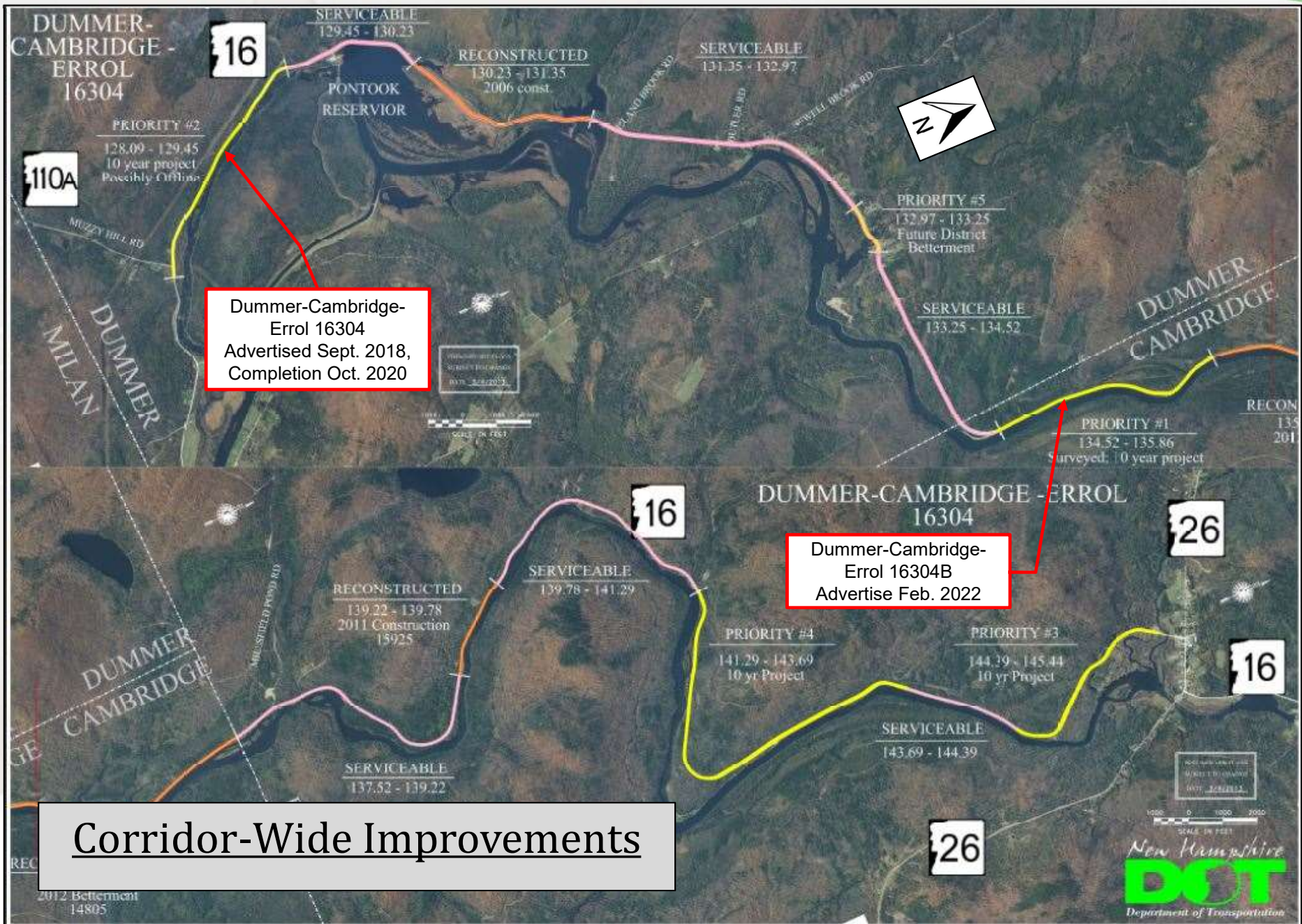




Dummer-Cambridge-Errol 16304B

Pre-Hearing Commission Meeting
July 28, 2020

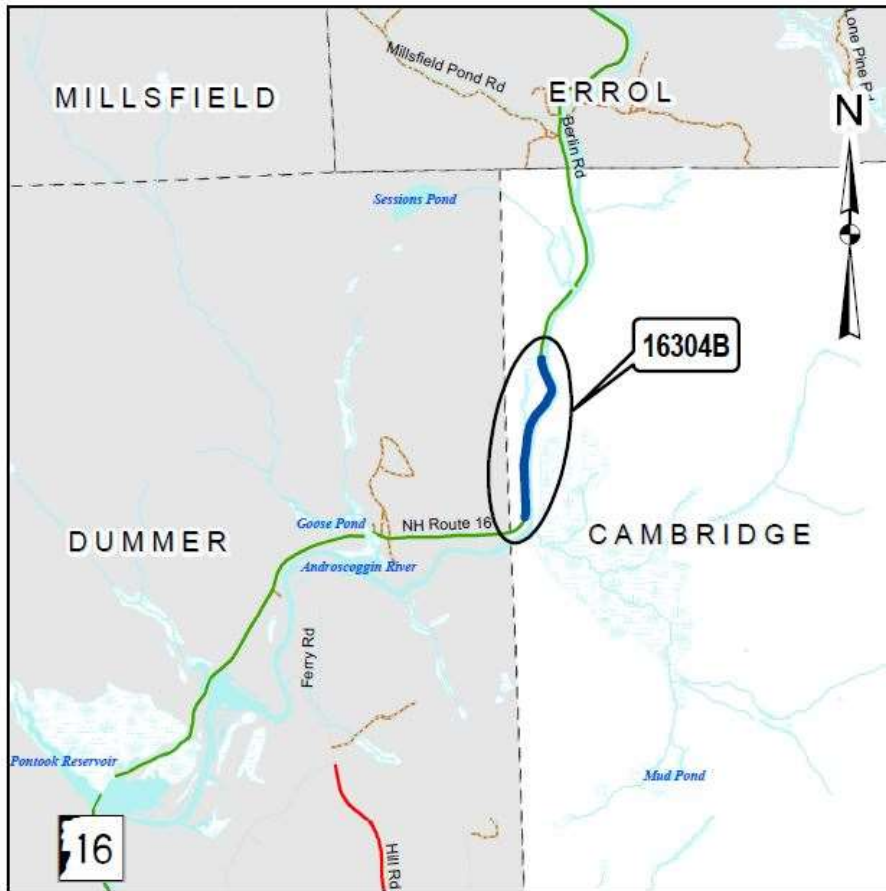


Dummer-Cambridge-Errol 16304
 Advertised Sept. 2018,
 Completion Oct. 2020

Dummer-Cambridge-Errol 16304B
 Advertise Feb. 2022

Corridor-Wide Improvements

DUMMER-CAMBRIDGE-ERROL - ROUTE 16



1 ½ 0 1 2 Miles

LEGEND

- Streams
- Water Bodies
- US Routes
- State Routes
- Interstates
- Local Roads
- Town Boundary

New Hampshire
DOT
Department of Transportation

State #: 16304B
Federal #: X-A004 (699)
LOCATION MAP



NH Route 16

- Purpose and Need: To address the poor condition of the pavement and road base, and provide a sustainable roadway that maintains the connectivity of the corridor, minimizes long term maintenance and risk resulting from the proximity of the River, and preserves the scenic quality of the surrounding area.
- NH Route 16 is one of two major north-south corridors in the North Country. It is a critical economic link: tourism, outdoor recreation, logging, manufacturing, and other economically vital industries rely on NH Route 16 on a daily basis, as do local residents, with most commuting to jobs located to the south in Berlin and Gorham.
- The 2015 North Country Council Regional Transportation Plan identifies NH Route 16 as a regional priority in the Berlin-Gorham socioeconomic center.

Existing Conditions

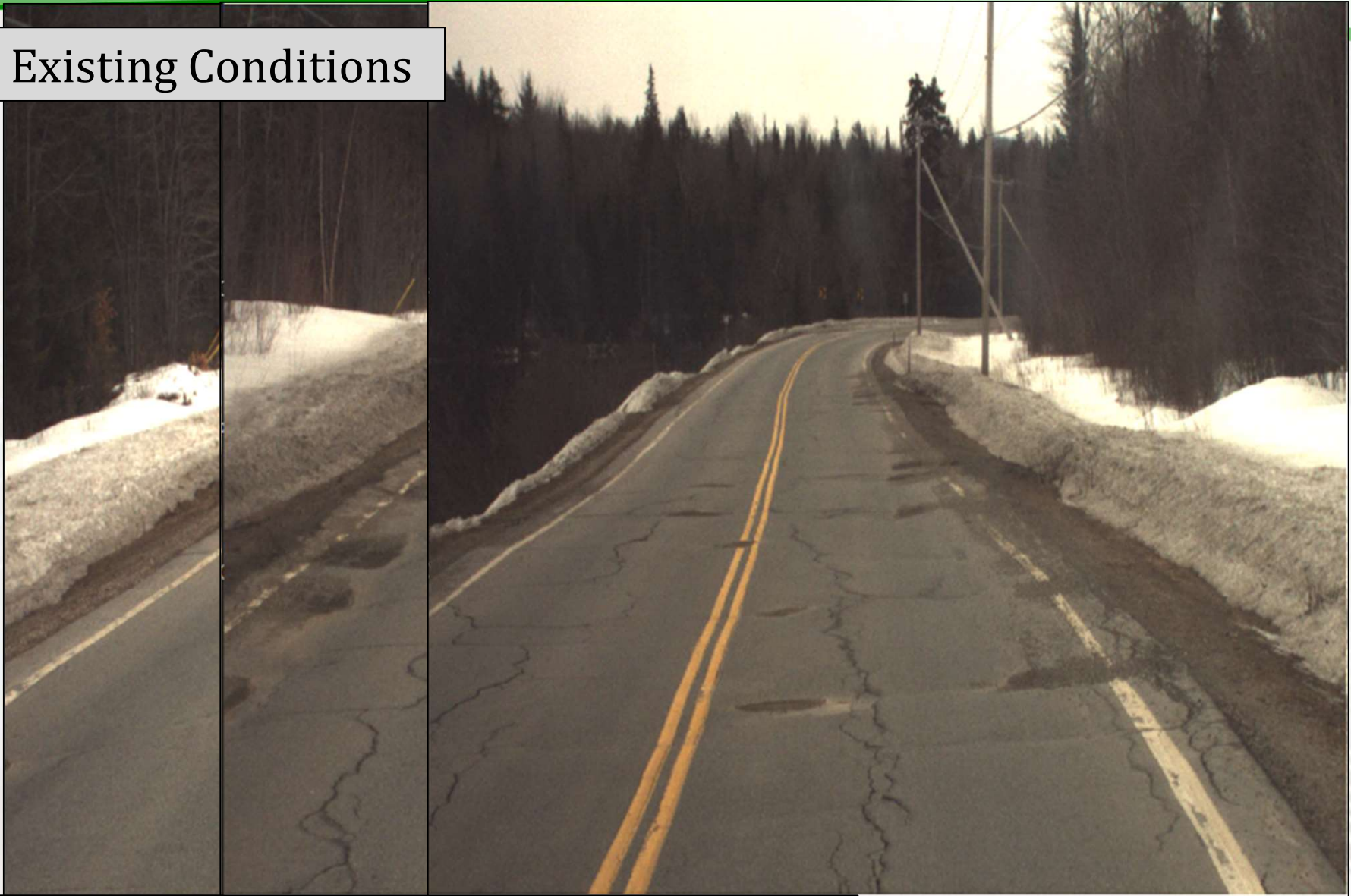


Project Need #1

Pavement is in poor condition. This section of road was never formally constructed and has no structural base. High groundwater and influence of river on road bed leads to severe frost heaving.

Photos from July 2019

Existing Conditions



Project Need #2

Due to the poor condition of road, DOT posts seasonal weight restrictions for approximately 2 months of every year, requiring lengthy detours for trucks.



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Towns, Loggers, Ven

RE: 2019 Spring
NH DOT Distr

Dear Sir or Madam:

This notice is being sent
Maintenance District One
highway system as auth

The seasonal load limit p
weather thaws the frost
significant pavement dan

The DOT District Enginee
determining when roads
removed when the DOT

Vehicles weighing betwe
300 pounds times the su
posted sections of State

Under current State law
trucks carrying sap for m
with written approval of
commercial vehicle while

A list of District One road
last year. The statewide d
at www.newengland511.org.

Please call if you have an

Sincerely,

James McMahon III, P.E.
Assistant District Engineer
District One Highway Maintenance

Dear Sir or Madam:

This notice is being sent to advise you that the New Hampshire Department of Transportation (DOT) Highway Maintenance District One will soon be initiating the seasonal load weight restrictions on sections of the State highway system as authorized under State law RSA 236:3.

The seasonal load limit postings are intended to protect the State's infrastructure in the spring, when warmer weather thaws the frost under the roadway, weakening the road base materials and potentially resulting in significant pavement damage when driven over by heavy vehicles.

The DOT District Engineers are responsible for identifying, evaluating and monitoring the road conditions and determining when roads are to be posted and when the postings may be removed. The load limit restrictions are removed when the DOT determines the highways are once again suitable for heavy vehicle traffic.

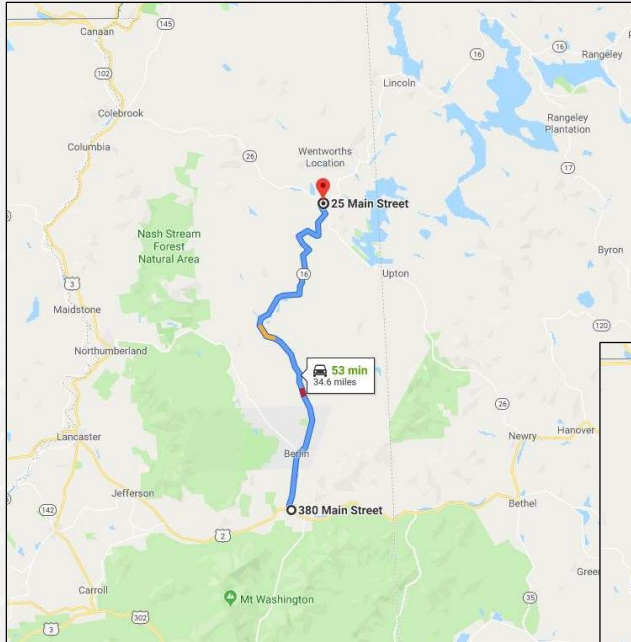
Vehicles weighing between 6 and 15 tons must have a gross weight including load that is limited to the product of 300 pounds times the sum of the inches of the width of all tires. The maximum allowable vehicle weight to use posted sections of State highways is 30,000 pounds (15 tons) gross weight.

Under current State law (RSA 236:3-a), heating fuel delivery vehicles, trucks delivering processed milk products, trucks carrying sap for maple syrup production and septic pumper trucks are exempt from the seasonal postings with written approval of the District Engineers. Exempt vehicles should carry a copy of the exemption letter in the commercial vehicle while travelling on posted roads.

A list of District One roads with seasonal weight restrictions is attached. There have been no changes from the list last year. The statewide online mapping tool that depicts the roads with active restrictions can be found on the Web at www.newengland511.org. The online map will be updated as load limit postings are added or removed.

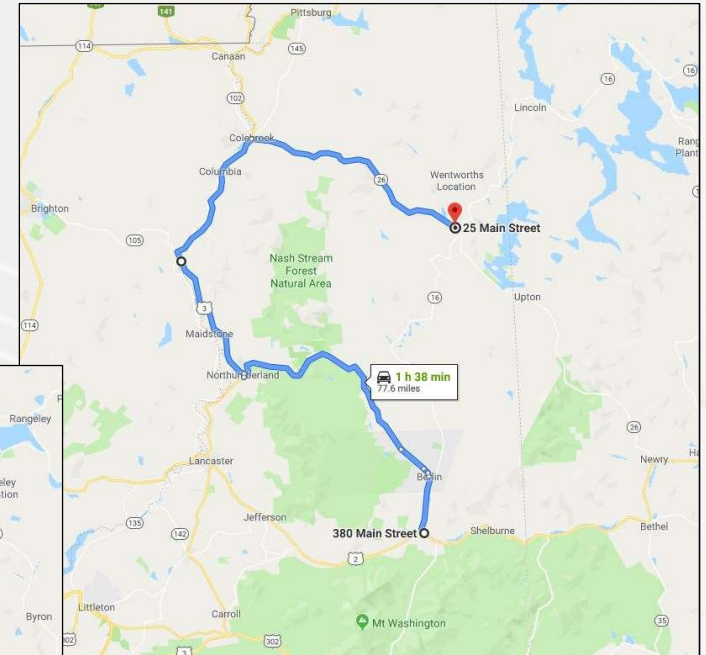
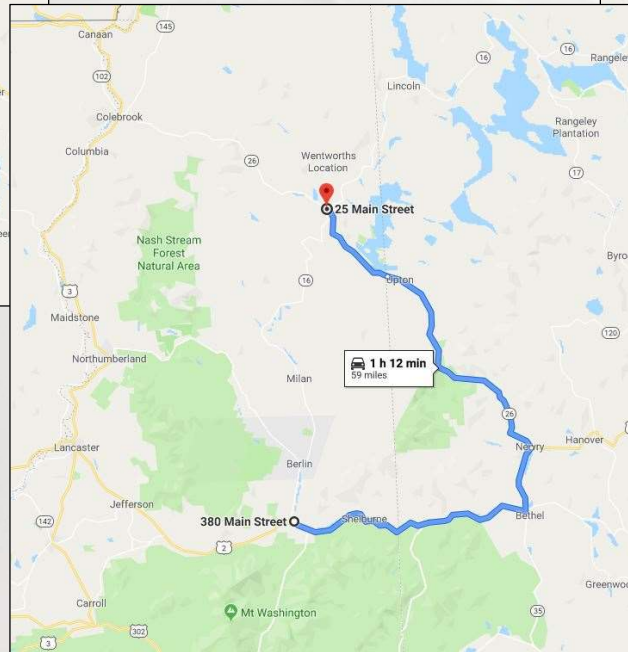


Gorham to Errol Travel w/Alternate Routes



53 min 34.6 miles via ~ NH16

1 h 12 min 59.0 miles via
~ US2 (Maine) - NH26



1 h 38 min 77.6 miles via ~
NH110 - US3 - NH26

Project Need #3

Maintaining NH16 as a safe, reliable, continuous corridor is essential to this region of the State.

Existing Conditions



Project Need #4

Slopes in this area have history of instability. Evidence of slope instability has been observed within project area.

Photos from July 2019

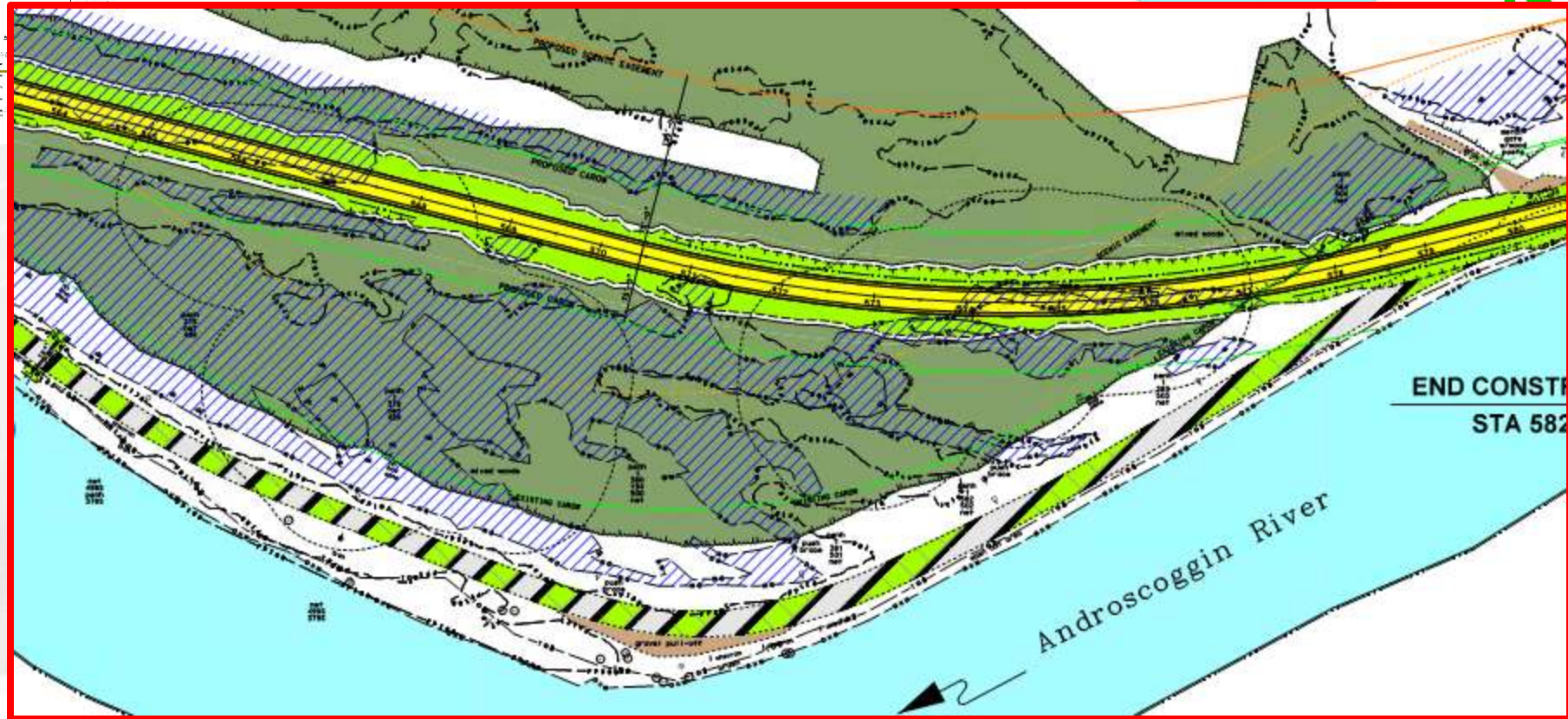
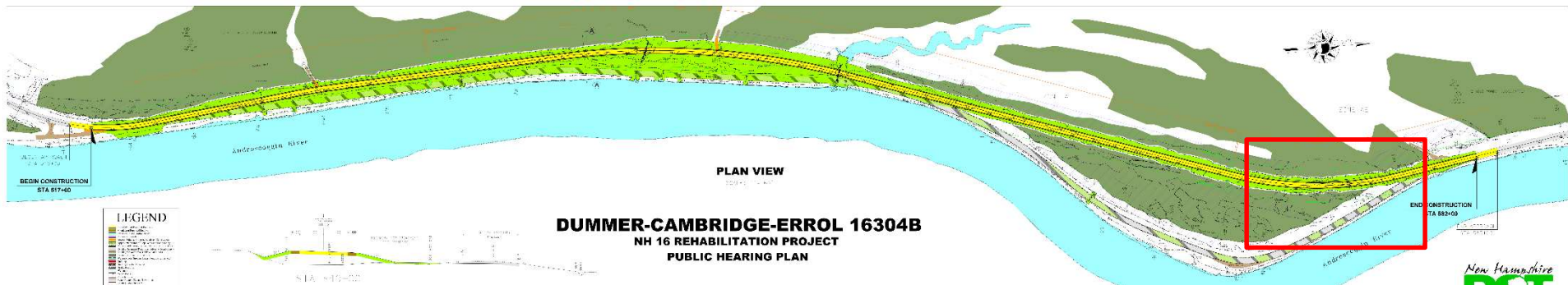


Existing Roadway Characteristics

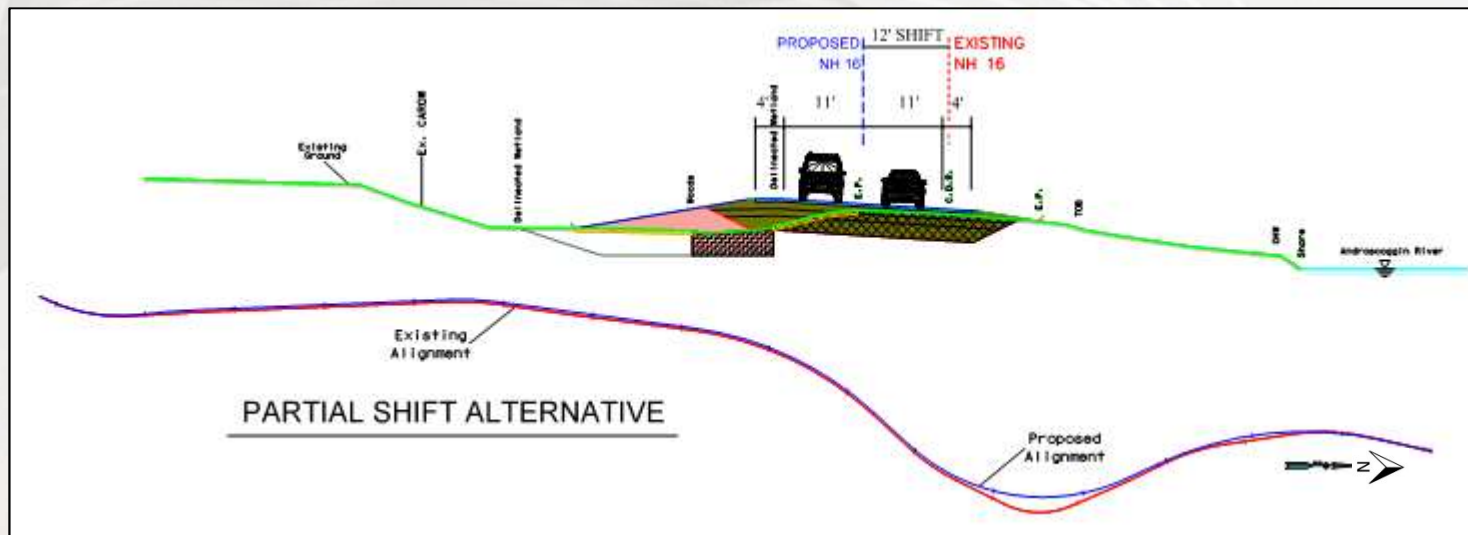
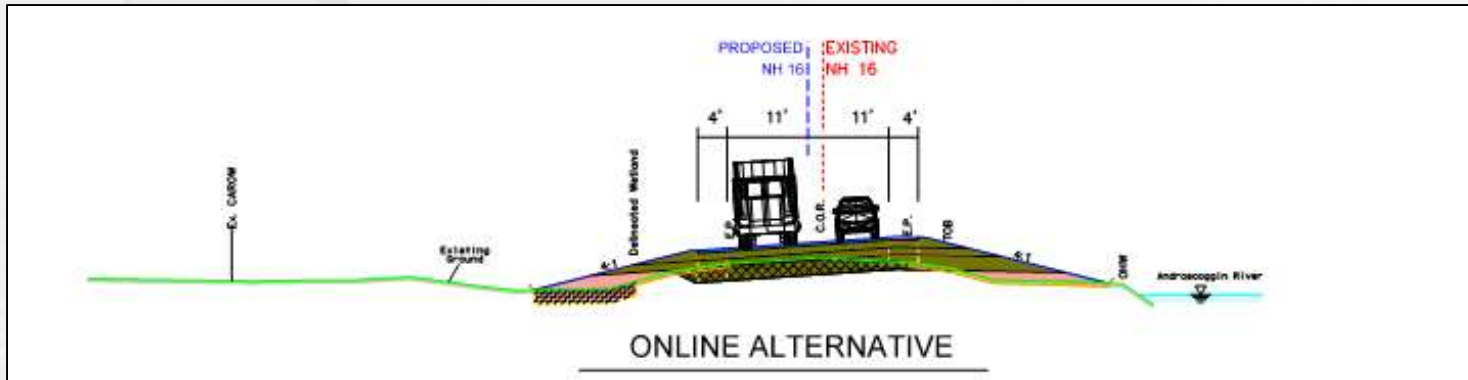
- Minor Rural Arterial (Class I Highway)
- Posted speed: 50mph
- 1,240 ADT (2018) – 14% Trucks
- Current Typical: 11-12' Travel way, 1-2' Shoulders
- Existing CAROW - 75' Offset
- Existing Scenic Easement – 125' from CAROW to the west, and to the edge of the river to the east.

Constraints and Considerations:

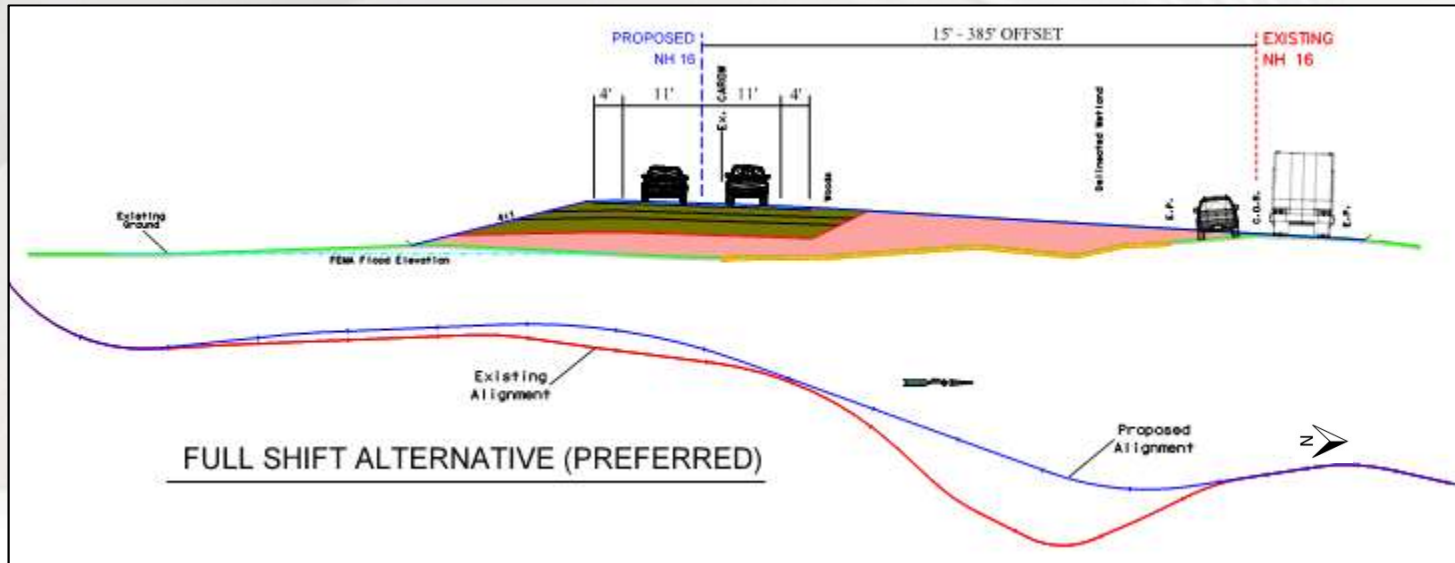
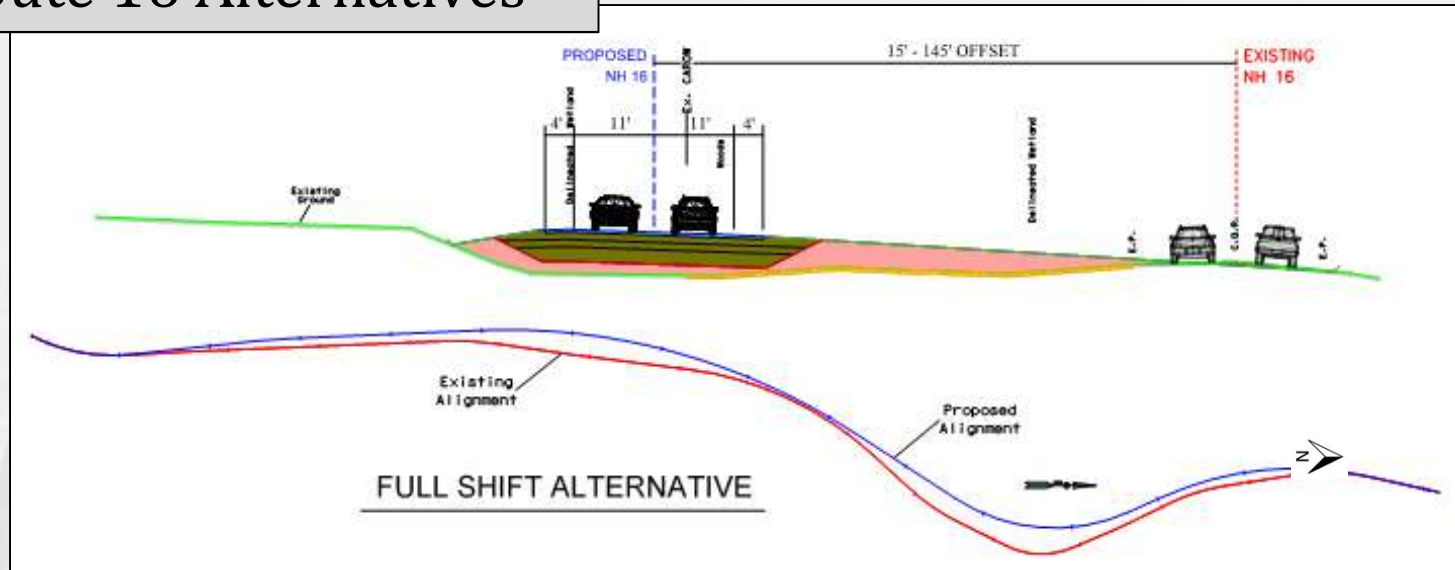
- Spring thaw weight restriction (March – May)
- Proximity to Androscoggin River and other Natural Resources
- Riverbank instability
- Poor soils
- Inadequate shoulder width which affects safety (clear zone intrusion, sight distance), deficient curve radius, multi-modal and emergency access



NH Route 16 Alternatives

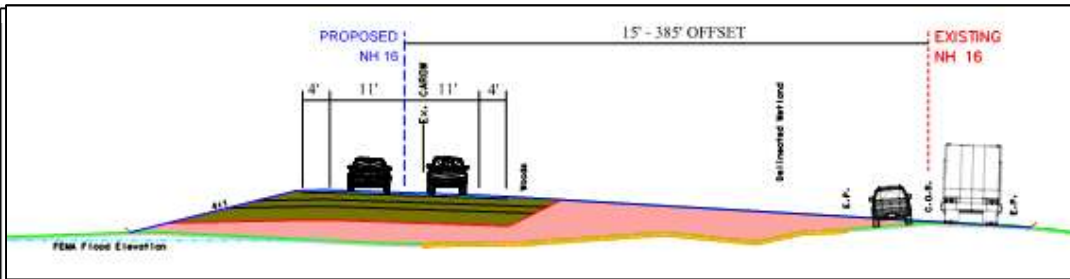


NH Route 16 Alternatives



NH Route 16 Alternatives – Regulatory Summary

REGULATORY AGENCY/PERMIT	ONLINE	PARTIAL SHIFT	FULL SHIFT	FULL SHIFT VARIATION
FEDERAL HIGHWAY ADMINISTRATION - NEPA CONCURRENCE	NOT MET	PARTIALLY MET	FULLY MET	FULLY MET
NHDES WETLANDS BUREAU - STANDARD DREDGE AND FILL PERMIT AND STREAM CROSSING RULES	REQUIRED 1.8 AC	REQUIRED 2.6 AC	REQUIRED 5.8 AC	REQUIRED 5.1 AC
NHDES SHORELAND PERMIT	REQUIRED FOR ALL ALTERNATIVES - NO CONCERNS			
NHDES ALTERATION OF TERRAIN PERMIT	NO TREATMENT POSSIBLE	NO TREATMENT POSSIBLE	FULL TREATMENT	FULL TREATMENT
US ARMY CORPS OF ENGINEERS - INDIVIDUAL PERMIT	NOT REQUIRED	MAY BE REQUIRED	REQUIRED	REQUIRED
NHDES WATER QUALITY CERTIFICATION	NOT REQUIRED	MAY BE REQUIRED - CONDITIONS CANNOT BE ACHIEVED	REQUIREMENTS ACHIEVED	REQUIREMENTS ACHIEVED
US ARMY CORPS OF ENGINEERS - FLOOD STORAGE	REQUIRED 2970 CY NO PLACE TO REMOVE FILL	REQUIRED 2560 CY NO PLACE TO REMOVE FILL	REQUIRED 4450 CY MAY BE DIFFICULT TO ACHIEVE	REQUIRED 1920 CY CAN BE ACHIEVED
FEMA - COMPLIANCE WITH FLOODPLAIN REQUIREMENTS	IMPACTED	IMPACTED	NO IMPACT	NO IMPACT
LCHIP AND FOREST LEGACY APPROVAL	NO IMPACT	NO IMPACT	IMPACTED 9.7 ACRES	IMPACTED 11 to 12 ACRES
EPA - NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM CONSTRUCTION GENERAL PERMIT (NPDES CGP)	REQUIRED FOR ALL ALTERNATIVES - NO CONCERNS			



Attention

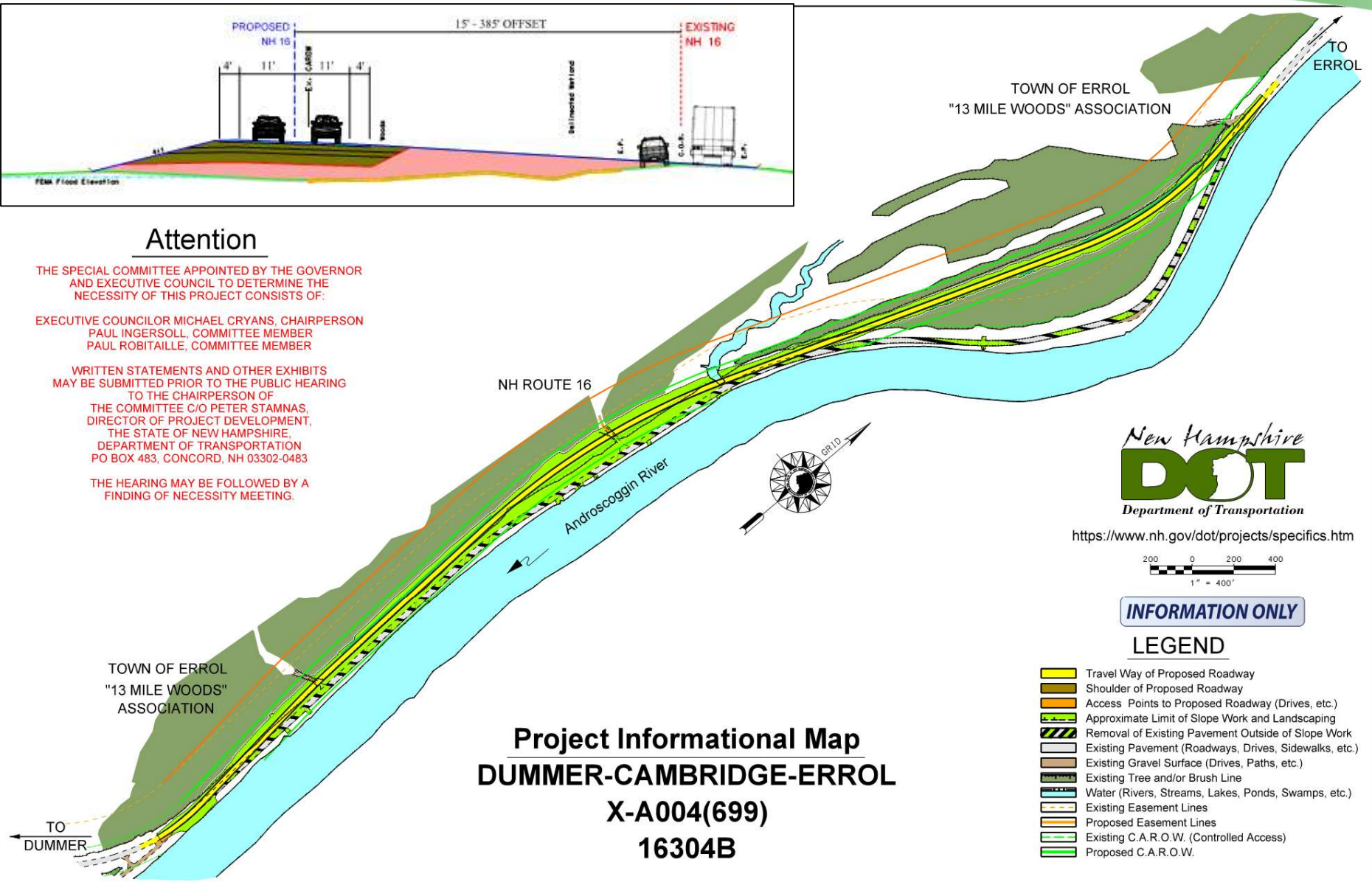
THE SPECIAL COMMITTEE APPOINTED BY THE GOVERNOR AND EXECUTIVE COUNCIL TO DETERMINE THE NECESSITY OF THIS PROJECT CONSISTS OF:

EXECUTIVE COUNCILOR MICHAEL CRYANS, CHAIRPERSON
 PAUL INGERSOLL, COMMITTEE MEMBER
 PAUL ROBAILLE, COMMITTEE MEMBER

WRITTEN STATEMENTS AND OTHER EXHIBITS MAY BE SUBMITTED PRIOR TO THE PUBLIC HEARING TO THE CHAIRPERSON OF

THE COMMITTEE C/O PETER STAMNAS,
 DIRECTOR OF PROJECT DEVELOPMENT,
 THE STATE OF NEW HAMPSHIRE,
 DEPARTMENT OF TRANSPORTATION
 PO BOX 483, CONCORD, NH 03302-0483

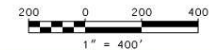
THE HEARING MAY BE FOLLOWED BY A FINDING OF NECESSITY MEETING.



Project Informational Map DUMMER-CAMBRIDGE-ERROL X-A004(699) 16304B



<https://www.nh.gov/dot/projects/specifics.htm>



INFORMATION ONLY

LEGEND

- Travel Way of Proposed Roadway
- Shoulder of Proposed Roadway
- Access Points to Proposed Roadway (Drives, etc.)
- Approximate Limit of Slope Work and Landscaping
- Removal of Existing Pavement Outside of Slope Work
- Existing Pavement (Roadways, Drives, Sidewalks, etc.)
- Existing Gravel Surface (Drives, Paths, etc.)
- Existing Tree and/or Brush Line
- Water (Rivers, Streams, Lakes, Ponds, Swamps, etc.)
- Existing Easement Lines
- Proposed Easement Lines
- Existing C.A.R.O.W. (Controlled Access)
- Proposed C.A.R.O.W.



Stream Crossing Locations



LCHIP/Conservation Coordination

- December 13, 2018 – Initial Meeting to understand requirements and process
- March 25, 2019 – LCHIP Board of Directors Quarterly Meeting – present project and possible impacts
- April 23, 2020 – Conference Call to discuss preferred alternative and process moving forward
- June 5, 2020 – Submission of request to release lands
- June 22, 2020 – LCHIP Board of Directors Quarterly Meeting – preliminary review of request

Project Cost and Schedule

- Public Hearing – August 5, 2020
- LCHIP Board Meeting – August 17, 2020
 - Possible legislative action through June 2021
- Final Design, Permitting and ROW acquisitions – beginning Summer 2021
- Advertising Date – Spring 2022
- Anticipated Completion Date – Fall 2024
 - Estimated Construction Cost \$6.7 Million