

CHAPTER VI - TRANSPORTATION

The objective in the Transportation Chapter is to provide guidance, recommendations, and context for addressing Newbury's transportation issues over the next ten to fifteen years. The dominant theme throughout is the need to maintain the current high quality of Newbury's roads. Like many rural communities, Newbury has become dependent upon and shaped by the automobile. The challenge lies in addressing our needs for economical, convenient, and accessible local and regional transportation, while insuring that we do not damage or destroy those attributes of the community that are at the core of Newbury's quality of life.

Newbury has a network of local roads feeding into the state highways in town (Routes 103, 103A and 103B). While dominated by the automobile, many of the Town-maintained roads have a low traffic volume, and are pleasant for walking and bicycling. At the same time, traffic volumes and traffic speed along NH Route 103, NH Route 103A, and NH Route 103B are, at times, intrusive and unpleasant, and in the future may become an issue. To aid in evaluating how best to meet current, as well as future, needs, a single major transportation goal was identified.

In the balance of this chapter we provide a more detailed discussion of this goal, describe the current transportation infrastructure, consider current and potential future issues, and offer detailed recommendations as to how the infrastructure could be enhanced in response to these issues. At the same time, we discuss how the transportation system both supports and is determined by land use and development.

Since the transportation system impacts the community environment and quality of life, it is important that we view land use and transportation questions in terms of all their benefits and impacts. Our recommendations, therefore, address both land use and transportation issues.

TRANSPORTATION SERVICES

Road Network

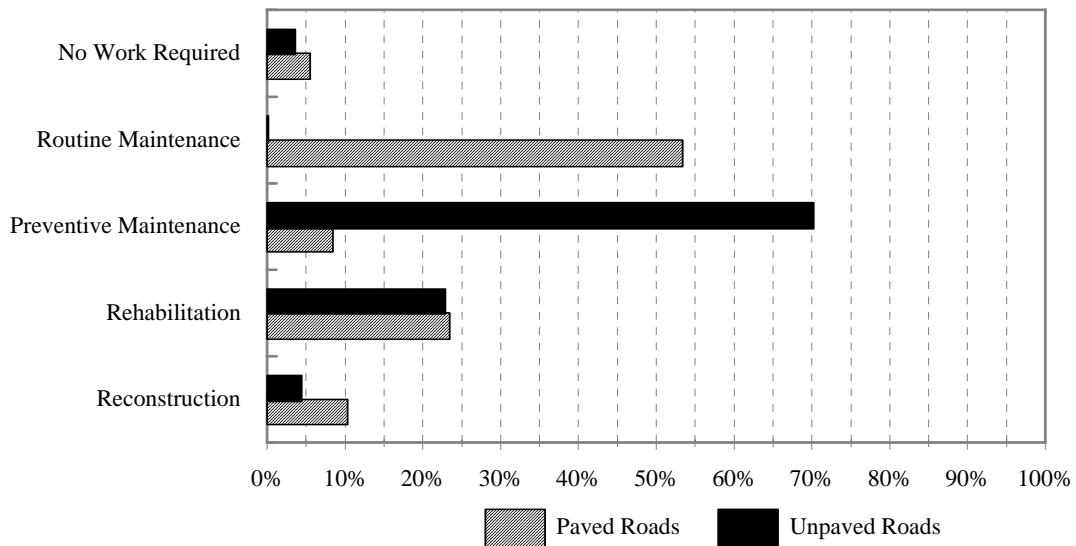
In 2006 there were a total of approximately 76 miles of maintained roads within Newbury, of which about 81% were municipally maintained roads with the balance maintained by the state. The key components of Newbury's road network are the State highways: NH Rte. 103, which provides access to I-89 in Warner and I-91 in Vermont; NH Rte. 103A, connecting Newbury Center and NH Rte. 11 in New London; and NH Rte. 103B, connecting Mount Sunapee and Sunapee Harbor. These highways provide links to the Region's two interstate highways which serve the area between Boston, New York City, and Montreal. The interstate highway system allows residents of Newbury to reach Boston in two hours, Montreal in four hours, and New York City in five hours.

Road Maintenance

Newbury's roads are generally in reasonable condition, based on the latest Road Surface Management System (RSMS) done by the UVLSRPC in 1995. The community opinion survey conducted for the 1997 Master Plan also confirmed the quality of Newbury's roads. Eighty-seven percent (87%) of the residents at that time felt that the Town's roads were in good or fair condition. This question was not included in the 2006 Community survey. The Highway Administrator provided some raw data for updated RSMS information in 1998, but it was not summarized in any useable form. However, since the RSMS completed in 1995, the Highway Department has improved many of the roads in town and it is generally felt the roads are in better condition now than they were ten years ago.

Figure VI-1 portrays the overall rating for all State- and Town-maintained roads in Newbury based on one of five repair/maintenance strategy from the UVLSRPC RSMA Report. Each of the five repair/maintenance strategies represents a level of improvement and are described in the table below. "No Work Required" means the road is in nearly perfect condition and needs no work. "Reconstruction" is the complete opposite of "no work required" and means that the road is in terrible condition and needs to be completely replaced. The other three repair/maintenance strategies, routine maintenance, preventive maintenance, and rehabilitation, signify the condition of the road and the need for more extensive repairs from the previous level.

**FIGURE VI-1
Road Repair/Maintenance Strategies¹**



**TABLE VI-1
Road Repair/Maintenance Strategies**

Repair/Maintenance Strategy	Road Surface Condition	Type of Repairs Needed
No Work Required	0% of the road surface cracked or deformed	No work required
Routine Maintenance	1% to 25% of the road surface cracked or deformed	General maintenance with some areas requiring no work
Preventive Maintenance	26% to 50% of the road surface cracked or deformed	General maintenance with special repairs to prevent worsening of the road surface condition
Rehabilitation	51% to 75% of the road surface cracked or deformed	Extensive repairs with some areas requiring complete replacement of road structure.
Reconstruction	greater than 76% of the road surface cracked or deformed	Complete replacement of road structure

Major points shown by Figure VI-1 include:

¹

UVLSRPC RSMS Report, 1995.

- 1) unpaved roads (70%) have a much higher percentage of road miles needing preventative maintenance compared with paved roads (8%); and
- 2) paved roads (57%) have a much greater percentage of routine maintenance compared with unpaved roads ((0%).

Class VI Roads:

Class VI roads are created by a majority vote at town Meeting and are discontinued subject to gates and bars. The town still owns and controls the right-of-way, but it is relieved of any obligation to maintain the road surface and shoulders, and of the liability for damages. Class VI roads offer recreational opportunities to hikers, skiers, hunters, bicyclists, and many other people. The Class VI roads located in Newbury are listed in Table VI-2 below.

TABLE VI-2

Class VI Roads

Road Name	From	To	Mileage
Johnson Brook Road	West Province Road	end	0.66
Stoney Brook Road	Baker Hill Road	Chalk Pond Road	1.19
Old County Road (north)	New London line	maintained section	0.70
Old County Road (south)	maintained section	Chalk Pond Road	1.32
Old County Road	Chalk Pond Road	Rollins Road	1.04
Bartlett Road	maintained section	Old Province Road	0.58
Old Province Road	Cheney Road	Nelson Hill Road	1.26
Poor Farm Road	Sutton Road	Gillingham Drive	0.94
Total Class VI Mileage			7.69

Source: Newbury Highway Administrator

As provided in the Newbury Zoning Ordinance, a building lot must have frontage on a town or State-maintained road or other means of access approved by the Planning Board. A Class VI highway does not meet the requirement of a public street. A landowner cannot obtain a building permit for development of a lot if the only frontage is on a Class VI road unless the landowner receives approval of a Variance for using the Class VI highway as road frontage or is granted a building permit under RSA 674:41 by the Board of Selectmen after review and comment by the Planning Board.

Scenic Roads:

Scenic Roads can be designated by a town Meeting vote under RSA 253, Sections 17 and 18, allowing a town to designate any road, other than a state highway, as scenic. The main purpose of a scenic road designation is to help protect the scenic qualities of a Town-maintained road. To the people who live or travel along that road, the trees and stone walls may add significantly to the visual quality and may contribute greatly to the rural character of the area. The designation of a road as scenic is a declaration by the town that the road has important visual qualities which must be recognized and treated with care. Routine maintenance and repair of the road are not affected by this law. Newbury presently has designated Cheney road, Province Road and Gillingham Drive as scenic town roads.

Recent federal and state legislation now permits the NH Scenic Byway Council to designate State-controlled highways and locally nominated roads as scenic byways. This identification takes advantage of legislation that helps enhance the rural landscape, while maintaining appropriate safety standards. The town of Newbury participated in the Scenic byway Program which designated Route 103 and Route 103B as Scenic Byways in Town. Newbury was successful in obtaining Scenic Byway funding to purchase and renovate the railroad caboose as an information center which is located in the Newbury Harbor area. Additionally, Newbury used Scenic Byway funds to design, build and install an interpretative sign located next to the railroad caboose on the Newbury Harbor area.

Access to Roads and Highways

An important piece of State Legislation pertinent to roads in Newbury is RSA 236:13. In Newbury, a town which has adopted subdivision regulations, the State Legislation confers upon the Planning Board the same powers concerning highways under their jurisdiction as are conferred upon the Commissioner of Transportation by paragraphs I, II, III and IV. RSA 236:13 permits the town to develop road access standards and specific driveway design guidelines. Presently, Newbury's driveway requirements concern inspection and a judgment as to the appropriateness of the driveway location and design by the Road Agent only.

Access to State-maintained roads is regulated by the New Hampshire Department of Transportation (NHDOT).

Traffic Counts

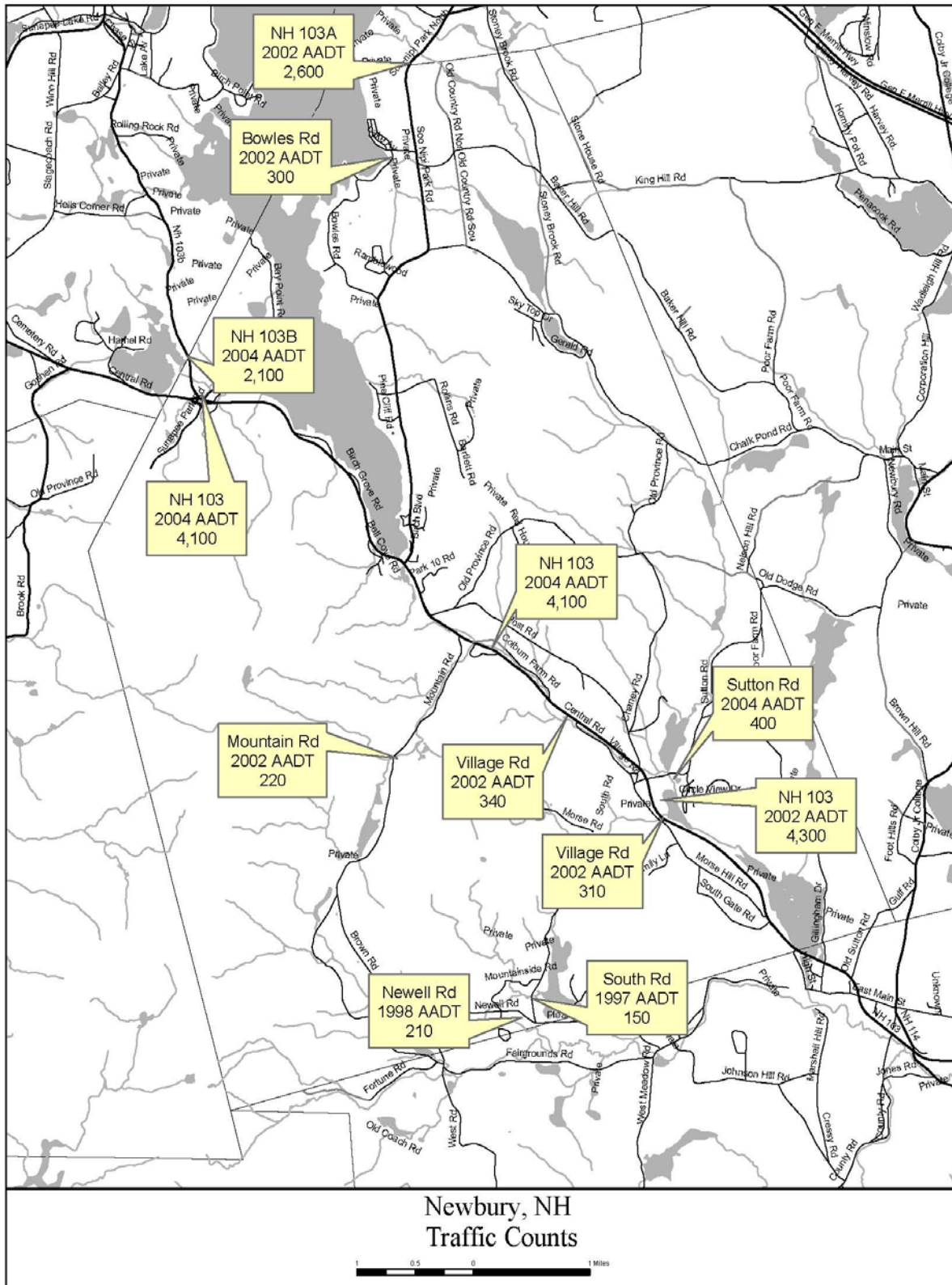
Newbury's town-wide average annual traffic growth rate from 1985 to 1995 (10 years) was approximately 3% per year, based on NHDOT's permanent traffic counter on NH Rte. 103. Newbury's traffic growth rate was significantly higher than the overall growth

rate within the Region, under 1%, over the same time period. Below is a listing of traffic counts from 1990 through 2002 in Newbury done by the UVLSRPC and NHDOT. A map depicting these traffic count numbers and locations follows.

Table VI-3

Traffic Counts in Newbury, NH: 1991-2004

Road	Location	Average Annual Daily Traffic Adjusted for Seasonal Fluctuations													
		1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2004
NH 103	East of Andrew Brook	3818	3755	3719	3873	3941	3933	4084	4053	4274	4369	4424	4354	4672	4100
NH103	South of Sutton Road							4000			4300			4300	
NH103	Over Johnson Brook							4700			4500			5000	4100
NH 103A	At New London TL	1800						2200			1900			2600	
NH 103B	At Sunapee TL	1000											1400		2100
South Road	North of Newell Road	200			140				150						
Newell Road	West of South Road	200								210					
Bowles Road	Over Brook							230			180			300	
Mountain Road	Over Andrew Brook							130			150			220	
Village Road	Over Andrew Brook							320						340	
Village Road	Over Morse Brook							90			100			310	
Sutton Road	Over Ring Brook						320			350			420		400



High Accident Locations

The safe travel of the public is an objective of the road network. A high accident location is a symptom that may indicate a potential problem, like poor sight distance, excessive traffic speed, and substandard road alignment. A high accident location is any location with 5 or more accidents per year.² This calculation produces statistics that permit analogous comparison of high traffic and low traffic areas.

In order to assess the safety performance of Newbury's intersections, a listing of all 2003, 2004, and 2005 accidents was obtained from the Police Department and accident totals tallied by location. This type of analysis reduces the influence of weather and other incidental conditions. The total number of accidents from the Police Department does not represent all accidents that have occurred throughout Newbury. It only represents those that have been reported to the Police Department or those that require Police/Fire Department assistance. In 2003 there were five accidents at the intersection of Route 103 and Brookside Drive. In 2004 five accidents occurred at the intersection of Route 103 and Mountain Road.

Bridge/Culvert Maintenance and Repair

A bridge is any structure over twenty feet clear span³ and is eligible for specific federal funds. All structures of less than 20 feet clear span are considered culverts. Culverts with a minimum opening of ten feet are eligible for certain State funds from the Municipal Highway section of NHDOT. All other structures are ineligible for the special federal or State funds, but normal NHDOT Block Grant funds can be used for culvert replacement projects.

NHDOT evaluates all bridges throughout the State by a federal sufficiency rating. Their evaluation includes structural adequacy, construction method, usefulness, functional obsolescence, traffic volume, date of construction, and other factors. Bridges with a rating of less than 50 out of a maximum score of 100 need reconstruction or replacement. Only 1 out of the 13 bridges in Newbury falls below this level.⁴ Culverts are evaluated by NHDOT prior to inclusion in NHDOT's municipal culvert program. In 2005, the Upper Valley Lake Sunapee Regional Planning Commission conducted a study of culverts in Newbury.

Newbury residents are concerned about the poor structural condition, unsafe road alignment, narrowness, or inadequate flow capacity of several bridges in town. These, listed in order based on federal sufficiency rating, are:

²Statistics with Applications to Highway Traffic Analysis, Eno Foundation for Transportation, Inc, Westport, CT, 1978.

³ Clear span is the distance between the inside edge of each abutment.

⁴ 1995 Bridge Sufficiency Report, NHDOT.

- I-beam bridge (Bridge Number 120/078) with a concrete deck built in 1936 on Old NH Rte. 103 over Andrew Brook has a sufficiency rating of 47.4 out of 100. This bridge has several large cracks at the joints on either end of the bridge deck and is chipping concrete from the abutments. It is eligible for federal funds;
- concrete deck bridge (Bridge Number 094/080) built in 1935 on Mountain Road over Andrew Brook has a sufficiency rating of 60.7 out of 100. This bridge is narrow, only about 16 feet wide, which makes snowplowing and road maintenance difficult and potentially unsafe. This bridge is functionally obsolete. This bridge is ineligible due to its federal sufficiency rating;
- I-beam bridge (Bridge Number 138/072) with a concrete deck built in 1929 on Sutton Road over Andrew Brook has a sufficiency rating of 61.3 out of 100. The current bridge configuration appears to cause damming during periods of high water flow. High water overflow culverts could be placed on the west side of the bridge to relieve the water flow problems. Unfortunately, this may cause some additional flooding downstream in the fields immediately south of Sutton Road and likely change the flood elevations upstream from this bridge. Also, the NH Department of Environmental Services may require an extensive hydrologic study and permitting process for this project. This project is not eligible for federal highway funds due to the sufficiency rating and type of project;
- concrete deck bridge (Bridge Number 088/174) built in 1940 on Bowles Road over an unnamed brook has a sufficiency rating of 64.6 out of 100. This bridge is narrow and functionally obsolete. This bridge is ineligible for federal funds due to its federal sufficiency rating; and
- concrete deck bridge (Bridge Number 090/074) built in 1936 on Mountain Road over Andrew Brook has a sufficiency rating of 66.7 out of 100. This bridge is about 18 feet wide and functionally obsolete. This bridge is ineligible for federal funds due to its federal sufficiency rating.

BIKEWAYS/BIKE PATHS

Interest in bicycling has been high in recent years due to an increase in the public's concern for its health, the environment, and the availability of new technology that makes bicycling easier. Some people, unfortunately, are inexperienced cyclists who hesitate to use a bicycle for transportation, because they fear riding under the existing road and traffic conditions. Children are inhibited from bicycle travel because of legitimate parental concern over their safety on our roads.

Bikeways can encourage people not presently inclined toward cycling to bicycle. A bikeway, once constructed, provides a safe place for non-polluting and inexpensive transportation, may help prevent traffic congestion, provides a means for improved physical and emotional health, and provides inexpensive recreation. As a sporting activity, bike touring/racing brings revenue into Newbury's economy during the spring, summer, and fall. These benefits render an area more attractive for living, shopping, business, working, and visiting. Therefore, the interests of government, business, and industry can be served through encouragement of wider bicycle use.

Bicycle parking is rarely given sufficient attention as a separate topic. Parking facilities are an important need that can be provided to encourage cycling. They can be effectively installed at shopping and business areas, recreational spaces, bus stops, and other centers that generate bicycle travel. Parking can be located on or near bikeways, bus stops, park and ride lots, or independently in order to stimulate bike use in areas not served by bikeways. Bicycle parking facilities can be matched to locations and sites according to which kind of bike use is appropriate. Ideally, the parked bicycles would be protected from the elements.

Bikeway construction is a long-term goal with implementation as money becomes available, in concert with other road construction, and as needs require. The only possible bikeway that already exists within Newbury is along NH Route 103. It is missing several sections of paved shoulder between Newbury Center and South Newbury Village that need to be added to make a functional bikeway. Other areas to consider for bikeways include NH Route 103A and NH Route 103B for a loop around Lake Sunapee. Currently, NH Rte. 103A is designated a part of the NH State Bikeway System. In its current condition, it is a very narrow and twisting road with numerous, potentially unsafe locations for cyclists and pedestrians. Bikeways provide a solution to the dangers of bicycle-vehicle conflicts.

Another area to consider for bikeways is in and out of South Newbury Village. A bikeway could be provided on South Road leading south and east to Bradford or west to Newbury Center via the reconstituted rail-trail system. Another bikeway from South Newbury could go east on Sutton Road, then south on Gillingham Drive into Bradford, then northwest on Main Street & Fairgrounds, then north on Pleasant View, and return on South Road to South Newbury. Another bikeway route between Newbury Center and South Newbury is along Old Post Road. A side loop could take in off Old Post Road is Cheney Road to Old Province Road and return on Old Post Road or Route 103. A loop off Cheney Road could include linking with Chalk Pond Road to Sutton Mills Road and Sutton Road.

Bikeway construction can be accomplished or underwritten by New Hampshire Department of Transportation (NHDOT), Newbury and, possibly, developers. It is not intended to be under the aegis of any one governmental agency or person, but rather to be a cooperatively planned and managed system. A multi-faceted approach to bikeway construction, using the Master Plan as a guide, will assure a coordinated bikeway construction effort.

Newbury can take an important step toward bikeway implementation by including bikeway goals in this Master Plan. Inclusion of bikeways can be required in the designs for large developments, such as Planned Unit Developments and large subdivisions. Further action can be taken by the Planning Board by including bikeways in their future Capital Improvement Programs and by having engineers include bikeways on road construction plans. The federal government is currently favoring transportation projects that are low- or non-capital intensive as a method to meet the transportation needs, and bikeways are recognized by the Federal Highway Administration as one such method. Therefore, bikeways are an integral part of Newbury's Master Plan and are eligible for federal matching grants.

Newbury's bikeways can be significantly aided by engineers making accommodations for future bikeways during road and bridge projects. Without making these accommodations, engineers can inadvertently eliminate all probabilities for bikeway construction, because of the high costs to add a bikeway.

WALKWAYS

Interest in walking also has been increasing in recent years due to the public's concern for its health and the environment. Some people hesitate to walk because they fear the existing road and traffic conditions. Children are inhibited from walking because of legitimate parental concern over their safety on our roads.

Walkways can encourage people not presently inclined toward walking to walk. A walkway, once constructed, provides a safe place for walkers, provides a means for improved physical and emotional health, and provides inexpensive recreation. These benefits render an area more attractive for living, shopping, business, working, and visiting. Therefore, the interests of government, business, and industry can be served through encouragement of more walking.

Walkway construction, in conjunction with bikeway construction, can be accomplished or underwritten by New Hampshire Department of Transportation (NHDOT), Newbury and, possibly, developers. It is not intended to be under the sponsorship of any one governmental agency or person, but rather to be a cooperatively planned and managed system. A multi-faceted approach using the Master Plan as a guide, will assure a coordinated walkway system.

Sidewalks may be required under Newbury's current site plan review regulations and can be required by the Planning Board in the designs for developments, such as Planned Unit Developments, and large subdivisions. Further action can be taken by the Planning Board by including walkways in their future Capital Improvement Programs.

Newbury's existing population distribution that includes two villages, Newbury Center and South Newbury Village, distant from each other and physically separated by Ledge Hill makes cross-town walking unlikely, whereas intra-village walking is very likely. An additional area of high potential for walking is along NH Rte. 103 and NH Rte. 103A in the vicinity of Lake Sunapee. NH Rte. 103 along Lake Sunapee has large shoulders and is well designed for

walking. NH Rte. 103A is the complete reverse, with little or no shoulders or sidewalks to walk safely.

The town of Newbury recently received funding from the Transportation Enhancement Program for transportation related improvements in Newbury Center. The grant is for adding a sidewalk in Newbury Center from the former Bald Sunapee property along Route 103 to Bell Cove in the harbor area. Other improvements will include drainage improvements, granite curbing, lighting and landscaping. The federal grant provides 80% funding with the remaining 20% to be provided locally through in-kind services or money. Construction is anticipated in 2010. The town has included the \$50,000 for the 20% local match in Capital Improvement Program in 2007.

RIDESHARING

In the 1970's, large employers had ridesharing programs with employer-sponsored vanpools. Unfortunately, the tax laws that promoted and permitted employer-sponsored rideshare programs have been repealed. Gas prices have risen again to put ridesharing back on the minds of commuters.

Newbury is fortunate to have two rideshare programs available for town residents. The New Hampshire Department of Transportation NH Rideshare Program is based in Concord and can be contacted by calling 1-800-462-8707 or electronically at www.nhrideshare.com. The Upper Valley Rideshare Program provides rideshare services out of Hartford, VT and can be contacted by calling 1-802-295-1824 x 24 or electronically at www.uppervalleyrideshare.com. Companies and Newbury need to encourage ridesharing, and discourage single-occupant vehicles by providing incentives to help make it happen.

PUBLIC TRANSIT

Concord Area Transit - Rural Transportation Program

Concord Area Transit's (CAT) rural transportation program provides senior citizen demand response service to the Newbury area each Thursday. The route follows no specific route and gathers people from throughout the Newbury area at approximately 10:45 a.m.. The bus then collects people who have made a prior reservation and leaves for Concord at about 11:30 a.m., dropping them off at various shopping centers in Concord. After several hours, it recollects the people and returns them home.

Currently, there are no consistent riders from Newbury.

Other Programs

The Kearsarge Valley Community Action Program, part of community Action program Belknap Merrimack Counties, Inc. Has a Rural Transportation Program that provides regularly scheduled transportation for shopping, medical appointments and congregate meals.

The Kearsarge Council on Aging also provides an on-call rural transportation program by senior volunteers to assist the elderly with transportation needs for medical and dental appointments and shopping needs.

COMMUNITY SURVEY RESULTS: TRANSPORTATION

The following questions in the Community Survey pertain to transportation related issues:

Question 6 - Should All Terrain Vehicles (ATVs) be prohibited from public hiking trails?

A very strong majority (80%) agreed that ATVs should be prohibited from using public hiking trails. Only 12% disagreed and 8% had no opinion.

Question 7 - Should Newbury adopt a public policy to “Retain and Maintain” its rural dirt roads or adopt a policy to pave the dirt roads?

Two thirds (66%) of the respondents preferred to retain and maintain the rural dirt roads while 24% preferred to pave the dirt roads. Ten percent had no opinion.

Question 15 - Would you support the use of your tax dollars to purchase property or easements for the following purposes?

d. Trail systems: Sixty-one percent said they would support the use of their tax dollars to purchase land or easements for trail systems.

Question 12 - Assuming the local property tax would support the acquisition and maintenance of any new recreational facility, how strongly would you support the town pursuing the following types of additional recreational facilities?

n. Hiking & cross-country ski trails: Seventy-five percent of the respondents agreed or strongly agreed with use of property taxes for these trails.

o. Bike paths: Seventy-one percent of the respondents agreed or strongly agreed with use of property taxes for bike paths.

p. Parking improvements at existing trail heads: Sixty percent of the respondents agreed or strongly agreed with use of property taxes for these improvements.

ISSUES: TRANSPORTATION

1. Growth in Newbury, particularly residential development, has generated increased traffic. Developers need to contribute their fair share towards the cost of off-site road, bridge and/or intersection improvements necessitated by their developments.

2. Three bridges within Newbury are functionally obsolete. Two of the bridges are along Mountain Road and one is on Bowles Road. Functionally obsolete means that the bridges are in acceptable physical condition, but are narrower than NHDOT's design specifications. The narrowness makes snowplowing and road maintenance more difficult and possibly unsafe.
3. One bridge within Newbury has a federal sufficiency rating of less than 50 out of 100. The bridge with a poor sufficiency rating (47.5 out of 100) is on Old NH Rte.103 over Andrew Brook.
4. The I-beam bridge on Sutton Road over Andrew Brook appears to cause damming during periods of high water flow. High water overflow culverts could be placed on the west side of the bridge to relieve the water flow problems. NH Department of Environmental Services will require an extensive hydrologic study and permitting process for this project. This project is not eligible for federal funds due to the sufficiency rating and the type of project.
5. Newbury needs to continually plan for the rehabilitation/ replacement of municipally funded highway projects.
6. The possible bikeway through Newbury along NH Rte. 103 is missing several portions of shoulder between Newbury Center and South Newbury Village. Bikeways are lacking in Newbury as this is the only possible bikeway currently in town. Currently, NH Rte. 103A is a designated part of the NH State Bikeway System, yet is a very narrow and twisting road with numerous potentially unsafe locations for cyclists and pedestrians.
7. Ridesharing or car pooling can reduce the number of commuter miles driven resulting in a decrease in gasoline consumption and a decrease in the amount of air pollution generated.
8. Our town is too reliant on fossil fuels.
9. The Road Surface Management System (RSMS) needs to be updated on a periodic basis to reduce long-term costs by providing the data base to assist in making the plans for road improvements.
10. Bicyclists lack bicycle racks at key locations in Town.
11. Route 103 A should be incorporated into the State Scenic Byway System and program.
12. The town has no adopted driveway regulations to ensure safe and controlled access to all roads in all seasons of the year.

GOALS: TRANSPORTATION

- Maintain the existing quality of Newbury's road and highway network.
- Expand the bicycling opportunities in Newbury by providing additional bike lanes, bike paths and related bicycle facilities.

RECOMMENDATIONS: TRANSPORTATION

1. Require all developments to share the cost of road and other improvements that are required to accommodate any incremental traffic generated by their construction. Even if a new development road meets the Town's specifications, the roads in the area giving access to the new road may not be adequate to handle the increased traffic. In this case, the developer/subdivider must pay a proportion of the cost to upgrade off-site roads. The extent of these improvements must bear a rational connection to the needs created by, and the benefits conferred upon, the development.
2. Incorporate the cost of widening the two functionally obsolete bridges with acceptable sufficiency ratings on Mountain Road and the other bridge on Bowles Road into the Capital Improvements Program.
3. The Town anticipates receiving \$832,000 in New Hampshire Bridge Aid funds in 2008 to repair two bridges: Bridge # 138-2-72 on Sutton Road over Ring Brook and Bridge # 120-078 on Village Road (Old NH 103) over Andrew Brook. There will be a warrant article at the 2008 Town Meeting to fund the \$208,000 20% matching local contribution for the repairs.
4. Install high water overflow culverts, using municipal funds, on the west side of the Sutton Road bridge over Andrew Brook to relieve the water flow problems.
5. Continue to annually update the CIP including a schedule for highway projects.
6. Work with the UVLSRPC and NHDOT to construct bikeways in Newbury using a variety of funding sources including the Enhancement Program and Congestion Mitigation/Air Quality funds. Bikeways are recommended to be added as follows:
 - a. along NH Route 103 without paved shoulders;
 - b. along NH Rte. 103A;
 - c. along NH Route 103B;
 - d. from South Newbury Village along South Road leading to Bradford or west to Newbury Center via the reconstituted rail-trail system;
 - e. from South Newbury along Sutton Road, then south on Gillingham Road into

- Bradford, then northwest on Main Street & Fairgrounds, then north on Pleasant View, and return on South Road to South Newbury;
 - f. along Old Post Road between Newbury Center and South Newbury;
 - g. a side loop off Old Post Road along Cheney Road to Old Province Road and return on Old Post Road or Route 103; and
 - h. a side loop off Cheney Road along Chalk Pond Road to Sutton Mills Road and back along Sutton Road..
7. Promote and encourage increased ridesharing. The active participation of Newbury's employers in the Region's two rideshare programs will reduce the number of commuting vehicles and miles driven resulting in decreased gasoline consumption and decreased air pollution. The New Hampshire Department of Transportation NH Rideshare Program is based in Concord and can be contacted by calling 1-800-462-8707 or electronically at www.nhrideshare.com. The Upper Valley Rideshare Program provides rideshare services out of Hartford, VT and can be contacted by calling 1-802-295-1824 x 24 or electronically at www.uppervalleyrideshare.com.
 8. Encourage alternative fuel sources.
 9. Continue to update Newbury's Road Surface Management System data base. The pavement management system targets roads for maintenance and reconstruction. Benefits of such a program are reduced long-term costs and establishment of a data base for the road network conditions.
 10. Encourage the location and installation of bicycle racks. The Newbury Recreation Committee and the Beautification Committee working together can determine numerous sites for possible new bicycle racks.
 11. Work with the surrounding communities, NHDOT, and the UVLSRPC to designate NH Rte. 103A a scenic byway.
 12. The Planning Board should craft and adopt driveway design specifications and regulations which ensure safe and controlled access to all roads in all seasons of the year.
 13. The town should investigate the opportunity to establish a trail corridor on the former railroad right-of-way through Town.