

# LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3  
Meredith, NH 03253  
Tel 603.279.8171  
www.lakesrpc.org



## LRPC EXECUTIVE BOARD MEETING

Wednesday, November 9, 2022

9:00 – 11:00 AM

LRPC Office, First Floor Conference Room  
Humiston Building, 103 Main Street, Meredith, NH

## AGENDA

**NOTE:** Seven (7) Executive Board members must be present in-person at the meeting location to establish a quorum, so please let Jeff or Linda know if you cannot attend.

1. **Call to Order**
2. **Approve Draft Minutes of October 12, 2022** *Attachment (Pgs 2-5)*
3. **Finance/Treasurer Report**
4. **Monthly Executive Report (October)** *Attachment (Pgs 6-9)*
5. **Committee Reports**
  - a. Transportation Advisory Committee (TAC)
6. **Old Business**
  - a. Attendance Letter *Attachment (Pg 10)*
  - b. Commissioner Vacancy Letters *Attachments (Pgs 11-12)*
  - c. Censure Letter Follow-up
7. **New Business**
  - a. Ten Year Transportation Plan Priorities (Sean Chamberlin) *Attachments (Pgs 13-51)*  
**(Requires Vote)**
  - b. Brownfield Community-Wide Assessment Grant Application *Attachment (Pgs 52-55)*
  - c. Private Mapping Companies in the Lakes Region *Attachment (Pg 56)*
  - d. Obtaining a ".gov" Website *Attachment (Pg 57)*
  - e. Executive Board Biographies
8. **Roundtable**
9. **Adjourn**

**NEXT MEETING: December 7, 2022**

The Lakes Region Planning Commission reserves the right to hold a non-public session whether noted on the Agenda or not. Notice of a non-public session on an agenda is for planning purposes only. The citations to the Right-to-Know Law are provisional and may be revised as circumstances required. The LRPC complies with the ADA regulations. Please contact the LRPC office if you need special assistance in order to attend this meeting.

All meeting dates and times are subject to change.

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## LRPC Executive Board Meeting Minutes of October 12, 2022

PRESENT	Cristina Ashjian, Mardean Badger, Pat Farley (Secretary), David Katz (Vice Chair), David Kerr (Treasurer), Bob Snelling, Steve Wingate
ABSENT	Dean Anson, II, John Ayer (Chair), Bill Bolton, Steve Favorite
STAFF	Jeff Hayes (Executive Director), Linda Waldron (Administrative Assistant)
LOCATION	LRPC Office, 1 <sup>st</sup> Floor Conference Room, Meredith

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### 1. Call to Order

Vice Chair Katz called the meeting to order at 9:00 AM and announced that this will be an informational meeting whereas a quorum has not been established.

Executive Director Hayes addressed the matter of implementing the use of remote equipment to allow for virtual participation in meetings. A pros and cons discussion of this approach ensued. The consensus was that it was acceptable to conduct future meetings with virtual participation. However, a physical quorum must be present in order to conduct a **business** meeting. Therefore, if a quorum could not be established physically, it would be announced that the meeting was for informational purposes only.

Cristina Ashjian entered the room at 9:03, thereby establishing a quorum.

### 2. Minutes

Minutes of September's Executive Board meeting was presented for approval. Vice Chair Katz noted a very minor change. No other comments or requests for amendments were forthcoming. Mardean Badger put forth a motion to approve the minutes as amended which was seconded by David Kerr. A voice vote was taken, and all were in favor. Minutes were approved with amendments.

### 3. Finance/Treasurer Report

Executive Director Hayes went over the report and noted that it does currently show a small deficit. He stated that it is very early in the year so there was no immediate concern. Vice Chair Katz asked if we were adequately staffed and able to meet our commitments to which Executive Director Hayes replied we were. Vice Chair Katz also asked if there were any major expenses anticipated at this time. Executive Director Hayes advised that we have funds set aside for some office improvements, but these have not been positively identified yet.

### 4. Monthly Executive Report (September)

Executive Director Hayes reviewed the report briefly. Vice Chair Katz asked for more detailed information regarding the Housing section of the report as he was unable to attend the meeting. Executive Director Hayes expanded on this section, including information regarding needs and gaps, regulations vs. law, and commented that density is a primary factor in complying with the fair share analysis. A comment was also made in regard to smaller towns that have infrastructure (sewer & water) limitations being able to fulfill their fair share requirements.

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Concerning the Household Hazardous Waste & Solid Waste section of the Monthly Executive Report, Vice Chair Katz asked Executive Director Hayes to inform the Board on the concern of continuing to include universal waste (batteries, lightbulbs, etc.) collections during our annual HHW Collection Days. Executive Director Hayes stated that this has created staffing issues at some of the collection facilities due to the need for additional workforce to manage this area of collection. Some collection sites are pushing back looking for LRPC to cover this need. We may need to cut back or remove this inclusion as we are unable to offer additional assistance to them.

## 5. **Committee Reports (TAC)**

Treasurer Kerr stated that October's meeting was cancelled as the scheduled presentation for the 3 engineering projects (Laconia, Meredith, and Plymouth) had not been completed.

## 6. **Old Business**

- a. FY22 EB & Commissioner Attendance. There was considerable discussion regarding how to manage this situation and foster more consistent attendance at meetings. Our By-Laws currently dictate that if a Commissioner misses three consecutive meetings, the Executive Board shall notify the Commissioner's municipality. We do not provide for any recommendations in this notification. It was mentioned that we also need to address the multiple commissioner vacancies we currently have. We have begun sending our meeting packets out to the Planning Board Chairs, Selectboard Chairs, and Town Administrators of municipalities with vacancies so they are aware of the meetings in the hopes it may encourage them to appoint commissioners to represent their cities and towns. It was decided that we would continue to send letters out for 3 consecutive absences per the By-Laws. We will also draft a letter with additional language addressing Commissioners with more than 3 absences and municipalities with vacancies for review and discussion at the next Executive Board meeting.
- b. Housing Needs Update. Whereas this was discussed above in Executive Director Hayes' expansion of the Housing section of the Monthly Executive Report, no further discussion was needed.

## 7. **New Business**

Title VI Policy 2022 Updates. Executive Director Hayes explained the policy and went over the purpose. There was some brief discussion among the Board members resulting in a few inconsistencies being pointed out, a suggested change to the policy cover page, and a question as to the correct terminology to be used to describe a person's gender. It was decided that the inconsistencies would be corrected, the cover page would be revised, and the concern regarding gender description would be reviewed with counsel. Whereas this policy update does not need to be presented to the full commission for approval, Pat Farley made a motion that the updates be approved with the stated changes and Steve Wingate seconded the motion. A voice vote was taken, and all were in favor. The updates were adopted with noted changes. Should the gender description need to be modified after review by counsel, the Executive Board will revisit approval of an additional update.

## 8. **Non-Public (Executive) Session.**

A discussion took place as to whether or not we should vote to unseal last meeting's non-public session minutes and refrain from entering into a non-public session for this meeting. Since last month's meeting, the subject of the non-public session was brought to the attention of legal counsel who advised, in this instance, there would be no violation of RSA 91-A:3 in making the session public. Executive Director Hayes advised the Board that in order to move forward with resolution of the infraction, which is the subject of the non-public session, we may need to involve the Town that appointed the Board member who committed same. If we remain in non-public session, we cannot take the matter

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to the Town officials, therefore there can be no resolution as the LRPC has no authority to remove an appointed member.

Vice Chair Katz offered to entertain a motion to unseal the minutes of the previous non-public session to permit public discussion which was made by Mardean Badger and seconded by Steve Wingate.

## *Roll Call vote to unseal the non-public session minutes:*

Pat Farley	yes	Cristine Ashjian	yes	David Katz	yes
Mardean Badger	yes	Bob Snelling	yes		
Steve Wingate	yes	David Kerr	yes		

Motion passed. Minutes are unsealed. Discussions ensued regarding what steps should be taken to move the matter forward to resolution.

Typographical errors were noted on the minutes of non-public session after which a motion was made by Bob Snelling to accept the minutes with corrections which Mardean Badger seconded. A voice vote was taken, all members assented to the motion, and the minutes were accepted with corrections.

Vice Chair Katz next offered to entertain a motion to draft a censure letter addressing the violator's inappropriate behavior exhibited at the August Household Hazardous Waste Collection Day as well as subsequent negative interactions with staff employees. Bob Snelling made the motion and Steve Wingate seconded. A voice vote was taken, all members assented to the motion, and the motion passed.

After the voting, further discussion culminated in the decision to first, schedule a private meeting between the offender, the Executive Director, the Chair and Vice-Chair of the Executive Board. The result of this meeting would determine any next steps.

## 9. **Roundtable**

P. Farley, Tamworth—Still having issues with the Town's sewer and water limitations which in turn impacts housing development. On December 7<sup>th</sup> there will be a broadband forum taking place on Zoom.

M. Badger, Ashland—Progress is continuing on the Mill Pond project for multi-family housing units. There is a meeting tonight for some information discussions with Lakes Region Community Developers. It is noted that there is sewer and water access to the beginning of the development.

S. Wingate, Tuftonboro—The Town is exploring solar options to provide energy to Town facilities.

C. Ashjian, Moultonborough—The little schoolhouse in the center of Moultonborough Village has been lifted up and a new foundation has been poured. The Moultonborough schools are moving forward with the installation of an electronic video sign replacing the reader board to be placed at the gateway to the village despite negative feedback.

R. Snelling—The Town's attempt to obtain approval for a cell tower is unlikely to occur this year.

D. Kerr—Nothing new to report.

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D. Katz, New Hampton—Dave has been consulting with the Selectboard and the Town Administrator in an effort to utilize tax deeded property for solar installations. Towns are not in a position to sell tax deeded property as they are only allowed to recover for back taxes and associated fees, but they are allowed to make use of the property such as erecting solar panels for the good of the general public.

## 10. **Adjournment**

There being no further discussions, Vice Chair Katz invited a motion to adjourn. Pat Farley moved that the meeting be adjourned. Steve Wingate seconded the motion. A voice vote was taken, all members assented to the motion, and the motion passed. Vice Chair Katz declared the meeting adjourned at 11:45 AM.

Respectfully Submitted,  
Linda Waldron  
Administrative Assistant



# Monthly Executive Report

## Local

- **Hill.** Finished final groundwater protection map overlay as requested by Town Office.
- **Tilton.** Submitted draft Hazard Mitigation Plan to Town for review and comment.
- **New Hampton.** Developed scope and budget for New Hampton to update their RSMS – approved. Recorded interview of New Hampton representative for New Hampshire Municipal Association conference.
- **Hebron.** RSMS – Met with Hebron Selectmen and Road Agent to discuss final report and products.



Example of longitudinal cracking



Example of rutting (note straightedge)

- **Meredith.** Worked with the Town of Meredith to develop CMAQ letter of interest.
- **Tuftonboro and Tamworth.** Assisted the Town and Chocorua Lake Conservancy in Tamworth to develop RSA applications.
- **Holderness.** Sent shapefile of Pemi River Corridor to Holderness Land Use Office.
- **Northfield.** Provided comments on the Planning Board's potential zoning amendments for the multifamily district and the commercial/industrial districts. Provided information to the Assistant Town Administrator on 2022 changes to Tax Increment Finance (TIF) district statutes and use of TIF districts for housing. Researched and provided comments on statutes relating to expiration of special exceptions granted by the Zoning Board of Adjustment (ZBA) and the ZBA's discretion to extend the 2-year term for good cause. Also mapped the Town's sidewalk infrastructure and provided a brief report assessing sidewalk conditions along with information on potential grant funding for sidewalk improvements as well as broader streetscaping improvements that improve neighborhood amenities and support economic development.

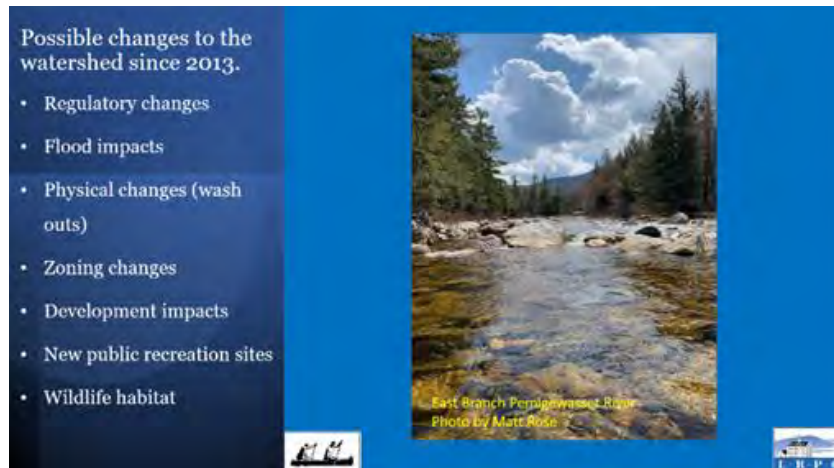
## Economic Development

- **Regional Housing Needs Assessment** – Progressed on data gathering and analysis. Met with colleagues from other RPCs, OPD, NHHFA, and contractors regarding data completion and analysis, Housing Gap and Fair Share Analyses (methods, results, and transparency). Continued development of RHNA report.



## Regional

- **Pemi River Corridor Management Plan Update.** Created an online survey for the public to provide input on the Pemigewasset River. The survey asks questions regarding their interest in the Pemigewasset River, if they know of any potential impacts to the river, and requests general input towards its management.



## Household Hazardous Waste & Solid Waste

- Finalized compilation of results from the 2022 collections and development of reports. Data from vendors was coming in slowly. Corresponded with vendors regarding this and other issues. Assessments for Summer 2023 were sent out. Met with Tradebe representatives to discuss takeaways from 2022 collections, plan for 2023, and possibilities beyond 2023. Presented at Commissioners' meeting.
- Keven Smith (Smitty), Sandwich Recycling Forman and Matt Rose, LRPC Solid Waste Planner worked together to install signs at the Sandwich Recycling Center. These signs were designed as a public outreach approach to inform residents on where their recyclables and trash go when visiting the facility. These signs include: 1 burn pile sign, 1 household trash sign, 1 recyclables sign, 1 construction demolition sign, and a directional arrow to direct traffic. All these signs have been installed by Kevin at the recycling center. These signs were purchased using Public Outreach funds provided by LRPC's USDA Solid Waste Management grant.
- 2022 HHW Collections. After the conclusion of our Household Hazardous Waste Collection event, we tallied up our results for this year's participation. LRPC was able to remove **53,515 lbs.** of hazardous waste from the Lakes Region with the help of participating sites and coordinators. From this total, **38,710 lbs.** were ignitable, **5,510 lbs.** were toxic, **1,880 lbs.** were corrosive, and **10 lbs.** were reactive. In total, **1,697 vehicles** came to the event and participated in the collection.



## Transportation

- Met with NH DOT regarding the development of a proposed Pilot Traffic Counting program to conduct or model counts on all paved roads for HSIP. The task will be a federal requirement. The pilot will include staffing, equipment, and GIS data management. Created partial draft of HSIP committee funding proposal.
- Conducted interview with New Hampton CIP Chair regarding usefulness of RSMS, to be incorporated into presentation.
- Processed 24 traffic counts and submitted to NH DOT. Data collection and processing is wrapping up – some redo's were necessary.
- Created Route 11 and Route 106 freight map drafts.
- Met with Friends of the Northern Rail Trail and with The Foothills Foundation to discuss central bike group roundtables and funding opportunities.
- Received final approval from NH DOT for task orders for TYP projects.

## Grant Administration

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- Submitted one direct Grant Claim and payment approved/made for WREN. Submitted one direct Grant Claim for CEDC.
- Reviewed/submitted each of the 4 Subrecipient's Quarterly Claims - WREN, GRDC/CEDC, BEDC/WEDCO, NCIC.
- Claim submitted and payment received on LRPC's grant administration claim for CDBG Microenterprise Technical Assistance covering the period of July 1, 2022 through June 30, 2023.
- Notice to Proceed obtained for Hebron. Assisted Hebron with progress and financial reports.
- Developed a better tracking system for each of the new technical assistance documents (Training, Direct Grant, Loan, Down Payment) as the claims come in quarterly, along with the monthly loan/equipment/direct grant with Environmental Review required documents.
- Started work on reviewing Program Activity Costs documents. Pulled together a database to track all the individual names since LRPC started grant administration to watch for duplication of beneficiaries.

## Training

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- Dave Jeffers attended workshops on Hazard Mitigation Plan development and guidance for new plans (FEMA).
- Sean Chamberlin virtually attended state public meeting for EV infrastructure plan.



# ACRONYMS

BEDC	Belknap Economic Development Council
CEDC	Coos Economic Development Corporation
CDBG	Community Development Block Grant
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation Air Quality
EV	Electric Vehicle
FEMA	Federal Emergency Management Agency
GIS	Geographic Information System
GRDC	Grafton Regional Development Corporation
HHW	Household Hazardous Waste
HSIP	Highway Safety Improvement Program
LRPC	Lakes Region Planning Commission
NCIC	Northern Community Investment Corporation
NH DOT	NH Department of Transportation
NHHFA	New Hampshire Housing Finance Authority
OPD	Office of Planning & Development
RHNA	Regional Housing Needs Assessment
RPC	Regional Planning Commission
RSA	Revised Statutes Annotated
RSMS	Road Surface Management System
TYP	Ten Year Plan
USDA	United States Department of Agriculture
WEDCO	Wentworth Economic Development Council
WREN	Women's Rural Enterprise Network
ZBA	Zoning Board of Adjustment

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Date

Name  
Address  
Address

## **RE: Commissioner Meeting Attendance**

Dear Name:

According to our records, you are the commissioner currently appointed to represent your municipality at meetings conducted by the Lakes Region Planning Commission. In reviewing our attendance records recently, it has come to our attention that you have missed three (3) or more consecutive Commissioner meetings. It is for this reason we write to you now.

Our By-Laws dictate as follows:

### **7.4 Responsibilities**

Commissioners shall attend all regular meetings of the Commission. In the event a Commissioner misses three (3) consecutive regular meetings, the appointing authority shall be so notified in writing by the Executive Board.

As [insert city/town]'s representative, among your duties is one to be responsive to your municipality's interests and needs. Attending our monthly Commissioner meetings provides you with insight as to what the LRPC is working on, as well as what we can do for your city/town in terms of promoting growth, developing master plans and the like, providing technical assistance, and assisting in obtaining financial assistance in accomplishing your goals.

As you are aware, the Commissioners meet monthly for a total of 6 meetings per year at various locations in our region (typically taking off the months of December – February, July, and August). These meetings are from 6:00 – 8:00 PM. If you feel you cannot represent your community, would you please advise us and contact your Planning Board to nominate a replacement to be appointed by the Board of Selectmen?

The LRPC sets its priorities and plans its work program based upon input from our municipal representatives. We **do** need active participation from *all* appointed representatives if the LRPC is to adequately serve the needs of its member communities.

Please respond to this correspondence in the next ten (10) days to advise us of your intentions. Thank you for your attention and cooperation.

Sincerely,

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John Ayer, Chair  
LRPC Executive Board

c: [Town] Board of Selectmen Chair

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DATE

SENT VIA EMAIL: [INSERT EMAIL ADDRESS]  
and VIA U.S. MAIL

[NAME], Chair  
Town of [TOWN] Board of Selectmen  
[ADDRESS]  
[CITY/STATE/ZIP]

**RE: Lakes Region Planning Commission Appointment**

Dear [Name]:

The Town of [Town] currently does not have a commissioner appointed to the Lakes Region Planning Commission (LRPC). In accordance with NH RSA 36, each member municipality having a population under 10,000 shall be entitled to 2 representatives on said commission. Municipalities with a population over 10,000 but under 25,000 shall be entitled to have 3 representatives. As per RSA 36:46, we are requesting that the Planning Board nominate, and the Select Board appoint, at least one commissioner to represent the town. Commissioner terms are for four years, but initial appointments shall be for two and four years so as to stagger terms.

The Commission is an active organization which needs continuous support and leadership from its member representatives to adequately serve the needs of all member communities. The LRPC sets its priorities and plans its work program based on input from our member representatives. The full commission normally meets six times a year and covers a variety of topics.

If you have any questions, please call my assistant, Linda Waldron, at 279-5334.

Sincerely,

Jeffrey Hayes, MRP  
Executive Director

c: Town of [Town] Planning Board  
[name], LRPC Chairman

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DATE

SENT VIA EMAIL: [INSERT EMAIL ADDRESS]

and VIA U.S. MAIL

[NAME], Chair

Town of [TOWN] Board of Selectmen

[ADDRESS]

[CITY/STATE/ZIP]

## **RE: Lakes Region Planning Commission Appointment**

Dear [Name]:

The Town of [Town] currently has one Commissioner appointed to the Lakes Region Planning Commission (LRPC). In accordance with NH RSA 36, each member municipality having a population under 10,000 shall be entitled to 2 representatives on said commission. Municipalities with a population over 10,000 but under 25,000 shall be entitled to have 3 representatives. As per RSA 36:46, we are requesting that the Planning Board nominate, and the Select Board appoint, one more commissioner to represent the town. Commissioner terms are four years, but initial appointments shall be for two and four years so as to stagger terms.

The Commission is an active organization which needs continuous support and leadership from its member representatives to adequately serve the needs of all member communities. The LRPC sets its priorities and plans its work program based on input from our member representatives. The full commission normally meets six times a year.

We look forward to your continued involvement. Please send a letter of appointment at your earliest convenience. If you have any questions, feel free to call my assistant, Linda Waldron, at 603.279.5334.

Sincerely,

Jeffrey R. Hayes, MRP  
Executive Director

c: [TOWN] Planning Board (via email only: [\[INSERT EMAIL ADDRESS\]](#))  
John Ayer, Chair, Lakes Region Planning Commission (via email only: [jayer@gilfordnh.org](mailto:jayer@gilfordnh.org))  
[NAME], Commissioner (via email only: [\[INSERT EMAIL ADDRESS\]](#))



**EXISTING LAKES REGION PROJECTS IN  
TEN YEAR PLAN 2021-2030**

<b>Municipality</b>	<b>Project #</b>	<b>Scope</b>	<b>Dates</b>			<b>Total Project Cost</b>
<b>Belmont</b>	40635	NH 140 and Main Street – Improve intersection safety and congestion	ROW	2023	CON 2025	\$0.7 m
<b>Bristol</b>	40636	NH 104 – Roadway widening and shoulders for Bike-Ped travel from School Street to west of Danforth Brook Road	PE	2021	CON 2026	\$2.9 m
<b>Bristol</b>	41579	Lake Street – Bike-Ped improvements	PE	2021	CON 2026	\$2.6 m
<b>Gilmanton</b>	42603	NH 140 and NH 107 – construct pedestrian islands and sidewalks at intersection and improve curb	PE	2025	CON 2030	\$1.9 m
<b>Laconia</b>	43845	NUS 3 and Weirs Boulevard bridge replacement	PE	2023	CON 2026	\$2.8 m
<b>Meredith</b>	43533	NH 25 – 4 intersection improvements	PE	2027	CON 2032	\$2.8 m
<b>Moultonborough</b>	40639	NH 25 and Lake Shore Drive – intersection safety improvements from just west of Lake Shore Drive (W) to just east of Lake Shore Drive (E)	PE	2022	CON 2025	\$2.4 m
<b>Moultonborough</b>	41580	NH 25 – Complete Streets improvements to Central Village	PE	2023, 2025 ROW	CON 2027	\$1.6 m
<b>Moultonborough</b>	41581	NH 25 and Sheridan Road – intersection improvements	PE	2023, 2025 ROW	CON 2027	\$0.8 m
<b>Moultonborough</b>	42602	NH 25 and Redding Lane – intersection improvements	PE	2025	CON 2029	\$0.8 m
<b>Plymouth</b>	41583	Highland Street – reconstruction and intersection improvements	PE	2022	CON 2025	\$1.4 m
<b>Plymouth</b>	43532	NH 25 and Smith Bridge Road – intersection safety improvements (roundabout)	PE	2027	CON 2032	\$2.8 m
<b>Tilton</b>	42600	Main Street and School Street – intersection safety improvements (roundabout)	PE	2024	CON 2029	\$2.9 m
<b>Wolfeboro</b>	29615	NH 28 – improvements from NH 109 to Alton town line	PE	2022	CON 2025	\$10.6 m

# Transportation Project Proposal Form

## Contact Information

**Full Name** Joseph Perez **Municipality** Town of Plymouth  
**Email** jperez@plymouth-nh.org **Affiliation** Town of Plymouth/LRPC  
**Phone Number** 603-536-1731 **Title/Position** Assistant Planner

## Transportation Project Information

**Name/Title of Project** Sightline and Pedestrian improvements to US-3 North of Tobey Road

**Please select the project type(s):**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> <b>Highway Improvements</b> (operational improvements, access management, intelligent transportation systems, widening, technology operation improvements) | <input type="checkbox"/> <b>Planning Studies</b> (road diets, corridor studies, network studies, pedestrian/cyclist safety studies)   |
| <input type="checkbox"/> <b>Asset Management</b> (bridge rehabilitation, bridge replacement, pavement repair/replacement)  | <input type="checkbox"/> <b>Infrastructure-related Travel Demand Management</b> (park & ride lots, transit or HOV lanes, priority signalization, bus shelters, intermodal transportation centers) |
| <input checked="" type="checkbox"/> <b>Bicycle and Pedestrian Improvements</b> (sidewalks, bike trails, multi-use paths, traffic calming improvements)   |   |



## **Where is this project located?** *(road names, nearby facilities/landmarks)*

US-3 (Main Street) from Tobey Road to Fairgrounds Road, by National Guard Armory, Common Man Inn, Plymouth State University.

## **What is the scale of this project?** *(please provide approximate measurements in feet; you can use Google Maps measuring tool to estimate distances)*

The project would improve horizontal and vertical curve deficiencies along approximately 1,200' of roadway near the National Guard Armory and add sidewalks along approximately 3,500' of roadway.

## **Purpose, Need, and Scope**

### **Please provide the Purpose Statement for this project.**

*ex: "The purpose of this project is to support increased non-motorized activity by addressing safety issues resulting from unsafe vehicle speeds and inadequate protections for pedestrians on Main Street between 1st and 2nd Street."*

The purpose of this project is to improve sight distance and provide pedestrian access by correcting poor road alignment (both vertical and horizontal) and a lack of pedestrian infrastructure on Main Street (US-3) north of Tobey Road to Fairgrounds Road. Providing a better and safer vehicular and pedestrian connection between the project area and downtown will contribute positively to Plymouth's health, economic success, and downtown vibrancy. It addresses the following goal of Plymouth's 2018 Master Plan: "focus on improving multimodal connectivity among schools, Plymouth State University, major employers, the downtown, Tenney Mtn. Hwy, and densely developed neighborhoods."

### **Please provide the Need Statement for this project.**

*ex: "The section of Main St between 1st Street and 2nd Street is unsafe for pedestrians. This section is in the center of the city's commercial district concentrated with jobs and small businesses. In the past 5 years there have 15 crashes in this section of Main St: two resulted in serious injuries to pedestrians and one resulted in a pedestrian fatality. Continued local economic development depends on increased walkability and safety for pedestrians."*

The project area includes a number of anchor businesses and employers in the Downtown Plymouth area, as well as sites that present prime opportunities for future economic development. Plymouth benefits from a vibrant outdoor recreation economy, and this project would provide a safer pedestrian and vehicular connection to downtown for guests staying at any of the three hotels on this end of Main Street. There is no pedestrian infrastructure currently in this area, and poor horizontal and vertical alignment at the Armory Rd intersection dangerously limits sight distance (see attached photos). In fact, NH National Guard personnel report that they have adjusted their travel route due to the unsafe intersection at the Armory. Compared to data from prior to 2019, the frequency of motor vehicle accidents in this area has increased from one collision every 3.2 months, to one collision every 2.4 months on average. Since 2014, AADT counts have averaged over 5,000 in this location, however Plymouth's significant seasonal fluctuations during Plymouth State University's (PSU) academic year suggest that the actual number would be much higher.

### **Please outline the project scope.**

*ex: "Install pedestrian crossings on Main Street at 1st and 2nd street intersections and at mid-block, including pedestrian refuge medians, other streetscaping and traffic calming infrastructure."*

The project will correct horizontal and vertical deficiencies to improve sightlines, especially on the sloping curve at the Armory Road intersection. It will also add ADA-compliant sidewalks, curb ramps, and crosswalks where necessary, along



approximately 3,500 feet of NH Route 3/Main Street between Tobey Road and Fairgrounds Road.

**Please provide any additional information about this project.** *(local knowledge/insight, relevant studies/data, infrastructure needs, etc.)*

The Plymouth Police Department identifies this as the section of road in Plymouth with the 2<sup>nd</sup> greatest safety challenge (the Tenney Mountain Highway/Smith Bridge Road intersection is the top safety concern and this intersection is already on the Ten Year Plan). It has long been identified as a concern due to traffic to/from the National Guard Armory and Plymouth State University parking lots as well as the interest in improving the connection and pedestrian safety between downtown Plymouth and development at Foster Street (Common Man Inn and Foster's Restaurant) and Fairgrounds Road. In fact, a previous application for a similar project was submitted for this portion of US-3 in 2003. Over the past twenty years, the area has grown and the land use at abutting parcels of land have changed resulting in an increased need for the project. Plymouth State University students and hotel guests are frequently observed using the shoulder and/or the nearby active railroad as a pedestrian access to downtown creating an unsafe situation due to the road alignment on US-3 and obvious dangers associated with walking on the railroad tracks.

## Supplementary Information

Please note that these questions are not required to make an initial submission. If you are not able to provide answers to some or all of these questions at this time, please leave the question(s) blank and [RPC name] staff will reach out to provide assistance.

**How involved has the public been in this project proposal so far?**

*(please make note of any dates, agenda items, minutes from public meetings, and decisions influenced by public involvement)*

The Plymouth Select Board discussed this project and expressed support for moving forward at their public meeting on June 27<sup>th</sup>, 2022. The project has been a local priority for decades, as reflected by the similar 2003 submittal of a Ten-Year Plan application to correct the horizontal and vertical alignment issues with this section of road.

**Are there opportunities for further public discussion of this project in the near future?**

The Plymouth Planning and Development Department is willing to host a public meeting to gain ideas on the roadway, adjacent land, and potential design ideas to enhance the overall project and meet community goals.

**Will the project be managed locally?**

Uncertain at this time, open to consideration of local management.

**What alternative options or methods have been considered to address this need and what makes this project proposal the best option?**

From a pedestrian perspective, the parallel Old North Main Street could be used to provide pedestrian access along

approximately 1/3 of the proposed project area. Doing so, however, requires pedestrians to cross an active rail line two different times, traverse a steep slope (not ADA compliant) beyond the poorly-lit southern dead-end of Old North Main Street while navigating crumbling and inadequate sidewalks which are inconsistent and out of compliance with modern standards. This would also not address the sightline and alignment issues at the Armory Road intersection.

**Please provide evidence supporting this project, including letters of support.**

*(review list of documents, letters of support, data sources, plans, guidance, maps, etc. that will serve as sources of information to bolster the application; please note what and where you are referencing from)*

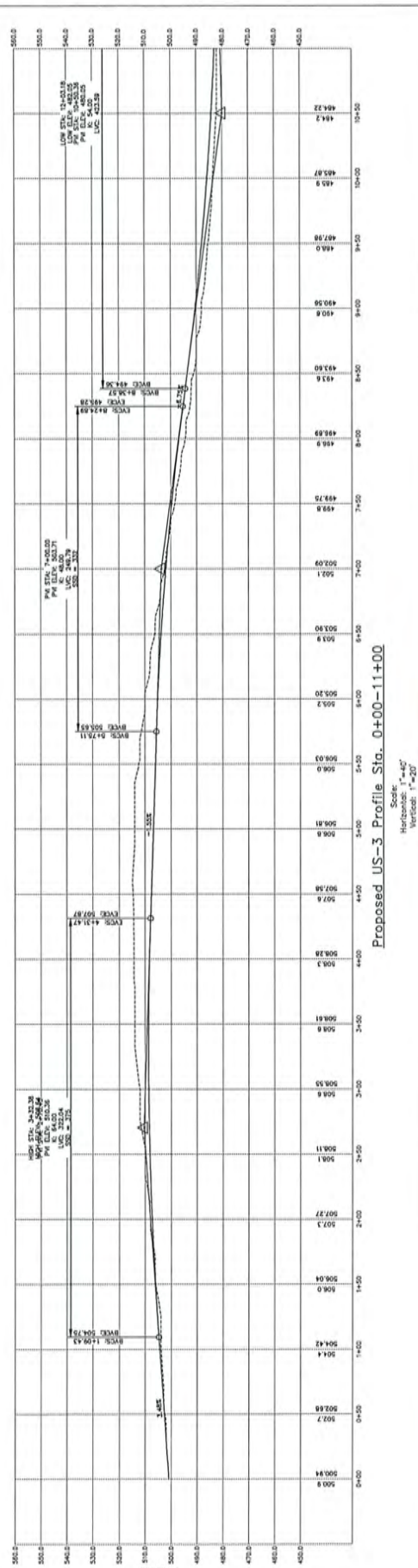
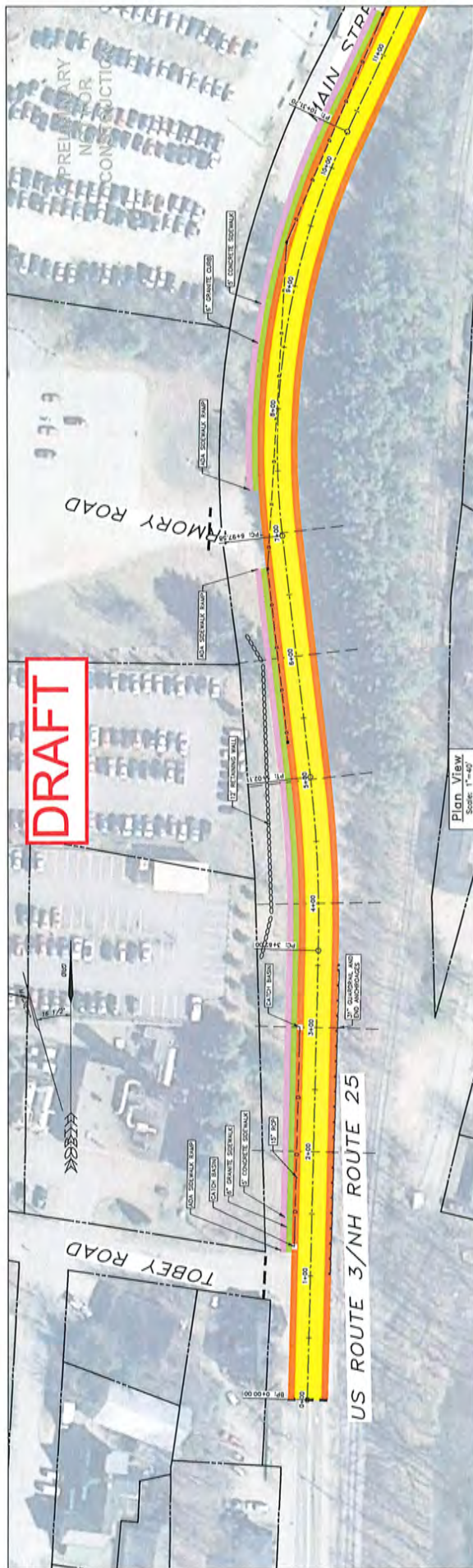
Please find attached letters of support for this project from Alex Ray, owner of the Common Man Inn and Restaurant; Steven Temperino, Plymouth State University Director of Public Safety; and Alex Hutchins, Town of Plymouth Police Chief. NH National Guard has been contacted and offered verbal support while they work through their chain of command on providing a formal letter of support. Also attached are two maps of the proposed project area, collision data from Plymouth Police records, and traffic counts from the NHDOT Transportation Data Management System. Recent photos (June 30, 2022) of the project site taken from the Armory Road intersection are also included.

## Submission

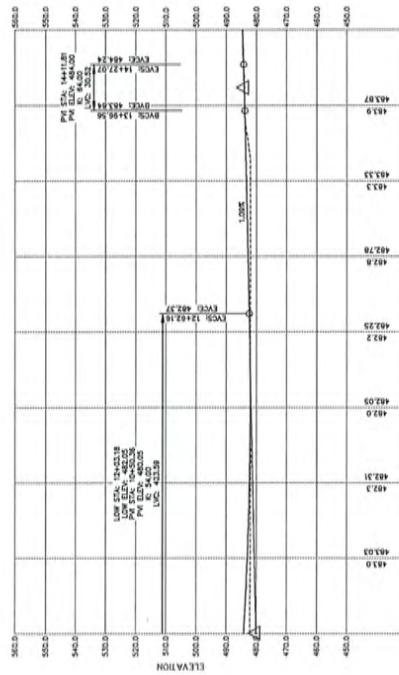
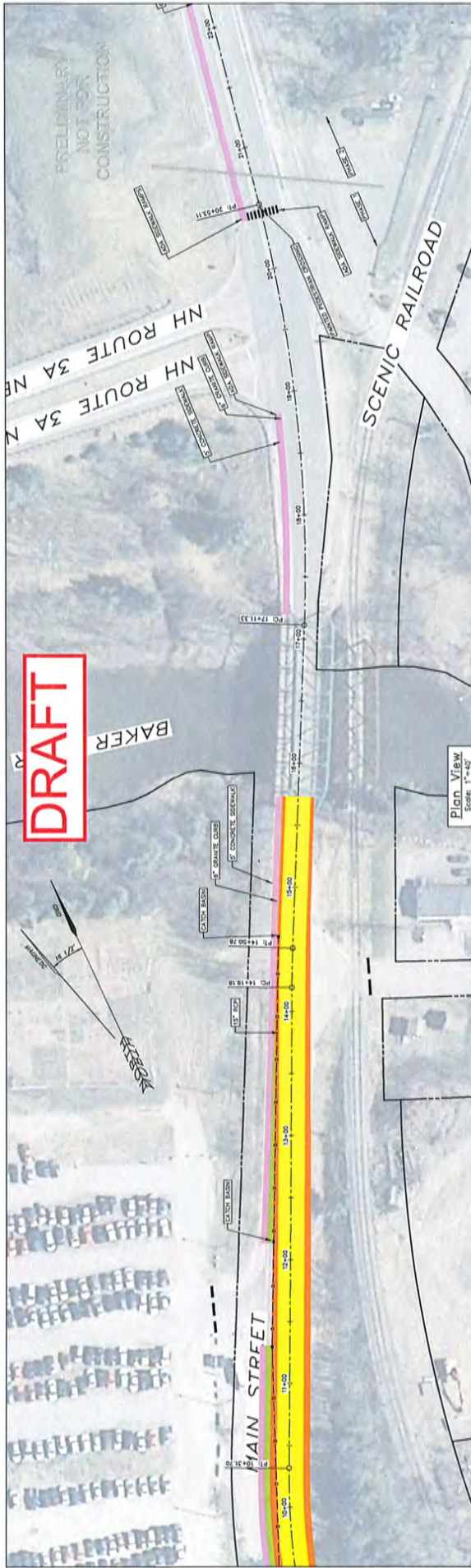
Please return this form to [Lakes Region Planning Commission] at: [INSERT ADDRESS, FAX, EMAIL]. Please attach any relevant documents, maps, cost estimates, and data to this project along with the form that you have:

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Local Plans/Master Plans           | <input checked="" type="checkbox"/> Maps       | <input type="checkbox"/> Bike/Pedestrian Surveys |
| <input type="checkbox"/> Cost Estimate                      | <input type="checkbox"/> Transit Operator Data | <input type="checkbox"/> Project Scope           |
| <input checked="" type="checkbox"/> Local Police Crash Data | <input type="checkbox"/> Development Studies   | <input type="checkbox"/> Conceptual Designs      |





<div>Legend</div> <div><div>Proposed Road</div><div>Proposed Shoulder</div><div>Proposed Structure</div></div>		Copyright 2022 HEB Engineers, Inc.	 CIVIL • STRUCTURAL • SURVEY BRIDGE ENGINEERS	HEB Engineers, Inc. 1000 Main Street PO Box 100 North Conway, NH 03860 NE Office (207) 452-8255 Portland Office (603) 452-8255 Portland Office Fax (603) 452-8256 Fax (603) 452-8257	Located at Station 47 1" = 40' sec. 10M/100/1000	US-3 Site Sketch for the <b>US 3 Plymouth</b> located in <b>Plymouth, NH</b> prepared for <b>Lakes Region Planning Commission</b>	2022-105
							SK-1



Proposed US-3 Profile Sta. 11+00-14+00

Scale:  
Horizontal 1"=40'  
Vertical 1"=20'

- Legend**
- Proposed Road
  - Proposed Shoulder
  - Proposed Sidewalk
  - Proposed Snow Shelf



No.	Revision	DATE	BY

Copyright	2022	HEB Engineers, Inc.

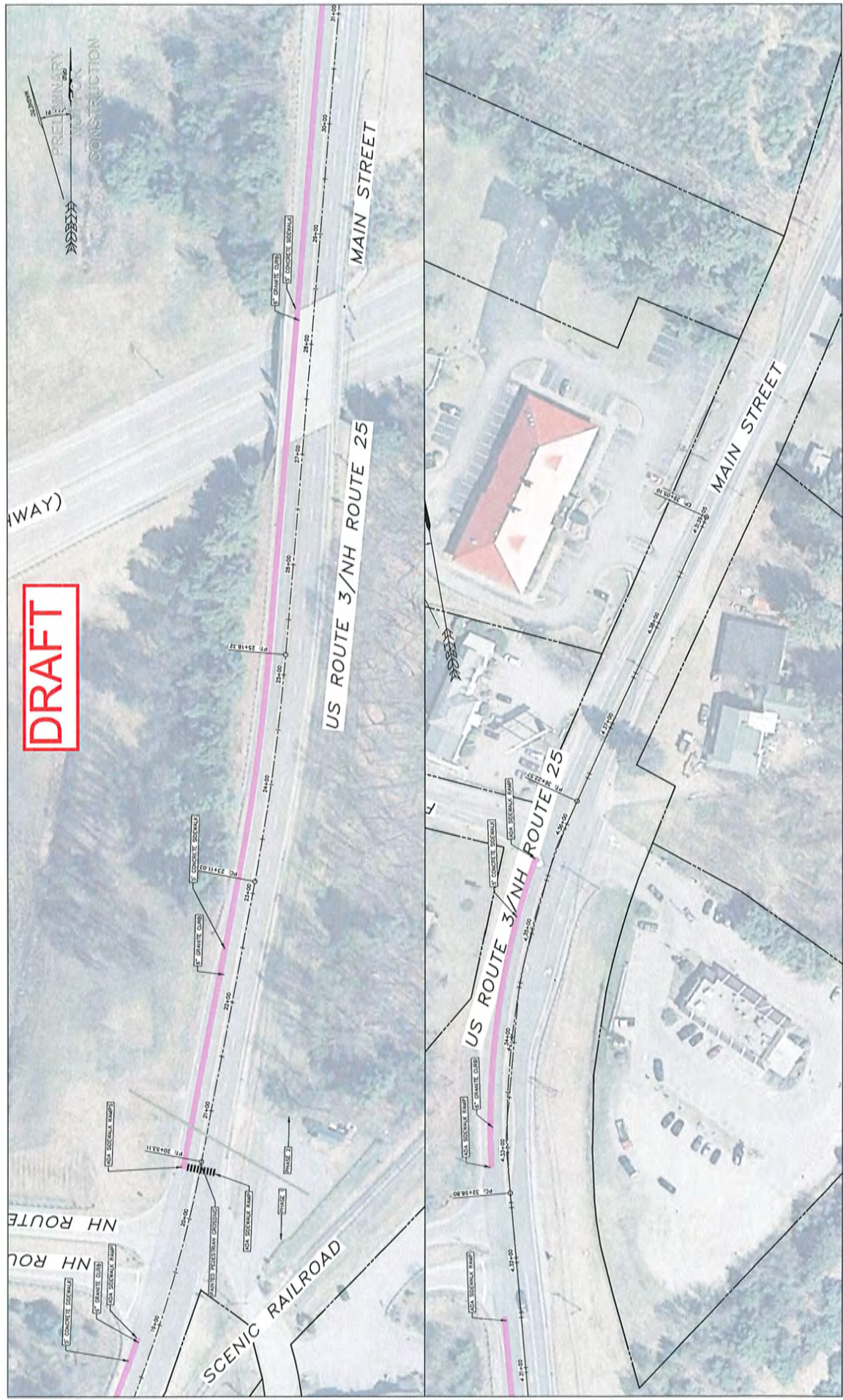


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US-3 Site Sketch  
for the  
US 3 Plymouth  
located in  
Plymouth, NH  
prepared for  
Lakes Region Planning Commission

2022-105  
SK-1  
SHEET 1 OF 4





**DRAFT**

**Legend**

- Proposed Road
- Proposed Right-of-Way
- Proposed Shoulder

Scale: 1 inch = 40 feet (1:480)

North Arrow

NO.	REVISION	DATE	BY

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HEB Engineers, Inc.  
 400 Main Street  
 North Conway, NH 03860  
 Phone: (603) 556-6806  
 Fax: (603) 556-6807  
 Email: info@heb-engineers.com  
 Website: www.heb-engineers.com

US-3 Site Sketch  
 for the  
 US 3 Plymouth  
 located in  
 Plymouth, NH  
 Lakes Region Planning Commission

2022-105  
 SK-1  
 SHEET 1 OF 4



Engineer's Opinion of Probable Construction Cost

HEB Project #: 2022-105  
Date: 11/02/22  
Computed by: JOP

Roadway & Pedestrian Improvements on US-3  
Plymouth, New Hampshire

NHDOT Item #	Description	Unit	Unit Cost	Phase 1: Tobey Road to Foster Street		Phase 2: Foster Street to Fairgrounds Rd.	
				Quantity	Total Cost	Quantity	Total Cost
<b>Earthwork</b>							
201.1	Clearing and Grubbing	Acres	\$ 25,000.00	0.5	\$ 12,500.00		\$ -
203.1	Common Excavation	CY	\$ 18.00	8,200	\$ 147,600.00	111	\$ 2,000.00
203.2	Rock Excavation	CY	\$ 90.00	1,000	\$ 90,000.00	5	\$ 450.00
214	Fine Grading	Unit	\$ 25,000.00	1	\$ 25,000.00	1	\$ 2,500.00
<b>Base Courses</b>							
304.1	Sand	CY	\$ 30.00	1,333	\$ 40,000.00	0	\$ -
304.2	Gravel	CY	\$ 35.00	1,333	\$ 46,866.67	0	\$ -
304.3	Crushed Gravel	CY	\$ 40.00	1,542	\$ 61,866.67	222	\$ 8,888.89
<b>Pavements</b>							
403.11	Hot Bituminous Pavement Machine Method	Ton	\$ 90.00	1,334	\$ 120,860.00	0	\$ -
403.12	Hot Bituminous Pavement Hand Method	Ton	\$ 200.00	30	\$ 6,000.00	60	\$ 12,000.00
410.22	Asphalt Emulsion for Tack Coat	Gal	\$ 6.00	680	\$ 5,280.00	40	\$ 320.00
417	Cold Planing Bituminous Surfaces	SY	\$ 5.00	1,250	\$ 6,250.00	0	\$ -
<b>Structures</b>							
n/a	Retaining Wall	SF	\$ 150.00	3,500	\$ 525,000.00	0	\$ -
<b>Incidental Construction</b>							
603.00215	15" R.C. Pipe 2000D	LF	\$ 100.00	360	\$ 36,000.00	400	\$ 40,000.00
604.124	Catch Basin, Type B, 4'-Diameter	EA	\$ 4,000.00	3	\$ 12,000.00	2	\$ 8,000.00
604.4	Reconstructing/Adjusting Catch Basins	LF	\$ 750.00	2	\$ 1,500.00	2	\$ 1,500.00
604.62	Drainage Manhole Cover and Frames	EA	\$ 700.00	3	\$ 2,100.00	2	\$ 1,400.00
605.18001	31" W-Beam Guardrail with 8' Offset Block (Steel Post)	LF	\$ 45.00	250	\$ 11,250.00	50	\$ 2,250.00
606.62	Accessories for Beam Guardrail	EA	\$ 4,000.00	2	\$ 8,000.00	1	\$ 4,000.00
608.24	4" Concrete Sidewalk (F)	SY	\$ 70.00	890	\$ 62,300.00	889	\$ 62,222.22
608.54	Deflectable Warning Plates	SY	\$ 500.00	8	\$ 4,000.00	3	\$ 1,500.00
609.01	Straight Granite Curb	LF	\$ 60.00	1,600	\$ 96,000.00	1,600	\$ 96,000.00
615.024	Relocating Traffic Sign Type B	EA	\$ 800.00	6	\$ 4,800.00	6	\$ 4,800.00
615.02201	Traffic Sign Type B, Breakaway Mounts	SF	\$ 160.00	6	\$ 960.00	0	\$ -
615.7	Flaggers	HR	\$ 55.00	640	\$ 35,200.00	0	\$ -
619.1	Maintenance of Traffic	Unit	\$ 1.00	73,587.9	\$ 74,000.00	13,450	\$ 13,450.00
628.2	Sawed Bituminous Pavement	LF	\$ 4.00	780	\$ 3,120.00	1,600	\$ 6,400.00
632.0104	Retrospective Paint Pavement Marking, 4" Line	LF	\$ 0.50	6,400	\$ 3,200.00	0	\$ -
632.0124	Retrospective Paint Pavement Marking, 24" Line	LF	\$ 0.75	512	\$ 384.00	0	\$ -
645.531	Silt Fence	SY	\$ 5.00	3,000	\$ 15,000.00	500	\$ 2,500.00
646.31	Turf Establishment with Mulch and Tackifiers	SY	\$ 7.00	4,000	\$ 28,000.00	40	\$ 280.00
692	Mobilization	Unit	\$ 1.00	131,108.2	\$ 131,108.16	24,200	\$ 24,200.00
698.13	Field Office Type C	Mo.	\$ 2,000.00	9	\$ 18,000.00	4	\$ 8,000.00
699	Miscellaneous Temporary Erosion and Sediment Controls	\$	\$ 30,000.00	1	\$ 30,000.00	1	\$ 5,000.00
<b>Utility Pole Relocations</b>							
		EA	\$ 15,000.00	1	\$ 15,000.00	0	\$ -
				Phase 1: Tobey Rd. to Foster St.			
				Phase 2: Foster St. to Fairgrounds Rd. (Sidewalk & Curb)			
				Construction Items (Base)			
				Minor Item Allowance (30%)			
				Contingency (10%)			
				2023 Cons. Engineering			
				2023 Construction Cost			
				2034 TYP Construction Cost			
				2023 Prelim. Engineering			
				2023 TYP Prelim. Engineering			
				2023 Right-of-way			
				2023 Right-of-way			
				Total Project Cost (Current)			
				Total Project Cost (TYP)			
				\$3,172,000			
				\$4,293,000			
				Total Project Cost (TYP)			
				\$864,000			



# Transportation Project Proposal Form

Hello! This is the form for transportation project proposals (Ten Year Plan Projects) to the Lakes Region Planning Commission. If you have any questions about filling out this form, please call Jessica Bighinatti (Assistant Planner) at (603)-279-8171 or Susan Slack at (603)-279-5337; or email us at [jbighinatti@lakesrpc.org](mailto:jbighinatti@lakesrpc.org) (<mailto:jbighinatti@lakesrpc.org>) or [sslack@lakesrpc.org](mailto:sslack@lakesrpc.org) (<mailto:sslack@lakesrpc.org>).

\* Required

## Contact Details

1. Full Name: \*

Krista Larsen

2. Best Phone Number: \*

528-6379

3. Email Address: \*

klarsen@laconianh.gov

4. Municipality: \*

Laconia

5. Organization/Entity: \*

Public Works

6. Position/Title: \*

Assistant Director

## Project Information

7. Title/Name of project: \*

Union Avenue Rehabilitation

8. Project type(s): \*

- ☐ Highway Improvements (operational improvements, access management, intelligent transportation systems, widening, technology operation improvements)
- ☐ Asset Management (bridge rehabilitation, bridge replacement, pavement repair/replacement)
- ☐ Bicycle and Pedestrian Improvements (sidewalks, bike trails, multi-use paths, traffic calming improvements)
- ☐ Infrastructure-related Travel Demand Management (park & ride lots, transit or HOV lanes, priority signalization, bus shelters, intermodal transportation centers)
- ☐ Planning Studies (road diets, corridor studies, network studies, pedestrian/cyclist safety studies)

9. Where is this project located?

(road names, nearby facilities/landmarks) \*

Route 107/Union Avenue from Route 106/Main St to Route 11A/Gilford Ave

10. What is the scale of this project?

(please provide approximate measurements in feet; you can use Google Maps measuring tool to estimate distances) \*

3,000-ft

## Purpose, Need, and Scope

### 11. Please provide the Purpose Statement for this project.

ex: "The purpose of this project is to support increased non-motorized activity by addressing safety issues resulting from unsafe vehicle speeds and inadequate protections for pedestrians on Main Street between 1st and 2nd Street." \*

The purpose of this project is to rehabilitate this heavily travelled and populated downtown corridor in the lakes region. The rehabilitation will involve replacing underground utilities including stormwater/drainage infrastructure, pavement and subbase improvements, pedestrian accessibility, traffic and pedestrian signals, and streetscape and lighting.

### 12. Please provide the Need Statement for this project.

ex: "The section of Main St between 1st Street and 2nd Street is unsafe for pedestrians. This section is in the center of the city's commercial district concentrated with jobs and small businesses. In the past 5 years there have 15 crashes in this section of Main St: two resulted in serious injuries to pedestrians and one resulted in a pedestrian fatality. Continued local economic development depends on increased walkability and safety for pedestrians." \*

The project will provide adequate stormwater management that can handle higher intensity storm events, bring all sidewalks and pedestrian crossings to the standards of the Americans with Disabilities Act (ADA), rebuild the roadway subbase and install proper asphalt thickness to handle increasing vehicle loads and truck traffic, update traffic and pedestrian signals and incorporate streetscapes and lighting to enhance this downtown setting.

**Network Significance** – The 2019 Annual average daily traffic (AADT) count was 11,120. This is up 40% from 3 years ago. This section of Route 107 has comparable use to the Route 3 bypass which had a 2019 AADT count of 11,335. Unlike the Route 3 Bypass, however, Union Avenue has a significant amount of pedestrian traffic and is an urban setting. Route 107 is identified as a major state route by the Lakes Region Planning Commission.

**Safety** – Safe Transportation for Every Pedestrian (STEP) countermeasures are included in the project including crosswalk visibility enhancements, countdown timers and chirpers. With the amount of vehicle and pedestrian traffic, including significant freight movement, safe access in this section of Route 107 is critical.

**Economic Development** – Revitalization of downtown areas following major roadway rehabilitation projects is well documented. Laconia has recently completed three major road reconstruction projects in the last 3 years – Union Ave/Route 3 in Lakeport, Lakeside Avenue at the Weirs, and Court Street/Route 3 from the Belmont town line to downtown. In all three cases, vacant buildings gained new tenants and existing businesses made valuable improvements that served to greatly enhance these commercial and residential districts.

**State of Repair** – The existing infrastructure is aged and failing and in need of continuous maintenance. The project proposes to first replace the water and sewer mains providing reliable services to homes and businesses. Next the project will upgrade the undersized drainage system giving it the capacity to withstand higher intensity storm events. The roadway will then be upgraded with proper road base materials and pavement thickness that will provide the structural support for the amount and type of traffic loading. All of these improvements will dramatically reduce the maintenance that is currently required in this area.

**Mobility** – Route 107 is considered an arterial in accordance with FHWA Highway Functional Classification Guidance. The NHDOT 2019 NH Freight Plan states that "The primary arterial highways which pass through developed areas present some level of congestion throughout the day and are therefore prominent among the high-delay links. Among these, several high-delay corridors can be identified: Routes between Laconia and both I-93 and I-393." Route 107 is identified as part of this arterial network.

**Equity, Environmental Justice & Accessibility** – Laconia stands out in the Lakes Region with 23% of its population below 150% of the poverty threshold and 4.8% of its population as non-white. The urban revitalization that often occurs as the result of road rehabilitation projects is crucial for potential job creation for this under-served, low income, minority population. Constructing sidewalks and pedestrian crossings to proper standards will provide for safer and more accessible pedestrian travel including access to Lakes Region General Hospital. The upgraded stormwater drainage system will be equipped to handle high intensity storm events, preventing uncontrolled runoff into the Winnepesaukee River which runs parallel to this section of Union Avenue, while providing stormwater treatment.

**Natural Hazard Resiliency** – In addition to properly sizing the stormwater collection system, the project proposes to re-route a portion of the drainage system from flood prone Jewett Brook to a new permitted outfall in the Winnepesaukee River.



13. Please outline the project scope.

ex. "Install pedestrian crossings on Main Street at 1st and 2nd street intersections and at mid-block, including pedestrian refuge medians, other streetscaping and traffic calming infrastructure." \*

The scope includes underground utility improvements, road, sidewalk and intersection reconstruction, pedestrian accessibility to ADA standards, improved stormwater management and streetscape enhancements.

14. Please provide any additional information about this project.

(local knowledge/insight, relevant studies/data, infrastructure needs, etc.) \*

:Route 107/Union Avenue is a vital connector for business and commerce between Interstate 93 and Route 3 and Route 11 and locally provides access to Lakes Region General Hospital. The sidewalks, intersections, roadway structure and stormwater infrastructure is substandard for this main corridor in the heart of the Lakes Region. This section of Union Avenue will also tie together three major roadway rehabilitation projects that Laconia has completed in the last two years providing a safe and high-quality driving, walking and bicycling experience from Lake Winnisquam to Lake Winnepesaukee. The project is currently at 90% design completion.

## Supplementary Information

Please note that these questions are not required to make an initial submission. If you are not able to provide answers to some or all of these questions at this time, please leave the question(s) blank and Jess or Susan will reach out to provide assistance.

15. How involved has the public been in this project proposal so far?

(please make note of any dates, agenda items, minutes from public meetings, and decisions influenced by public involvement)

A public input session was held during the design phase of the project with the intent to obtain first-hand knowledge and experience of the project area. This included commonly used pedestrian routes, known puddling and drainage problems, road and sidewalk deficiencies and desired enhancements to be incorporated into the streetscape design.

16. Are there opportunities for further public discussion of this project in the near future?

Yes. There will be opportunities for the public to provide feedback, ask questions and provide suggestions during the implementation process.

17. Will the project be managed locally?

Yes. The project will be managed by the City of Laconia.

18. What alternative options or methods have been considered to address this need and what makes this project proposal the best option?

Alternate options include no changes to the roadway, or a paving overlay with no infrastructure or roadway structural improvements. The roadway and sidewalks are in immediate need of attention and pose potential hazards to the travelling public. A "no work" option is not a viable long-term solution. Another option, in lieu of "no work" or complete roadway reconstruction, would be a simple paving overlay that would address the maintenance issues in the short term. However, this is also not deemed a viable long-term solution because it does not address the deficiencies of the infrastructure, roadway structure and pedestrian accessibility.

19. Please provide evidence supporting this project, including letters of support.

(review list of documents, letters of support, data sources, plans, guidance, maps, etc. that will serve as sources of information to bolster the application; please note what and where you are referencing from)

A large, empty rectangular box with a thin black border, intended for the user to provide evidence supporting the project, such as letters of support, data sources, plans, guidance, or maps.

# Thank You!


Thank you for completing this project proposal form.

Please email any relevant documents, maps, cost estimates, and data (local plans/master plans, cost estimate, local police crash data, maps, transit operator data, development studies, bike/pedestrian surveys, project scope, conceptual design, etc.) to this project that you have to [jbighinatti@lakesrpc.org](mailto:jbighinatti@lakesrpc.org), [jbighinatti@lakesrpc.org](mailto:jbighinatti@lakesrpc.org) or [sslack@lakesrpc.org](mailto:sslack@lakesrpc.org) (<mailto:sslack@lakesrpc.org>).

If you have any questions please call Jess at (603)-279-8171 or Susan at (603)-279-5337

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 Microsoft Forms

## Union Avenue Rehabilitation Laconia, NH

Krista Larsen, P.E.  
Assistant Public Works Director  
(603) 528-6379 • KLarsen@laconianh.gov

8. Project Type: Highway

9. Location: Route 107/Union Avenue from Route 106/Main St to Route 11A/Gilford Ave

10. Scale: 3,000-ft

11. Purpose: The purpose of this project is to rehabilitate this heavily travelled and populated downtown corridor in the lakes region. The rehabilitation will include replacing underground utilities including stormwater/drainage infrastructure, structural roadway improvements, pedestrian accessibility, traffic and pedestrian signals, and streetscape and lighting.

12. Need: The project will provide adequate stormwater management that can handle higher intensity storm events, bring all sidewalks and pedestrian crossings to the standards of the Americans with Disabilities Act (ADA), rebuild the roadway subbase and install proper asphalt thickness to handle increasing vehicle loads and truck traffic, update traffic and pedestrian signals and incorporate streetscapes and lighting to enhance this downtown setting.

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**Economic Development** – Revitalization of downtown areas following major roadway rehabilitation projects is well documented. Laconia has recently completed three major road reconstruction projects in the last 3 years – Union Ave/Route 3 in Lakeport, Lakeside Avenue at the Weirs, and Court Street/Route 3 from the Belmont town line to downtown. In all three cases, vacant buildings gained new tenants and existing businesses made valuable improvements that served to greatly enhance these commercial and residential districts.

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## Union Avenue Rehabilitation Laconia, NH

Krista Larsen, P.E.  
Assistant Public Works Director  
(603) 528-6379 • KLarsen@laconianh.gov

therefore prominent among the high-delay links. Among these, several high-delay corridors can be identified: Routes between Laconia and both I-93 and I-393.” Route 107 is identified as part of this arterial network.

**Equity, Environmental Justice & Accessibility** – Laconia stands out in the Lakes Region with 23% of its population below 150% of the poverty threshold and 4.8% of its population as non-white. The urban revitalization that often occurs as the result of road rehabilitation projects is crucial for potential job creation for this under-served, low income, minority population. Constructing sidewalks and pedestrian crossings to proper standards will provide for safer and more accessible pedestrian travel including access to Lakes Region General Hospital. The upgraded stormwater drainage system will be equipped to handle high intensity storm events, preventing uncontrolled runoff into the Winnepesaukee River which runs parallel to this section of Union Avenue, while providing stormwater treatment.

**Natural Hazard Resiliency** – In addition to properly sizing the stormwater collection system, the project proposes to re-route a portion of the drainage system from flood prone Jewett Brook to a new permitted outfall in the Winnepesaukee River.

13. Scope: The scope includes underground utility improvements, road, sidewalk and intersection reconstruction, pedestrian accessibility to ADA standards, improved stormwater management and streetscape enhancements.

14. Additional info: Route 107/Union Avenue is a vital connector for business and commerce between Interstate 93 and Route 3 and Route 11 and locally provides access to Lakes Region General Hospital. The sidewalks, intersections, roadway structure and stormwater infrastructure is substandard for this main corridor in the heart of the Lakes Region. This section of Union Avenue will also tie together three major roadway rehabilitation projects that Laconia has completed in the last two years providing a safe and high-quality driving, walking and bicycling experience from Lake Winnisquam to Lake Winnepesaukee. The project is currently at 90% design completion.

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16. Are there opportunities for further public discussion? Yes. There will be opportunities for the public to provide feedback, ask questions and provide suggestions during the implementation process.

17. Will the project be managed locally? Yes. The project will be managed by the City of Laconia.

**Union Avenue Rehabilitation  
Laconia, NH**

**Krista Larsen, P.E.**  
**Assistant Public Works Director**  
**(603) 528-6379 • KLarsen@laconianh.gov**

18. What alternative options or methods have been considered to address this need and what makes this project proposal the best option?

Alternate options include no changes to the roadway, or a paving overlay with no infrastructure or roadway structural improvements. The roadway and sidewalks are in immediate need of attention and pose potential hazards to the travelling public. A "no work" option is not a viable long-term solution. Another option, in lieu of "no work" or complete roadway reconstruction, would be a simple paving overlay that would address the maintenance issues in the short term. However, this is also not deemed a viable long-term solution because it does not address the deficiencies of the infrastructure, roadway structure and pedestrian accessibility.

19. Please provide evidence supporting this project, including letters of support





PROJECT NAME: Union Avenue Improvement Project  
(Main St to Gilford Ave)  
PROJECT NO.: 1082 CITY/TOWN: Laconia  
CALCULATED BY: STF DATE: 2/13/2019  
CHECKED BY: PAC DATE: 2/13/2019

Engineers Opinion of Probable Construction Cost (Preliminary Design)

Item #	Item Description	Unit	Unit Cost	Quantity	Cost
*****ROAD ITEMS (A)*****					
201.21	REMOVING SMALL TREES	EA	\$ 975.00	4	\$ 3,900.00
202.204	REMOVAL OF CONCRETE STEPS	U	\$ 400.00	1	\$ 400.00
202.31	FILL ABANDONED PIPE	CY	\$ 150.00	62	\$ 9,225.00
202.32	FILL AND ABANDON STRUCT.	CY	\$ 50.00	28	\$ 1,400.00
202.41	REMOVAL OF EXISTING PIPE 8-24" DIAMETER	LF	\$ 15.00	4,376	\$ 65,640.00
202.5	REMOVAL OF CATCH BASINS, DROP INLETS AND MANHOLES	EA	\$ 350.00	56	\$ 19,600.00
202.6	CURB REMOVAL FOR STORAGE	LF	\$ 5.00	216	\$ 1,080.00
203.1	COMMON EXCAVATION	CY	\$ 22.00	10,320	\$ 227,050.19
203.2	ROCK EXCAVATION	CY	\$ 40.00	493	\$ 19,700.00
206.19	COMMON STRUCTURE EXCAVATION EXPLORATORY	CY	\$ 65.00	10	\$ 650.00
206.2	ROCK STRUCTURE EXCAVATION	CY	\$ 110.00	900	\$ 99,000.00
214	FINE GRADING	U	\$ 36,500.00	1	\$ 36,500.00
304.2	GRAVEL (F)	CY	\$ 30.00	4,395	\$ 131,850.00
304.4	CRUSHED STONE (FINE GRADATION) (F)	CY	\$ 32.00	5,360	\$ 171,520.00
403.11	HOT BITUMINOUS PAVEMENT, MACHINE METHOD	T	\$ 74.00	4,500	\$ 333,000.00
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	T	\$ 115.00	215	\$ 24,725.00
403.99	TEMPORARY BITUMINOUS PAVEMENT	T	\$ 115.00	185	\$ 21,275.00
410.22	ASPHALT EMULSION FOR TACK COAT	GAL	\$ 5.00	600	\$ 3,000.00
417	COLD PLANING BITUMINOUS SURFACES	SY	\$ 15.00	555	\$ 8,325.00
520.2	CONCRETE CLASS B	CY	\$ 310.00	35	\$ 10,850.00
570.51	RETAINING WALL/HEADWALL (F)	LS	\$ 15,000.00	1	\$ 15,000.00
603.0001	VIDEO INSPECTION	LF	\$ 2.00	2,575	\$ 5,150.00
603.80212	12" PLASTIC PIPE (SMOOTH INTERIOR)	LF	\$ 40.00	620	\$ 32,600.00
603.80215	15" PLASTIC PIPE (SMOOTH INTERIOR)	LF	\$ 42.00	360	\$ 15,120.00
603.80218	18" PLASTIC PIPE (SMOOTH INTERIOR)	LF	\$ 52.00	410	\$ 21,320.00
603.80224	24" PLASTIC PIPE (SMOOTH INTERIOR)	LF	\$ 95.00	500	\$ 47,500.00
603.8023	30" PLASTIC PIPE (SMOOTH INTERIOR)	LF	\$ 140.00	485	\$ 67,900.00
603.81404	4" PVC DRAIN PIPE (SCHEDULE 80)	LF	\$ 20.00	12	\$ 240.00
604.0007	POLYETHYLENE LINER	EA	\$ 150.00	41	\$ 6,150.00
604.124	CATCH BASINS TYPE B, 4-FOOT DIAMETER	U	\$ 2,500.00	34	\$ 85,000.00
604.125	CATCH BASINS TYPE B, 5-FOOT DIAMETER	U	\$ 3,200.00	3	\$ 9,600.00
604.1252	CATCH BASINS TYPE B, 5-FOOT DIAMETER, DOUBLE GRATE	U	\$ 3,500.00	4	\$ 14,000.00
604.324	DRAINAGE MANHOLES, 4-FOOT DIAMETER	U	\$ 3,000.00	10	\$ 30,000.00
604.325	DRAINAGE MANHOLES, 5-FOOT DIAMETER	U	\$ 3,500.00	7	\$ 24,500.00
604.326	DRAINAGE MANHOLES, 6-FOOT DIAMETER	U	\$ 4,500.00	1	\$ 4,500.00
604.5	RECONSTRUCTING/ADJUSTING MANHOLES	LF	\$ 500.00	7	\$ 3,500.00
608.1301	3" BITUMINOUS SIDEWALK	SY	\$ 10.00	3,672	\$ 36,716.67
608.2601	6" CONCRETE SIDEWALK	SY	\$ 85.00	415	\$ 26,975.00
608.54	DETECTABLE WARNING DEVICES, CAST IRON	SY	\$ 60.00	60	\$ 3,600.00
609.01	STRAIGHT GRANITE CURB	LF	\$ 23.00	1,880	\$ 43,240.00
609.02	CURVED GRANITE CURB	LF	\$ 25.00	550	\$ 13,750.00
609.5	RESET GRANITE CURB	LF	\$ 15.00	3,164	\$ 47,460.00
614.511	14" CONCRETE PULLBOX	EA	\$ 575.00	4	\$ 2,300.00
614.73218	3" 2-DUCT PVC CONDUIT, SCHEDULE 80	LF	\$ 356.00	200	\$ 71,200.00
615.0301	TRAFFIC SIGN TYPE C	SF	\$ 50.00	200	\$ 10,000.00
615.0601	TRAFFIC SIGN TYPE CC	SF	\$ 25.00	25	\$ 625.00
616.192	ALTERATIONS TO TRAFFIC SIGNAL (UNION AVENUE/CHURCH STREET)	LS	\$ 41,000.00	1	\$ 41,000.00
616.193	ALTERATIONS TO TRAFFIC SIGNAL (UNION AVENUE/GILFORD AVENUE)	LS	\$ 37,000.00	1	\$ 37,000.00
618.61	UNIFORMED OFFICER WITH VEHICLE	\$	\$ 4,000.00	1	\$ 4,000.00
618.7	FLAGGERS	HR	\$ 23.00	5,000	\$ 115,000.00
619.1	MAINTENANCE OF TRAFFIC	U	\$ 50,000.00	1	\$ 50,000.00
619.25	PORTABLE CHANGEABLE MESSAGE SIGN	U	\$ 3,800.00	5	\$ 19,000.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	\$ 2.00	1,270	\$ 2,540.00
632.0104	RETROREFLECTIVE PAINT PAVE. MARKING, 4" LINE	LF	\$ 0.25	13,545	\$ 3,386.25
632.3112	RETROREFLECTIVE THERMOPLAS. PAVE. MARKING, 12" LINE	LF	\$ 2.50	2,980	\$ 7,450.00
632.3118	RETROREFLECTIVE THERMOPLAS. PAVE. MARKING, 18" LINE	LF	\$ 2.50	330	\$ 825.00
632.32	RETROREFLECT. THERMOPLAS. PAVEMENT MARKING, SYMBOL OR WORD	SF	\$ 2.25	380	\$ 855.00
637.1	NEW GRANITE STEPS	U	\$ 1,500.00	1	\$ 1,500.00
643.21	FERTILIZER FOR REFERTILIZATION	LB	\$ 2.50	200	\$ 500.00
645.512	COMPOST SOCK FOR PERIMETER BERM	LF	\$ 4.50	800	\$ 3,600.00
645.7	STORMWATER POLLUTION PREVENTION PLAN	U	\$ 3,600.00	1	\$ 3,600.00
645.71	MONITORING SWPPP & EROSION & SEDIMENT CONTROLS	HR	\$ 85.00	180	\$ 15,300.00
646.51	TURF ESTABLISHMENT WITH MULCH, TACKIFIERS AND LOAM	SY	\$ 5.25	600	\$ 3,150.00
692	MOBILIZATION	U	\$ 148,000.00	1	\$ 148,000.00
699	MISCELLANEOUS TEMPORARY EROSION AND SEDIMENT CONTROL	\$	\$ 1.00	10,000	\$ 10,000.00
1010.15	FUEL ADJUSTMENT	\$	\$ 1.00	20,000	\$ 20,000.00
1010.2	ASPHALT CEMENT ADJUSTMENT	\$	\$ 1.00	10,000	\$ 10,000.00
	FINAL DESIGN ITEMS (2%)	LS	\$ 60,000.00	1	\$ 60,000.00
	LANDSCAPING	LS	\$ 50,000.00	1	\$ 50,000.00
				SUBTOTAL	\$ 2,433,543.10



PROJECT NAME: Union Avenue Improvement Project  
(Main St to Gilford Ave)  
PROJECT NO.: 1082 CITY/TOWN: Laconia  
CALCULATED BY: STF DATE: 2/13/2019  
CHECKED BY: PAC DATE: 2/13/2019

Engineers Opinion of Probable Construction Cost (Preliminary Design)

Item #	Item Description	Unit	Unit Cost	Quantity	Cost
*****SEWER ITEMS (C)*****					
206.2	ROCK STRUCTURE EXCAVATION	CY	\$ 110.00	245	\$ 26,950.00
304.2	GRAVEL (F)	CY	\$ 30.00	465	\$ 13,950.00
403.99	TEMPORARY BITUMINOUS PAVEMENT	T	\$ 115.00	765	\$ 87,975.00
612.3104	SEWER MANHOLES, 4-FOOT DIAMETER	VF	\$ 600.00	180	\$ 108,000.00
612.73506	6" SDR 35 SEWER PIPE	LF	\$ 70.00	1235	\$ 85,450.00
612.73508	8" SDR 35 SEWER PIPE	LF	\$ 90.00	2830	\$ 254,700.00
612.73510	10" SDR 35 SEWER PIPE	LF	\$ 100.00	95	\$ 9,500.00
	TEMPORARY SEWAGE BY-PASS PUMPING	HR	\$ 60.00	320	\$ 19,200.00
	JEWETT STREET	LS	\$ 50,000.00	1	\$ 50,000.00
				SUBTOTAL	\$ 656,725.00

Project Construction Subtotal \$ 3,100,000.00  
Project Construction Contingency (10%) \$ 310,000.00  
Project Base Construction Cost \$ 3,410,000.00  
Construction Engineering \$ 317,000.00  
Total Project \$ 3,727,000.00

Cost Breakdown by Category  
General Items \$ 742,000.00

Roadway \$ 2,001,543.10  
Sewer \$ 859,725.00  
Water  
\$ 2,658,268.10

Percent of Project Cost -  
Percentage Used to Allocate  
General Items  
Roadway 75%  
Sewer 25%  
Water

Cost Breakdown by Category -  
Including General Item Allocation  
Roadway \$ 2,560,000.00  
Sewer \$ 850,000.00  
Water  
\$ 3,410,000.00

Cost Breakdown by Category -  
Construction Engineering  
Roadway \$ 237,750.00  
Sewer \$ 79,250.00  
Water  
\$ 317,000.00

# Transportation Project Proposal

## Town of Meredith, NH



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6. Excerpts from: <u>Lakes Region Plan 2015-2020- Transportation Chapter</u>	
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8. Excerpts from: <u>NHDOT Statewide Freight Plan-Final Report, 2019</u>	
9. Excerpts from: <u>Town of Meredith Community Plan, 2002</u>	
10. NHDOT Bureau of Planning, Traffic Section Traffic Report, 2-18-16	
11. LRPC TAC TYP Scoring Summary- 2019	
12. <u>Unsignalized Intersection Safety Strategies- Provide Bypass Lanes on Shoulders at T-Intersections</u> , NCHRP Report 500, Volume 5, FHWA, February 2008	
Letters of Support:	10
a. Select Board	
b. Meredith Police Department	
c. NHDOT District 3	
d. Inter-Lakes School District	
e. Planning Board	
f. Meredith Conservation Commission	
g. Moulton Farm	



## Transportation Project Proposal

### Town of Meredith, NH

### Application Narrative

## PURPOSE STATEMENT

NH Route 25 in Meredith is a high volume, east-west component of the National Highway System corridor in central NH. There are a total of (12) roadway intersections on NH Route 25 easterly of the village core to the Center Harbor town line. The segment is further characterized by (A) considerable left turn movements, (B) significant truck traffic, (C) inadequate sight distances that do not meet criteria for posted speed limits, (D) inadequate shoulders, and (E) crash history that confirms a prevalence of rear end collisions. The purpose of this project is to address documented safety issues on a high volume segment of the National Highway System (NH Route 25) in Meredith, NH.

## NEED STATEMENT

The need for this project can be best illustrated by the relevant context and history associated with safety concerns along the rural portion of NH Route 25.

**National Highway System.** The National Highway System (NHS) is a network of strategic highways within the United States.. Individual states are encouraged to focus federal funds on improving the efficiency and safety of this network. According to the Federal Highway Administration, the 160,000-mile National Highway System includes roads important to the United States' economy, defense, and mobility. There are 150 miles of the National Highway System in the Lakes Region of New Hampshire, 14 of which are in located in Meredith. NH Route 25 is a high volume, east-west component of the NHS in central New Hampshire; connecting I-93 to the west with NH Route 16 to the east. This corridor supports travel and commerce connectivity at many levels, i.e. between states, regions, within the Lakes Region and travel within the local area.

The NHDOT Statewide Freight Plan- Final Report, January 2019 notes:

In describing the statewide freight infrastructure, the plan notes,



The "The National Highway System is critical for public safety, emergency preparedness and statewide connectivity to ensure continuous travel within New Hampshire as well as to neighboring states." (p. 36).

Based on outreach efforts involving the public and other stakeholders, many overarching issues and concerns were identified. Among them were the general need for east-west corridors and safety concerns at identified locations. (p. 77)

NH 25 in Meredith is identified as a "Critical Rural Freight Corridor Candidate" (p. 159, 160).

**NH Route 25 in Meredith.** The NH Route 25 segment of the NHS in Meredith is subject to some of the highest traffic volumes in the Lakes Region which are documented in multiple sources including the NHDOT Bureau of Planning, Traffic Section Traffic Report dated 2-18-16. Summer daily traffic volumes are even higher. There are a total of (12) roadway intersections on NH Route 25 easterly of the village core to the Center Harbor town line. The total length of this segment is approximately 2.4 miles. The segment is further characterized by (A) considerable left turn movements, (B) inadequate sight distances that do not meet criteria for posted speed limits, (C) inadequate shoulders, and (D) crash history that confirms a history of rear end collisions.

**2002 Community Plan** (aka Master Plan). Although the 2002 Community Plan (aka master Plan) is currently under review, there are several statements from that plan which remain relevant to the current proposal:

- Our long range planning is based on shared values and vision. The plan notes, "Transportation to, through and within our community is vital to our economic and personal wellbeing (p. 10).
- "Transportation Goal: Promote a safe, integrated transportation system that effectively moves goods and people while balancing the needs of transportation users with the values of the community." (p. 44)
- "Transportation Objective A: Improve traffic flow, efficiency and safety throughout the highway networks. Advance transportation improvement projects where a need has been identified," (p. 44)
- "Transportation and Community Economic Development: community Economic Development opportunities are in part dependent on a safe and

accessible transportation system. Improvement to the transportation system can facilitate additional economic opportunity.” (p. 47)

**2009 Transportation Planning Study.** In 2009 the Meredith US 3/ NH 25 Improvements Transportation Planning Study (NHDOT Project 10430) was completed. This study (PART A) examined the corridor from the US Route 3/ NH Route 104 intersection, northerly on US Route 3 to the US Route 3/ NH Route 25 intersection and easterly on NH Route 25 to the Center Harbor town line. The easterly portion of NH Route 25 to the Center Harbor town line is referred to as “the rural portion of NH Route 25”. A comprehensive public participation program is well documented (pp.15-17). In the (PART B) phase of the project (i.e. the determination of a preferred alternative) NHDOT reduced both geographic scope of the project and associated Ten-Year-Plan funding to include improvements only within the village core area. The village core area improvements were completed in 2019.

The reduction in geographic scope and funding excluded further consideration of the (6) intersection “sites” along “the rural portion of NH Route 25” notwithstanding that numerous safety issues were identified in the 2009 planning study (pp. 72- 85). This section of the study notes the 2009 safety evaluations give subsequent efforts a place to start (p. 75). Amongst the six interesection sites several common contributing factors were identified:

- Many safety issues along the rural portion of NH Route 25 may be mitigated if the speed were reduced.
- Inadequate sight distances due to vertical alignmanet (crests) and other visual obstructions.
- A nine year crash history was reviewed for each site. A considerable number of rear end collosions were documented at numerous intersections indicative of crashes where vehicles on the main road collide with vehicles waiting to turn.

**2013 LRPC TAC Scoring.** In 2013 the Lakes Region Pllanning Commission ranked existing Ten Year Plan projects and secondary projects (projects submitted for inclusion in the TYP). One of the 13 secondary projects identified was a submisssion by the Town of Meredith to address inersection safety improvements



on the rural portion of NH 25 to the Center Harbor town line. The scope of this proposal included a planning element to help prioritize road improvements as well as design and construction funding. That submittal was ranked by the Lakes Region Planning Commission as the No. 2 secondary project for the region but was not included in subsequent Ten-Year Plans.

**The Lakes Region Plan 2015-2020 Transportation Chapter.** This plan documents the 2013 history mentioned and above and further notes that improving existing infrastructure and improved safety are the primary areas of NHDOT focus. NHDOT's highest priority is the National Highway System given the need for a healthy economy and for mobility (p. 10, 12). The plan identifies NH Route 25 as a "Lifeline Corridor" reinforcing its critical importance to the region (p. 13,14).

**Lakes Region Tour Scenic Byway- Corridor Management Plan, 2015.** NH Route 25 in Meredith is part of the 111 mile, Lakes Region Tour Scenic Byway that circles Lake Winnepesaukee. The plan affirms the byway's role in supporting tourism and associated local and regional economic opportunities (p. 1, 2, 4 & 8). Safety improvements along the byway will enhance the travel experience.

**2019 LRPC Scoring.** More recently, in 2019 the Lakes Region Planning Commission re-submitted the same project for review by the TAC as part of the 2020-2030 TYP round. The NH 25 East project was ranked #3. Even though the project wasn't yet "engineered" it did score ahead of several "engineered" projects.

**Crash History.** The 2009 planning study looked at crash data from 1998 to 2007. Of the four segments examined, NH 25 from US 3/NH 25 intersection to the Center harbor town line had the highest number of crashes, highest number of injuries and the highest number of rear end collisions over a nine year period (p.7). As noted in the 2009 study, rear end collisions are indicative of crashes where vehicles on the main road collide with vehicles waiting to turn.

Recently, 5-year crash history data was provided by the Meredith Police Department for four specific intersections. This information does confirm a high percentage of rear end collisions at 3 of the 4 subject intersections.

**Bottom Line.** The need to improve public safety along the rural portion of NH Route 25 has been previously identified by NHDOT, successive efforts by the

Lakes Region Planning Commission and the Town of Meredith. The need for this project is well established.

## PROJECT SCOPE

The scope of **2020** proposal builds upon the work of the past but is significantly different than prior submittals in terms of scope and approach.

- The current proposal does not include a planning element.
- The current proposal does not include the construction of a new roadway nor does it expand highway capacity.
- The current proposal does not include the re-location of town roads.
- The current proposal does seek to maximize use of existing right-of-way in order to minimize impacts to private property owners and reduce project costs.
- The current proposal is consistent with stated NH DOT focus areas and priorities (i.e. safety improvement on the National Highway System).
- The corridor was recently reviewed by Kevin Morrow, Police Chief, Mike Faller, Public Works Director, John Edgar, Community Development Director and Phil Warren, Town Manager. Together these four senior staff members have a combined 97 years of experience in Meredith. Their preliminary review identified intersection priorities and possible counter measures that will materially improve public safety.
- The current proposal is well supported including support from NH DOT District 3 and the Inter-lakes School District.
- Our collective review has resulted in a refined project scope that includes a package of modest, on- corridor safety counter measures at four intersections:

**Location No. 1:** NH Route 25 & **Laker Lane.** Laker Lane is the western most and primary entrance to the Inter-Lakes Middle-High School and the Inter-Lakes Elementary School. The approach from to this intersection from the west has an 11% grade that ends just short of this intersection. Left turns into the campus face considerable oncoming traffic often resulting in stopped traffic with queue lengths extending down the hill. Inadequate shoulders do not readily permit

traffic to safely bypass the left turn movements. This is particularly problematic during winter conditions.

Safety Counter Measures: Limited widening of the shoulder on the Eastbound lane to accommodate a *by-pass shoulder* to avoid conflicts with left turn movements into the school campus at Laker Lane and to improve mobility/traffic flow for through traffic.

**Location No. 2:** NH Route 25 & **True Road.** True Road intersects NH 25 just north of Laker Lane and is the sole means of access to the 126 site Interlakes Mobile Home Park. The 2009 study noted that the primary safety issue at this intersection is inadequate sight distance and grading can be modified to increase the sight distance from 50 feet to 200 feet. The posted speed limit in this area is 35 mph. The required sight distance for 35 mph design speed is 250 feet.

Safety Counter Measures: Improved sight distance facing east (north side of NH Route 25) to benefit (A) traffic exiting and entering True Road; and (B) visibility by eastbound thru traffic not having sufficient view of the intersection. Limited widening of the shoulder on the Eastbound lane to accommodate a *by-pass shoulder* to avoid conflicts with left turn movements onto True Road and to improve mobility/traffic flow for through traffic.

**Location No. 3:** NH Route 25 & **Quarry Road.** As noted in the 2009 study the issues at this intersection are sight distance and turning movements compounded by road alignment and travel speeds. The popular Moulton Farm and a trail head for the Page Pond Community Forest trail head are both located on Quarry Road. Both the Page Pond Community Forest and Moulton Farm (conserved via easement) are both identified as resource attributes along the Lakes Region Tour Scenic Byway. The posted speed limit in this area is 45 mph.

Safety Counter Measures: Limited widening of the shoulder on the westbound lane to accommodate a *by-pass shoulder* to avoid conflicts with left turn movements onto Quarry Road and to improve mobility/traffic flow for through traffic. Improved sight distance for exiting traffic facing east and west.

**Location No. 4:** NH Route 25 & **Patrician Shores Circle.** This intersection located on the south side on NH 25 provides access to an 83-home development know as



Patrician Shores. The posted speed limit changes from 55 mph (Center Harbor) to 45 mph (Meredith) at the town limits.

Safety Counter Measures: Improve sight distance for traffic exiting onto NH Route 25 facing east through tree removal and grading on the north side of the road. Also on the north side, limited widening of the shoulder to accommodate a *bypass shoulder* to avoid conflicts with left turn movements onto Patrician Shores Circle and to improve mobility/traffic flow for through traffic.

This proposal recognizes that: (1) the NHDOT TYP is fiscally constrained, (2) the TYP allocation to the Lakes Region projects (approx. \$4.4 mil. total) is likewise severely constrained, (3) the proposed safety counter measures, although modest, will materially improve public safety in the corridor, and (4) maximum use of existing right-of-way for relatively modest improvements can lessen impacts to private property owners and reduce project costs.

Actual safety countermeasures and locations would be finalized by NHDOT with town input through the Meredith Select Board at the onset of the conceptual design phase of the project. This process would be similar in concept to the Select Board/NHDOT partnership that resulted in the 2016 intersection upgrade at NH Route 104 and Meredith Center Road that was accomplished through the Highway Safety Improvement Program. Note: the scope of the NH Route 104 project included a by-pass shouler on the National Hioghway System highway at Chase Road.

## **SUPPLEMENTAL INFORMATION**

**How involved has the public been in this project so far?** Extensive public participation is well documented in Section 1.4 of Meredith US 3/ NH 25 Improvements Transportation Planning Study (NHDOT Project 10430), 2009 (pages 8-15). This study serves as the impetus for the current proposal.

**Are there opportunities for further public discussion of this project in the near future?** None are anticipated at this time.

**Will the project be managed locally?** No.



**What alternative options or methods have been considered to address this need and what makes this project proposal the best option?**

**Alternatives Considered.**

No build. We could simply ignore the safety issues, however as public officials we are obligated to ensure the safety of our citizenry and the public as a whole. Doing nothing fails to address these significant safety issues and is not an option.

Highway Re-alignment and Reconstruction. Existing vertical and horizontal highway alignments do contribute to sight distance issues. However re-alignment and reconstruction of major portions of NH Route 25 would be extremely costly, trigger extensive environmental reviews and may not represent the best cost-benefit outcome.

Re-location of Town Roads. Existing town roads could be realigned to address sight distance issues however this is not favored as also being too costly and too impacting.

Enhanced Signage to Reduce Travel Speeds. As noted in the 2009 study, travel speeds above posted speed limits is a contributing factor. Signage in of itself may not solve the problems, however improved signage could be a component of the overall safety countermeasure package.

**The Best Option.** Therefore, it is the town's view that modest safety counter measures at up to four prioritized intersections along NH 25 represents the best, practical and most realistic option to finally address the safety issues acknowledged by NH DOT, LRPC and the Town of Meredith.

Flexibility. As a practical matter the proposed improvements mentioned previously have not been engineered recognizing that they wouldn't likely be implemented for at least 10-12 years. Therefore, the town anticipates the need for flexibility in finalizing the final scope (type, location and number of improvements) based upon NHDOT review as we proceed through the TYP process and on towards the conceptual design phase.

Timing. On July 24, 2020 the 2021-2030 TYP was signed into law. Typically, new projects are added to the end of the plan. The limited scope of the proposed improvements may justify NHDOT consideration for project acceleration. Deferral

to 2031 or 2032 is not desirable. As was noted by NHDOT when addressing the question of accelerating project scheduling, "The budgets that are set up of the regions are not hard and fast budgets, they are guidelines for the addition of proposed new projects (or increases to existing projects) in the last 2 years of the TYP. Additionally, financial constraint in all years is also dependent on the scope, schedule and budget of all the projects, and so there was give and take in the schedule of projects in the years that these projects were moved into. Projects were either delayed because of constraint, were not expected to be ready based on progress, cash flow, or some combination of things." (reference personal communication from Susan Slack, Principal Planner, Lakes Region Planning Commission to John Edgar, Community Development Director dated July 17, 2020). We believe that this project is a good candidate for the "give and take" discretion referred to above.

## ATTACHMENTS

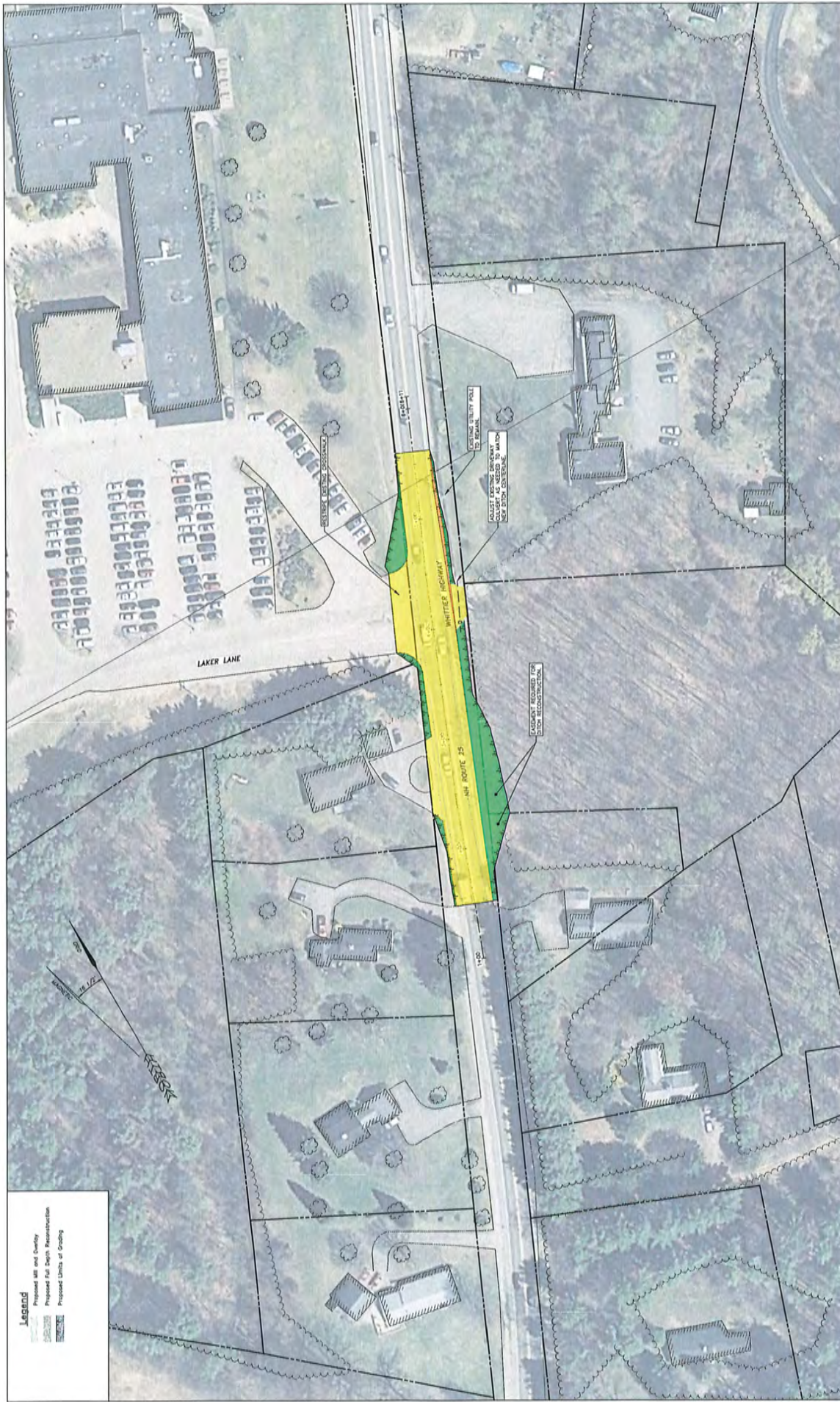
The following documents are submitted as part of this application:

1. Project Location Map
2. Site Photographs
3. Project Cost Estimate
4. Five-Year Crash Analysis (January 1, 2015 to August 5, 2020)- Meredith Police Department
5. Excerpts from: Meredith US 3/ NH 25 Improvements Transportation Planning Study, 2009
6. Excerpts from: Lakes Region Plan 2015-2020- Transportation Chapter
7. Excerpts from: Lakes Region Tour Scenic Byway- Corridor Management Plan, 2015
8. Excerpts from: NHDOT Statewide Freight Plan-Final Report, 2019
9. Excerpts from: Town of Meredith Community Plan, 2002
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Letters of Support:

- a. Select Board
- b. Meredith Police Department
- c. NHDOT District 3
- d. Inter-Lakes School District
- e. Planning Board
- f. Meredith Conservation Commission
- g. Moulton Farm





**Legend**  
 Proposed Mill and Overlay  
 Proposed Full Depth Reconstruction  
 Proposed Limits of Grading

**HEB Engineers, Inc.**  
 www.hebengineers.com  
 NH Office: (603) 256-6336  
 Post Office Box 448  
 North Conway, NH 03860  
 Fax: (603) 256-6335  
 Post Office Box 343  
 Bridgton, ME 04005

**HEB Engineers, Inc.**  
 2022

No.	Revision	DATE	BY

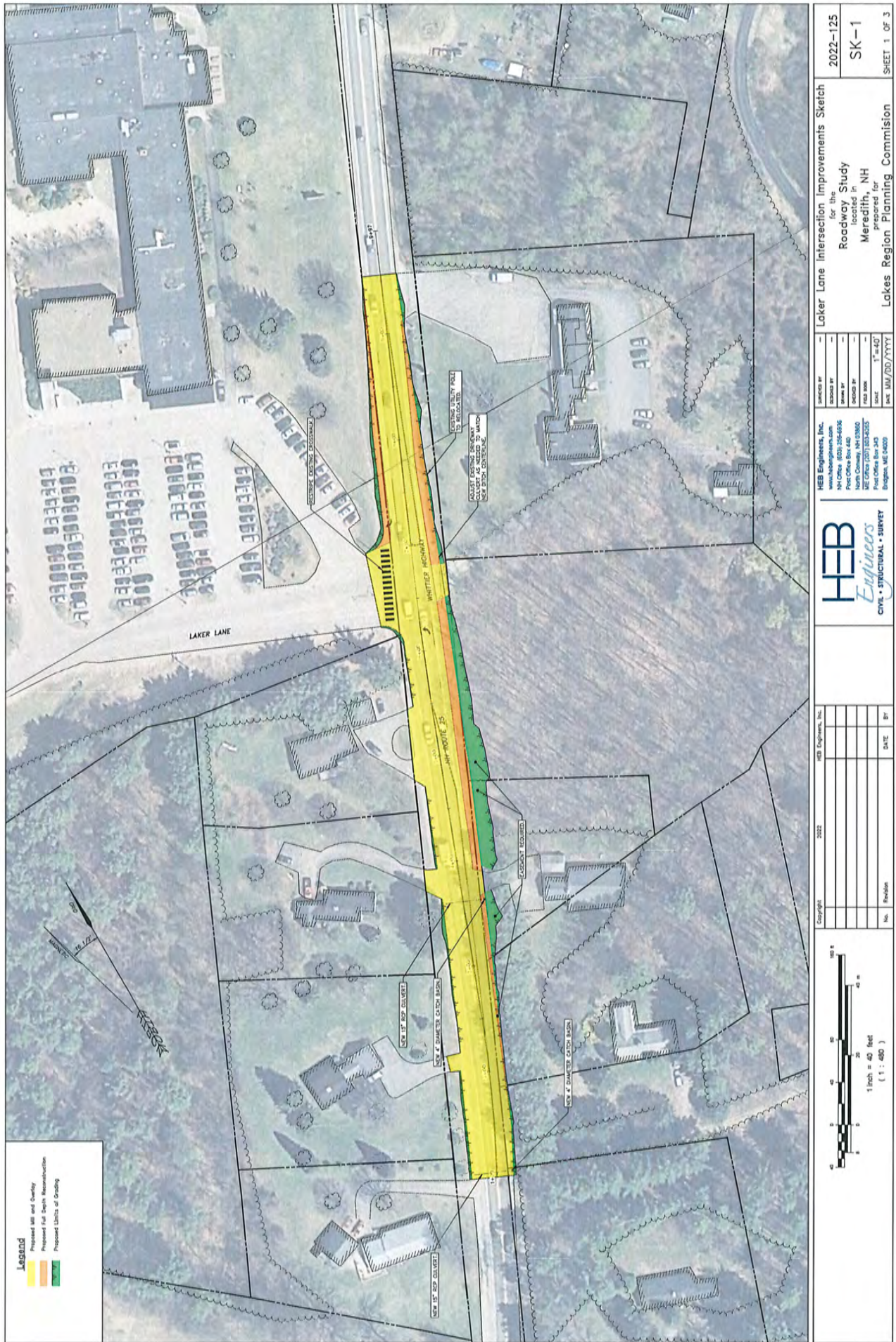
**Laker Lane Intersection Improvements Sketch**  
 for the  
**Roadway Study**  
 located in  
**Meradith, NH**  
 prepared for  
**Lakes Region Planning Commission**

2022-125  
**SK-1**  
 SHEET 1 OF 3

Scale: 1" = 40'

1 inch = 40 feet  
 ( 1 : 480 )









**Legend**

- Proposed Mill and Overlay
- Proposed Full Depth Reconstruction
- Proposed Limits of Grading

HEB Engineers, Inc. 2022		Laker Lane Intersection Improvements Sketch for the Roadway Study Meredith, NH prepared for Lakes Region Planning Commission	
2022-125 SK-1 SHEET 1 OF 3		Services for: Design for: Construction for: Date: Date: Date: Date: MM/DD/YYYY	



Engineer's Opinion of Probable Construction Cost

HEB Project #: 2022-125  
Date: 11/02/22  
Computed by: JDP

Intersection Improvements on NH-25  
Meredith, New Hampshire

NHDOT Item #	Description	Unit	Unit Cost	Laker Lane Left & Right Turn Lanes		Laker Lane Bypass		True Road Bypass & ISD		
				Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	
<b>Earthwork</b>										
201.1	Clearing and Grubbing	Acre	\$ 30,000.00	0.2	\$ 6,000.00		\$ 3,000.00		\$ 3,000.00	
203.1	Common Excavation	CY	\$ 18.00	680	\$ 12,240.00		\$ 1,350.00		\$ 24,300.00	
203.2	Rock Excavation	CY	\$ 90.00	40	\$ 3,600.00		\$ 450.00		\$ 6,300.00	
214	Fine Grading	Unit	\$ 7,500.00	1	\$ 7,500.00		\$ 2,500.00		\$ 2,500.00	
<b>Base Courses</b>										
304.1	Sand	CY	\$ 30.00	250	\$ 7,500.00		\$ 900.00		\$ 2,700.00	
304.2	Gravel	CY	\$ 35.00	250	\$ 8,750.00		\$ 1,050.00		\$ 3,150.00	
304.3	Crushed Gravel	CY	\$ 40.00	250	\$ 10,000.00		\$ 1,200.00		\$ 3,600.00	
<b>Pavements</b>										
403.11	Hot Bituminous Pavement, Machine Method	Ton	\$ 90.00	420	\$ 37,800.00		\$ 15,300.00		\$ 30,403.13	
403.12	Hot Bituminous Pavement, Hand Method	Ton	\$ 200.00	200	\$ 40,000.00		\$ 4,000.00		\$ 40,537.50	
410.22	Asphalt Emulsion for Tack Coat	Gal	\$ 8.00	480	\$ 3,840.00		\$ 1,520.00		\$ 1,680.00	
417	Cold Placing Bituminous Surfaces	SY	\$ 5.00	3,800	\$ 19,000.00		\$ 9,350.00		\$ 9,500.00	
<b>Structures</b>										
	Retaining Wall	SF	\$ 120.00	0	\$ -		\$ -		\$ 81,000.00	
	Relocate Stone Wall	LF	\$ 100.00	0	\$ -		\$ -		\$ 10,000.00	
<b>Incidental Construction</b>										
603.00215	15" R.C. Pipe 20000	LF	\$ 100.00	600	\$ 60,000.00		\$ 4,800.00		\$ -	
604.124	Catch Basin, Type B, 4'-Diameter	EA	\$ 4,000.00	4	\$ 16,000.00		\$ -		\$ -	
604.4	Reconstructing/Adjusting Catch Basins	LF	\$ 750.00	1	\$ 750.00		\$ -		\$ 1,500.00	
604.62	Drainage Manhole Cover and Frames	EA	\$ 700.00	4	\$ 2,800.00		\$ -		\$ -	
608.12	2' Bituminous Sidewalk	SY	\$ 60.00	580	\$ 34,800.00		\$ -		\$ -	
608.01	Straight Granite Curb	LF	\$ 60.00	1,500	\$ 90,000.00		\$ -		\$ 3,000.00	
615.024	Relocating Traffic Sign Type B	EA	\$ 600.00	2	\$ 1,200.00		\$ -		\$ 1,200.00	
615.02201	Traffic Sign Type B, Breakaway Mounts	SF	\$ 180.00	2	\$ 360.00		\$ -		\$ -	
618.7	Flaggers	HR	\$ 55.00	720	\$ 39,600.00		\$ 0		\$ 0	
619.1	Maintenance of Traffic	Unit	\$ 1.00	22,638.3	\$ 22,700.00		\$ 5,890.00		\$ 19,800.00	
628.2	Sawed Bituminous Pavement	LF	\$ 4.00	2,200	\$ 8,800.00		\$ 1,640.00		\$ 16,370.00	
632.0104	Retroreflective Paint Pavement Marking, 4" Line	LF	\$ 0.50	5,950	\$ 2,975.00		\$ 850.00		\$ 3,000.00	
632.0124	Retroreflective Paint Pavement Marking, 24" Line	LF	\$ 0.75	70	\$ 52.50		\$ 24.00		\$ 1,100.00	
632.02	Retroreflective Paint Symbol (Turn Arrows)	SF	\$ 25.00	50	\$ 1,250.00		\$ 14,500.00		\$ 7.50	
645.531	Silt Fence	LF	\$ 5.00	1,500	\$ 7,500.00		\$ 1,250.00		\$ -	
646.31	Turf Establishment with Mulch and Tackifiers	SY	\$ 7.00	1,200	\$ 8,400.00		\$ 1,610.00		\$ 3,500.00	
652	Mobilization	Unit	\$ 1.00	40,745.3	\$ 40,800.00		\$ 8,830.00		\$ 24,550.00	
698.13	Field Office Type C	Mo.	\$ 2,000.00	6	\$ 12,000.00		\$ 8,000.00		\$ 8,000.00	
699	Miscellaneous Temporary Erosion and Sediment Controls	\$	\$ 10,000.00	1	\$ 10,000.00		\$ 5,000.00		\$ 5,000.00	
<b>Utility Pole Relocations</b>										
	Utility Pole Relocations	EA	\$ 15,000.00	1	\$ 15,000.00		\$ -		\$ 75,000.00	
<b>Laker Lane - Left &amp; Right Turn Lanes</b>										
<b>Laker Lane - Shoulder Bypass</b>										
<b>True Road - Shoulder Bypass &amp; ISD Improvements</b>										
				Construction Items (Base)	\$113,000	Construction Items (Base)				\$388,000
				Minor Item Allowance (20%)	\$107,000	Minor Item Allowance (20%)				\$78,000
				Contingency (10%)	\$54,000	Contingency (10%)				\$39,000
				2023 Cons. Engineering	\$133,000	2023 Cons. Engineering				\$98,000
				2023 Construction Cost	\$526,000	2023 Construction Cost				\$604,000
				2032 TYP Construction Cost	\$1,060,000	2032 TYP Construction Cost				\$819,000
				2023 Prelim. Engineering	\$129,000	2023 Prelim. Engineering				\$91,000
				2027 TYP Prelim. Engineering	\$134,000	2027 TYP Prelim. Engineering				\$125,000
				2023 Right-of-way	\$80,000	2023 Right-of-way				\$50,000
				2030 Right-of-way	\$98,000	2030 Right-of-way				\$98,000
				Total Project Cost (Current)	\$1,030,000	Total Project Cost (Current)				\$775,000
				Total Project Cost (TYP)	\$1,297,000	Total Project Cost (TYP)				\$1,040,000

### **Description of Brownfield Project**

Lakes Region Planning Commission (LRPC) is in central New Hampshire (NH) and serves 30 member communities in the Belknap, Carroll, Grafton, and Merrimack Counties. The historic mill buildings that remain from early industrial growth pose environmental and public health risks in our target communities of **Ashland, Franklin, and Laconia, NH**. All three communities are adjacent to a body of water and portions of downtown Franklin and Ashland are within a federally designated floodplain. Assessing brownfield sites in these communities is important to protecting the quality of NH's Lakes Region and the drinking water condition for those Massachusetts cities who use the Merrimack River for drinking water.

## Application for Federal Assistance SF-424

**\* 1. Type of Submission:**

- ☐ Preapplication  
☒ Application  
☐ Changed/Corrected Application

**\* 2. Type of Application:**

- ☒ New  
☐ Continuation  
☐ Revision

\* If Revision, select appropriate letter(s):

\* Other (Specify):

\* 3. Date Received:

Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

**State Use Only:**

6. Date Received by State:

7. State Application Identifier:

**8. APPLICANT INFORMATION:**

\* a. Legal Name:

Lakes Region Planning Commission

\* b. Employer/Taxpayer Identification Number (EIN/TIN):

02\_0301104

\* c. UEI:

P79FKN9HU4F3

**d. Address:**

\* Street1:

103 Main St. Suite #3

Street2:

\* City:

Meredith

County/Parish:

\* State:

New Hampshire

Province:

\* Country:

USA: UNITED STATES

\* Zip / Postal Code:

032539287

**e. Organizational Unit:**

Department Name:

Division Name:

**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix:

\* First Name:

Jeffrey

Middle Name:

R

\* Last Name:

Hayes

Suffix:

Title: Executive Director

Organizational Affiliation:

Lakes Region Planning Commission

\* Telephone Number:

603-279-5337

Fax Number:

\* Email:

jhayes@lakesrpc.org

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Environmental Protection Agency (EPA)

**11. Catalog of Federal Domestic Assistance Number:**

66.818

CFDA Title:

Brownfields Multipurpose, Assessment, Revolving Loan Fund, and Cleanup Cooperative Agreements

**\* 12. Funding Opportunity Number:**

EPA-OLEM-OBLR-22-05

\* Title:

FY23 Guidelines for Brownfield Assessment Grants (Community-Wide Assessment Grants)

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Included with 424 form

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Lakes Region Planning Commission's brownfield assessment of historic mill buildings and the revitalization of these structures in 3 specific townships. Ashland, Franklin, and Laconia NH.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments



**Application for Federal Assistance SF-424****16. Congressional Districts Of:**

\* a. Applicant

First

\* b. Program/Project

First

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

01/01/2023

\* b. End Date:

12/31/2025

**18. Estimated Funding (\$):**

\* a. Federal

475,000.00

\* b. Applicant

25,000.00

\* c. State

0

\* d. Local

0

\* e. Other

0

\* f. Program Income

0

\* g. TOTAL

500,000.00

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☒ a. This application was made available to the State under the Executive Order 12372 Process for review on

10/26/2022

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☐ c. Program is not covered by E.O. 12372.**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ \*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:

\* First Name:

Jeffrey

Middle Name:

R

\* Last Name:

Hayes

Suffix:

\* Title:

Executive Director

\* Telephone Number:

603-279-5337

Fax Number:

\* Email:

jhayes@lakesrpc.org

\* Signature of Authorized Representative:

Completed by Grants.gov upon submission.

\* Date Signed:

Completed by Grants.gov upon submission.

### Admin3

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**To:** Admin3  
**Subject:** Private Mapping Companies Serving the Lakes Region

-----Original Message-----

From: Jeff Hayes  
Sent: Tuesday, November 01, 2022 1:34 PM  
To: Patricia Farley <patfarley26@gmail.com>  
Subject: Private Mapping companies serving the Lakes Region

Pat, good timing. We took the time research every community in the region and here are the results:

As expected, CAI (aka Cartographics) has the bulk of the market with 22 of our 30 member communities. The other eight communities utilize five different outfits.

Avitar/TerraMap – Andover, Hebron, Hill

John E. O'Donnell & Assoc. – Meredith, Sandwich

Avis Airmap – Ashland

James B. Sewall – Barnstead

HEB Engineers – Freedom

I think I will put this on the next EB agenda to discuss. Let's us know if we could assist the town further on this. Thanks.  
Jeff

Jeffrey R. Hayes, MRP  
Executive Director  
Lakes Region Planning Commission  
Humiston Building  
103 Main Street Suite #3  
Meredith NH 03253-9287  
Main Office: 603-279-8171  
Direct Line: 603-279-5337

The Lakes Region Planning Commission serves the communities of the Lakes Region. Our mission is to provide effective planning, in order to achieve and sustain a quality environment, a dynamic economy, and local cultural values by supporting community efforts through leadership, education, technical assistance, information, advocacy, coordination and responsive representation.

# Authorization letter template: Independent intrastate

[Independent intrastate governmental organization letterhead]

[Date]

.Gov Domain Registration  
c/o Verisign, Inc.  
12061 Bluemont Way  
Reston, Virginia 20190

To the .gov Program:

As authorizing authority for [Agency Name], I request that responsibility for the domain name [\_\_\_\_\_.gov] be delegated to [Organization].

[Briefly describe your organization's mission or initiative that drives the domain name request, explaining what the domain name will be used for. Describe how your organization is a bona fide government organization that is independent of your state's government. Include links to, or add as an appendix, authorizing legislation, applicable bylaws or charter, or other documentation to support your claims.]

In order to obtain and maintain [\_\_\_\_\_.gov] [Organization] will meet the general and specific requirements for federal agencies, found at <https://home.dotgov.gov/registration/requirements>.

The following will be listed as contacts for [\_\_\_\_\_.gov], which [Organization] will keep up to date in the .gov registrar.

[Administrative and technical contacts are named individuals and must be unique; a security contact should generally be a team email address.]

## Administrative contact

First Last  
Title  
Address  
Phone number  
Email address

## Technical contact

First Last  
Title  
Address  
Phone number  
Email address

## Security contact [recommended]

Email address

I understand that if I wish to retire [\_\_\_\_\_.gov], I must submit a written request to [registrar@dotgov.gov](mailto:registrar@dotgov.gov).

Sincerely,  
[Signature]

[Name]  
[Title]



# NOTEWORTHY NEWS

# New round of broadband funding seeks to link more underserved communities

NH Business Review Fri, 10-07-2022

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The NH Department of Business and Economic Affairs has launched a second round of funding aimed at bringing high-speed broadband service to unserved and underserved locations around New Hampshire.

A request for proposals was issued on Sept. 30, the agency said. It comes on the heels of a review of applications in the first round, for which up to \$50 million will be awarded. Under the second round, no more than \$40 million will be approved. The funding is being provided under the NH Broadband Contract Program.

In a statement, Gov. Chris Sununu said the two rounds combined will result in connections for more than 30,000 locations with more than 20,000 served in Round 1 and another 15,000 expected for Round 2.

"It is clear there is more capability from internet service providers to get us closer to our goals of increasing access to high-speed internet across New Hampshire," BEA Commissioner Taylor Caswell said.

The Broadband Contract Program is designed to support local ISPs in providing provide internet service to the most rural parts of the state lacking internet service.

As in the first round, the second round of awards will prioritize applicants that encourage the maximum number of locations to be served at the lowest cost and broadband networks that will be owned, operated by or affiliated with local governments, nonprofits and cooperatives. — **JEFF FEINGOLD**

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**From:** <https://read.nhbr.com/nh-business-review/2022/10/07/?article=4029810>