Walpole - Charlestown

NH 12 Improvement Project

Public Hearing
July 29, 2010

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LCHIP
Investing in New Hampshire's Heritage

www.nh.gov/dot/projects/walpole14747

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Tonight's Agenda

- Welcome and Introductions
- CSS Approach & Alternatives Considered (Nate)
- Environmental Review Process (Jon)
- Right of Way Process (Victoria)
- LCHIP Process (Deborah)
- Existing Conditions & Proposed Design (C.R.)
- Schedule, Funding, and Next Steps (Don)
- Solicit Public Input (Comments & Questions)

Project Overview

(Nate Miller – Regional Planning Commission)

Project Area:

Main Street in North Walpole to NH 12A in South Charlestown (Approx 3 Miles)

Project Description:

- Reconstruct roadway
- Add shoulders, and
- Upgrade drainage

Concerns:

- Proximity to the Railroad
- Proximity to the River
- River Slope Stability
- Regional Importance of NH 12

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Context Sensitive Solutions (CSS)

“ A collaborative interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.”

Key Principles of CSS:

- Consensus-Based (Can Everyone Live with the Solution?)
- Effective Community Outreach and Stakeholder Involvement
- Sound Engineering and Design

CSS Defined

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The Project Advisory Committee

Charlestown Selectboard
Charlestown Planning Board
Charlestown Conservation Commission
Charlestown Economic Development Authority
Charlestown Businesses
Charlestown Town Officials
Connecticut River Joint Commissions
Fall Mountain Regional School District
New England Central Railroad
New Hampshire Dept. of Transportation
North Walpole Village Commissioners
North Walpole Business
Southwest RPC
TransCanada Corporation
Walpole Planning Board
Walpole Selectboard
Upper Valley Lake Sunapee RPC
Walpole Conservation Commission
Walpole Town Officials
Other Citizens and Abutters

Roles of the Project Advisory Committee:

- Act as a Liaison between the Communities and NHDOT
- Provide Guidance for the Design Team
- Recommend a Preferred Alternative for Implementation

CSS Steps

WE ARE HERE

Public Hearing

Preferred Alternative — January 2010

Screen Alternatives — October 2009

Brainstorm Alternatives — September 08 thru September 09

Screening Criteria — Initial June 11, 2008, Revised July 22, 2009

Vision Statement — April 9, 2008

Problem Statement — March 12, 2008

Public Workshop — December 12, 2007

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Problem Statement

“Route 12, the only highway between North Walpole and Charlestown, is too narrow, without shoulders and adequate guardrails. The highway's location, squeezed between the Connecticut River and the active New England Central rail line, and the roadway’s aging infrastructure present serious and unique safety concerns. The instability of the bank of the Connecticut River is a serious and immediate safety and environmental concern that threatens the roadway itself and the regional economy. Poor pavement condition and lack of sufficient roadway drainage cause hazardous and unsafe driving conditions. The combination of these factors hinders the ability of vehicles, cyclists, and pedestrians to safely and efficiently travel the corridor, and detracts from residents' ability to access the river and enjoy the scenic beauty of the Connecticut River Valley”.

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Problem Statement - Summary

NH 12 Currently:

- Has Narrow Lanes
- Does not have Adequate Shoulders
- Has Inadequate Guardrails
- Is Squeezed between the Railroad and the River
- Has Aging Infrastructure and Drainage Problems
- Has History of Riverbank Instability
- Hinders Travel for Vehicles, Pedestrians, and Bicyclists,
- Detracts from Access to and Scenic Beauty of the River Valley

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Vision Statement

"The Route 12 corridor will be safe, efficient, attractive, and environmentally sensitive, while adequately serving the needs of the motoring public, bicyclists, pedestrians and commercial traffic including rail service. Route 12 will be a wider road with adequate shoulders, appropriate guardrails, and safe passage for bicyclists and pedestrians, while providing better access and parking to enjoy the river. This project will realistically maximize the limited space available for the various modes of transportation, while preserving and enhancing the scenic qualities of the area for travelers and residents."

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Vision Statement - Summary

NH 12 Should:

- Be Safe, Efficient, Attractive, and Environmentally Sensitive
- Serve the Needs of All Modes of Travel including Rail Service
- Be Wider with Adequate Shoulders and Guardrail
- Have Safe Passage for Bicyclists and Pedestrians
- Have Improved Access To and Parking For the River, and
- Preserve and Enhance the Scenic Qualities of the Area

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Screening Criteria Include Questions on Topics Including:

- Access
- Aesthetics
- Economic Vitality
- Environmental Issues
- Implementation
- Mobility
- Quality of Life
- Safety

Helps the PAC determine if an option is "Reasonable" or "Unreasonable"

Used to systematically rate each option based on 5 choices:

Excellent / Good / Adequate / Poor / Very Poor

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Example Screening Sheet

Alternative Screening Criteria Date Completed:July 22, 2009

Walpole-Charlestown, 14747 NH Route 12 Context Sensitive Solutions

Mobility - Opt #1 - Do Nothing	Very Poor	Poor	Adequate	Good	Excellent
Would the alternative improve the mobility of passenger vehicles between Charlestown and Walpole?	X				
Would the alternative improve the mobility of commercial vehicles between Charlestown and Walpole?	X				
Would the alternative facilitate commercial rail travel along the New England Central Railroad?			X		
Would the alternative improve the mobility of cyclists and pedestrians between Charlestown and Walpole?	X				
Quality of Life - Opt #1 - Do Nothing	**Very Poor**	**Poor**	**Adequate**	**Good**	**Excellent**
Would the alternative enhance the quality of life for those who live, work, and recreate along the Route 12 Corridor in South Charlestown and North Walpole?		X			
Safety - Opt #1 - Do Nothing	**Very Poor**	**Poor**	**Adequate**	**Good**	**Excellent**
Would the alternative improve safety for automobiles traveling Route 12?	X				
Would the alternative improve safety for commercial vehicles traveling Route 12?	X				
Would the alternative improve safety for pedestrians traveling Route 12?	X				
Would the alternative improve safety for bicyclists traveling Route 12?	X				
Would the alternative reduce conflicts between different modes of transportation?	X				

Overall - Opt #1 - Do Nothing	Unreasonable	Reasonable
Would the alternative address the problems identified in the Problem Statement and reflect the long-term vision outlined in the Vision Statement?	X	

Option #1 - Do Nothing

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Initial Alternatives Considered

Option #1 – Do Nothing

Option #2 – Railroad as Control – Impact River

Option #3 – River as Control – Impact Railroad

Option #4 – New Highway east of Railroad

- #4A – The Other side of the Tracks
- #4B – Hillside Alternative
- #4C – Hillside Alternative with Bridge back to Church Street

Option #5 – On Line Option with Geotechnical Measures

Continued next slide……..

Project Segments – Hybrid Options

Three Project Segments:

- Southern Segment (Len-Tex up to Houses)
- Middle Segment (Houses and Cove)
- Northern Segment (River and NH 12A Overpass)

Hybrid Option: 322 (Opt #3 – Opt #2 – Opt #2)
(South – Middle – North)

Hybrid Option: 323 (Opt #3 – Opt #2 – Opt #3)
(South – Middle – North)

Both Hybrid Options are the same in the Southern and Middle Segments

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Summary of Screening Process

Unreasonable Alternatives:

- Option #1 – Do Nothing
- Option #2 – Railroad as Control – Impact River
- Option #4A – The Other side of the Tracks
- Option #4B – Hillside Alternative
- Option #4C – Hillside with Bridge back to Church St
- Option #5 – Online with Geotechnical Measures

Reasonable Alternatives

- Option #3 – River as Control – Impact Railroad
- Option #322 – Hybrid with RR Relocation in South
- *Option #323 – Hybrid with RR Relocation in North and South
- Component A – NH 12 / NH 12A Intersection Reconfiguration

*Project Advisory Committee's Preferred Alternative

Environmental Review

(Jon Evans – NHDOT Bureau of Environment)

www.nh.gov/dot/projects/walpole14747

Right-of-Way Process

(Victoria Chase – NHDOT Bureau of Right-of-Way)

www.nh.gov/dot/projects/walpole14747

LCHIP Interest in Parcel #12

Deborah Turcott Young
Executive Director

Land & Community Heritage
Investment Program
(LCHIP)

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NEW HAMPSHIRE LAND AND COMMUNITY HERITAGE INVESTMENT PROGRAM

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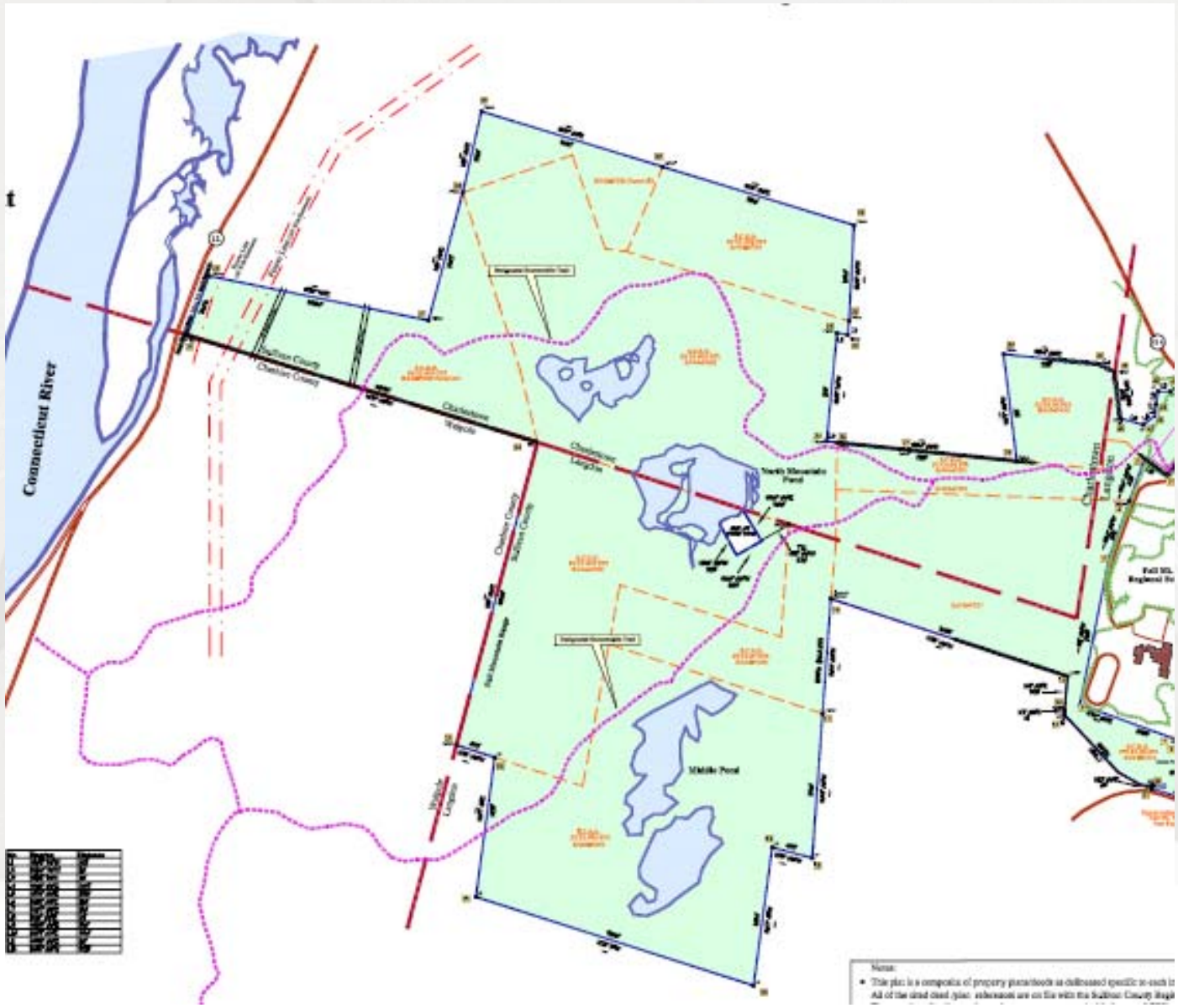
Fall Mountain Tract



Existing Conditions

(C.R. Willeke – NHDOT Design Engineer)

www.nh.gov/dot/projects/walpole14747

Railroad is Close

Guardrail is outdated

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River is Close

Slope Stability Concerns

Active RR and Ledge Outcrops

Narrow Pavement

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Narrow for Bicycles and Pedestrians

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Project Segments

NHDOT Proposed Project – Option 323

(approximately $15-$20 million)

PROS

- Avoids river and instability area in southern segment
- Avoids large cuts and RR relocation in middle segment
- **Avoids river impacts in northern segment**
- **Enables 12-4 typical under NH 12A**

CONS

- Requires RR relocation in southern segment
- Sliver impacts to cove in middle segment
- **Impacts RR and wetlands in northern segment**

***Determined to be "Reasonable" and to be the "Preferred Alternative" by PAC during screening process**

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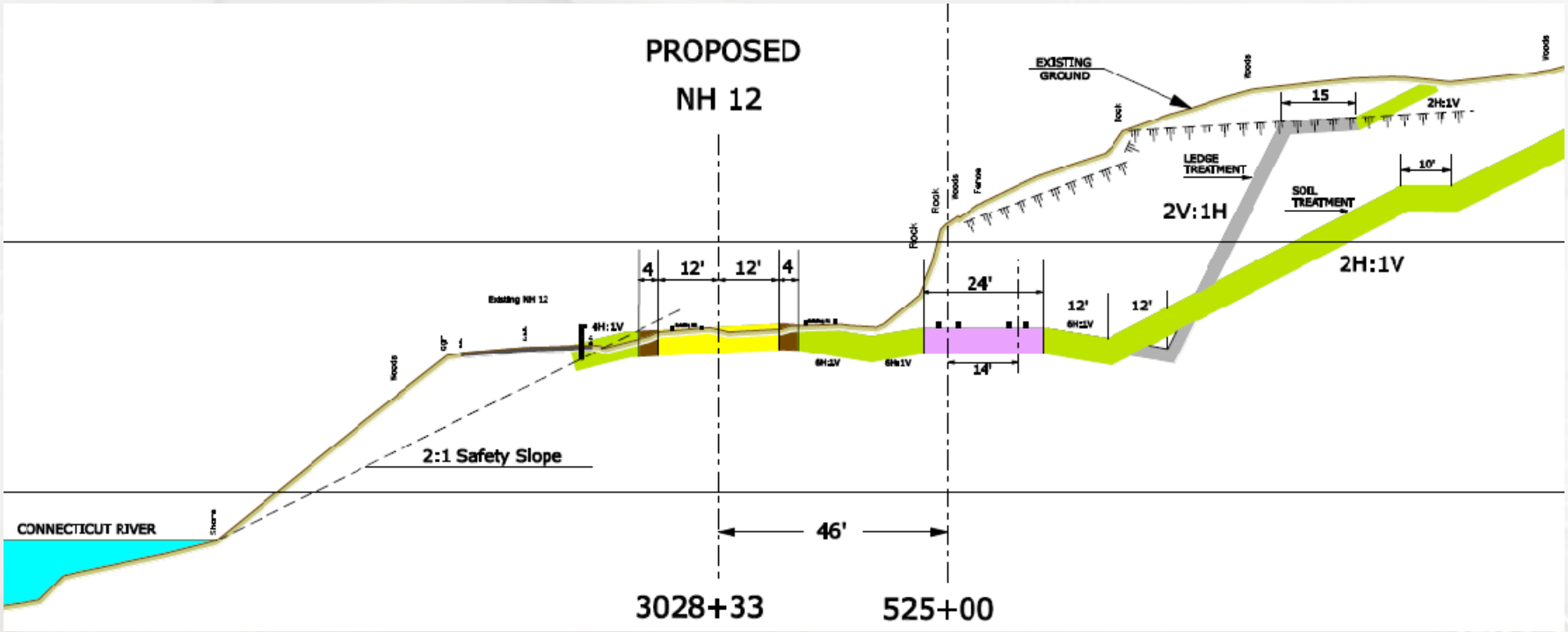
Southern Segment

Southern Segment Typical Section



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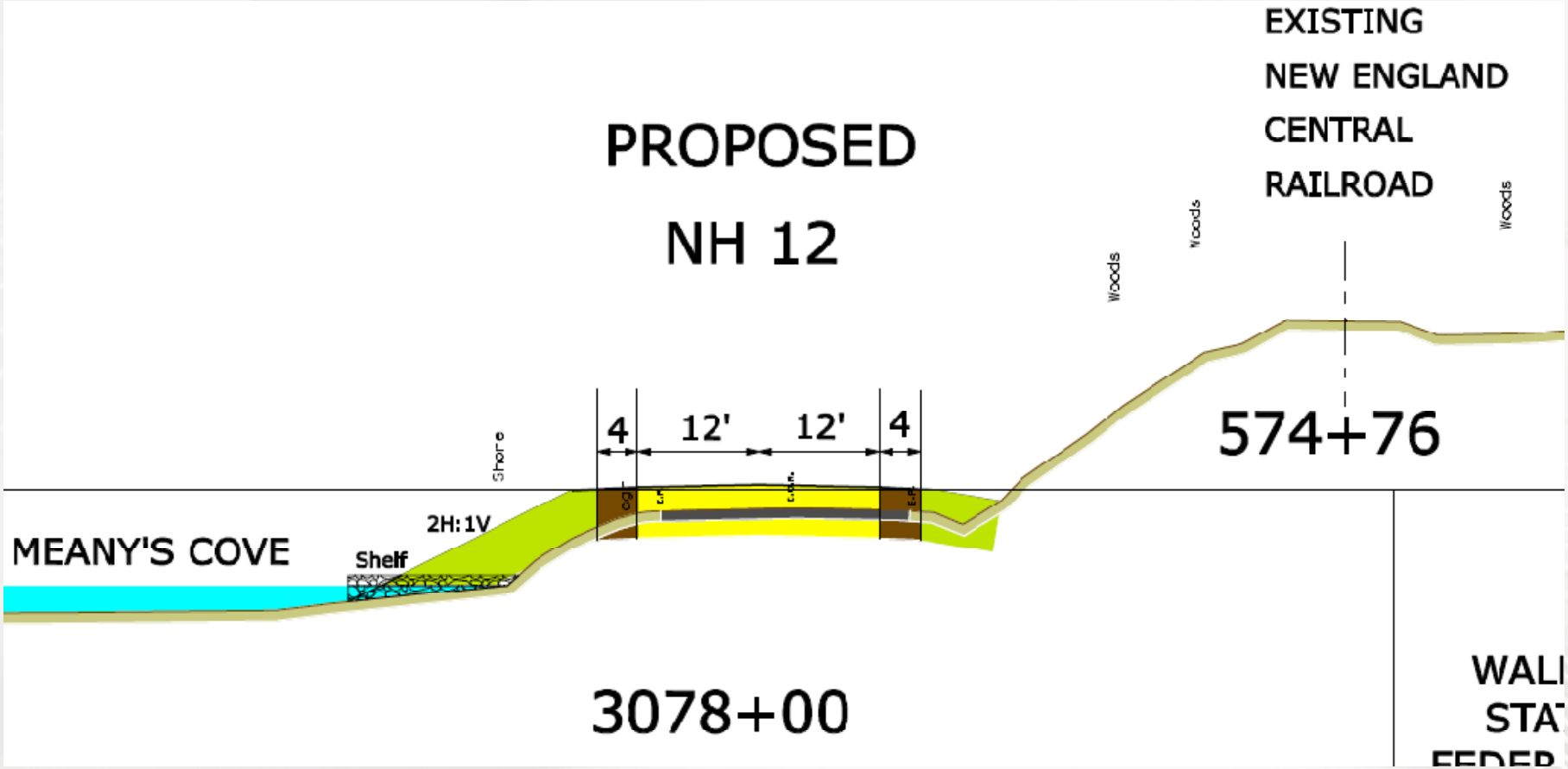
Middle Segment Residential Area

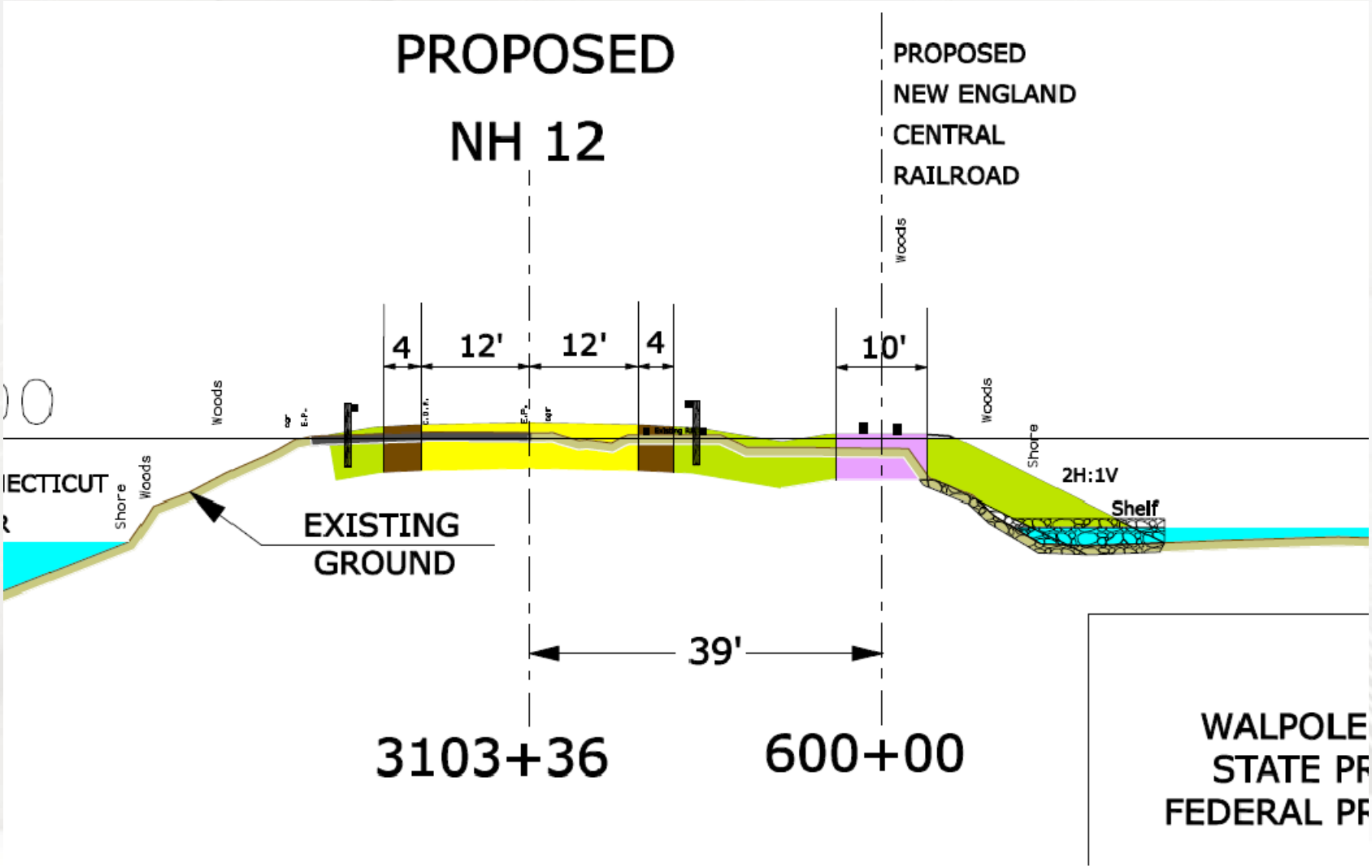
Middle Segment Meany's Cove Area

Middle Segment Typical Section



Northern Segment Wetland

Northern Segment Wetland Typical



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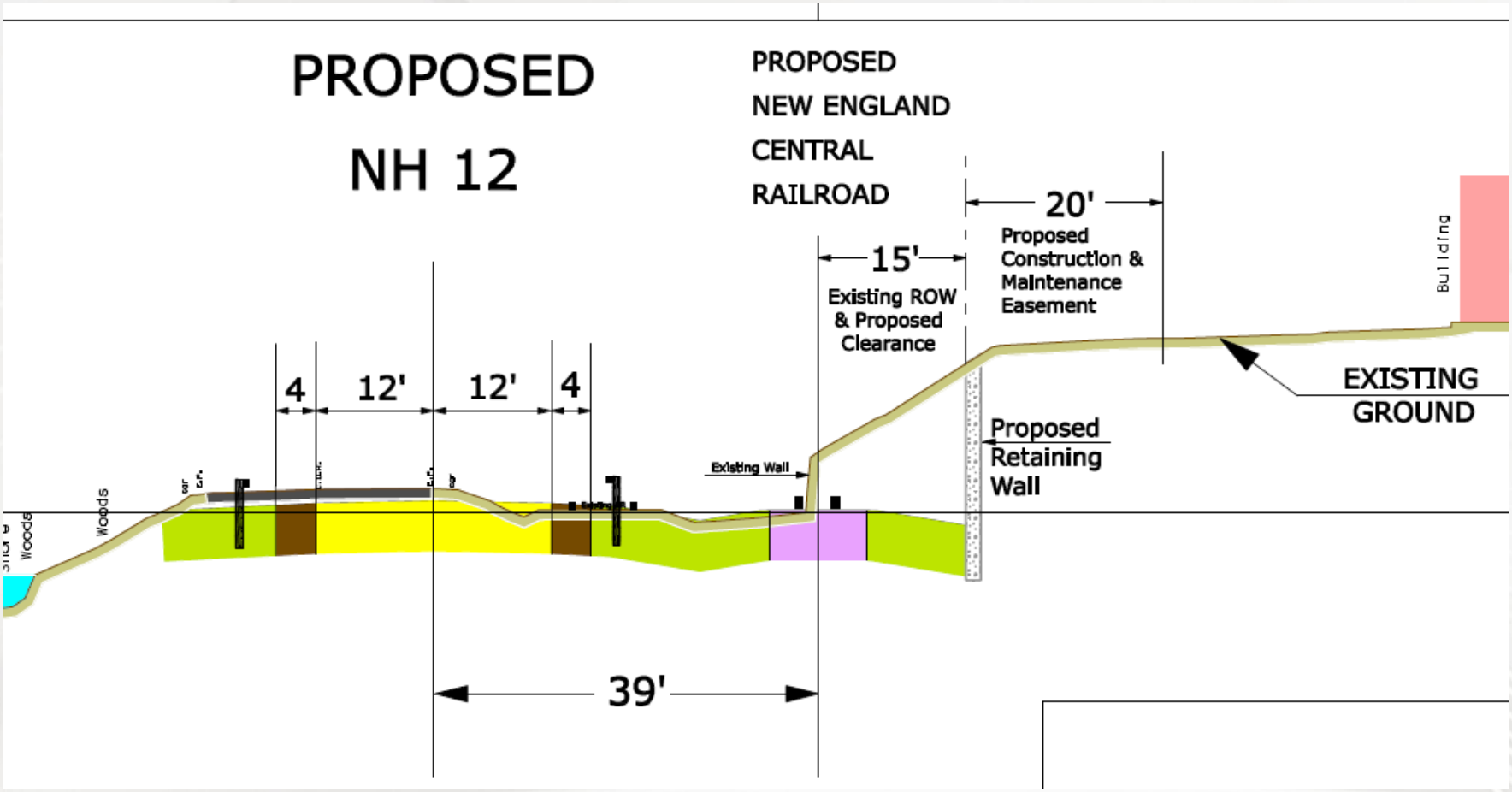
Northern Segment Retaining Wall

Northern Segment Wall Typical



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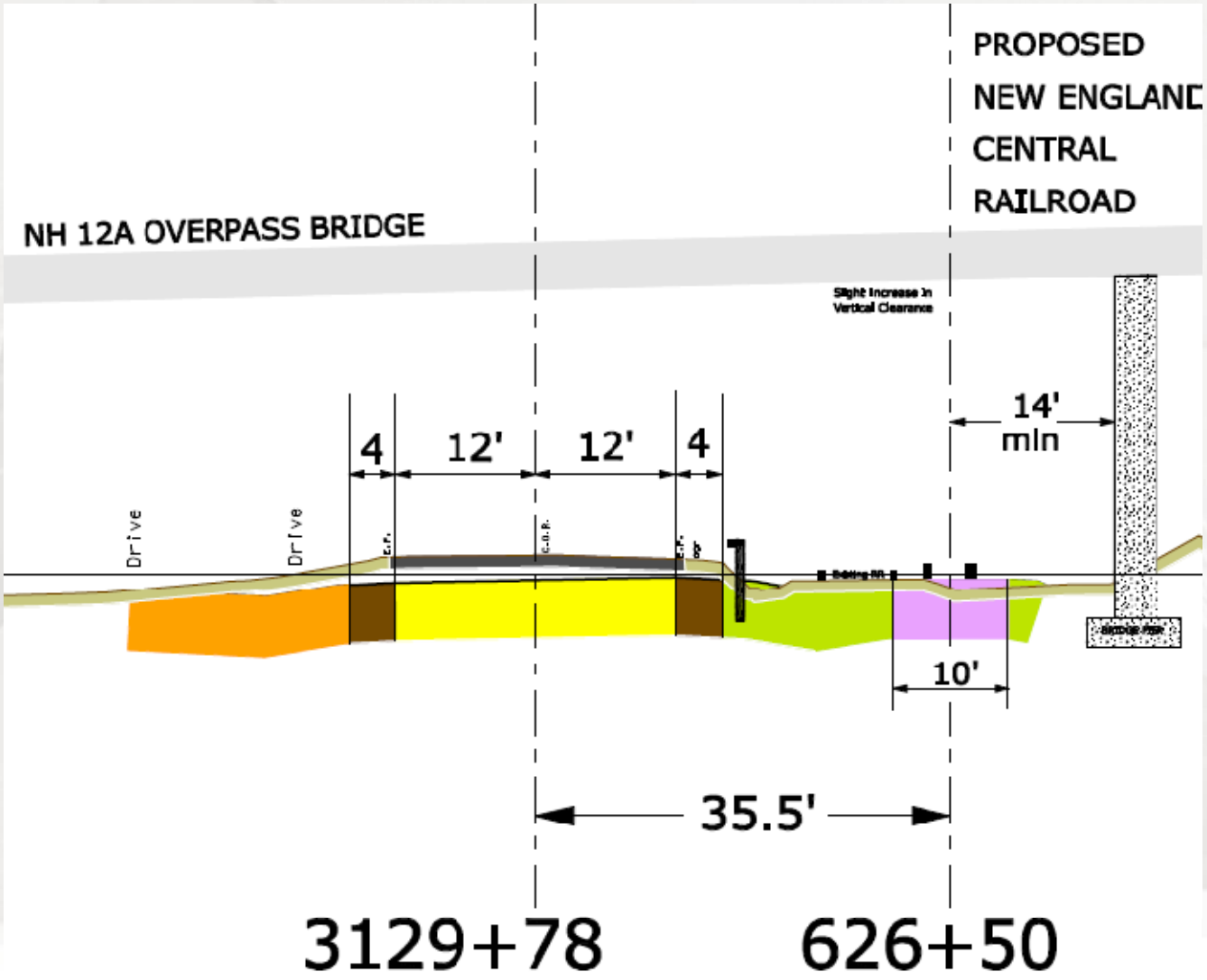
NH 12 A Easterly Bridge Pier

Existing Space Enables Easterly Shift of RR

Northern Segment East Pier Typical



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Refinements to plan presented on January 13, 2010:

- Modified easterly shift of highway in cove area to lessen impacts to homes.
- Added potential drainage easements
- Added potential water quality easements
- Added potential easement for future boat launch by Fish & Game at a later date
- Added pull off areas

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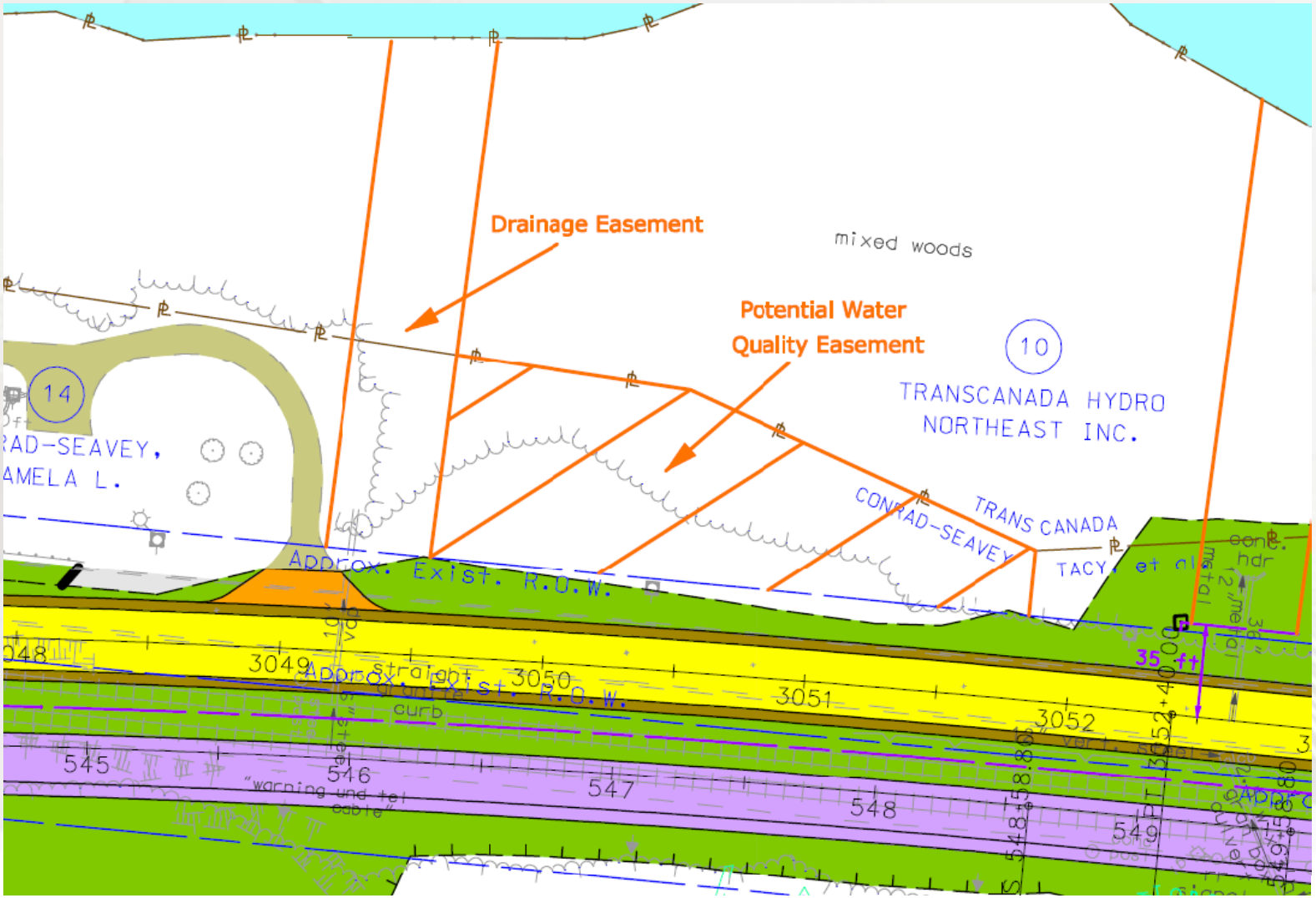
Example Easement Areas



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Next Steps…

(Don Lyford – NHDOT Project Manager)

- **Layout approval required from the Hearing Commission appointed to conduct tonight's public hearing**
- **Design approval required from the Federal Highway Administration (FHWA)**

Target Schedule

Final Design & Right-of-Way (2010-2012)

- Detailed Design and Plan Development
- Right-of-Way Procurement Process
- Application & Receipt of Permits
- Project's Advertisement for Bids

Target Construction Period: 2012 – 2017

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Funding

- Current construction funds available are approximately $13 million
- Project Cost is estimated to be $15 - $20 million
- Break project into segments to utilize available funding
- Seek additional funds during process

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Contract Breakout

- Relocate some or all of the Railroad with the first contract - target date of 2012
- Reconstruct highway segments with remaining funds - target dates of 2013 and 2015

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Thank You

Questions?

Comments?

Concerns?

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End of Slide Show

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Thank You