



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Edward L. Roberge, PE, City Engineer

DATE: November 30, 2015

SUBJECT: Report from the City Engineer on the status of the US Route 3 Corridor (North) Improvement Project (CIP35)

Recommendation

Accept this report.

Background

At the June 25, 2007 Budget Approval Meeting, the City Council adopted the FY2008-FY2013 Capital Improvement Program (CIP) including the phased, multi-year capital project to improve the US Route 3 (North) Corridor (North State Street/Fisherville Road/Village Street) from Penacook Street to the Boscawen Town Line. Construction on the corridor project began in 2008 and work through Phase 6 (Borough Road to Stark Street) is expected to be substantially complete by years' end.

Discussion

Since approval of the project in 2008, 8 phases have been completed culminating in the reconstruction of about 6.5 miles of the Route 3 corridor through Concord. Featured as a "complete street" corridor improvement program, the overall improvements include narrower travel lanes, bike shoulders, construction of new sidewalks where missing, bus stop pullouts, intersection improvements, limited on-street parking, and pedestrian crosswalk safety improvements. A critical Council decision to remove the underlying roadway concrete slab that was in various stages of failure has made this project sustainable and built for the future. Council also supported a significant investment in Penacook Village including the undergrounding of overhead utilities and significant village streetscape improvements.

Below are highlights of each phase of the project.

- Phase 1 (2008) – Borough Road to Bog Road (Fisherville Road). Project phase includes the complete reconstruction of Fisherville Road with bike lanes, the addition of sidewalks along the west side, and signalization of the Bog Road intersection. Pedestrian crosswalks with refuge islands were introduced to make crossing Fisherville

Road much safer. The Bog Road traffic signal introduced an innovative “flashing yellow” left turn operation which added traffic capacity and safety.

- Phase 2 (2009) – Bog Road to Lake Street (Fisherville Road/North State Street). Project phase includes the complete reconstruction of Fisherville Road and North State Street with bike lanes, the addition of sidewalks along the west side, and signalization of the Sewalls Falls Road intersection. This phase continued the use of pedestrian crosswalks with refuge islands for safety, bus stop pullouts, and streetscape improvements in West Concord Village including the realignment of Knight Street, construction of a large landscaped island in West Concord Village, and limited on-street parking. Engineering identified the failed condition of the Rattlesnake Brook culvert and based on the significance of this structure along North State Street, the design, permitting, and construction was completed under a separate contract in 2010. Several historic elements including clearing and protecting the old water spring source and granite watering trough at Lake Street were identified and incorporated into the final streetscape. During the construction of the sidewalk along the Maple Grove Cemetery, 5 grave markers were found buried under the old sidewalk along Fisherville Road. The project’s archeological team evaluated the structures and through research by the City’s Cemetery Director, it was determined that the stones were old markers for plots on the cemetery site. The stones were returned to their near original locations.
- Phase 3 (2010) – Lake Street to Palm Street (North State Street). Project phase includes the complete reconstruction of North State Street with bike lanes. Being predominantly residential, this phase of the project focused on traffic calming and safety improvements, including narrower travel lanes, curbed landscaped islands, and intersection improvements at Lake Street and Palm Street. Engineering identified several large granite box culverts in this phase which required replacement. Several historic elements including a granite watering trough south of H.P. Hood and a number of granite carriage stepping blocks were identified and incorporated into the final streetscape.
- Phase 4a (2011) – Palm Street to Call Street (North State Street). Given funding constraints in 2011, the Phase 4 project was split into two phases, Phase 4a and 4b. Project phase includes the complete reconstruction of North State Street with bike lanes, and signalization of the McGuire Street intersection. This phase continued the use of pedestrian crosswalks with refuge islands for safety, and bus stop pullouts. Engineering identified the failed condition of a large granite box culvert in the vicinity of 296 North State Street and based on the significance of this structure along North State Street, the design, permitting, and construction was completed under a separate contract in 2012. Several historic elements including two granite carriage stepping blocks were identified and incorporated into the final streetscape.
- Phase 4b (2012) – Call Street to Penacook Street (North State Street). Project phase includes the complete reconstruction of North State Street with bike lanes, the realignment of the Rumford Street intersection, as well as traffic lane modifications and signal operation changes at the Penacook Street intersection. Pedestrian and traffic safety issues identified in the Kimball Park area were incorporated into new lane use

designs from Penacook Street to Rumford Street. The project also featured a new fire station traffic signal system.

- Phase 5 (2013) – Penacook Village Utilities and Contoocook River Bridge Improvements (Village Street). Following 4 design charrettes and 6 design review meetings with Penacook residents developing designs for the reconstruction of Village Street through Penacook Village, Council accepted a recommendation to fund the undergrounding of overhead utilities throughout Penacook Village as well as accelerate repairs to the Village Street Bridge over the Contoocook River. The 2013 project phase focused on utility relocation throughout the central core of Penacook Village as well as bridge structural improvements.
- Phase 5 (2014) – Stark Street to the Boscawen Town Line (Village Street). Project phase includes the transformation of Penacook Village including the complete reconstruction of Village Street with bike lanes, sidewalk streetscape improvements, as well as the realignment of the Lilac Street/Meter Street intersection, the construction of a roundabout at Washington Street, the realignment of Summer Street/Merrimack Street intersection, and the reconstruction of the Canal Street intersection. Streetscape improvements include the development of a new accessible park area at Boudreau Square, the planting of a permanent holiday tree, and street lighting with banner supports for lively color throughout the village. Gateway improvements as you enter Penacook Village include the installation of landscaped splitter islands for signage and traffic calming.
- Phase 6 (2015) – Stark Street to Borough Road (Village Street). This final project phase which connects back to Phase 1 includes the complete reconstruction of Village Street with bike lanes, the addition of sidewalks along the west side, and modifications to the signals at Borough Road. The width of the predominantly residential neighborhood allowed for broad landscaped panels along the roadway evoking images of a boulevard. This phase includes wide crosswalks in the school walking areas, and bus stop pullouts. This phase also includes the extension of sanitary sewer to potential development lots.

In total, City Council appropriated \$18,929,327.65 over 8 years to complete the 6.5 mile US Route 3 corridor improvement project. Council appropriated \$2,967,000.00 for the current phase, including \$2,225,000 in general bond funds, \$110,000 in traffic impact fee funds, \$174,000 in highway reserve funds, \$350,000 in sewer funds, and \$108,000 in private donations for the extension of sanitary sewer on Fisherville Road to support the Dollar General development. The current project is on schedule and within the project budget plan.

The current project phase is substantially complete and as with all other phases of this project program, the Contractor will return in the spring of 2016 for final wearing course paving and pavement markings.

This multi-year, multi-phased project has been a quite a success in terms of sustainability and transformation of neighborhoods along the US Route 3 corridor.

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