

**MINUTES****NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING****11/28/07****APPROVED***(Attachment 1)***Members Present:**

Bruce Berry, Town of Amherst
Roger Houston, City of Nashua
Steve Laurin, Town of Merrimack
Bill Parker, Town of Milford
Jean Marie Kennamer, City of Nashua
Leigh Levine, Federal Highway Administration
Steve Dookran, City of Nashua Division of Public Works
John Cashell, Town of Hudson

Others Present:

Tim Roache, NRPC Principal Transportation Planner
Ryan Friedman, GIS Planner
Matt Waitkins, NRPC Transportation Planner
Steve Wagner, NRPC Regional Planner
Karen M. Baker, Administrative Assistant

MEETING OPENED AND REVIEW OF MINUTES

Tim Roache opened the meeting at 12:12. He started with introductions and moved onto approval of the minutes from the September 19th TTAC meeting. Jean Marie Kennamer moved to approve the minutes seconded by Roger Houston. All were in favor and the minutes were approved as submitted.

REGIONAL SAFETY PLAN PRELIMINARY DRAFT DOCUMENT

Tim explained that he was looking for a motion from the TTAC to recommend the Safety Plan to the Commission for approval. He referred to a discussion he had with Glenn Davison who said he was in favor of the document as it stands. Tim handed the floor to Ryan Friedman who gave a brief overview of what was completed at the last meeting and proceeded to review changes and the Conclusions and Recommendations sections that were added. He started with page 51. Below are some of the highlights:

- State Crash data base was used in the report along with local police department crash information for comparisons.
- Top and bottom 3 crash locations and highest and lowest crash areas were pointed out as well as several other locations and their corresponding crash data within the region.
- 7 out of the 10 rates were unsignalized.
- Page 69 diagram was reviewed
- Briefly discussed what future steps could be done (engineering studies, warrant analysis, etc.).
- Looking for input from public on crash data and will continue with safety committee which currently has a representative from each town.
- Will go back to see if data improves

Ryan added that he did receive some comments recently from DOT and Leigh Levine with FHWA. Leigh asked due to the limitations of the data if there were any surprises when he did the plan and would they be attributed. Ryan said it takes very little change to affect the data and that it is not done as frequently adding that better data would help. Steve Wagner asked if there was detail on location and where



drivers involved were from. Ryan answered that the data provided to him was very basic due to the short notice. An effort on collection and methodology would be a goal.

Jeff Gowan said that Pelham has been seriously looking at the crash data and agreed with the information in the Safety Plan, but wondered if it was much worse. He was happy to see Pelham was being tracked so well and hoped this would help in solving their traffic problems. He added that some smaller communities may have similar situations but not tracking as well as Pelham. He concluded that they would track the Pelham Town Center area after the roundabout is done to see if there are changes in the future. Tim informed that group that we would be seeking a recommendation. Steve Laurin asked how much effort it was to get more precise information. Ryan said that it could be if he had more time to sort through the data. He added that it was important to have all towns pulling data. Tim informed the group of the ongoing State effort to standardize data.

Jean Marie referred to the signalizing process done in the past which required a traffic analysis to be completed first. All data use to come from a 3 volume set of books on accident history from 2000-2004 which included all accident data. She has since been back the police departments for other projects and the same books are no longer available due to resources and personnel. What is available now is very vague.

Leigh suggested mapping the crashes to show what happen with the vehicles involved. Steve Dookran asked to show correlations on damages, cost factors, and liabilities to show the community the meaning.

Jeff Gowan complimented NRPC's efforts on the Safety Plan and moved to recommend the Safety Plan to the full Commission for approval on December 19th. Bill Parker seconded the motion. All were in favor.

DRAFT 2009-2018 TEN YEAR PLAN UPDATE

Tim informed the group of the latest draft version of the Ten Year Plan and how acting Commission O'Leary had been working on reigning it in fiscally. He proceeded to pass out and review the projects that were in the draft Ten Year Plan. He added that DOT wanted to put emphasis on maintenance and preservation. Listed below were comments from the group on the projects listed:

Maintenance and Preservation

- Jeff Gowan - Castle Hill Road project had not been completed, but Talant Road was complete. He added that Windham was controlling matching pocket funds and would verify whether the Castle Hill Road project was completed.
- Bruce Berry - New Boston Road replacement over Beaver Brook project had been completed and Amherst had already been reimbursed.

Tier 1 Projects

- Merrimack - FEE Turnpike Exit 11 to Bedford toll plaza 3 lane widening/off table
- Nashua - FEE Turnpike Exit 3 Northbound Ramp Bridge Construction/off table
- Nashua Merrimack - FEE Turnpike widening to meet Circumferential Hwy/died w/Circumferential Hwy
- Nashua - 101A widening Somerset Pkwy to Celina Ave/decrease in funding 13 mil to 6 ½ mil and const. spread out.
- Milford Nashua - NH 101A road improvements/Cut back and pushed out but came up with ways to phase project and NRPC suggested recommendations



Tier 2/3 Projects

- Litchfield – New construction of Albuquerque Ave/ Pushed out past limits of current Ten Year Plan
- Merrimack – US 3 intersection capacity/ Was in original Ten Year Plan, not listed in draft 09-18 plan. S. Laurin to get info to T. Roache to forward onto DOT before Final Ten Year Plan.
- Milford – Union Street RR Crossings Reconstruction/ Slight increase in funding

Tim filled the group in on the status of the Broad Street Parkway project saying that a supplemental analysis was completed and the cost estimate came in high. Therefore, further study would be done to come up with a reduced scope. In addition, VHB will likely conduct an additional analysis with a reduced cost. Also, the project was still sitting in the Ten Year Plan.

Tim concluded that there were no changes in timing in TE projects, only minor changes in cost estimates and funding by DOT. In addition, there were no changes timeframe for CMAQ projects, except for Park & Ride in Merrimack and in increase in funding for rail equipment slotted for 2010. He asked that if anybody had verification on the items listed to please follow up with him.

NORTH BRIDGE INFORMATION

Tim informed the group of the latest information regarding North Bridge which would be called POW MIA Bridge if it moved forward. He pointed that this was a good opportunity to find additional transportation funding through private developers in order to help get this project done. Tim passed around and proceeded to review the North Bridge memo and the maps on the walls associated with the project. Below are some highlights of the review:

- Henri Burque Highway would expanded to 2 lanes each way and the land was already purchased by DOT
- Likely improvements to Exit 7 interchange due to increase of traffic
- St. Laurent Street would be Right in, Right out
- No changes to Manchester Street
- Concord Street would be re-engineered (conceptual east of Concord Street)
- Road would continue through PSNH right-of-way, then to Beazer property, cross over river where there would be a tollbooth at the Hudson/Litchfield line (Route 3A), then continue over to Route 102
- \$120 million preliminary estimate with private developers to pay costs
- \$1.00 toll each way would be used to pay back developers over a 45 year period

Jean Marie asked if DOT would be involved in the design and if it would be to their standards. Tim said that DOT would have a review roll with NRPC putting out the RFP and managing the project. He added that there would be no federal or state money involved. An environmental process would also be necessary and that the Army Corp of Engineers would be the lead. In addition, there would be significant property impacts in Nashua neighborhoods with a total of 6 to 7 takings and 5 to 9 north of the alignment. There would be property some type of relocation/compensation costs using a fair market value for property owners. Private developers would come forward to fund and continue with outreach. Tim added that the process was able to move faster because the project will be privately funded. Steve Laurin asked if there were any environmental impact reports that would be required. Tim said that portions of the area were already studied through the Circumferential Highway process and that the Army Corp of Engineers would lead in this as well and the National Environmental Policy Act would dictate this. Steve also questioned type of analyses would be needed. Tim said there would be noise



since that would likely be a big issue or the neighborhoods and barriers may be needed along the 4 mile stretch.

Based on numbers from Ryan, he said the expected vehicles per day on the bridge would be 40,000-42,000. Tim added that the bottleneck on the Taylor Falls Bridge and in the Concord Street area were the reason for this. The direct connection to the Henri Burque Highway is beneficial to this bridge. Ryan added that 54,900 was the projected number of vehicles in 2027. Jeff Gowan asked where the toll booths would be. Tim answered they would be just before the Hudson Litchfield town line.

Bill Parker asked where the process was currently. Tim responded we are in the very early planning stages of this project. We have conducted the necessary due diligence with state and federal official to feel confident enough to bring this into the public process. We still need legislative action and to complete the environmental process as well as securing the financing.

Tim reminded the group that in 1964, the Henri Burque Highway was supposed to go straight through (Old North Bridge plan). Steve Dookran asked where calls should be directed that they receive at the City. Tim said to refer them to NRPC, Steve Williams, or Kathy Hersh. Tim informed them that Steve Williams's preliminary schedule was 2009-2011 for construction and 2012 to be driving on the bridge. Leigh Levine asked if Tim knew who the private investors were. Tim said that all of the players had not yet come forward. Tim also added that when private investors are funding projects, you are limited on where the bridge can be put.

Motion to adjourn came from Roger Houston. The meeting adjourned at 1:29pm.

TTAC Meetings in 2008 would be held every other month on the 3rd Wednesday starting in January. The next TTAC meeting would be on Wednesday, January 16th at Noon in the NRPC Conference Room. Lunch will be provided.