Meeting Agenda

- **Introduction** (Chris)
- **Review Project Status.** (Chris)
  - Fire Station Matter
  - Selectmen’s Meeting
  - Updated Project Schedule
  - Updated Public Involvement Plan
- **Review Alternatives** (Trent)
  - Primary Differences of Alternative B
  - Critical Cross-Sections
  - Updated Project Costs
- **Review Fire Station Options** (Jeff)
- **Steps Necessary to Progress Project** (Chris)
- **Action Items** (Chris)
Project Development Process for Pelham

- Preliminary Design (2006-2009)
  - Placemaking
  - Problem/Vision/Goals
  - Alternatives
  - Public Hearing

- Final Design (2009-2010)
  - Detailed Design
  - Purchase Right of Way
  - Secure Permits

- Begin Construction (2011)
CSS Steps

Consensus Reached 12/21/06

Problem Statement

Screening Criteria

Vision Statement

Brainstorm Alternatives

Screen Alternatives

Consensus Reached 5/17/07

Reviewed Alternatives 5/17/07

Completed 7/19/07

Preferred Alternative

Consensus Reached 2/15/07

Consensus Reached 5/17/07

We are here

Consensus 11/15/07

October 16, 2006

Public Hearing

Placemaking Workshop
Project Status

- Fire Station Issue
- Selectmen’s Meeting (10/14/08)
- Updated Project Schedule
  - Public Informational Meeting – Dec 2008?
  - Public Hearing – Feb 2009?
  - Final Design (2009 – 2011)
  - Construction – Spring 2011
- Updated Public Involvement Plan
Dual Roundabout
Alternatives A & B
Roundabout Alternative A
Primary Differences of Dual Roundabout Alternative B

- Plan
- Constructibility
- Operation & Safety
- Maintenance
Critical Cross-Sections
Critical Cross-Sections

- Curb line is 10 ft from northeast corner of station
- Building elevation is 0.9 ft higher than proposed edge of pavement
- Pavement widens approaching roundabout
- Centerline grade generally matches existing roadway
- Road has curbing and sidewalks on both sides
Critical Cross-Sections

- Curb line is approximately 12 ft from front of station
- 1.4 ft elevation difference from concrete slab to proposed edge of pavement
- Vehicle access to the station would not be feasible
Critical Cross-Sections

- Curb line is 7.5 ft from southeast corner of station
- Building elevation is 1.2 ft higher than proposed edge of pavement

SOUTHEAST CORNER
905+63
Updated Project Costs

- **Dual Roundabout Alt. A**
  - Engineering = $ 350,000
  - ROW (private) = $ 200,000
  - ROW (Town) = $ 437,500
  - Construction = $ 2,950,000
  - Total Project Cost = $3,937,500
  - Potential Town Share = $87,500

- **Dual Roundabout Alt. B**
  - Engineering = $ 350,000
  - ROW (private) = $ 230,000
  - ROW (Town) = $ 407,500
  - Construction = $ 2,950,000
  - Total Project Cost = $3,937,500
  - Potential Town Share = $87,500

- Total Budget for the Project is Fixed at $3.937M
- Two Federal Earmarks Designated for the Project
  - To-date $2.34M of Federal Budget Authority Received ($805k Pending)
  - Project funded at 80% federal, 20% state/town match
  - Town responsible for 20% match of Town related ROW elements (i.e., firestation)
  - Inflation at 3 - 4% per year equates to $120,000/yr of diminished value
Review Firestation Options
Steps Necessary to Progress Project

- Selectmen's Support / Direction
- Second Public Informational Meeting – Dec 2008?
- Schedule Public Hearing – Feb 2009?
- Execute Municipal Agreement
- CONCURRENCE??
Next Meeting & Assignment

Public Informational Meeting
Thursday, December 18th, 2008
Location TBD

Working Group Meeting #10
Thursday, January 15th, 2009

Assignments

1. Visit Project Website
   www.nh.gov/dot/projects/pelham14491/index.htm
2. Spread the Word
3. Attend Public Informational Mtg