

ROUTE 16 CONSTRUCTION SUMMARY REPORT

FRIDAY, NOVEMBER 18, 2016

BERLIN, NEW HAMPSHIRE

PATIENCE PLEASE... *It will be worth it!*

ANTICIPATED CONSTRUCTION PHASING

- **Phase I** – Mill and Overlay (Twelfth St. north)
- **Phase II** – Full Reconstruction (Seventh – Eighth St. and Twelfth St. intersection)
- **Phase III** – Full Reconstruction (St. Anne Church to Twelfth St. intersection, excluding Phase II area)

WORK PROGRESS (Last 2 Weeks)

- **Phase I** – Complete.
- **Phase II** – No work scheduled until 2017.
- **Phase III**
 - Completed drainage installation and roadway box cutting up to Maple Street south.
 - Completed video inspection of installed drainage.
 - Installed base and binder pavement from Ron’s Variety to Maple Street.
 - Installed temporary line striping up to Maple Street.
 - Completed temporary relocation of drainage near Seventh Street for new utility pole installation prior to new drainage installation.



MAINTENANCE OF TRAFFIC

With the roadway construction winter shut-down anticipated on 11/23/16, the only traffic impacts anticipated after Thanksgiving will be those associated with the installation of new utility poles. New utility poles are being installed in conjunction with the roadway reconstruction project and we anticipate installations will continue through the winter months with the goal of completing overhead utility reconstruction by September 2017 (matching roadway).

Detours and/or one-way alternating traffic will be required as new utility poles and overhead utilities are being reconstructed over the winter. Your patience is appreciated!

If you would like to receive this document by email, please contact Pam LaFlamme at plafamme@berlinnh.gov



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BUMP-OUTS

We have had several inquiries and/or concerns regarding the newly installed curb “bump-outs” at Cambridge and Success Streets as part of the Route 16 Reconstruction Project. The majority of the noted concerns relate to the northern bump-out at Cambridge Street. We recognize this is a big change and understand the concerns. Some of the questions and concerns we have received include:

- Why are we installing bump-outs?
- The north bump-out near Cambridge Street seems abrupt? Why?
- Did you consider the maintenance, particularly winter, with these bump-outs?
- If the bump-outs are landscaped with trees, won't the trees reduce the sight-distance that the bump-outs are trying to achieve?

These are very good questions and items we have evaluated. Following are our responses to these questions.

Why are we installing bump-outs?

The concept of bump-outs was based on the project goals developed as part of the project planning to improve safety and provide an attractive streetscape along this corridor. The primary purpose of the bump-outs are intersection safety and improved sight-distances. With parallel parking proposed along the entire length of the west side of the road, the bump-outs prevent vehicles from parking too close to the intersecting side street and allow vehicles to “nose-out” further to increase sight distances. We feel this will improve the safety at all intersecting streets along the reconstruction area, particularly Cambridge Street and Peavey Lane. The bump-outs are 8 feet wide, which is the same width as the parallel parking spaces. The bump-out concept is similar to what has been completed near the Post Office and Police Station as part of the Rt. 110 Reconstruction, Concord's recently reconstructed Main Street and Portsmouth's State Street.

Additional benefits of bump-outs include:

- Improved pedestrian safety at crosswalks (shortest possible crossing distance)
- Slowing traffic down on Route 16 as it approaches the City (traffic calming)
- Streetscape and landscaping opportunities on west side of road (currently none available).



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The north bump-out near Cambridge Street seems abrupt? Why?

We agree. The combination of the roadway alignment and sharpness of the outermost radius makes this bump-out seem sharp/abrupt. In addition, the lack of line striping and poor lighting after initial curb installation heightened this concern. Adjustments to this bump-out will be completed in the Spring of 2017 which should help alleviate this concern.

Did you consider the maintenance, particularly winter, with the bump-outs?

Yes. We have coordinated with the Public Works Department throughout the planning and design of this project. We recognize this will require different maintenance over the winter but we feel the benefits will outweigh the negatives. In addition, we do not anticipate any damage to the curbed island during winter maintenance as they are granite and encased in concrete.

If the bump-outs are landscaped with trees, won't the trees reduce the sight-distance that the bump-outs are trying to achieve?

Good question. We have evaluated this concern and have specified tree species accordingly. Street trees planted in the bump-outs will have a requirement of a 5-foot minimum branch height at planting. This means the first branch height of the trees will be 5 feet high off the ground. This will allow vehicles at intersecting side streets to look under the tree branches in both directions.

Understanding the bump-outs are a significant change compared to existing conditions, our recommendation is to evaluate the performance of the bump-outs over the winter months and determine if changes are necessary. If changes are desired, these changes can be made before the final wearing course of pavement is installed, anticipated to be in the Fall of 2017.

We believe the bump-outs provide a significant benefit to the safety (intersection sight-distances, traffic calming, and improved pedestrian safety) and streetscape of Route 16. We appreciate your patience and believe it will be worth it once complete!



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