

Town of Windham



NH 111 Corridor & Wall St Connector Feasibility Study

**Project Advisory
Committee Meeting
December 7, 2010**



Agenda

- Welcome/Introductions
- PAC Meeting 12 Summary
- Approve Revised Problem and Vision Statements
- Preferred Alternatives & Approaches
- Local Officials Meeting
- Transit Considerations
- Preliminary Results from N. Lowell Road Truck Counts
- Other Business
- Next Meeting
- Adjourn





Problem Statement

The Town of Windham, NH, lacks a vibrant town center. While zoning has been put in place to create a town center with a variety of civic, commercial and residential uses, as well as community gathering spaces, the high volume of traffic on local roads and on the state highway that bisects the town center have impeded its development. Improvements to Interstate 93 will further increase this traffic and prevent the desired development. Additional obstacles to success include a lack of connectivity between existing commercial uses, **the lack of public utilities**, natural resource constraints, the high volume of truck traffic, and the trend towards vehicle dependency.





Vision Statement

The historic town center of Windham, NH will become a vibrant, *pedestrian-friendly* village center accessed by an improved road system that serves travel patterns more safely and efficiently *resulting in reduced traffic volumes in the village*. Community gathering spaces, new retail and civic destinations, and a range of housing options will be served by multiple modes of transportation, will enhance the quality of life and sense of community for residents and will attract visitors from around the region. Planning and development will be sensitive to the environment, to adjacent historic districts, and to residential neighborhoods while improving connectivity between existing and new development.



Alternatives Development

- No Build
- Wall Street Extension
- NH 111 Bypass
- NH 111 In-Corridor Improvements
 - ❑ Reduced Speed
 - ❑ 4-Lane Configuration
 - ❑ Upgraded Signal at S. Lowell Road / Hardwood Road
 - ❑ 2-Lane Roundabouts at Wall Street, USPS, & N. Lowell Road

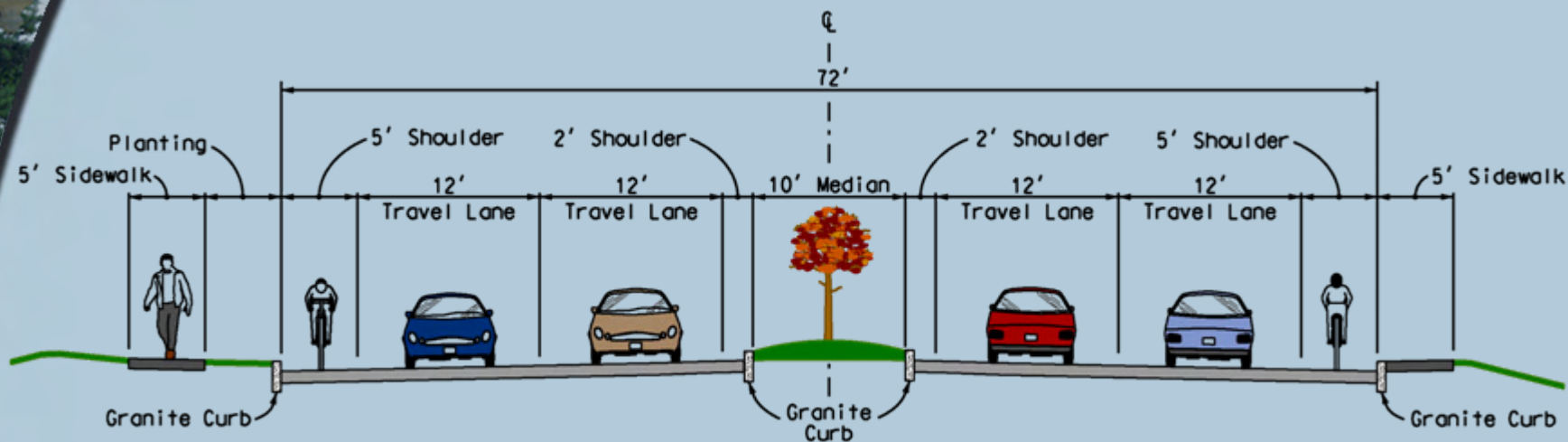


Wall Street Extension



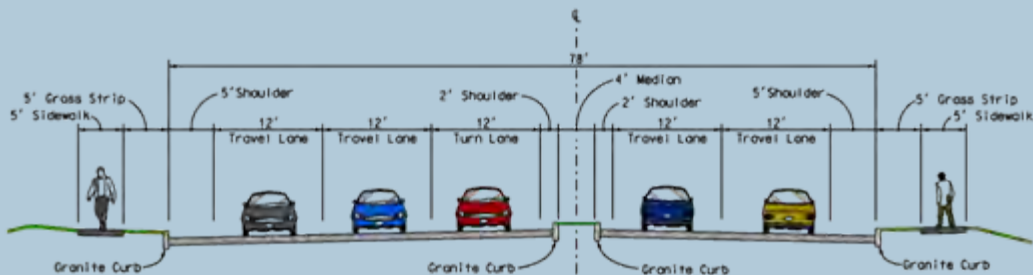


HILL TOP

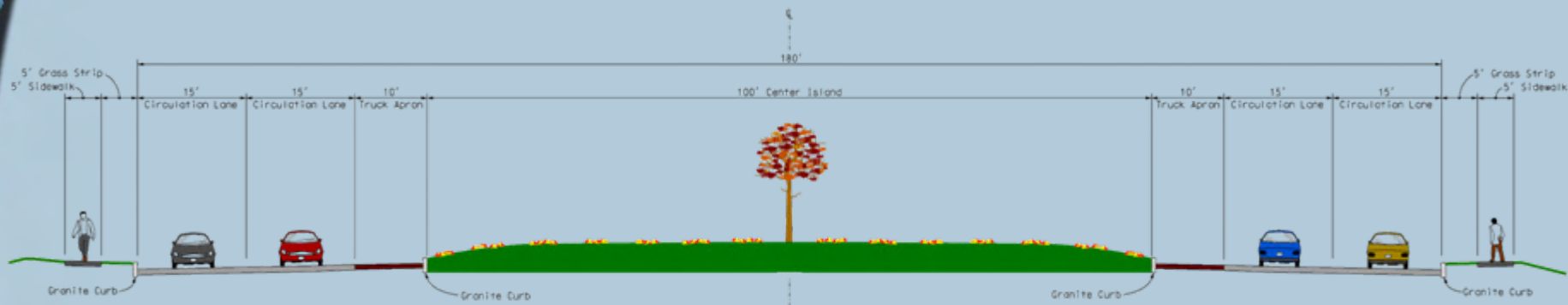


4 Lane Divided Section





Section at Signalized Intersection



Section at Two-Lane Roundabout

Two - Lane Roundabout

Two - Lane Roundabout

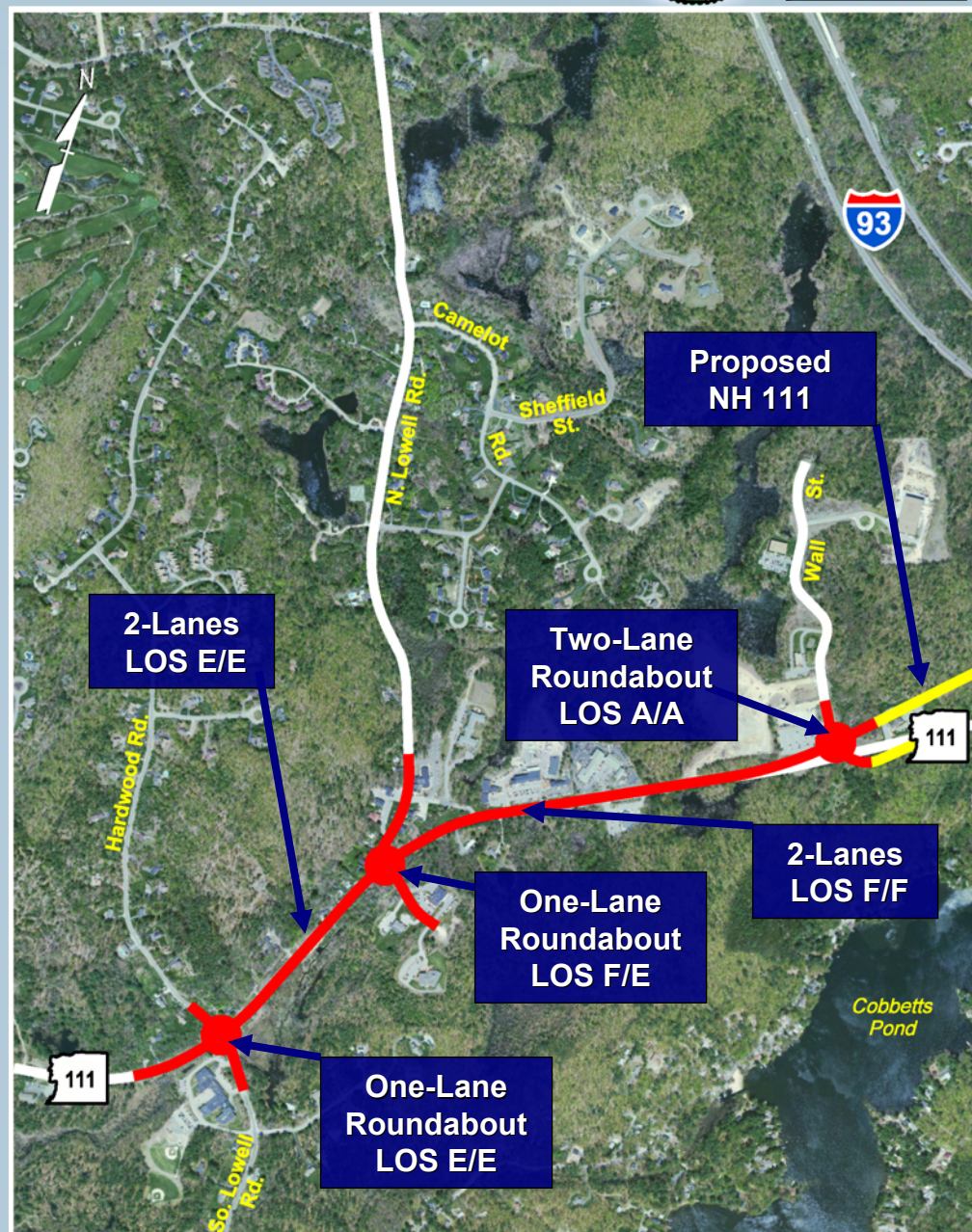


Two - Lane Roundabout



In-Corridor One-Lane Roundabout Alternative

- 2-Lanes on NH 111
- One-Lane Roundabout at N. Lowell Rd
- One-Lane Roundabout at S. Lowell Rd
- Two-Lane Roundabout at Wall St





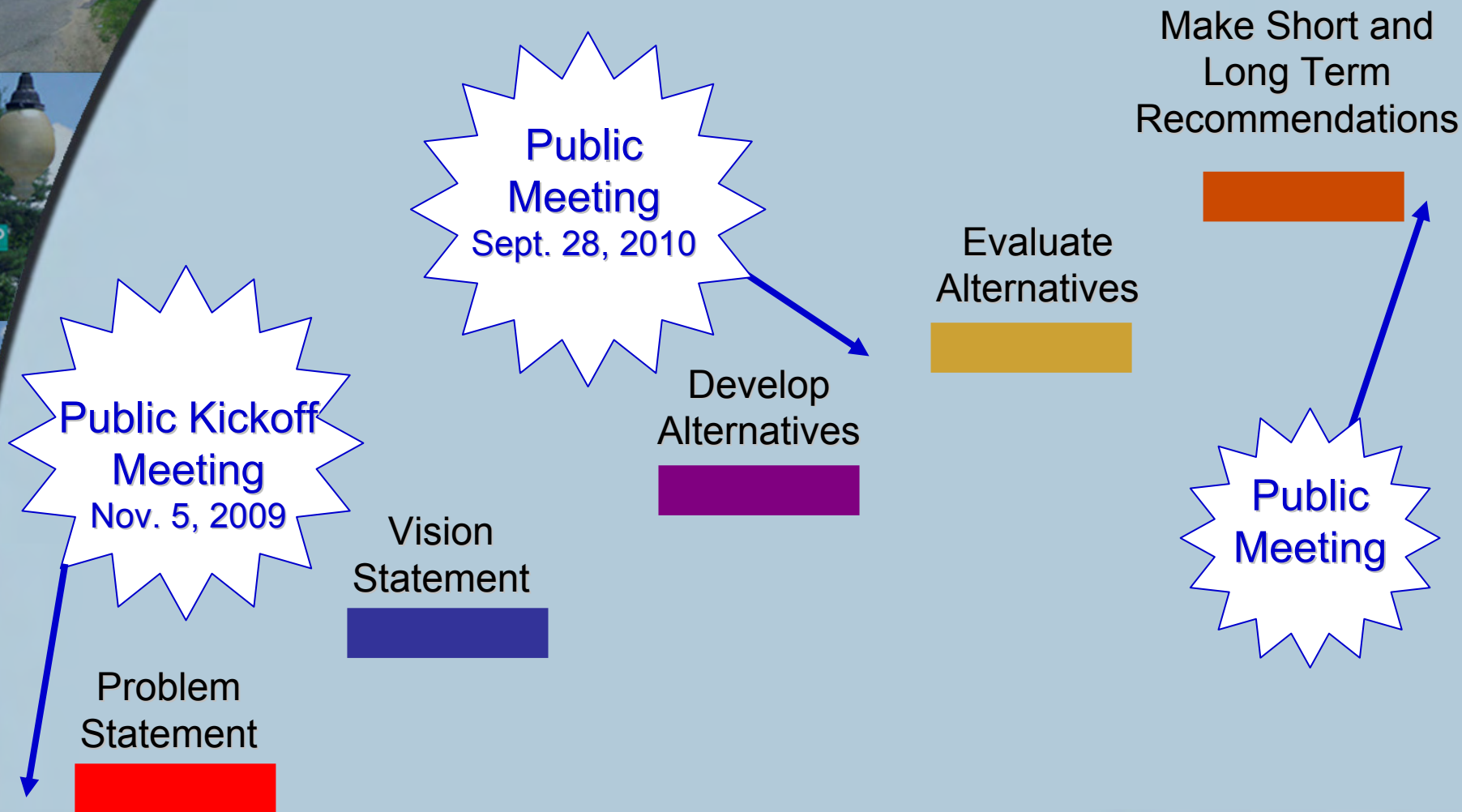
Short-Term Recommendations

- Wall Street Extension
- Roadway Improvements
- Access Management
- Land Use and Zoning (*Town*)





Study Steps





N. Lowell Road Truck Counts

SEPTEMBER / OCTOBER 2010

Date	S	M	T	W	TH	F	S
	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>
Total Trucks	5	13	18	19	16 (8)	18 (13)	16
Total Volume	2,235	2,978	3,136	3,268	3,138	3,129	2,940
Percentage Trucks	0.22%	0.44%	0.57%	0.58%	0.51% (0.68%)	0.58% (0.68%)	0.54%
	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>
	5	24	23	18	34 (11)	17 (7)	12
	2,219	3,251	2,898	3,095	3,070	3,149	2,785
	0.23%	0.74%	0.79%	0.58%	1.11% (0.98%)	0.54% (0.36%)	0.43%
	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>	<u>1</u>	<u>2</u>
	2	11	19	16 (6)	15 (2)	15 (8)	6
	2,266	2,762	2,793	2,885	2,727	2,739	2,659
	0.09%	0.40%	0.68%	0.55% (0.54%)	0.55% (0.20%)	0.55% (0.44%)	0.23%

Notes:

1. Trucks: Class 8 to 13 Volume: 7:00 AM to 6:00 PM
2. September 30, Weigh Station Open 8:00 AM to 12:00 PM
3. October 1, Weigh Station Open 5:00 AM to 11:00 AM



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Project Schedule

Remaining Tasks

- Access Management Strategies
- Short Term Recommendations
- Cost Estimates
- Project Financing Report
- PPS Recommendations
- Study Report (Draft & Final)
- Public Meeting



Questions / Comments