



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



GEORGE N. CAMPBELL, JR.
COMMISSIONER

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JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Conway
11339
Conway Bypass

A requirement of the permits and approvals for the Conway Bypass project is to evaluate the traffic after the initial upgrade and new local road phases (phase 1 thru 5) were completed to ascertain if there is still a need for the bypass phases (phase 6 thru 9). Attached is a Traffic Evaluation completed for the project to determine how the existing area traffic compares to that in the 1995 Final Environmental Impact Statement (FEIS). The Traffic Evaluation is done in two phases. Phase I is a Traffic Volume Comparison Study that looks at the overall traffic growth in the Conway area compared to projections calculated for the FEIS. Phase II is an Existing Traffic Analysis of critical intersections identified in the FEIS.

The overall purpose of this project as noted in the FEIS is "to relieve traffic congestion, improve safety conditions, and make necessary improvements to NH 16, from the Albany, NH/Conway, NH town line to NH Route 16A in Bartlett, NH, to allow the improved facility to properly function as a Principal Arterial and part of the National Highway System". As noted in the Traffic Evaluation conclusions "Field data and traffic analysis confirm that the southern and northern sections experience congestion during peak periods". This confirms one primary purpose of the project, relief to traffic congestion, has not occurred with the phases that have been implemented. As a result overall safety has not been improved and the facility does not properly function as a Principal Arterial and part of the National Highway System.

We conclude there is still a need to fulfill this project purpose thus anticipate continuing with the implementation of the bypass segments, beginning with the southern segment, Phase 6 of the project.

Phase I of the Traffic Evaluation compares 2005 projected traffic to 2005 existing traffic and shows that many of the major roads through Conway did not grow or increase to the level that was projected. However, overall the system traffic has increased by about 1.7% per year. Whereas an approximate 2% growth rate was used for the FEIS projected traffic.

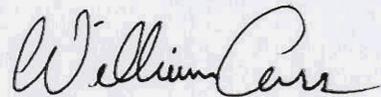
NH 113, US 302 and the North-South Road have increased substantially above the projected numbers. This seems to indicate people have altered their travel patterns because of the new North-South Road. While this switch in travel pattern was anticipated in the traffic modeling, it has increased more than projected.

In 1991 West Side Road and US 302/NH 16 were the roadways available for north-south travel in and around the valley. At that time actual traffic counts showed West Side Road had an AADT of 5,700 trips and US 302/NH 16 had an AADT of 26,700 trips, for a combined trip count in the valley of 32,400. The 2005 actual traffic counts show the available north-south travel routes with the new North-South Road in place increased by 2.6% per year. After 1991 West Side Road carried more and more trips until the North-South Road was built and then steadily declined back to the 1991 numbers of 5,700 by 2005. US 302/NH 16 showed only a slight net increase to 27,200 while the North-South Road had 13,900 trips. This results in a total 2005 trip count in the valley of 46,800, an increase of 14,400 over the 1991 trips. Some of that increase is just background growth and some is new trips that people would not have taken without the North-South Road providing additional capacity. Unfortunately the North-South Road is at or slightly over capacity as a local connector and distributes trips to local roads that should not be handling such a substantial increase.

Phase II of this Traffic Evaluation shows there is ongoing congestion and poor Level of Service at the critical intersections throughout the NH 16 corridor as there was for the traffic evaluations completed for the FEIS. This is especially true in the southern section, Conway Village, where no phases of the project or alternatives to the existing NH 16 have been implemented.

We trust this information fulfills our permit and approval requirements and welcome any comments on the Traffic Evaluation and our conclusion.

Sincerely,



William J. Cass
Director of Project Development

WJC/dal

TRAFFIC COMPARISON

CONWAY BYPASS

1/21/09

ID	Location	Actual counts			Actual vs Projected				
		1991 counts	2005 counts	DIFF	% DIFF	2005 counts	FEIS	DIFF	% DIFF
Southern Section									
2	NH 16 (WHITE MTN HIGHWAY) NORTH OF NH 113 AT SACO RIVER BR	16,900	18,700	1,800	10.7%	18,700	21,400	(2,700)	-12.6%
9	NH 16 (MAIN STREET) AT ALBANY TL (SB-NB) (21101012-101013)	13,900	19,100	5,200	37.4%	19,100	22,300	(3,200)	-14.3%
11	NH 16 (MAIN STREET) WEST OF NH 153 (SB-NB) (81101071-101072)	23,400	25,600	2,200	9.4%	25,600	28,100	(2,500)	-8.9%
18	NH 113 (EAST MAIN STREET) EAST OF NH 16 (EB-WB) (81101016-101017)	8,800	11,300	2,500	28.4%	11,300	12,900	(1,600)	-12.4%
		63,000	74,700	11,700	18.6%	74,700	84,700	(10,000)	-11.8%
Central Section									
4	WEST SIDE RD NORTH OF ALLEN'S RD	5,700	5,700	-	0.0%	5,700	7,300	(1,600)	-21.9%
7	US 302 (MAIN ST) EAST OF US 302 & NH 113 (EB-WB) (21101018-101019)	11,900	16,500	4,600	38.7%	16,500	20,700	(4,200)	-20.3%
12	NH 16 (WHITE MTN HIGHWAY) SOUTH OF US 302	17,100	19,600	2,500	14.6%	19,600	21,300	(1,700)	-8.0%
14	NH 113 (EAST MAIN STREET) SOUTH OF US 302 & NH 113	7,800	11,900	4,100	52.6%	11,900	10,700	1,200	11.2%
		42,500	53,700	11,200	26.4%	53,700	60,000	(6,300)	-10.5%
Northern Section									
1	NH 16 (MAIN STREET) SOUTH OF INTERVALE CROSS RD	17,700	20,400	2,700	15.3%	20,400	23,300	(2,900)	-12.4%
6	US 302 & NH 16 (WHITE MTN HIGHWAY) NO OF JCT OF US 302 & NH 16	22,400	27,600	5,200	23.2%	27,600	24,700	2,900	11.7%
10	US 302 & NH 16 (MAIN STREET) SOUTH OF GROVE ST (SB-NB) (81101014-101015)	19,400	21,800	2,400	12.4%	21,800	22,300	(500)	-2.2%
17	US 302 & NH 16 (MAIN STREET) NORTH OF RIVER RD (EB-WB) (81101085-81101086)	18,000	23,500	5,500	30.6%	23,500	24,300	(800)	-3.3%
32	US 302 & NH 16 (WHITE MTN HIGHWAY) SOUTH OF DUPREY RD (SB-NB)	26,700	27,200	500	1.9%	27,200	26,000	1,200	4.6%
		104,200	120,500	16,300	15.6%	120,500	120,600	(100)	-0.1%
13	US 302 (THEODORE ROOSEVELT RD) EAST OF NH 16 (EB-WB)	10,000	19,500	9,500	95.0%	19,500	9,700	9,800	101.0%
33	NORTH-SOUTH ROAD SOUTH OF ARTIST FALLS RD	13,900	13,900			13,900	7,800	6,100	78.2%
34	NORTH-SOUTH ROAD SOUTH OF KEARSARGE RD	11,200	11,200			11,200	7,200	4,000	55.6%
		10,000	44,600	34,600		44,600	24,700	19,900	80.6%
5	INTERVALE CROSS ROAD EAST OF US 302 & NH 16	1,400	4,200	2,800	200.0%	4,200	2,000	2,200	110.0%
19	RIVER ROAD AT SACO RIVER BRIDGE	7,300	7,200	(100)	-1.4%	7,200	10,000	(2,800)	-28.0%
20	KEARSARGE ST EAST OF NH 16	2,700	2,900	200	7.4%	2,900	1,600	1,300	81.3%
21	WEST SIDE RD SOUTH OF RIVER RD	5,700	6,600	900	15.8%	6,600	7,800	(1,200)	-15.4%
		17,100	20,900	3,800	22.2%	20,900	21,400	(500)	-2.3%
		131,300	186,000	54,700		186,000	166,700	19,300	11.6%