 4-leg roundabout concept.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF DEERFIELD

Convert Intersection of NH Route 107/Candia Road/Church Street to a Roundabout

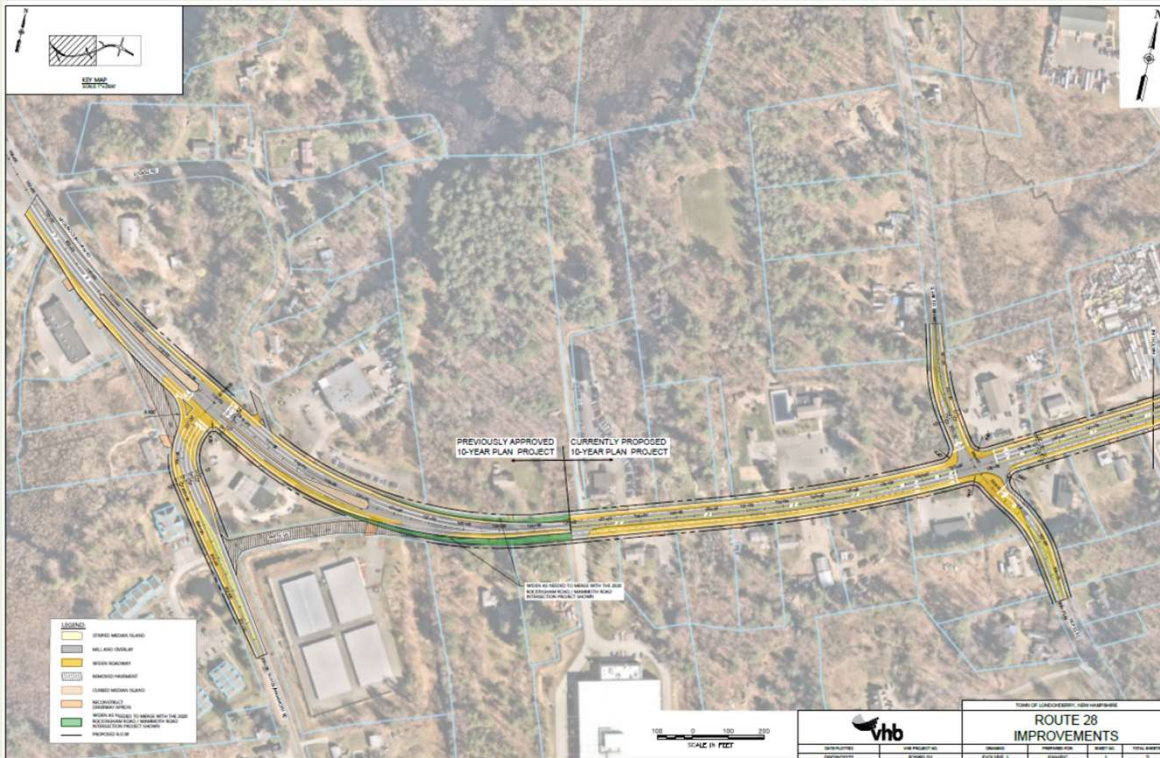
- Total project cost is estimated to be \$1.557 Million in 2022 dollars, which is lower than the \$1.796 Million cost estimate from two years ago.
- The design tries to minimize impacts to historic properties but would still result in some historic property impacts, including the removal of old growth trees at 2 Raymond Road.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF LONDONDERRY

Increase capacity on NH Route 28 from Symmes Dr/Vista Ridge Dr to the intersection of NH Route 128



- Project is the Town of Londonderry's #1 priority for inclusion in the Ten-Year Plan.
- Project would expand Route 28 to a 5-lane cross section with a dual use center turn lane.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF LONDONDERRY

Increase capacity on NH Route 28 from Symmes Dr/Vista Ridge Dr to the intersection of NH Route 128



- The NH 28/Vista Ridge Dr./Symmes Dr. intersection includes additional turn lanes and through lanes, which may be excessive.
- VHB recommends re-evaluating lane use once the design phase of the project formally commences.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF LONDONDERRY

Increase capacity on NH Route 28 from Symmes Dr/Vista Ridge Dr to the intersection of NH Route 128

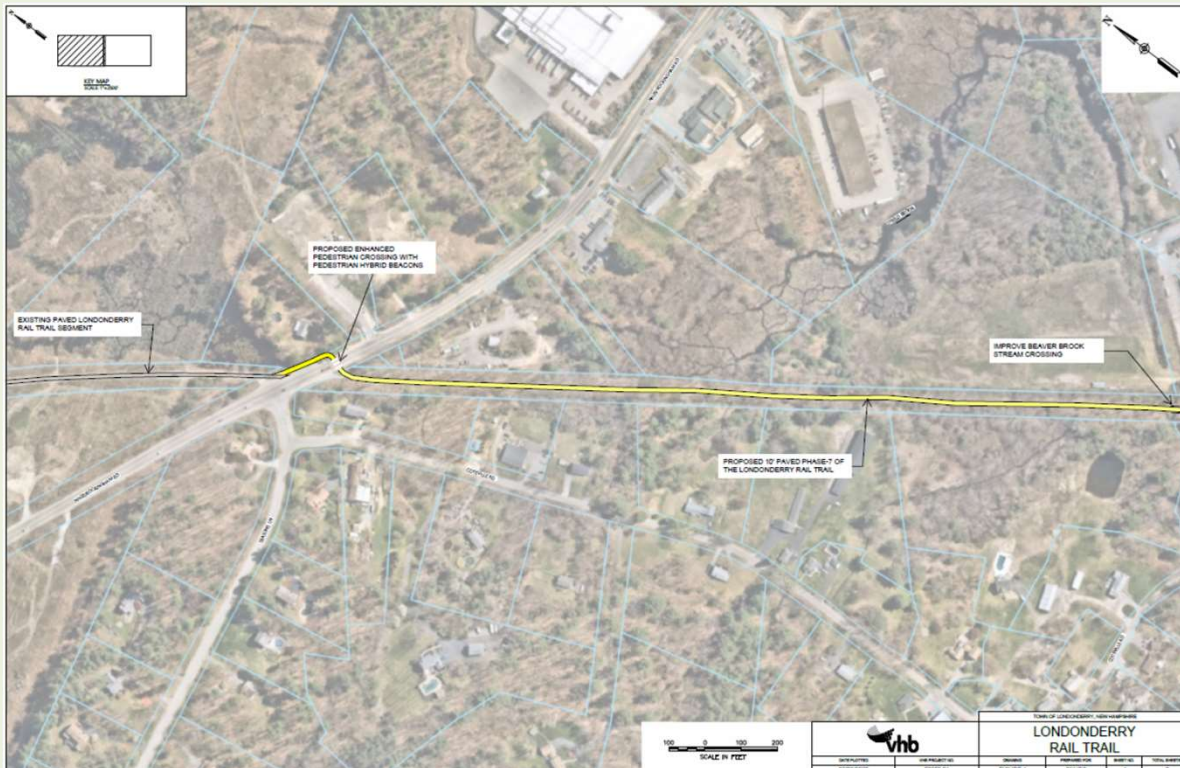
- Total project cost is estimated to be \$9.7 Million in 2022 dollars.
- The size and cost of this project would normally lend itself to phasing. However, because the NH 28/Vista Ridge Dr./Symmes Dr. intersection improvement is the most significant component of the project, a phased version of the project may not provide tangible benefits.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF LONDONDERRY

Construction of Phase 7 of the Londonderry Rail Trail from NH Route 28 to the Derry Town Line



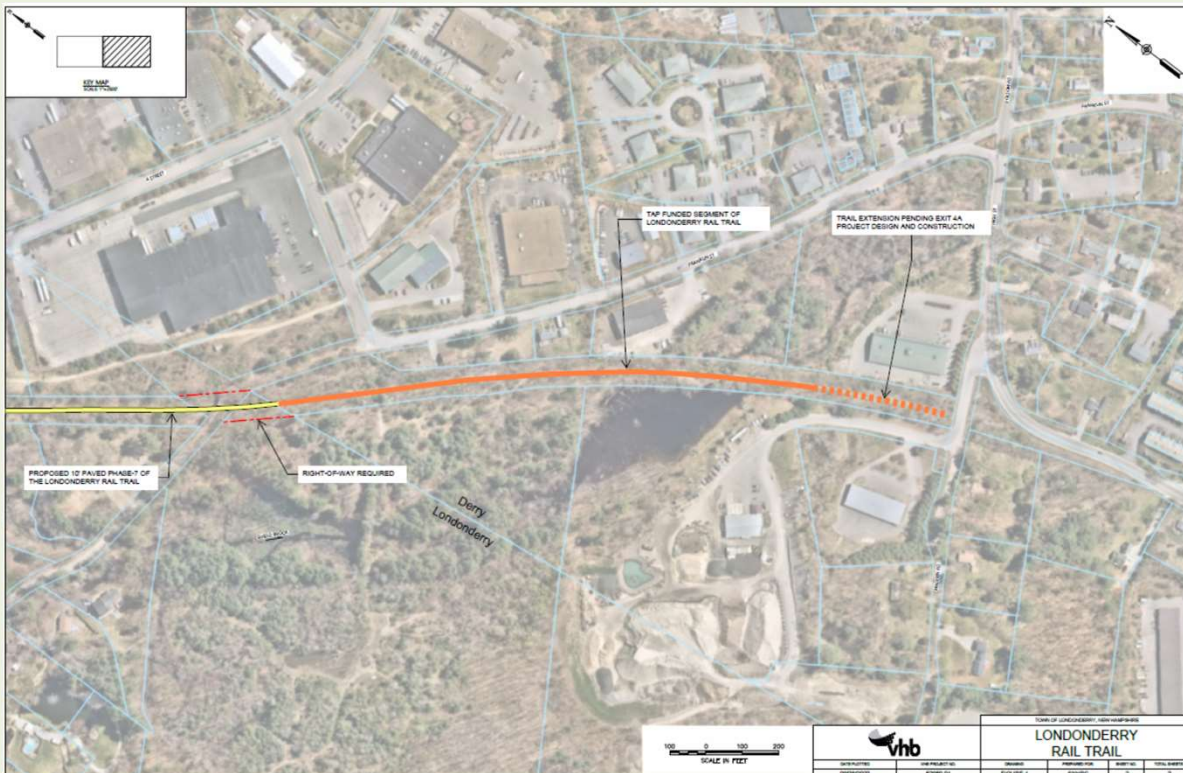
- Project is the Town of Londonderry's #2 priority for inclusion in the Ten-Year Plan.
- Project would involve the construction of a 10' wide paved rail trail with 2' gravel shoulders for a total width of +/-14 feet.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF LONDONDERRY

Construction of Phase 7 of the Londonderry Rail Trail from NH Route 28 to the Derry Town Line



- Crossing of NH Route 28 would necessitate a Pedestrian Hybrid Beacon.
- Intention is to reuse the existing abutments at the Beaver Brook bridge crossing and install concrete deck panels to support the trail.



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF LONDONDERRY

Construction of Phase 7 of the Londonderry Rail Trail from NH Route 28 to the Derry Town Line

- Total project cost is estimated to be \$641,000 in 2022 dollars.
- The layout of the southern portion of this rail trail segment will be dependent on the ultimate design of the rail trail component of the Exit 4A project.
- The project is a good fit (in size and scope) for the Transportation Alternatives (TAP) Program. However, there is no TAP solicitation pending.



FY 2025-2034 Ten-Year Plan Project Proposals

CITY OF MANCHESTER

I-93 Exit 8/Wellington Road Interchange Improvements



- Project was previously submitted for Ten-Year Plan consideration in the last update cycle.
- Project was assigned to VHB to update the cost estimate and make certain technical updates to reflect current conditions.



FY 2025-2034 Ten-Year Plan Project Proposals

CITY OF MANCHESTER

I-93 Exit 8/Wellington Road Interchange Improvements

- Total project cost is estimated to be \$8.226 Million in 2022 dollars.
 - Signal Coordinating/Adaptive Signal Control Costs - \$980,000
 - Bicycle Lane Costs - \$3,754,000
 - Intersection Capacity Improvement Costs - \$3,492,000
- This project does potentially lend itself to phasing, as the bicycle lanes could be done before or after the other two components of the project.

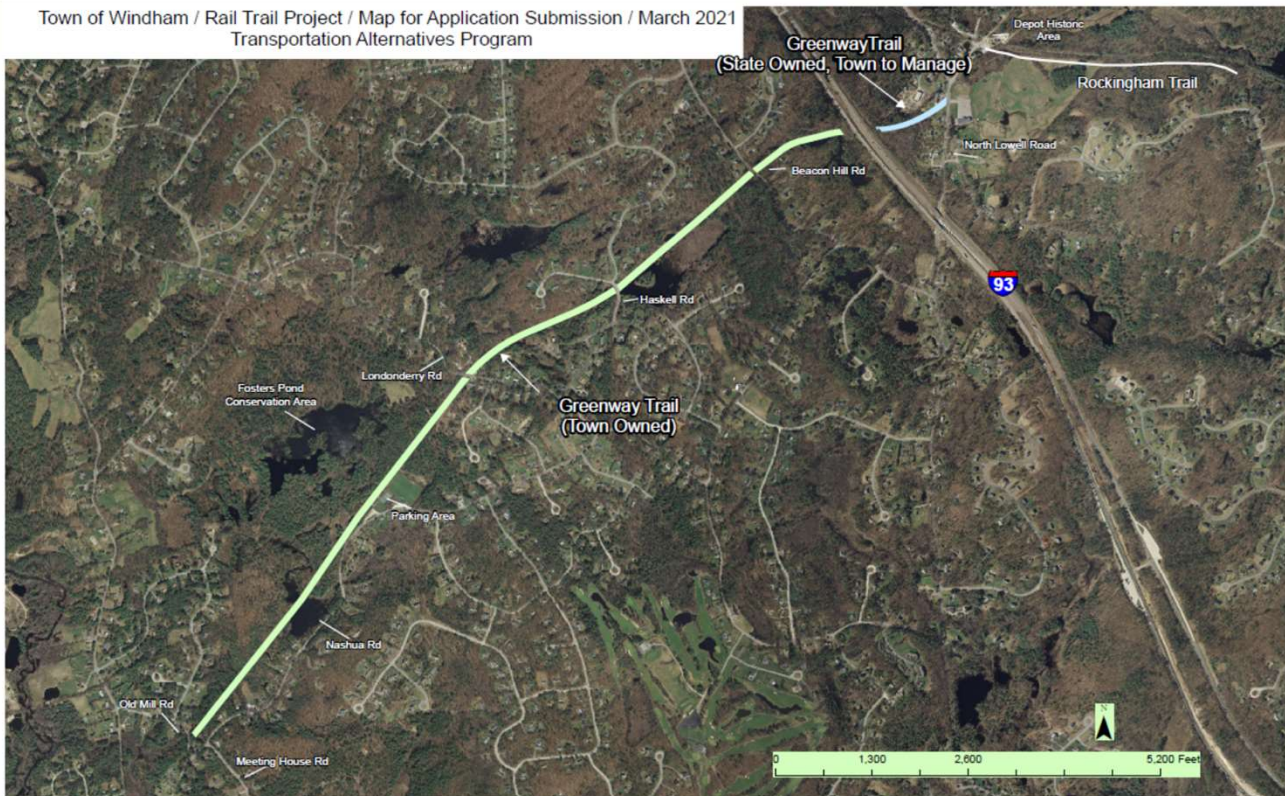


FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF WINDHAM

Improvements to the Windham Greenway from Meetinghouse/Old Mill Road to the Westerly ROW of Interstate 93

Town of Windham / Rail Trail Project / Map for Application Submission / March 2021
Transportation Alternatives Program



- Project involves the conversion of an abandoned railroad right of way into a 10' wide paved multi-use path (approximately 2.27 miles).



FY 2025-2034 Ten-Year Plan Project Proposals

TOWN OF WINDHAM

Improvements to the Windham Greenway from Meetinghouse/Old Mill Road to the Westerly ROW of Interstate 93

- Total project cost is estimated to be \$1,457,000 in 2022 dollars.
 - This cost only includes improvements to the Town-owned portion of the trail from Meetinghouse/Old Mill Rd. to the westerly ROW of I-93.
- Improvements may also be needed on the State-owned/Town-managed segment of trail east of I-93, including a potential Pedestrian Hybrid Beacon at the Lowell Road crossing.
 - We will ask VHB to estimate these costs to gain a full understanding of the cost to connect to the Fremont Branch of the Rockingham Rail Trail.



Next Steps

Date	Activity	Status
June 2, 2022	TYP Solicitation Correspondence sent to SNHPC Communities	Complete
June 16, 2022	Regional TYP Criteria Weightings Recommended by TAC	Complete
June 28, 2022	Regional TYP Criteria Weightings Adopted by MPO	Complete
July 29, 2022	TYP Project Submissions due to the SNHPC	Complete
August 17, 2022	SNHPC TAC Appoints TYP Project Evaluation Subcommittee	Complete
August-October 2022	Candidate Projects Undergo Engineering Review and Initial Evaluation	In Progress
November 10, 2022	"Shortlist" of Regional Candidate Projects due to NHDOT	Pending
December 2022-February 2023	NHDOT Conducts Review of Candidate Projects	Pending
March 31, 2023	Final Regional Priorities due to NHDOT	Pending



Next Steps

- SNHPC will continue to work with VHB over the coming 2-3 weeks to refine project scope and cost estimates.
- On November 10th, an initial submission of project candidates (i.e. a “shortlist” of projects) is due to NHDOT.
 - Prior to November 10th, SNHPC will convene the TAC Evaluation Subcommittee (George Sioras of Derry, Mark Suennen of New Boston, and Linda Kunhardt of Franconia) to do an initial evaluation of the projects according to the regional criteria.
 - At this point, SNHPC considers all of the seven projects to be viable Ten-Year Plan candidates and we will submit engineered scopes/cost estimates for all seven projects to NHDOT accordingly.
 - Final regional priorities (constrained to our regional allocation of \$10.56 Million) are due to NHDOT by March 31, 2023.



Questions?