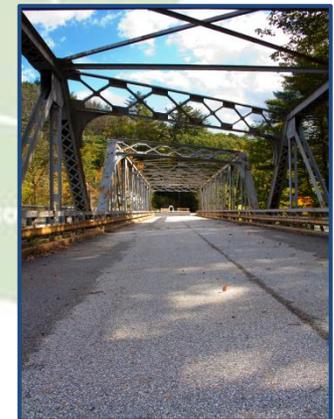


CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION

Transportation Improvement Program

Fiscal Years 2017 – 2026



April, 2015

**Central NH Regional Planning
Commission**

**Transportation Improvement
Program**

FY 2017 - 2026

**Adopted by the
CNHRPC Full Commission:**

April 9, 2015



**Central NH Regional Planning Commission
28 Commercial Street, Suite 3
Concord, NH 03301**



**NH Department of Transportation
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Concord, NH 03302**

The preparation of this plan has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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Introduction

The Regional Transportation Improvement Program (TIP) for Fiscal Years 2017-2026 consists of a list of transportation projects for the Central New Hampshire Regional Planning Commission (CNHRPC) Region that is consistent with the goals and vision for the Region established in the comprehensive CNHRPC Regional Plan, adopted in February, 2015. The CNHRPC Region consists of the following communities:

Allenstown	Chichester	Henniker	Pittsfield
Boscawen	Concord	Hillsborough	Salisbury
Bow	Deering	Hopkinton	Sutton
Bradford	Dunbarton	Loudon	Warner
Canterbury	Epsom	Pembroke	Webster

In New Hampshire, each of the nine regional planning commissions prepares a Regional TIP every two years based on input from local municipalities, NHDOT and each planning commission's Transportation Advisory Committee (TAC). This is concurrent with the New Hampshire Department of Transportation's (NHDOT) State Transportation Improvement Program (STIP) or Ten Year Plan.

New Hampshire **RSA 228:99** and **RSA 240** require that NHDOT propose a plan for improvements to the state's transportation system. The purpose of this legislation is to develop and implement a plan allowing New Hampshire to fully participate in federally supported transportation improvement projects.

CNHRPC TIP Update Process

The current TIP update process formally began in the Central New Hampshire Region on February 18, 2015 when the CNHRPC distributed notification to each of its member communities and known interested parties located within the Region that the Regional TIP Update had commenced.

Accompanying this formal communication was a comprehensive Project Proposal Form which requested updated information for existing projects and detailed information on potential new projects as well as a clear expression of continued local support for projects previously contained in the FY 2015-2024 TIP.

In line with recommendations from NHDOT, CNHRPC instructed its member communities that projects with a clear focus on safety improvements and system preservation would have a greater chance of scoring well against the criteria that was developed for ranking projects.

In response to the request for new projects, member communities submitted a number of locally prioritized projects ranging from regional highway improvements and intersection improvements based on safety concerns to the construction of a multi-modal transportation center in the Town of Pittsfield. In addition, support for each of the projects identified in the FY 2015-2024 TIP remains strong. The Regional TIP update process gives a clear indication of the wide-ranging transportation needs in the Central NH Region.

The Regional TIP serves as a significant opportunity to fully understand the current transportation needs in the region. Just as the Ten Year Plan is established as the transportation project guide for New Hampshire, CNHRPC will utilize this regional TIP to plan for current and future transportation needs in the Central NH Region.

Project Selection and Evaluation

Project selection begins with the initial screening of all projects submitted to CNHRPC. The initial screening of a project involves an assessment of the existing conditions and the scope of work for the potential project. CNHRPC staff screens for projects that directly affect state roadways or are otherwise regionally significant. Some regionally significant projects are not eligible for inclusion in the Ten Year Plan or are better suited for other funding sources.

Projects that are otherwise regionally significant may also be included in the Regional TIP. As regional and local priorities these projects should be documented and other sources of funding should be explored. An example would be the construction or upgrade of a municipal roadway that might alleviate congestion or safety concerns along a state highway. Projects that fall outside these general categories would not be included in the Regional TIP.

Due to the different funding categories for projects, the FY2017-2026 Regional TIP Update is presented in a stratified format that better reflects the distinct needs of projects. The different categories considered during the TIP update consist of the following:

Regionally Significant Projects – Ten Year Plan Eligible

**Interstate
Projects**

**City of Concord Urban
Compact**

**Regional
Highways**

**Existing State Ten Year Plan FY 15-24 Projects – Considered
Funded**

CNHRPC staff and the TAC evaluate the proposed projects based on approved evaluation criteria that were revised in FY 2015 by NHDOT and New Hampshire's nine regional planning commissions.

Project Evaluation Criteria



Regional Issues and Themes

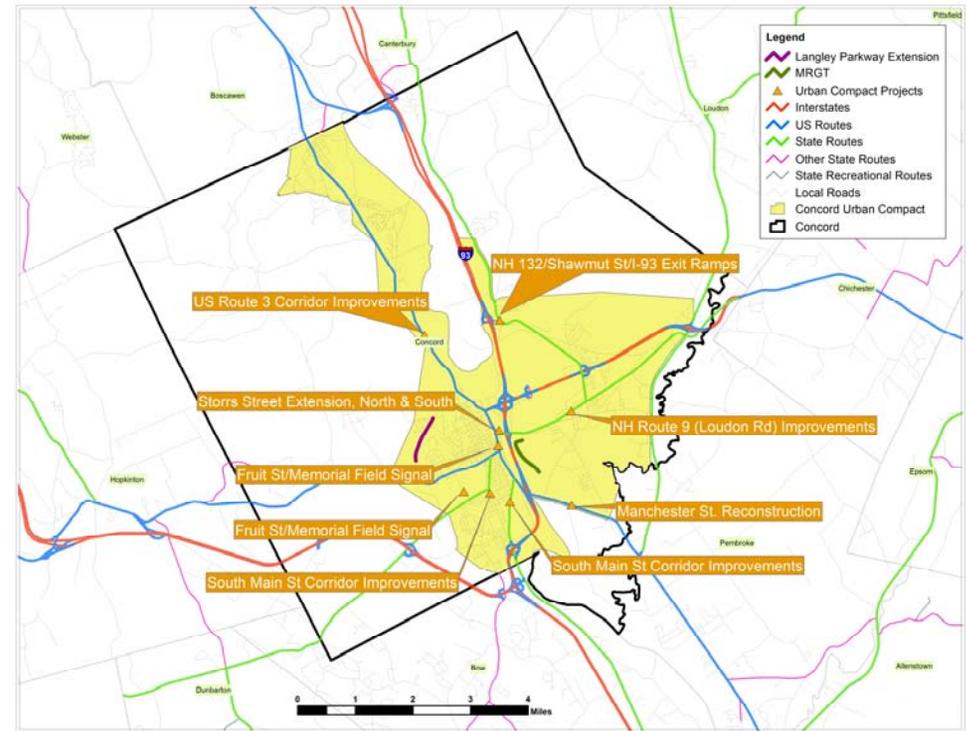
City of Concord – Urban Compact

Sections of certain roads within the City of Concord are designed as “urban compact” roads by the NH DOT. NH RSA 229:5 V designates twenty-seven communities within the state where the NHDOT Commissioner may establish compacts; within the CNHRPC region, only Concord is so designated. The Urban Compact agreements usually delegate responsibilities for the highway between the community and NHDOT, wherein the community is often responsible for snowplowing, street sweeping, and perhaps certain ordinary maintenance and the issuance of curb cuts for new driveways.

Currently, the City of Concord is entirely responsible for maintenance and improvement of the following components of the State Highway System within the compact area:

US Route 3	US Route 3A	NH Route 13
US Route 202	NH Route 9	NH Route 132

Concord Urban Compact Area Projects



Direct highway access to the State Capitol Complex, Office Park South and Hazen Drive are provided by the listed State and Federal Highways which are the responsibility of the City of Concord to maintain and improve. The City is also obligated to maintain access to State facilities on city streets including Storrs Street, Centre Street, Park Street, Capitol Street, Green Street, South Fruit Street, Airport Road, Pillsbury Street, Broadway and Liberty Street without any significant contribution towards providing this access.

Projects within urban compacts are typically funded through the Municipal Urban Projects – Compact Areas (MUPCA) funds but may also be funded through other sources as best fits the project, such as CMAQ (Congestion Mitigation Air Quality improvement program) and the new Transportation Alternatives Program (TAP) being implemented through the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation legislation.

The City of Concord is an active partner with the Central New Hampshire Regional Planning Commission and actively supports projects in the TIP for its neighboring and regional communities. The Class IV highways in the City are important local, regional and sub-regional connections which are also a major component of the National Highway System in New Hampshire, and thus must be accurately represented in the Regional TIP.

Projects within the Urban Compact in Concord are listed separately in the Regional TIP. This is due to the fact that, because of their location within the Compact, they are not eligible for Federal Aid funding through the State Ten Year Plan. When considered from a local, regional and statewide perspective, these projects are of the highest priority and every effort should be made to maintain and improve the functionality and performance of these roadways.

Regional Highways

As documented in the Regional Highways section of the TIP, the condition of a number of strategically important regional highways is of major concern. These

roadways, typically falling outside of the classification for Federal Aid funding, are in extremely poor condition. Data on each of these roadways is readily available through NHDOT's Road Comfort Index as well as a number of Road Surface Condition Analyses completed by CNHRPC. Communities in the CNHRPC Region such as Bradford, Canterbury, Deering, Salisbury, Sutton and Webster are negatively impacted by the poor condition of these respective routes, sections of which are in a severe state of disrepair. For example, the cost to operate and maintain vehicles increases for motorists when traveling on roads in poor condition.

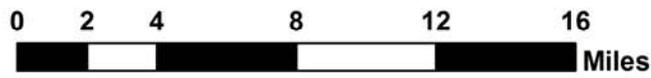
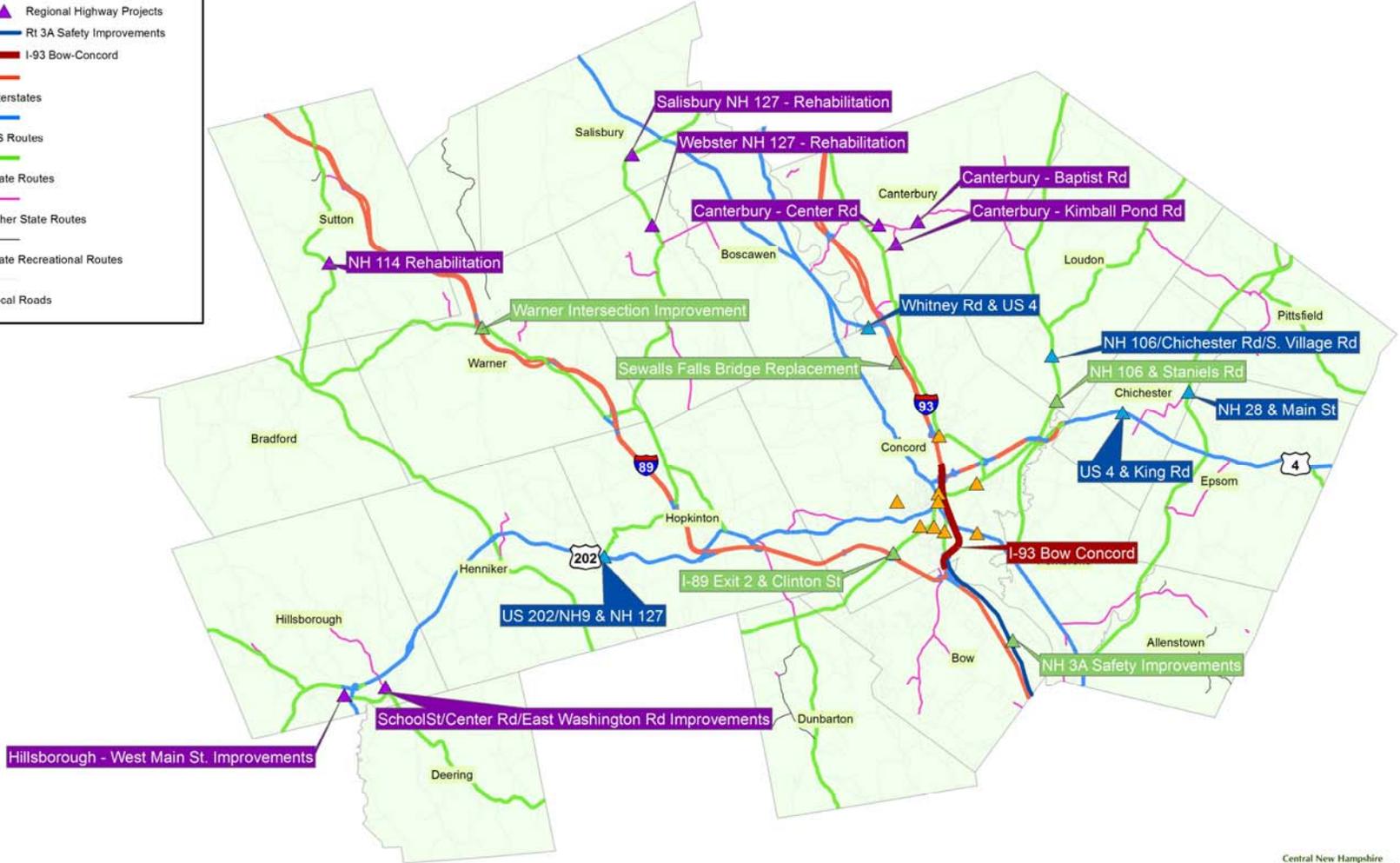
CNHRPC and the TAC believe that the condition of these regionally significant roadways has a negative impact on the physical, social, and economic well-being of our member communities. As such it is imperative that these projects are documented in the Regional TIP. Although not eligible for inclusion in the State Ten Year Plan, CNHRPC is committed to working with our member communities and NHDOT to explore opportunities to improve these important routes in our Region.

Central New Hampshire Regional Planning Commission 2017-2026 Transportation Improvements Program

Legend

- ▲ Regionally Significant Projects
- ▲ I-89 Exit2
- ▲ Considered Funded
- ▲ Concord Urban Compact
- ▲ Regional Highway Projects
- Rt 3A Safety Improvements
- I-93 Bow-Concord

Interstates
— US Routes
— State Routes
— Other State Routes
— State Recreational Routes
— Local Roads



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Regionally Significant Projects – Ten Year Plan Eligible					
Project Name	Location	Current Situation	Scope of Work	Cost (millions)	Category Ranking
NH Route 28 and Main Street Intersection Improvements	Main Street Town of Chichester	<p>The safety concerns at this intersection are primarily due to the horizontal layout of the side road approaches. Main Street has three one-way connections to NH Route 28, and this is complicated further by the fact that Depot Street intersects NH Route 28 nearly opposite one of those connections.</p> <p>The operational characteristics of the intersection play an important role in generating the safety concerns. The traffic volume data at this location indicate that Main Street has become a significant commuter cut through between NH Route 28 and US Route 4 and so this intersection becomes stressed to the point that drivers may take risks that put themselves and others in danger.</p>	Remedial work at this intersection involves adding a traffic signal and consolidating all of the Main Street legs so they intersect at one location opposite Depot Street. Pedestrian signals as well as turn lanes on both NH Route 28 approaches. This solution could be arrived at in stages. The first stage could include adding a right turn lane to Depot Street, followed by a phase that adds left turns. Signals could then be installed when warranted.	1.2	TAC Ranking 1
NH Route 106 Intersection Improvements	Chichester Road/South Village Road Town of Loudon	<p>NH Route 106 and Chichester Road/South Village Road meet to form a skewed four-legged, un-signalized intersection. Both the NH Route 106 northbound and southbound approaches consist of an exclusive left turn lane, and a shared through/right-turn lane. The Chichester Road approach provides one shared left turn/through/right-turn lane. The South Village Road approach provides one shared left turn/through/right-turn lane. Directional flow on NH Route 106 is separated by a double yellow centerline. Directional flow on Chichester Road and South Village Road is separated by a raised concrete island.</p> <p>There are no sidewalks in the vicinity of the intersection. Land uses in the vicinity of the intersection consist of both commercial and residential uses.</p>	Enhance the intersection by adding a fully actuated traffic control signal and turn lanes where possible. Include sidewalks and pedestrian crossings where warranted.	1.0	TAC Ranking 2

Regionally Significant Projects – Ten Year Plan Eligible					
Project Name	Location	Current Situation	Scope of Work	Cost (millions)	Category Ranking
US Route 202/NH Route 9 and NH Route 127 Intersection Improvements	US Route 202/NH Route 127 and Old Concord Rd at Henniker and Hopkinton Town Line	US 202/NH 9 intersects with NH Route 127 and Old Concord Road to form a four-legged, un-signalized intersection at the Henniker/Hopkinton town line. US Route 202/NH Route 9 contains exclusive right and left turn lanes in each direction. Both NH Route 127 and Old Concord Rd have exclusive right turn lanes and shared left/thru lanes. The intersection has been a safety concern for several years and has been the subject of an NHDOT safety review. Old Concord Rd serves several commercial and industrial businesses that generate a great deal of truck traffic. Tractor trailers often have difficulty using the intersection and frequently detour through the center of Henniker to avoid the intersection. The intersection currently meets warrants for a traffic signal.	The proposed project will address serious safety and capacity issues as well as future traffic demand. The site may be considered for signalization, a roundabout or a grade separated interchange.	2.0	TAC Ranking 3
US Route 4/King Road Intersection Improvements	US Route 4 Town of Chichester	The US Route 4/King Road intersection has been identified in numerous planning documents as an accident hot spot. Sight distance is limited, vehicle speeds are problematic and the lack of designated turning and passing lanes combine to make travel hazardous at this intersection.	Construction of a left turn lane onto King Road and all related engineering work.	0.31	TAC Ranking 4
US Route 4 and Whitney Road Intersection Improvements	Concord – Intersection of US Route 4 and Whitney Road	US Route 4 connects I-93 to Penacook, Boscawen, and other points to the North and West. US Route 4 has one lane in each direction through this intersection with turn lanes provided for Whitney Road. Long delays on Whitney Road and Boyce Road due to the high volume of traffic travelling at high speed on US Route 4 result in difficulty making left turn movements and increased crash potential.	The proposed project will address serious safety concerns at this intersection as well as current and future traffic demand. Design work is ongoing by the City of Concord.	2.25	TAC Ranking 5

Regionally Significant Projects – Ten Year Plan Eligible					
Project Name	Location	Current Situation	Scope of Work	Cost (millions)	Category Ranking
Merrimack River Greenway Trail (MRGT)	Along the Merrimack River connecting Terrill Park (Manchester Street) to Loudon Rd	The site of the proposed MRGT is currently a City park at the southern end, has a forested middle section, and the northern end is a farm road alongside a cornfield. This area has a high potential for being a popular bicycle and pedestrian route bypassing high motor vehicle traffic areas along Loudon Road, Manchester Street, Old Turnpike Road, and others. The project is just one section of a proposed trail through the length of Concord, which would connect to other existing and/or planned trails to the north and south of Concord.	Design, environmental permitting, and construction of a 1.3 mile long section of paved, multi-use trail, including an approximately .3 mile long boardwalk and improved connections to Manchester Street.	2.1	TAC Ranking 6

FY 15 -18 State Ten Year Plan Projects - Considered Funded				
Project Name	Location	Current Situation	Scope of Work	Cost (millions)
Warner Intersection Improvement	Warner – Intersection of NH Route 103 and Market Basket Plaza/Park and Ride Lot	Drivers approaching the intersection are faced with oncoming traffic from five different directions. Access management is an issue at this particular intersection.	Roundabout option for intersection improvements supported by 2015 Warner Town meeting vote. Project includes landscapes, sidewalks and bicycle improvements	.906
Sewalls Falls Bridge Replacement	Concord – Sewalls Falls Road over the Merrimack River west of NH Route 132	The bridge is currently a key east-west connection for the City of Concord and one of four bridges that span across the Merrimack River in Concord. The bridge was closed in 2014 due to deteriorating condition.	Replace the existing single lane bridge with a two lane bridge. Additionally work will include the construction of new roadway approach sections and sidewalks. The final bridge design will not preclude the possibility of a future connection to I-93, if needed.	13.95
NH Route 3A Safety Improvements	NH Route 3A Town of Bow	NH Route 3A is a parallel route to I-93 and serves residential as well as industrial and commercial land uses. A substantial number of large trucks use the route either as an alternative to I-93 or to access the adjacent businesses. Given the mix of vehicles, travel speeds, and users, overall safety is a concern. NHDOT completed a corridor study in 2007 for NH Route 3A in Bow, Hooksett and Manchester that identified specific areas and intersections that are in need of improvement.	<p>Make targeted safety improvements at sections of the corridor and at identified intersections. Intersections identified by the Town of Bow include:</p> <ul style="list-style-type: none"> • Dunklee Road • Robinson Road • Johnson Road <p>Cost for the Dunklee Road intersection is estimated at \$1.2m. Corridor wide improvements are estimated at \$4.86m which includes intersection reconfigurations at Robinson Road and Johnsons Road, widening, signage and the addition of turning lanes along the corridor.</p>	6.06

FY 15 -18 State Ten Year Plan Projects - Considered Funded				
Project Name	Location	Current Situation	Scope of Work	Cost (millions)
I-89 Exit 2 NB and SB Ramp Intersections	I-89 / NH Route 13 (Clinton Street) interchange	Heavy traffic flow along NH Route 13, and at relatively high speed, creates substantial delay for traffic turning to/from the ramps. The I-89 northbound off-ramp, in particular, has substantial peak period delay and can back up to near the freeway off-ramp gore area. Interchange volumes are expected to continue to increase due to growing regional-traffic demand associated with the regional medical campus and state office park campus in southwest Concord and planned extension of the Langley Parkway.	The proposed project will address increasing traffic delays, capacity deficiency and safety issues at both ramp intersections on Clinton Street.	3.37
NH Route 106 Intersection Improvement	Staniels Road/Josiah Bartlett Road Town of Loudon	NH Route 106 and Staniels Road/Josiah Bartlett Road meet to form a four-legged, un-signalized intersection. The NH Route 106 northbound approach consists of an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. The NH Route 106 southbound approach consists of an exclusive left-turn lane and a shared through/right-turn lane. The Staniels Road approach consists of one shared left-turn/through/right-turn lane. The Josiah Bartlett Road approach consists of one shared left turn/through/right-turn lane. Directional flow on NH Route 106 and Josiah Bartlett road is separated by a double yellow centerline. Directional flow on Staniels Road is separated by a raised concrete island. There are no sidewalks in the vicinity of the intersection. Land uses in the vicinity of the intersection consist of both commercial and institutional uses.	Enhance the intersection by adding a fully actuated traffic control signal with additional turn lanes where warranted. Include sidewalks and pedestrian crossings where warranted.	1.4

Interstate Projects					
Project Name	Location	Current Situation	Scope of Work	Cost (millions)	Category Ranking
I-93 Improvements	I-93 (Bow – Concord) from just south of the I-89/93 interchange north to the bridge over the Merrimack River.	Marked by aging infrastructure and limited transportation options, the Bow-Concord I-93 Corridor neither meets the varied transportation and safety demands of interstate highway users, nor appropriately balances those demands against the interests of the Capitol Region communities.	Specific improvements in line with the final recommendations contained in the Bow-Concord Interstate 93 transportation planning study. These include widening I-93 and addressing safety issues while preserving and enhancing natural and historic resources.	190.0	<p>1</p> <p>Work Ongoing</p> <p>Turnpike Funding</p>

City of Concord – Urban Compact					
Project Name	Location	Current Situation	Scope of Work	Cost (millions)	Category Ranking
Storrs Street Extension, North and South	City of Concord	The purpose of this project is to provide municipal infrastructure in accordance with the 2006 “Opportunity Corridor Master Plan” in order to promote and encourage economic redevelopment in the corridor.	Completed in stages, the project aims to extend Storrs street from the current north end at the Holiday Inn to Constitution Avenue. The second stage of the project schedules construction southerly from Theatre Street beneath the Water Street Bridge to Langdon Avenue.	4.95	Order Taken from City’s Capital Improvement Program
NH Route 9 (Loudon Road) Improvements	Concord – from the intersection with Hazen Drive /Airport Road to the intersection with Branch Turnpike	Loudon Road is highly congested throughout the weekday and on weekends as a four lane road. Retail establishments along the corridor and further east are regional destinations for shopping. The volume of turning movements to and from adjacent residences and businesses reduce the overall capacity of the road and create major safety issues.	Phase 1 - Reduce the number of lanes from two in each direction to one and create a center turn lane punctuated with islands. Provide larger shoulders and more defined pedestrian crossings. Phase 2 - Realign Branch Turnpike and signalize the intersection of Northeast Village Road and Loudon Road.	Phase 1 1.9 Phase 2 1.2	Order Taken from City’s Capital Improvement Program
Intersection Improvements at NH Route 132/Shawmut Street/I-93 Exit 16 ramps	City of Concord	The I-93 ramps and Shawmut Street are stop controlled at NH Route 132. During peak travel times, vehicle queuing can be problematic.	The approved conceptual design includes the construction of a roundabout at the intersection and any necessary roadway reconstruction.	0.85	Order Taken from City’s Capital Improvement Program
Broadway Street/West Street (McKee Square) Intersection Improvements	City of Concord	Currently this intersection experiences significant congestions and delays, especially during peak hours. Pedestrian facilities are also in need of improvement.	Improve safety and minimize congestion by adding lane capacity at the intersection, providing orderly turning and through traffic movement capability along with pedestrian access and crosswalk improvements. The approved conceptual design incorporates a modified single lane roundabout at the intersection and includes alterations to nearby intersections.	0.9	Order Taken from City’s Capital Improvement Program

City of Concord – Urban Compact					
Project Name	Location	Current Situation	Scope of Work	Cost (millions)	Category Ranking
US Route 3 Corridor Improvements	Concord – US Route 3 from the intersection with Penacook Street to the intersection with Manor Road	This several mile portion of US Route 3 parallels I-93 and connects Penacook to Downtown. A mix of residential and retail uses can be found along the entire corridor. Phases 1-5 of the project have been completed. Phase 6 is scheduled for 2015. It is anticipated that construction will be completed in 2016	Completion of Phase 6 of the project from Abbot Road to Meter Street.	5.74	Order Taken from City's Capital Improvement Program
Manchester Street Reconstruction	Concord – Manchester Street	The widening of Manchester Street from two to three lanes and five lanes at the new signalized intersection at Airport Road is in the final design phase. The signalized intersection of Airport Road/Integra Drive and Manchester Street including the realignment of Broken Bridge Road was completed in 2012. Future traffic modeling projects volumes over 50,000 ADT on this corridor. These improvements will improve traffic flow, minimize congestion and increase safety.	The corridor improvement project includes a three lane travel section with new sidewalk on both sides on Manchester Street, vertical curbing and a drainage infiltration system.	3.83	Order Taken from City's Capital Improvement Program
Langley Parkway Extension	Concord – Clinton-Pleasant Street; Penacook/Auburn Street; North State Street	Traffic congestion and through traffic in residential areas north and south of Pleasant Street and along Pleasant Street east of the Capital Regional health care complex is an ongoing issue.	Phase I and II of the project have been completed in 1995 and 2008 respectively. The City of Concord has initiated design work on phase III of the project from Pleasant Street to Rumford and Penacook Street. These improvements will further reduce traffic congestion and through traffic in residential areas north and south of Pleasant Street and along US Route 202 and NH Route 9.	9.25	Order Taken from City's Capital Improvement Program

State Maintained Regional Highways						
Project Name	Location	ADT	Current Situation	Scope of Work	Cost (millions)	Category Ranking
NH Route 114 Rehabilitation	Bradford/Sutton	1,500-2,900	The roadway is a typical two-lane rural highway with minimal shoulders. Currently NH Route 114 as it runs through Sutton is in a severe state of disrepair. The pavement is cracked and uneven, shoulders are crumbled to non-existent and drainage is a major issue along the roadway.	Complete rebuild of NH Route 114 from the Town of Bradford to New London. The project scope should include replacement of the existing roadbed, repair and replacement of culverts, alignment of intersections and complete repaving where necessary.	6.04	TAC Ranking 1
Salisbury – NH Route 127	Salisbury	840-1,000	The roadway is a typical two-lane rural highway with minimal shoulders. Currently NH Route 127 through Salisbury is in a severe state of disrepair. The pavement is cracked and uneven, shoulders are crumbled to non-existent, and drainage is a major issue.	Complete rebuild of the portions of NH Route 127 in Salisbury south of US Route 4. The project scope should include replacement of the existing roadbed, repair and replacement of culverts, alignment of intersections and complete repaving where necessary.	1.82	TAC Ranking 2
Webster – NH Route 127	Webster	810-1,633	The roadway is a typical two-lane rural highway with minimal shoulders. Currently NH Route 127 as it runs through Webster is in a severe state of disrepair. The pavement is cracked and uneven, shoulders are crumbled to non-existent and drainage is a major issue along the roadway.	Complete rebuild of NH Route 127 to the Salisbury town line. The project scope should include replacement of the existing roadbed, repair and replacement of culverts, alignment of intersections and complete repaving where necessary.	2.68	TAC Ranking 3
Hillsborough – School Street/Center Road/East Washington Road Improvements	Hillsborough	200-2,976	The identified project area suffers from severe differences in grade between sidewalks and roadway surface caused by recurring road resurfacing without any roadway reclamation. This results in hazardous travel conditions, particularly during the winter months.	Reconstruction of an approximately 8.5 miles continuous stretch of state highways extending from downtown to the Washington town line. Work required includes surface reclamation and drainage improvements throughout along with new sidewalks for the entire School Street segment, a distance of 0.58 miles.	3.86	TAC Ranking 4

State Maintained Regional Highways						
Project Name	Location	ADT	Current Situation	Scope of Work	Cost (millions)	Category Ranking
Hillsborough – NH Route 149 West Main Street Improvements	West Main Street - Hillsborough	2,900-9,582	The identified project area suffers from severe differences in grade between sidewalks and roadway surface caused by recurring road resurfacing without any roadway reclamation. This results in hazardous travel conditions, particularly during the winter months.	Surface reclamation, drainage improvements and new curbing and sidewalks.	0.91	TAC Ranking 5
Baptist Road – Town of Canterbury	Canterbury – Baptist Road	650-980	Baptist Road is in extremely poor condition. The pavement is cracked and uneven, shoulders are crumbled to non-existent and drainage is a major issue along the roadway.	Complete rebuild of Baptist Road. The project scope should include replacement of the existing roadbed, repair and replacement of culverts, alignment of intersections and complete repaving where necessary.	1.574	TAC Ranking 6
Center Road – Town of Canterbury	Canterbury – Center Road	632	Center Road is in extremely poor condition. The pavement is cracked and uneven, shoulders are crumbled to non-existent and drainage is a major issue along the roadway.	Complete rebuild of Center Road. The project scope should include replacement of the existing roadbed, repair and replacement of culverts (where applicable), alignment of intersections and complete repaving where necessary.	0.425	TAC Ranking 7
Kimball Pond Road – Town of Canterbury	Canterbury - Kimball Pond Road	1,134	Kimball Pond Road is in extremely poor condition. The pavement is cracked and uneven, shoulders are crumbled to non-existent and drainage is a major issue along the roadway.	Complete rebuild of Kimball Pond Road. The project scope should include replacement of the existing roadbed, repair and replacement of culverts, alignment of intersections and complete repaving where necessary.	0.471	TAC Ranking 8