

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

October 9, 2009

CONFERENCE REPORT

PROJECT: WALPOLE-CHARLESTOWN 14747
Reconstruct NH 12 from Main Street in North Walpole north
approximately 3 miles to NH 12A in South Charlestown

DATE OF CONFERENCE: September 30, 2009

LOCATION OF CONFERENCE: Charlestown Silsby Library / Municipal Building

ATTENDED BY: Project Lead Team

Nate Miller, Upper Valley Lake Sunapee RPC
Michael Dugas, NHDOT Chief of Preliminary Design
C.R. Willeke, NHDOT Preliminary Design Engineer

Project Advisory Committee

Donald Lyford, NHDOT Project Manager
Jon Evans, NHDOT Bureau of Environment
Fred Poisson, Charlestown Citizen Representative & Abutter
William Sullivan, Charlestown Economic Development Authority
Aare Ilves, Charlestown Citizen Representative
Absent Jane Stansbery, Fall Mountain School District (for Debra Livingston)
Jon LeClair, Charlestown Selectboard
Richard Holmes, Charlestown Conservation Commission
Absent Bruce Putnam, Charlestown Business Rep & Highway Advisory Board
Absent Robert Beaudry, Charlestown Business Representative
Albert St. Pierre, Charlestown Citizen Representative
David Edkins, Charlestown Planning and Zoning Administrator
Eric Lutz, UVLSRPC Commissioner (Charlestown)
Absent Keith Weed, Charlestown Highway Superintendent
Absent Ed Smith, Charlestown Police Chief
Sharon Francis, Connecticut River Joint Commissions
Absent J.B. Mack, SWRPC (formerly Tim Garceau)
Absent Christine Walker, UVLSRPC
Absent Patrick Kiniry, North Walpole Village Commissioners
Absent Jim Terrell, Walpole Selectboard Designee
Absent Jeff Miller, Walpole Planning Board
Absent Marcia Galloway, Walpole Conservation Commission
Absent Donald Lennon, Walpole Business Representative and Business Abutter
Absent Ken Alton, TransCanada Corporation
Absent Rick Boucher Jr., New England Central Railroad – Brattleboro VT
Absent Rick Boucher Sr., New England Central Railroad – St. Albans VT

Absent Douglas Ring, Charlestown Planning Board

Citizens & Officials

Jim McClammer, State Representative District #5
Barbara O'Brian, North Walpole Village Commissioner
Ed Hasselmann, North Walpole Fire Chief
Donald & Judy Tacy, Charlestown resident
Jim Fowler, Charlestown Conservation Commission
Neel Patel, SWRPC for J.B. Mack
M. Augustinowicz, Charlestown abutter
Eugene and Mary Augustinowicz, Charlestown abutters
Dominic Saladyga, Charlestown abutter
Jan Lambert, Claremont Compass Newspaper and UVLSPRC Commissioner
Jordan Davis, Claremont Villager Newspaper

SUBJECT: Project Advisory Committee (PAC) Meeting #10 Minutes

NOTES ON CONFERENCE:

On September 30th, 2009 approximately 30 people gathered at the Silsby Library in Charlestown for a meeting facilitated by the New Hampshire Department of Transportation (NHDOT) and the Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC). The intent of the meeting was to:

- Present preliminary design option's: #322 & #323, and Component #322A
- Screen alternatives using the screening criteria developed by the PAC

Introduction

Donald Lyford, project manager for the NHDOT, welcomed everyone and asked the participants to introduce themselves. After audience introductions and a review of the agenda, Don turned the meeting over to C.R. Willeke to discuss the design of the "hybrid" alternatives.

Alternatives: #322 and #323 and Component #322A

C.R. described the hybrid alternatives in relation to the 3 major sections of the project:

- The southern segment,
- The middle segment, and
- The northern segment

The naming convention for the hybrid alternatives relates to the options used in each segment. The first number "3" is for the southern segment which utilizes an alignment similar to previous option #3 that proposes to relocate the railroad tracks easterly to make room for the roadway improvements. The second number "2" is for the middle segment

and utilizes an alignment similar to previous option #2 that impacts the Meany's Cove area to make room for the roadway improvements. The third number is for the northern segment and can be either a "2" (from option #2 impact the river) or a "3" (from option #3, move the tracks) depending on the option being proposed. Both proposed hybrid alternatives (#322 and #323) are the same in the southern and middle segments.

C.R. noted that the alignment in the southern segment has been shifted slightly more east and lowered from the previous meeting in the area of stations 5009+00 to 5015+00, as well as, stations 5026+00 to 5034+00 to provide an acceptable factor of safety against potential slope failures along the bank of the Connecticut River.

In the middle segment, C.R. mentioned that the alignment has been shifted approximately 4 feet easterly from the previous meeting to minimize impacts to Meany's cove. The shift east compromises the proposed ditch section to the east of the highway and utilizes the existing slope going up to the railroad tracks as the proposed back slope for the ditch. Constructing a retaining wall along the railroad slope to allow further shifting to the east is not practical or cost effective due to the active railroad operation and the ledge conditions present. Based on the currently proposed alignment in the middle segment, impacts to Meany's Cove have been minimized, however some impacts to the cove area are unavoidable. C.R. noted that the typical section for the middle segment illustrates a 1.5:1 stone slope along Meany's Cove, as this is a standard NHDOT slope treatment. However, other slope treatments may be possible such as the treatment used at the Fort at #4.

In the northern segment, C.R. discussed the two options being proposed. Option #322 impacts the Connecticut River in the northern segment to make room for the highway improvements. Option #323 shifts the railroad easterly in the northern segment and impacts the large wetland area from approximate station 8102+50 to 8108+00. Option #323 allows for a wider (12-4) typical section under the NH 12A bridge because there is room available to shift the railroad tracks without interfering with the easterly NH 12A bridge pier. Option #322 is constrained by the NH 12A westerly bridge pier and limits the available width for improvements. Proposed option #322 has approximately 29 feet of width available for pavement including lanes and shoulders underneath the NH 12A overpass. This is approximately 3 feet less available width than proposed option 323. If divided evenly, 29 feet of available width would allow for approximately (2) 12-foot travel lanes and (2) 2.5-foot shoulders. Other alternatives for lane and shoulder width under the NH 12A bridge include narrowing the travel lanes to 11 feet wide and / or creating one wider shoulder of approximately 4 feet and one narrower shoulder of approximately 2 feet.

Component #322A is designed to relocate NH 12 to avoid going under the NH 12A overpass bridge. This proposed component utilizes the very northern segment of option #4 that realigns NH 12 and connects to NH 12A west of the overpass bridge. However, rather than continuing NH 12 onto the overpass bridge, the alignment would stay west of the bridge and create an elevated 3-way intersection with NH 12A. C.R. then turned the meeting over to Nate Miller to lead the screening process for each alternative.

Alternative Screening

Nate Miller reminded the PAC that Alternative #1 – Do Nothing was previously screened at the July 22nd meeting and deemed unreasonable. Nate asked if there were any questions about the screening process or screening criteria then began the screening process with the PAC. The screening criteria questions were projected onto the wall for the PAC to view and discuss. Michael Dugas recorded the results electronically as the PAC answered the screening criteria questions for the various alternatives being discussed.

The following alternatives were screened and determined Reasonable or Unreasonable by the PAC members:

- Alternative #1 – Do Nothing (Unreasonable) (Previous PAC Meeting)
- Alternative #2 – Railroad as Control (Unreasonable)
- Alternative #3 – River as Control (Reasonable)
- Alternative #4A – Other Side of the Tracks (Unreasonable)
- Alternative #4B - Hillside Option (Unreasonable)
- Alternative #4C - Hillside Option with a reconnection to Church Street (Unreasonable)

The individual screening sheets for each alternative will be posted on the project's web site at: <http://www.nh.gov/dot/projects/walpole14747/index.htm>

The remaining alternatives will be screened during the next meeting scheduled for: Wednesday October 14, 2009 from 6:30 pm to 8:30 pm at the Charlestown Silsby Library

Submitted by,

C.R. Willeke, P.E.
Preliminary Design Engineer
NH Department of Transportation

cc D. Lyford
M. Dugas
J. Evans
W. Cass
D. Graham
W. Lambert
Nate Miller – UVLSRPC
J.B. Mack – SWRPC
PAC Members