

-REVISED-
SUGGESTED PRIORITIES
Princeton section of Route 140

1.) Improvements to address a range of issues, notably safety, throughout the historic East Princeton Village area include:

- Replacement of posted weight-restricted bridge (culvert) and associated water works, including standpipe for PFD. This project is expected to be costly (~\$1M) and can be completed independently of other projects. *Due to continued deterioration, this project should proceed as soon as possible.*
- Improve/add ADA acceptable sidewalk on one side of the roadway for pedestrian use, considering a range of "walkability" improvements. The sidewalk would potentially run from the assisted living center just north of the fire station down to the Sawyer Athletic Field. Install protected, visible crosswalks in strategic locations.
- Early in the process, consider utility pole modernization effort.
- Address roadway drainage issues affecting adjacent homes as a result of road conditions. Closed-style roadway drainage system needs improvement in the Village area. *(DEP has noted prevalence of shallow wells and adjacent septic tanks in this part of the community.)*
- Consider and implement a range of traffic calming features, including active speed reduction techniques as employed elsewhere in town as well as curb cut consolidation. This would include investigating the feasibility of a mini, modern roundabout at the southern Route 140/Route 31 intersection with Beaman Road. Similarly, consider a "transition area" just south of the Leominster Road intersection to reduce travel speeds through the Village. Further, consider the installation of flashing beacons, rumble strips or grooved pavement.

- Provide streetscape amenities in the Village area, such as period lighting and benches, along with "Village Entrance" signs.

2.) Address drainage issues along the entire length of the Princeton section of Route 140 to include:

- Culvert inspection/replacement: This would require a hydrological study within the drainage areas situated adjacent to Route 140. The study results would serve to optimize culvert location and size. If deemed adequate, existing culverts and headwalls need to be cleared of accumulating debris. Further, the potential exists for the installation of box culverts that could also serve as wildlife crossings beneath the roadway.
- Where possible, maintain country-style drainage with sufficient roadway crown and well draining shoulders. If necessary, consider retention areas that can serve to filter roadway runoff prior to being reintroduced to adjacent areas.

3.) Address obstructed lines of sight and related safety issues through the selective trimming of vegetation within the Route 140 right-of-way. This work would be completed under the supervision of an arborist. Further, a tree planting replication program can be considered to replace the vegetation that needs to be removed from along Route 140.

4.) Improve the northern Route 140 intersection with Route 31 by realigning as a "T"-type intersection; utilize aspects of existing "Y"-type arrangement to provide a channelized right turn lane from Route 140 north to Route 31 north. These improvements are aimed at improving intersection safety and visibility as well as the movement of heavy vehicles.

5.) Mill and resurface entire length of Route 140 in Princeton. Where deemed necessary due to test pit boring results, improve roadway base materials.

- When approved, a base survey of the roadway needs to be completed to establish a starting point for the design of identified improvement options.

- Early on, consider improvement project phasing and construction zone traffic control.
- Through limited roadway box widening, provide a consistent roadway width along the length of Route 140 through Princeton. Widths considered would range from 30 to 32 feet outside of the Village area and, through the East Princeton Village, perhaps range from 28 to 30 feet with an adjacent sidewalk. Princeton intends to improve Route 140 for alternate modes by fully considering bike and pedestrian accommodation.
- Address runoff and drainage issues in the Everetteville area. Consider improved roadway geometry.
- Remove slight elevation in Route 140 just south of Mirick Road/Rocky Pond intersection to improve lines of sight.
- Address all related aspects of roadway reconstruction, including drainage structures, guardrails, new reflectorized traffic control signs, pavement markings and depressed centerline reflectors (similar to Route 68 in neighboring Rutland).

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