

6. Transportation

Introduction

Nottingham's transportation system is primarily comprised of paved and unpaved roadways for automobile travel. The roadway system ranges from gravel country roads that have changed little over the past 20-30 years to a two-lane arterial US highway that passes through the northern portion of the town.

Associated with the roadway system are limited facilities for local bicycle and pedestrian use. However, there are opportunities for bicycling on roadways throughout Nottingham and there are a number of regional bicycling groups that travel in and around Nottingham, especially on the state numbered routes 152 and 156. Although, there is a public transit system in the region, there are no routes in Nottingham. There is no rail service.

Nottingham's existing roadway transportation system mirrors the historical movement of people and goods and has played an instrumental role in the way that the town has grown and developed. The major roadways that have contributed to the historic growth and development of the town are NH Routes 152 and 156. NH Route 152 runs in an east-west direction from the Lee border near NH Route 125 through Nottingham Center and West Nottingham terminating at US Route 4 in Northwood. NH Route 156 runs in a south-north direction from the Raymond border near NH Route 27 to the intersection with NH Route 152 in Nottingham Center after passing through Nottingham Square. Other roadways have contributed to both access to, and growth of the town, such as US Route 4 in the northern part of Nottingham.

Nottingham's roadway system is more than a system of streets for automobile traffic to get from one place to another. It is also closely linked to the use of land adjacent to it. Roadways open up views and provide access. By their design and location they can determine the flow and safety of traffic. Streets are also used by cyclists and pedestrians, particularly in the village areas such as Nottingham Center and Nottingham Square.

As Nottingham continues to grow, the town will need to respond to changing demands for providing a well-managed transportation system. This section of the Master Plan updates the Transportation Chapter of the 1987 Master Plan, assesses the current transportation system, evaluates the community's desire for possible changes to the transportation system and proposes recommendations for achieving the town's transportation goal.

Regional Transportation System

Nottingham is part of the Strafford Regional Planning Commission (SRPC), which manages the regional transportation planning program in cooperation with the NH Department of Transportation (DOT). The Commission prepares biennial regional transportation plans that guide development of the transportation system for 20 years. The more specific tasks to be conducted by the SRPC are done through the Unified Planning Work Program (UPWP) and are accomplished over a two-year period. The most recent long-range plan was completed in October, 2010 and includes projects that are to be fully or partially funded by the state from 2011 to 2035.

The long-range plan serves as a guide for the development of a shorter term regional transportation improvement program (TIP). The TIP is developed biennially and submitted to the NHDOT for

their consideration and implementation. A four-year Transportation Improvement Plan (TIP) was also completed in October of 2010 that identifies specific projects for implementation in each of the Strafford Region communities from 2011 through 2014. The projects in the TIP and Long Range Plan were adopted through a cooperative process between the NH DOT, the regional planning commissions and the local communities. The local communities, including Nottingham, have representation on a Technical Advisory Committee (TAC) and a Policy Advisory Committee. The TIP must include all transportation projects proposed for federal funding as well as any regionally significant project that will require a federal action. Projects listed on the TIP must be consistent with the MPO's Transportation Plan.

Typical projects include:

- Construction, reconstruction, resurfacing, restoration, and rehabilitation;
- Capital costs for transit projects and publicly owned intra-city or inter-city bus terminals or facilities;
- Highway and transit safety improvements;
- Carpool and vanpool projects;
- State bicycle and pedestrian coordination;
- Pedestrian and bicycle facilities;
- Acquisition of scenic and historic sites;
- Scenic and historic highway programs; and
- Preservation of abandoned transportation corridors

There are seventeen (17) projects within the Strafford Region that are scheduled to move forward for the 4-year period ranging from major highway and bridge projects to village sidewalk projects. None of these is within Nottingham.

Regional Highway Network within Nottingham

Within the region there are several transportation routes that carry the majority of long distance travel, both within and to and from the region. These routes carry the highest volumes of people and goods between the communities and the regional employment and other activity centers. A number of these major routes are near or within the Town of Nottingham. **See attached Map T-1, Roads by Legislative Class in Appendix T-B.**

US Route 4 is a major east-west two lane roadway that runs through the northern portion of Nottingham for about 5 miles. It originates in Portsmouth and continues west through the State of New Hampshire into Vermont and beyond. It carries over 17,000¹ vehicles per day just east of NH Route 108 in Durham and over 9,000 at the Nottingham/Northwood border. It is classified as an arterial roadway by NH DOT.

NH Route 152 is a two-lane roadway that provides a link from Northwood to the west through Nottingham to Lee and Newmarket to the east. Volumes vary from approximately 2700 vehicles per day at the Lee town line with Nottingham to approximately 2,400 at the Northwood town line. It is classified as a collector roadway by NH DOT

¹ Traffic counts are based on 2008 data provided by the NH DOT with assistance from the Strafford Regional Planning Commission.

NH Route 156 is also a two lane roadway that runs north from Raymond terminating at an intersection with Route 152 in Nottingham Center. It carries approximately 2,500 vehicles per day and is classified as a collector roadway by NH DOT.

Local Transportation System

Roadway Classification System

In New Hampshire roadways are classified in several ways for administrative and functional purposes. The administrative classification system is based upon criteria established by the NH Department of Transportation (NH DOT) for purposes of maintenance, and it identifies which level of government is responsible for maintenance and construction. The functional classification system classifies roads by their capacity to handle traffic and their particular land use setting.

Administrative Classification—Legislative Class

The Administrative Classification system identifies six classes. Five of these are found in Nottingham. A full description of each class is found in **Appendix T-A. See attached Map T-1, Roads by Legislative Class in Appendix T-B.** The state lists 105.1 miles of roads in Nottingham, both public and private. Of these, 25.7 miles are state roads (Class I, II and III). They are classified as follows:

- **Class I-Trunk Line Highways**—part of the primary state highway system. The state pays for construction and maintenance. There are 5.2 miles of Class I roads in Nottingham—almost all of which is US Route 4 with a very small piece of US Route 202 adjacent to North River Lake.
- **Class II-State Aid Highways**—part of the state secondary highway system. The state also pays for construction and maintenance. Such roads as NH Routes 152 and 156 fall into this category. Nottingham has 12.6 miles of Class II highways.
- **Class III, Recreational Roads**—Nottingham has several roadway segments in this category associated with Pawtuckaway State Park, including a portion of Mountain Road that provides access to the Main Gate of the Park. Maintenance and construction costs are the responsibility of NHDOT. Nottingham has 7.9 miles of Recreational Roads.
- **Class IV-Town and City Streets**—Nottingham does not have any town or city streets under this classification system.
- **Class V-Rural Highways**—all other traveled roadways that are maintained by the town. There are 56.7 miles of rural highways in Nottingham.
- **Class VI-Unmaintained Highways**—consist of all other public ways that have been discontinued or not maintained in a suitable condition for five years or more. Nottingham has 3.7 miles of Class VI highways.

- **Private Roads.** These are privately maintained local roadways and not classified by the state. There are 19.0 miles of private roads in Nottingham. This is a relatively high number compared to other regional communities.

The town is directly responsible for the upkeep and maintenance of approximately 57 miles of roadways, a relatively large network for a population of about 4,500 people. The cost of maintaining such a system is significant. Almost the entire budget for the Highway Department is devoted to road upkeep, maintenance and repair.

Functional Classification

Functional classification systems for Nottingham have been prepared by the NH DOT based upon federal standards in terms of the function the roadway serves. In many communities these systems are modified for local purposes, although Nottingham has not classified its road system this way. This system is based upon a determination of the role that each roadway system performs in terms of traffic capacity and land access. **See attached Map T-2, Roads by Functional Class in Appendix T-B.** The Nottingham functional classification system is similar to the legislative classification and is broken down as follows.

- **Arterial (Rural)** A network of continuous routes that provide mobility for relatively high vehicle volumes and high travel speeds (rural) with minimal interference to through traffic. The only roadway classified as an “arterial” in Nottingham is US Route 4. (5.1 miles).
- **Collector (Rural)** Branches off of the arterial system that provide access to adjacent lands and provide service for travel over relatively short distances, typically to other collectors and local streets. The following roadways are classified as “rural collectors” in Nottingham—NH Route 152, NH Route 156, and Flutter Street/Deerfield Road. In total, these are 17.5 miles of collector roads.
- **Local (Rural)** Branches off of the collector system that provide direct access to adjacent land, but relatively little mobility between locations. Most of these are typically locally-maintained roadways. These include the remainder of the roadway system in Nottingham except for the private and Class VI roads. (59.5 miles)

These classifications are useful for roadway planning, since they provide a means for implementing local standards and specifications to handle appropriate levels of traffic, establish roadway character and identify roadway sections for maintenance and reconstruction. For example, local roads could conform to the Street Design Standards in the town’s Subdivision Regulations.

Scenic Roads

Local communities may designate certain roadways within their community as scenic in accordance with NH RSA 231:157. Such a designation is a good tool for maintaining the scenic quality of Nottingham. Nottingham has adopted eight (8) roads or road segments under this program as identified in **Table 6-1.**

Table 6-1: Scenic Roads in Nottingham

Date of Adoption	Roadways Adopted as Scenic Roads
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1973	Poor Farm Road – from Ledge Farm Road to Epping (Berry) Road
1973	Ledge Farm Rd. – from Nottingham Square to Epping town line
1974	Stevens Hill Rd. – from Deerfield Rd. west to the Deerfield town line
1974	Gile Rd. – from McCrillis Rd to Rte. 152
1974	Mitchell Rd.-from Smoke St. to the Mitchell Homestead
1974	Kennard Rd.-from Smoke St to Freeman Hall Rd
1974	Case Rd. –from Mitchell Rd to the beginning of the pavement on Case Rd.
1978	Priest Rd.-from Freeman Hall Rd. to Rte. 152

Source: Town of Nottingham, 2011, as edited for clarification by Master Plan Update Committee

Traffic Volumes

Traffic volume data is one of the components in evaluating traffic characteristics within Nottingham. This information is an important part of the process in establishing priorities for future roadway improvements. Design and safety standards for roadways typically incorporate traffic count data. Traffic counts are derived from traffic recorders at selected locations through the state and within Nottingham. These numbers are converted to Average Annual Daily Traffic (AADT) for purposes of comparing one traffic count location to another.

The NH DOT's Bureau of Transportation Planning monitors traffic throughout the state and publishes monthly reports for 79 automatic traffic recorder locations. In addition, the department conducts traffic counts during the summer months at additional locations, usually under contract to the regional planning commissions. There are no permanent state recorder stations in Nottingham. The closest permanent stations are in Lee on NH Route 125 and Northwood at the Nottingham town line. **Table 6-2** shows the traffic volumes for each of these stations for the years 2004, 2006, 2008 and 2010.

Table 6-2: Traffic Volume at Two Permanent Recorder Locations, 2004-2010.

Location	2004	2006	2008	2010	Change 2004-2010	% Change
NH 125 Lee	14,568	13,775	13,113	13,686	-882	-5%
US 4 - Northwood	9,200	9,363	8,838	9,458	258	3%

Source: NH DOT, 2011

The daily level of traffic at the Lee station declined by 5% over the six-year period of 2004 to 2010, whereas the traffic increased by 3% over the same period at the Northwood station on US Route 4. Based on the data from the 1987 plan, the traffic count on US Route 4 in Northwood was 6,197 vehicles per day in 1985. Over the 35 year period since then, the daily traffic has increased by 3,261 trips or 53%--slightly more than 1.5% per year. During this same period the traffic increased at the NH Route 125 station by 7,114 or more than 100%--more than 3% per year.

In addition to the permanent recorder on NH Route 125 and US Route 4, there are nine other stations throughout the town where daily traffic is recorded, although only on a three-year cycle. **Table 6-3** shows the results of counts taken at each of these locations for the years 2005 and 2008. Of the nine stations, three showed increases, four showed no change and two showed a decrease over that period. The stations recording the greater volume of traffic—mostly the numbered roadways—tended to have little or no change in traffic counts over this period. Freeman Hall Road

and McCrillis Road had the largest percentage increase, although by comparison the total volumes are relatively small.

**Table 6-3:
Nottingham Daily Traffic Counts by Station, 2005 and 2008**

Location		Traffic Trends		Change	
		2005 AADT*	2008 AADT	2005 to 2008	%
1	NH 156 at Raymond Town Line	2500	2500	0	0%
2	NH152 at Lee Town Line	2700	2700	0	0%
3	NH 152 at Northwood Town Line	2400	2400	0	0%
4	US 4 at Barrington Town Line	11,000	11,000	0	0%
5	NH 152 north of Priest Road	3300	3400	100	3%
6	Freeman Hall Road over North River	490	650	160	33%
7	McCrillis Road north of Gerrish Drive	840	930	90	11%
8	Smoke Street over Little River	770	750	-20	-3%
9	Mill Pond Road west of Case Road	820	770	-50	-6%

Source: NH DOT

**Note: AADT means Average Annual Daily Traffic Count. It is a figure derived from traffic recorder data for a given period of time that is modeled to provide an average daily count the full year, thereby incorporating seasonal fluctuations.*

In contrast, Smoke Street and Mill Pond Road showed a slight decrease in daily volumes. However, since the raw volume numbers are relatively small, this change probably cannot be considered significant. In general, it would appear that traffic volumes over this period have stabilized or increased or decreased only slightly. This trend may be the result of a slower economy that typically results in lower automobile use.

The available traffic data may not be as comprehensive as might be desired for local decision-making. However, the traffic volume data that have been collected would appear to be consistent with the modest increase in the town's population in recent years. That is, while there have been some increases in traffic volume in some locations in Nottingham, for the most part volumes have been relatively flat. This assessment would indicate that the town does not need to consider significant changes to the town's roadways to accommodate changes to traffic volume. The only heavily travelled roadway within Nottingham is US Route 4 and the maintenance and repair are under the jurisdiction of the NH DOT.

Traffic Volumes and Congestion

Traffic congestion in New Hampshire is measured by Level of Service (LOS). Based on a number of factors that affect congestion including AADT and road configurations, LOS analysis is designed as an indication of how well traffic moves along a highway system. Low congestion indicates general operating conditions where traffic is generally free flowing, medium congestion indicates stable flow approaching unstable conditions, and high congestion is associated with unstable traffic flows. Based on determinations by NH DOT, Nottingham experiences little to no congestion. The nearest congestion is experienced along US Route 4 in Barrington, Lee, Durham and Dover as well as segments of NH Route 125.

These congestion conditions are generally found during commuter periods on US Route 4. Congestion on NH Route 125 occurs during both commuter periods and the summer months when there are many tourists and visitors to the Lakes Region and White Mountains.

In general, it appears that the level of traffic has remained steady or declined at the stations in Table T-2 for the past several years. While traffic volumes are usually correlated to population increase, it may be that the increase in population in Nottingham was not significant enough to result in increased traffic volume. Some of this trend may also be due to factors such as:

- increased gasoline prices during certain periods that may have had the effect of depressing vehicle miles traveled and
- a slowed economy over the past several years.

Accidents

One of the key items in determining a roadway's sufficiency is its safety. In an effort to assess roadway safety, it is useful to examine accident data. Accident data is collected by local and state police and then provided to the NH DOT. At present, the original data may not always be

Table 6-4: Accidents

Year	# of Accidents
1995	58
2000	95
2005	60
2006	68
2007	51
2008	55
2009	52
2010	54

Source: NH DOT

consistent in terms of location. Locations can be by street address, distance from an intersection or given as *a street name that may not always correspond to the town's street map*, or may be referred to as a Route # or local roadway name. For example, accidents may be recorded as occurring on NH Route 152 or Stage Road.

While NH DOT maintains the most comprehensive database, it uses the information only for its roadway planning projects. The data is not usually analyzed on a more detailed basis for local planning purposes to determine high accident areas. Such analysis is important if there are a high number of accidents in a given location over a given period of time; such a roadway becomes a safety concern to be addressed.

There does not appear to be a significant trend in the number of accidents within Nottingham. In 1995, there were 58 accidents.

See Table 6-4. In 2010 there were 54, a slight decrease over that 15 year period. The highest number of accidents during that period was in 2000—95. Looking at the past four years of records, the number of accidents varied from a high of 68 in 2006 to 51 in 2007. The relatively low number of accidents over the past few years may track with the lower traffic counts identified in **Table 6-3** above.

Of the 54 accidents in 2010, 16 or 30%, occurred on US Route 4, while another 9, or 17%, occurred on NH Route 152 (Stage Road). Other locations where two or more accidents occurred were: Smoke Street (8 accidents), Deerfield Road (5), NH Route 156 (2), Ledge Farm Road (2), Freeman Hall Road (2), Stevens Hill Road (2), Gile Road (2) and Priest Road (2). In part, the number of accidents correlates to the nature of the road system, i.e., where there is more high speed primary or arterial roadways there tends to be more accidents. Any safety improvements should be considered for these roadways in cooperation with the NH DOT.

Bridges

The New Hampshire DOT and the Town of Nottingham Highway Department are responsible for bridge maintenance and construction. If a bridge is on a state-aid roadway, it is the responsibility of

the state, and if on a locally maintained roadway it is the responsibility of the town. There are nine (9) bridges in Nottingham—three under the jurisdiction of the DOT and six under the jurisdiction of the town.

The New Hampshire DOT has a state-wide bridge inspection program that is based on the National Bridge Inspection Standards System. All bridges are inspected every two to three years and, depending upon location, use and condition, they may be inspected on a less formal basis more frequently. In Nottingham the last documented inspection was in 2008. Bridge condition is rated on a numerical rating system (FSR) from 1-to-100 where the higher the number rating the better the condition of the bridge. See **Table 6-5** for a listing of bridges by ownership and rating. From this inspection rating program priorities are established for maintenance, repair and replacement of bridges. At present, the bridges in Nottingham are generally highly rated and none is rated as deficient or red-listed. If a bridge is red listed, it receives the highest priority for repair and/or replacement, although it does not necessarily imply that the bridge is unsafe.

Table 6-5: Nottingham Bridge Inventory

Location	Last Inspection	Jurisdiction	FSR Rating
Deerfield Road over Bean River	March 2008	Nottingham	85.1
NH 152 over North River—Nottingham Ctr.	May 2008	NH DOT	62.1
Freeman Hall Road over North River	March 2008	Nottingham	99.9
NH 152 over North River—West Nottingham	May 2008	NH DOT	78.1
McCrillis Road over North River	July 2008	Nottingham	61.1
US 4 over Little River	May 2008	NH DOT	79.7
Kennard Street over Little River	Feb. 2008	Nottingham	90.9
Smoke Street over Little River	Feb. 2008	Nottingham	99.8
Mill Pond Road over Little River	Oct. 2009	Nottingham	82.8

Source: NH DOT, 2010

Alternative Transportation

Rail

At present, there is no passenger rail service to or from Nottingham. The closest operating passenger rail service is from Durham, New Hampshire, which has one of the passenger stations for the new AMTRAK Downeaster service that travels over tracks currently owned by Pan American (formerly the Boston and Maine Railroad) between Portland and Boston.

Air

The closest major airport is at the Pease International Tradeport located in Newington approximately 15 miles from Nottingham off the Spaulding Turnpike. This facility handles both freight and cargo services and limited passenger services. A new passenger terminal and customs and inspection center was opened in 1999 that allowed for both domestic and international flights. At present, there is no commercial passenger air travel out of this facility although there is still air freight service. The Tradeport is home to the NH Air National Guard and has a two-mile long runway that can accommodate the country's largest commercial and military uses. It is operated by the Tradeport.

A second major commercial airport with scheduled service is the Manchester-Boston Regional Airport, approximately 25 miles from Nottingham. In addition to passenger service, this facility handles both freight and cargo services. Manchester Airport is served by eight airlines and has been one of the fastest growing airports in New England. It has recently completed a major renovation that includes the lengthening of both runways, terminal expansion and a new air traffic control tower.

Finally, there is a smaller airport facility in Rochester that is controlled by the Pease International Tradeport, although day-to-day operations are the responsibility of Ossipee Valley Aviation. This facility is primarily for small commercial and recreational airplane users.

Public and Private Transit Services

There is no direct public or private transportation services within Nottingham. C&J Trailways offers round trip service to Boston's Logan Airport and South Station on an hourly basis from either Dover or Portsmouth. C&J added an additional non-stop bus service once per day from Durham-Portsmouth to New York City in the spring of 2011. The Cooperative Alliance for Seacoast Transportation (COAST) operates a fleet of buses that connect Rochester, Dover, Durham and Portsmouth, but there are no services to Nottingham. The NHDOT is currently in negotiations with a private carrier to provide bus service from Portsmouth to Manchester.

There is a Park and Ride facility at the intersection of NH Routes 125 and 101 for area commuters.

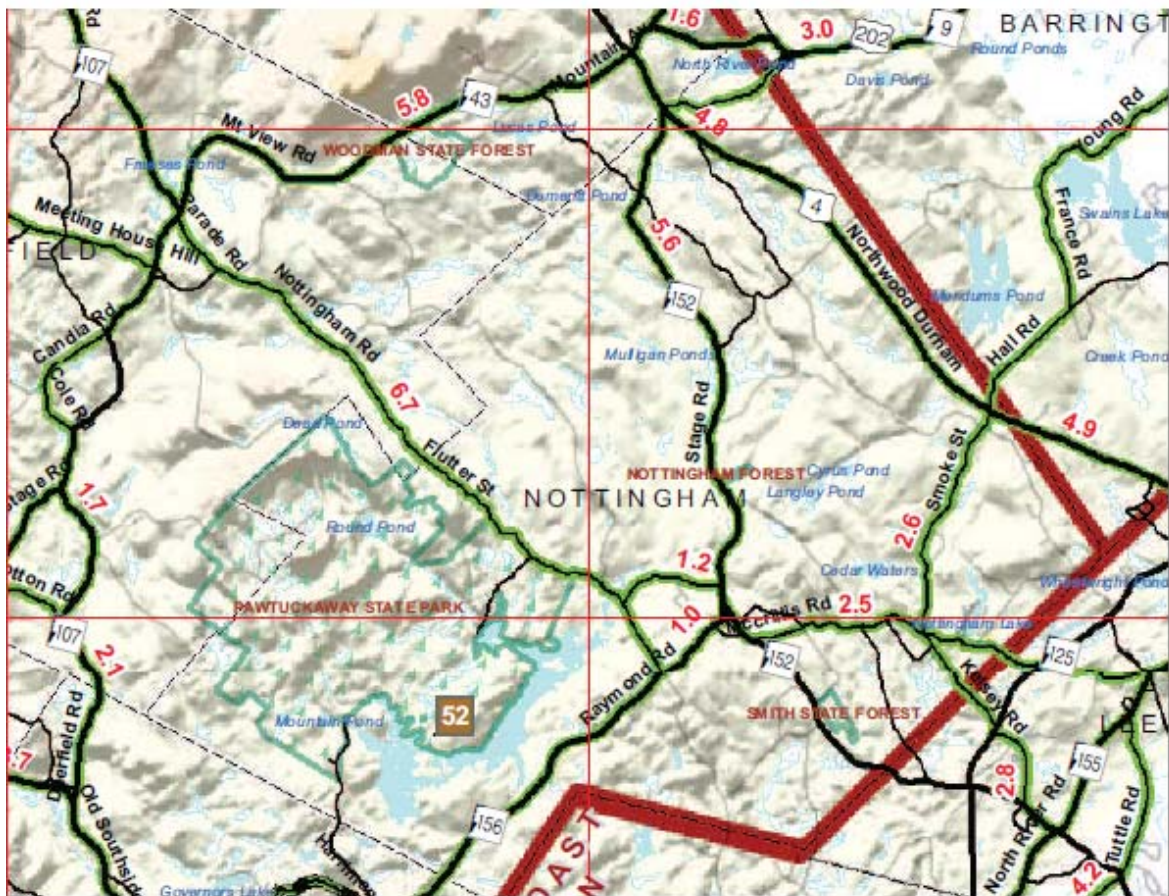
Bicycle Routes/Paths/Trails

At present, there is no local inventory of bicycle routes and paths in Nottingham. The town is part of a regional bicycle network, as defined by the New Hampshire DOT. The DOT statewide bike routes that go through Nottingham are shown on **Map 6-1**. These include all or portions of:

- US Route 4
- NH Route 156 (Raymond Road)
- NH Route 152 (Stage Road)
- Smoke Street
- McCrillis Road
- Kelsey Road
- Flutter Street
- Deerfield Road

There are numerous recreational trails in and around Nottingham, associated with and maintained by such organizations as the Bear-Paw Regional Greenways.

Map 6-1: Bike Routes as Designated by NH DOT



Source: NH Department of Transportation

Note (provided by Master Plan Update Committee): Map indicates a 6.7 mile section as Nottingham Rd/Flutter St. This is actually Nottingham Rd/Deerfield Rd. Flutter St is the unnamed 1.2 mile segment that connects Deerfield Rd with Stage Rd.

Sidewalks

At present, Nottingham has no sidewalks on public streets. There are some sidewalks associated with public buildings such as the school and the Town Hall.

Local Transportation Projects and Funding

Each year the town prepares an updated Capital Improvement Program (CIP) that includes funding to the Highway Department for repair, maintenance and upkeep of roads, bridges and sidewalks for the next seven years. All of these funds come from the operating budget of the town. The annual capital expenditures for roads are included in the Town Budget Warrant. At the 2011 Town Meeting, this amounted to \$190,000 for road repair work to Garland and Merry Hill Roads. The proposed expenditures for the remaining years in the CIP are show below in **Table 6-6**.

Table 6-6: Seven-Year Capital Project Expenditures for Roads

Road/Year	2011	2012	2013	2014	2015	2016	2017
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Garland Road	\$140,000						
Merry Hill Road	\$50,000						
Berry Road (Culvert & Bridge)		\$100,000			\$300,000		
Hall's Way		\$100,000					
Lucas Pond Road			\$28,000				
Freeman Hall Road			\$48,000				
Gebig Road			\$180,000				
Mitchell Road				\$28,000	\$211,200		
Church Street				\$32,000			
Kelsey Road				\$160,000			
Lakeview Drive							\$225,100
Ledge Farm Road						\$250,000	
Annual Expenditures	\$190,000	\$200,000	\$256,000	\$220,000	\$511,200	\$250,000	\$225,100

Source: 2010 Nottingham Town Report

Transportation System Issues and Needs

Nottingham has a significant local roadway network. Although the increase in vehicular traffic should be modest over the next 5-10 years, the town will still face continuing maintenance and upkeep of this system. This activity will continue to be a significant portion of the town's budget.

Based on the Kickoff Forum Results from the Housing and Conservation Planning Program of 2009, the participants did not directly address transportation issues or needs. They did indicate a preference for the town's rural character and for narrow dirt roads.

At present, there is little in the way of pedestrian or bicycle facilities even in the community center areas of Nottingham Square or Nottingham Center. There may be opportunities to provide more such facilities to encourage more pedestrian activity as well as a healthier, safer community.

Action Plan

Vision Goal for Transportation

Pursue a balanced transportation system with well-maintained public roadways lined with stone walls, open fields and trees; and encourage opportunities and facilities for pedestrians, bicyclists and recreational users.

Objective T 1: Maintain and, where appropriate, improve the current roadway system to provide efficient traffic flow along the major roadway corridors while maintaining a safe environment for pedestrians consistent with efficient expenditure of community funds.

Actions

- T 1.1: Continue to provide roadway project requests for Capital Project Planning and Budgeting for needed roadway projects.
- T 1.2: Work with the NH DOT to add an additional two feet of pavement to the edge of current pavement on existing NH Routes 152 and 156 when undertaking repaving or reconstruction. This additional pavement may reduce pavement deterioration along the edge as well as provide a safer area for bicyclists and pedestrians.
- T 1.3: Require a traffic impact analysis based on standards in the publication *Trip Generation: An ITE Informational Report* most current edition or equivalent in the subdivision and site plan regulations.
- T 1.4: Establish a subcommittee of the Planning Board to investigate the need for seasonal road use polices to minimize the impact of heavy vehicular traffic and the use of heavy commercial trucks on Nottingham's roadways, especially NH Routes 152 and 156.
- T 1.5: Work with the NH DOT to reduce the speed limits on US Route 4, NH Routes 152 and 156 in an effort to encourage safe vehicular travel as well as pedestrian and bicycle usage.
- T 1.6: Establish and maintain a local roadway classification system that identifies each road segment in Nottingham as a minor, collector or arterial (see Functional Classification, page 4 of this chapter) that establish roadway and right-of-way specifications that are consistent with the Goal for this chapter and the Vision of this Master Plan while providing a safe travel way for vehicular traffic. Examples of typical design/construction specifications include the following:
 - Right of Way - Typical width in feet
 - Street Width - Desired width of pavement in feet
 - Design Speed - Speed in mph
 - Traffic Capacity - Daily traffic design capacity per day
 - Weight Capacity - Design weight capacity in pounds
 - Parking - Yes or no; parallel or angle; both sides or one side
 - Pedestrian Ways - Yes or no; both sides, one side

- Bicycle Lane - Yes or no
- T 1.7: Prepare and implement a comprehensive historical file for each roadway in Nottingham, whether public or private, that compiles:
- history and specific roadway data , such as dates for and plans for initial construction (including lane widths and ROW's, pavement type, drainage easements including bridges and culverts),
 - ownership (applicable deeds),
 - driveway permits issued,
 - road upgrades (when and type),
 - maintenance records and costs,
 - emergency lane decisions,
 - scenic classification,
 - capacity classification,
 - date of town acceptance,
 - any wires or poles for electricity/CTV/phone service, etc.
- T 1.8: Adopt a roadway improvement plan that includes all town roads.

Objective T 2: Encourage, develop and maintain a range of non-automotive transportation alternatives that are easily available to the residents of Nottingham.

Actions

- T 2.1 Work cooperatively with the NH DOT to assure that any state bridges that are rebuilt or reconstructed provide adequate space for sidewalks and/or bicycle lanes.
- T 2.2: Develop a long-range plan for bicycling and pedestrian facilities (e.g., paths, sidewalks) in the areas of Nottingham Center/Nottingham Square and the Nottingham School as well as a connector between these areas.
- T 2.3: Using the existing local trail system and the state's designated bike trails as a starting point, work toward a system of bicycle routes and multi-use trails/paths for the enjoyment of Nottingham citizens and visitors that is coordinated with state and regional trail systems.
- T 2.4: In cooperation with the NH DOT, properly mark and sign the state designated bike routes, including NH Routes 152 and 156 and Flutter Street/Deerfield Road.

Objective T 3: Promote transportation policies and improvements that are consistent with the town's policies for protection of natural and historic resources and minimize the impact on Nottingham's historic villages.

Actions

- T 3.1: Review and, as appropriate, update the current roadway design standards to ensure that there is minimal impact to the town's streams and brooks, as well as to ensure impacts from drainage do not degrade stream and pond water quality. (Cross reference Natural Resources Chapter Action Plan, Item NR 1.4 for stormwater impacts).
- T 3.2: Update Site Plan Review standards to ensure that commercial development provides appropriate levels of landscaping and pedestrian walkways.

- T 3.3: Review the town's policy with respect to Scenic Roads and determine if additional roads or road segments should be included in the Scenic Road program. (Cross reference Historic Resources Chapter Action Plan, Item HR 2.3).

Objective T 4: Participate in the coordination of state and local transportation planning that addresses both local and regional needs.

Action

- T 4.1: Participate in the Strafford Regional Planning Commission (SRPC) planning process for regional transportation planning. Advocate for the town's interests.
- T 4.2: Create several Park and Ride locations in town to encourage carpooling. (See also Energy Action E 3.6).

Appendix T-A

State of New Hampshire Roadway Classifications

ADMINISTRATIVE CLASSIFICATION SYSTEM (NH RSA 229:5)

Class I, Trunk Line Highways: All existing or proposed highways that are part of the primary state highway system. The NHDOT is responsible for maintenance and construction costs of these highways except for those portions which lie within compact sections of towns and cities with a population of 7,500 or more. Those sections are the responsibility of the cities or towns as Class IV highways.

Class II, State Aid Highways: All existing or proposed highways that are part of the secondary state highway system. Maintenance and construction costs are controlled by NHDOT. Portions of these highways that are within compact sections of towns and cities with a population of 7,500 or more are classified as Class IV highways.

Class III, Recreational Roads: All roads in or leading to and from state reservations as specified by the Legislature. Maintenance and construction costs are the responsibility of NHDOT.

Class IV, Town and City Streets: All highways located within compact sections of cities and towns with populations of 7,500 or more. Maintenance and construction of these highways is controlled by towns and cities.

Class V, Rural Highways: All other traveled highways that are controlled by towns and cities.

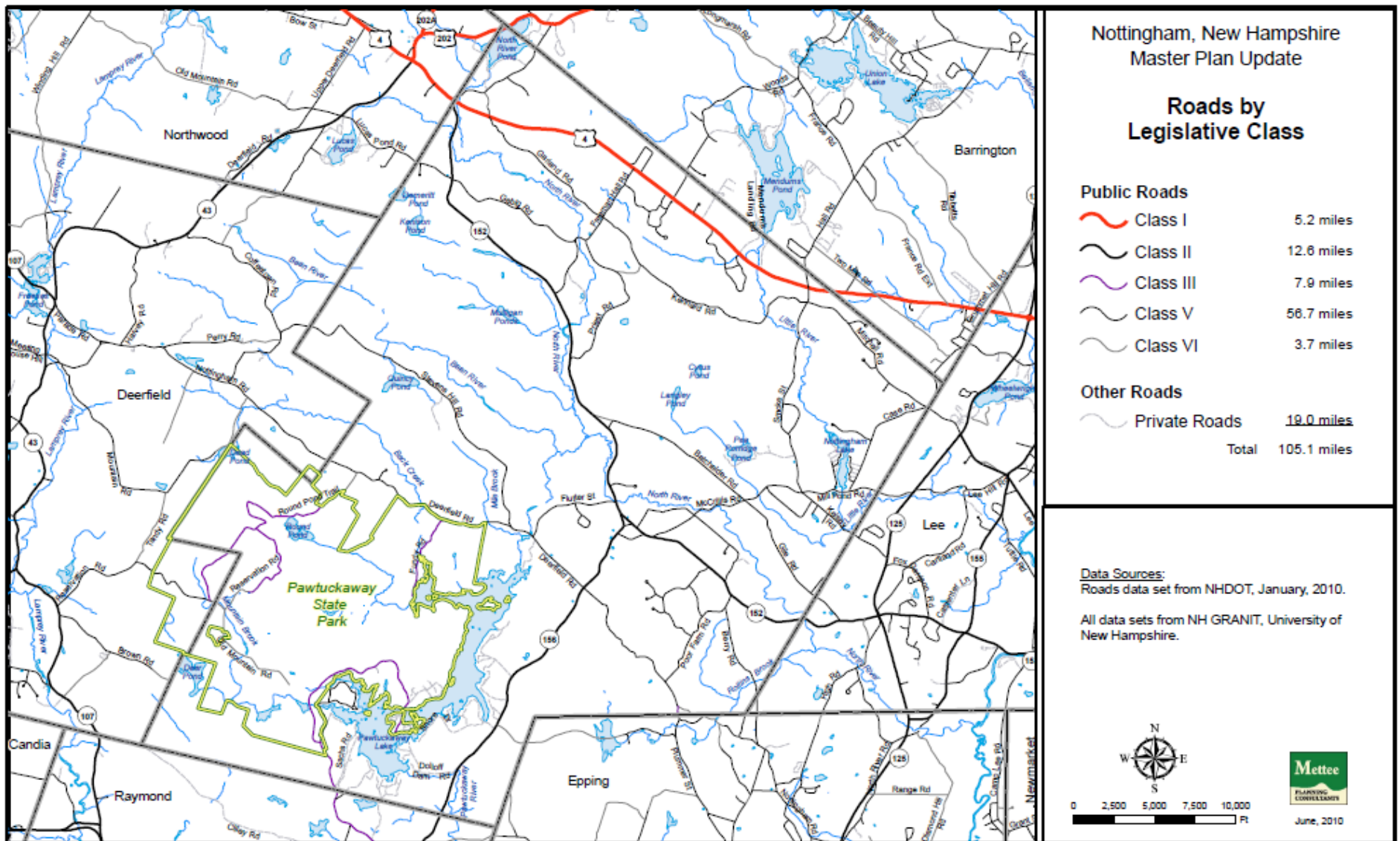
Class VI, Unmaintained Highways: All other public roadways; includes highways that have not been suitably maintained for travel for five years or more, highways closed subject to gates and bars, and highways discontinued as open highways.

Local Designations

Scenic Roads: These roads (excluding Class I or II highways) are designated by the town or city by NH RSA 231:157 such that maintenance and construction of these roads is strictly regulated. Removal or cutting of trees or destruction of stone walls is strictly prohibited except as provided for under NH RSA 231:158.

Emergency Lanes: These roads are designated by the town or city, in accordance with NH RSA 231:59-a, such that a town may raise and appropriate, and the selectmen may expend, money for the repair of any class VI highway or private way which has been declared an emergency lane under paragraph II. Such repair may include removal of brush, repair of washouts or culverts, or any other work deemed necessary to render such way passable by firefighting equipment and rescue or other emergency vehicles.

Appendix T-B, Map T-1, Roads by Legislative Class



Appendix T-B

Map T-2, Roads by Functional Class

