



**APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**02/28/07**

**Members Present:** Heather Seitz, Town of Amherst  
Steve Dubois, NH Department of Transportation  
Becky Ohler, NH Department of Environmental Services  
Leigh Levine, FHWA  
Steve Laurin, Town of Merrimack  
Steve Dookran, City of Nashua  
Bob Jeniski, Nashua Transit System, General Manager  
Roger Houston, City of Nashua Community Development  
Jean Marie Kennamer, City of Nashua  
Sean Sullivan, Town of Hudson

**Others Present:** Tim Roache, NRPC Principal Transportation Planner  
Ryan Friedman, GIS Planner  
Matt Waitkins, NRPC Transportation Planner  
Karen M. Baker, Administrative Assistant  
Stephen Williams, NRPC Executive Director

**Meeting Opened and Review of Minutes:** Tim Roache opened the meeting at 12:08. He started introductions and moved onto approval of the minutes from the January 24<sup>th</sup> TTAC meeting. Roger Houston moved to approve the minutes and Steve Laurin seconded the motion. All were in favor, none opposed and the motion was passed.

Tim explained that the reason for this special meeting was to continue the discussion on the 10 year plan and TIP. He reviewed what had been discussed at the last meeting referring to the scenario presented and the importance of looking forward at what the regional needs will be. He passed around a spreadsheet with a breakdown of the Maintenance and Preservation projects and CMAQ/TE projects. He explained that road maintenance and preservation would be up to the DOT and that TE and CMAQ were outside of the funding allocation process, but still part of the overall picture. Projects marked with red would require more research. Next, he passed around the second spreadsheet for the discussion. Listed were earmarked projects and Tier 1, 2, & 3 projects as they currently exist. The idea was to have MPO's and RPC's handle Tier 2 & 3 project funding with some input on Tier 1. Tim reviewed the some of the larger projects listed in Tier 1 of the handout.

Steve Laurin had a concern with the Exit 12 ramps and wanted to make sure they did not get overlooked. Steve Williams referred to the request from Merrimack to work with the DOT to work on the Exit 12 ramps. He added that there was no cost yet and it was tough to estimate. In addition, when the project was reviewed in 2003, there was strong justification for the ramps as part of the widening project.

Tim mentioned that a proposed Exit 36 ramp project in Tyngsboro/Nashua with North/South access on the FEE Turnpike was added to the spreadsheet as a placeholder. The project is considered a relatively inexpensive project to complete. At this time it is not included in the 10 year plan.

Tim passed around 2 maps and a 101 corridor implementation chart saying that there should be a focus on Milford, Wilton, Amherst NH 101 safety improvements project listed in Tier 1. Steve Williams asked the group how this project could realistically be phased over the next 20 years. He referred to the Manchester Street alignment with Pine Hill Road in Amherst saying that on radar this is a relatively short term action and could be pushed up.



Tim brought up the flyover ramp on 101A. Steve Williams felt this was a possible alternative if traffic got so bad and he was not sure he viewed this as happening. Matt Waitkins added that the double left that was added improved the traffic situation, but the east off ramp has backup.

Sean Sullivan suggested doing impact fees to cover the Amherst Walnut Hill Road issue.

Steve Williams pointed out that there was about 38.2 million for widening back in 2002 on stuff that was never done. He questioned whether these were priorities now saying that traffic has not changed much since the 101 corridor study was done. He added that the road stretch where there were safety issues and people were getting killed was reviewed. Tim passed around a Volume to Capacity Ratio sheet based on 2028 population and employment. Steve Williams suggested spreading out the cost over several years to help in identifying what the priorities are for Milford, Wilton, and Amherst. Heather Seitz feels that safety is important and there should not be a problem making decisions regarding priority.

Tim suggested a meeting be set up between Milford, Wilton, and Amherst with a staff person from NRPC attending with information on accident data, the 101 implementation chart, and the Volume to Capacity Ratio.

Tim brought up the Albuquerque Ave/Cutler/3A construction project which was put in the 10 year plan around 2001. He also referenced the Merrimack intersections (which had a potential for capacity) improvements project listed. The impression was that the problem areas were being dealt with by some developers. Steve Williams asked Steve Laurin this project was still needed, being funded a different way now instead of waiting for the State or had it already been done. He questioned whether we still needed to carry the money or has Merrimack found other ways to fund the project. Steve Laurin said he did not know but would check with Ed Chase at the DPW.

Tim brought up a couple Nashua projects and the Circumferential Highway project and proceeded to explain that as a group, they should be identifying the needs that have to be met in the region, come up with innovative funding ideas (referred to talks of a northern bridge in Litchfield on Rte 111 with connection to the Sagamore), and ways on approaching them.

Steve Williams discussed the fact that there is 200 million listed for the Circumferential Highway which has been lugged around in the 10 year plan since the 1980's, which will never happen at that price. Steve Dookran felt parts of it could happen. Steve Williams replied that it is not workable at this time as a whole. He questioned the group on what projects could meet the needs of the region without the Circumferential Highway.

Sean Sullivan spoke of the Lowell Road improvements that have been met and the issues that arrive time and again on existing projects. He referred to the selling of right-of-way purchased by DOT for Circumferential Highway. In regards to the Bridge North Segment bill (Litchfield to Merrimack w/toll) Sean spoke of the opposition from one state representative in Merrimack.

Sean expressed that Hudson would be interested and willing to participate in the southern tier and would support toll to get bridge on northern tier. The cost from Exit 9 around to Rte 111 is 250 million. Steve Laurin said there could be an issue on right-of-way for Circumferential Highway in Merrimack due to a vote up coming on the construction of an office building in that ROW. Roger Houston felt there could be an issue with a toll for the bridge by Henri Bourque Hwy.

Steve Williams relayed to the group that there was a potential to develop ideas to meet other needs in the region if a decision is made about the uncertainty of Circumferential Highway.



Steve Williams asked Sean Sullivan, if Circumferential Highway was off the table, what did he think would be the major needs for Hudson? Sean replied widening Lowell Road 2 lanes north and south starting at Granite State Glass to Central Street adding that the capacity is needed. Ryan Friedman asked where the traffic was coming from. Sean responded from traffic north and rat holes (people finding shortcuts to avoid Lowell Road). Sean added that a set of lights is needed at Lowell road and Pelham Road. He mentioned two construction developments of strip malls which will have a signal.

Steve Williams posed the same question to Jean Marie Kenamer and Steve Dookran. Jean Marie was not sure the Broad Street Parkway project was going to happen. Steve Dookran felt it would go forward but would be altered. He added that the 20% matching funding had not been set up yet. He added that he felt the E. Hollis, W. Hollis, Canal Street was unsolvable unless the Hudson problems were solved first. Roger mentioned the North area was not good. Steve Williams added that there would be issues with the Pennichuck watershed and the 30 million F.E.E Turnpike estimated cost. Steve Dookran said that there could be issues with the Exit 7 ramps because they were not adequately developed and that if the Merrimack tolls were gone, that would eliminate some of the issues. He suggested stepping outside Nashua to find the solution on traffic problems.

Steve Williams said in the 80's there was a consensus for major transportation needs, but most of the projects have fallen apart, disappeared, or drastically changed. The idea now is to come to a new consensus on what to do for transportation needs in the region based on the more limited funding sources.

Steve Dookran felt there was limited space and Jean Marie referred to the changing driving habits of people. Roger suggested coordinating with the buildout analysis, saying that Nashua, Hudson and Merrimack were almost at buildout.

Tim summarized the meeting. He went on to say that many of the large projects have stalled and big chunks of money are held up with the stalled projects. There is no reason why we can't solicit projects for the long range plan. The next meeting would be to come up with ideas, compile and try to move forward towards programming projects.

Steve Williams added that there would be talks regarding Circumferential Highway to finalize input to give to the DOT before the beginning of April.

Motion to adjourn came from Roger Houston, seconded by Steve Dookran. The meeting adjourned at 1:29pm.

**Next TTAC Meeting is scheduled for March 21<sup>st</sup> in the NRPC Conference Room.**