

Town of Windham



NH 111 Corridor & Wall St Connector Feasibility Study

**Board of Selectmen
Meeting
April 18, 2011**

Presented By:

- **Cliff Sinnott – Executive Director**

Rockingham Planning Commission

- **Gene McCarthy, P.E. – Project Manager**

McFarland Johnson

Project Website:

www.windhamnewhampshire.com/updated/wallstreet.htm



Agenda

- Welcome/Introduction
- Project Background/History
- Study Approach/Scope
- Project Problem and Vision
- Alternatives Development
- Recommendation
- Village Plans
- Next Steps
- Adjourn

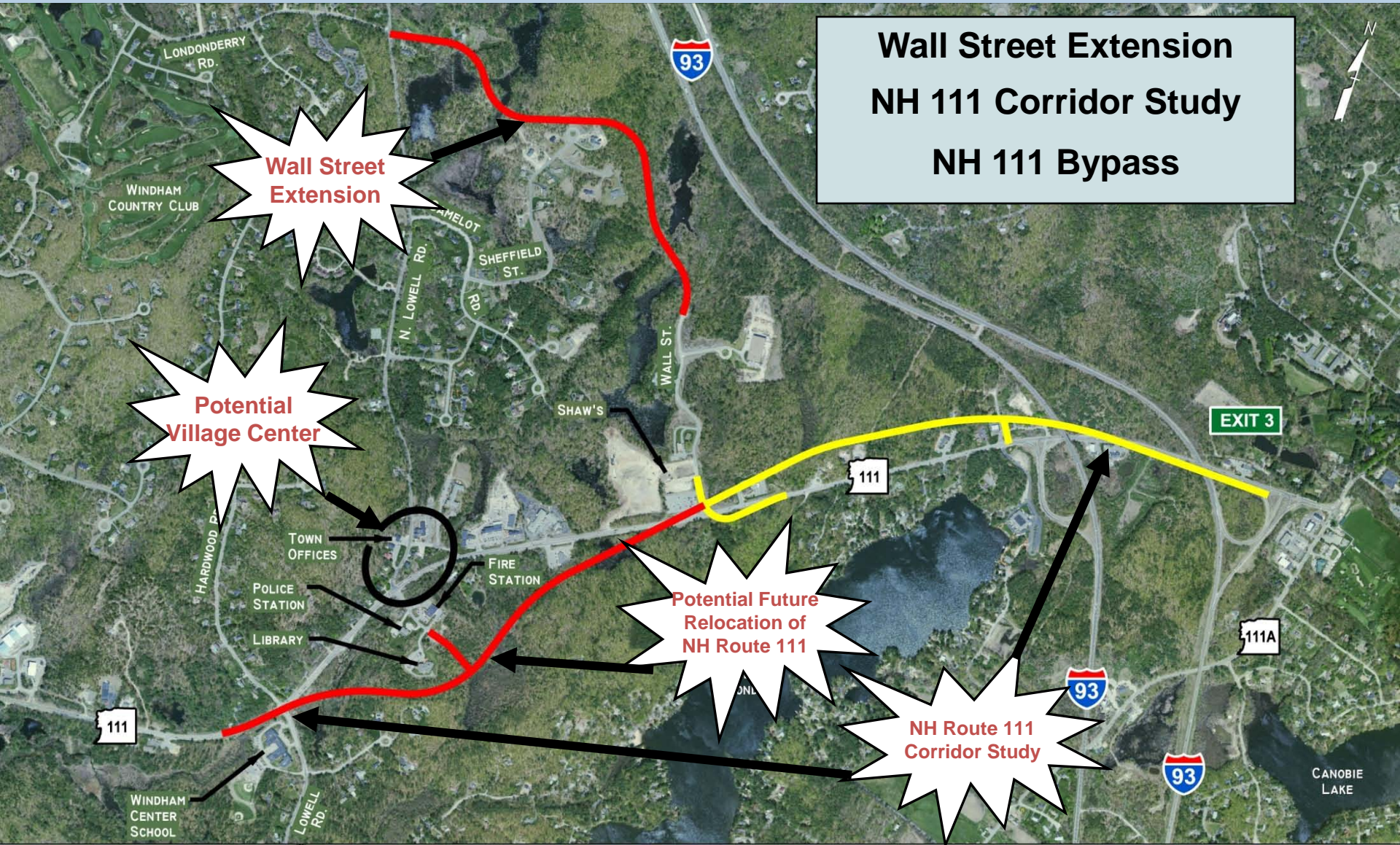


Project Background/History

- I-93 Exit 3 Final Design (2003);
- Final EIS (2004) & Federal Record of Decision (2005)
- Town requests mitigation including Wall Street Extension (to mitigate increased traffic from No. Lowell Road in town center)
- NHDOT Offered to fund extension study, including NH 111 Corridor Study Component



NH 111 Corridor



Wall Street Extension
NH 111 Corridor Study
NH 111 Bypass

Wall Street Extension

Potential Village Center

Potential Future Relocation of NH Route 111

NH Route 111 Corridor Study



Project Advisory Committee

Board of Selectmen, Bruce Breton & Ross McLoud

Planning Board, Sy Wrenn

**Historic District Commission, Kay Normington &
Lorri Kimball (Alternate)**

Town Administrator, David Sullivan

Highway Department, Jack McCartney

Police Department, Chief Gerald Lewis

Fire Department, Chief Tom McPherson

Conservation Commission, Jim Finn

Community At-Large, Bob Winmill & Robert Ashburn

RPC/MPO Commissioner, Lee Maloney

NHDOT, William Rose

SNHPC, Matt Caron


**Project Staff: Cliff Sinnott, RPC; Laura Scott, Windham Community Development;
Gene McCarthy, McFarland-Johnson**


Study Purpose and Scope

- Feasibility Study
 - Is a Wall St. extension feasible and practicable?
 - Is a town center bypass feasible and practicable?
- Conceptual Planning Study
 - Determine future configuration of NH 111
 - Determine how to implement Village Vision
 - To set a future course for the corridor that best accommodates State & Town needs
- Will not, by itself, result in construction

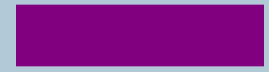


Public Kickoff Meeting
Nov. 5, 2009


Problem Statement


Vision Statement


Public Meeting
Sept. 28, 2010

Develop Alternatives


Officials Meeting
Jan. 24, 2011

Evaluate Alternatives


Public Meeting
Feb. 23, 2011

Make Short and Long Term Recommendations


Selectmen Meeting
April 18, 2011

Study Steps



Problem Statement

The Town of Windham, NH, lacks a vibrant town center. While zoning has been put in place to create a town center with a variety of civic, commercial and residential uses, as well as community gathering spaces, the high volume of traffic on local roads and on the state highway that bisects the town center have impeded its development. Improvements to Interstate 93 will further increase this traffic and prevent the desired development. Additional obstacles to success include a lack of connectivity between existing commercial uses, the lack of public water and sewer, natural resource constraints, lack of public transportation, the high volume of truck traffic, and the trend towards vehicle dependency.



Vision Statement

The historic town center of Windham, NH will become a vibrant village center with an improved NH 111 corridor that serves multiple modes of travel more safely and efficiently in an aesthetically pleasing form. Community gathering spaces, new retail and civic destinations, and a range of housing options, will enhance the quality of life and sense of community for residents and will attract visitors from around the region. Planning and development will be sensitive to the environment, to adjacent historic districts, and to residential neighborhoods while improving connectivity between existing and new development.



Alternatives Development

- No Build
- Wall Street Extension
- NH 111 Bypass
- NH 111 In-Corridor Improvements





No Build

- No Improvements
- “Do Nothing” Alternative

Notes

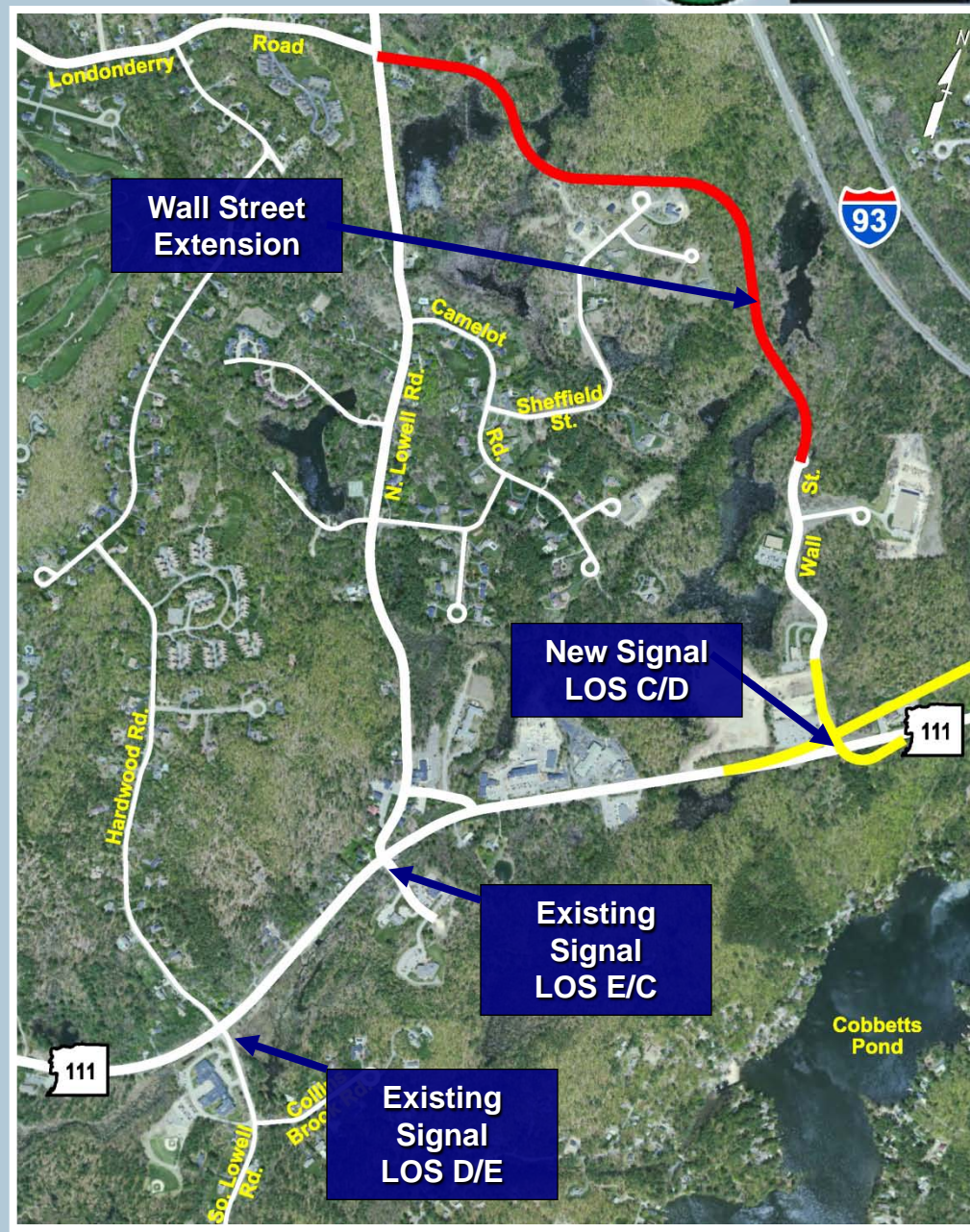
- 2035 Peak Hour Volumes
- Volumes based on Expected Growth In Windham
- LOS AM/PM

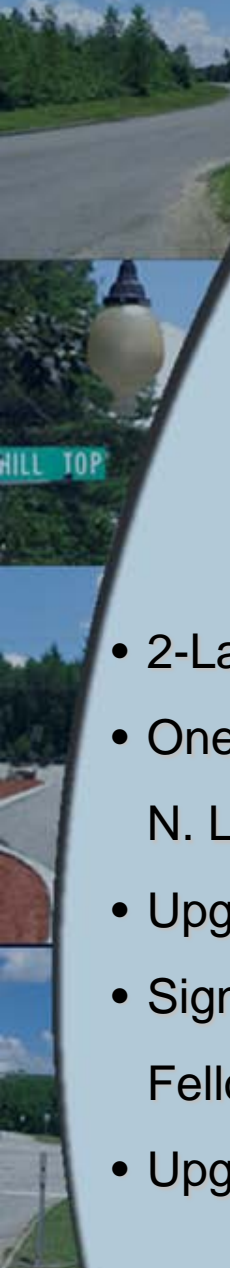




Wall Street Extension Alternative

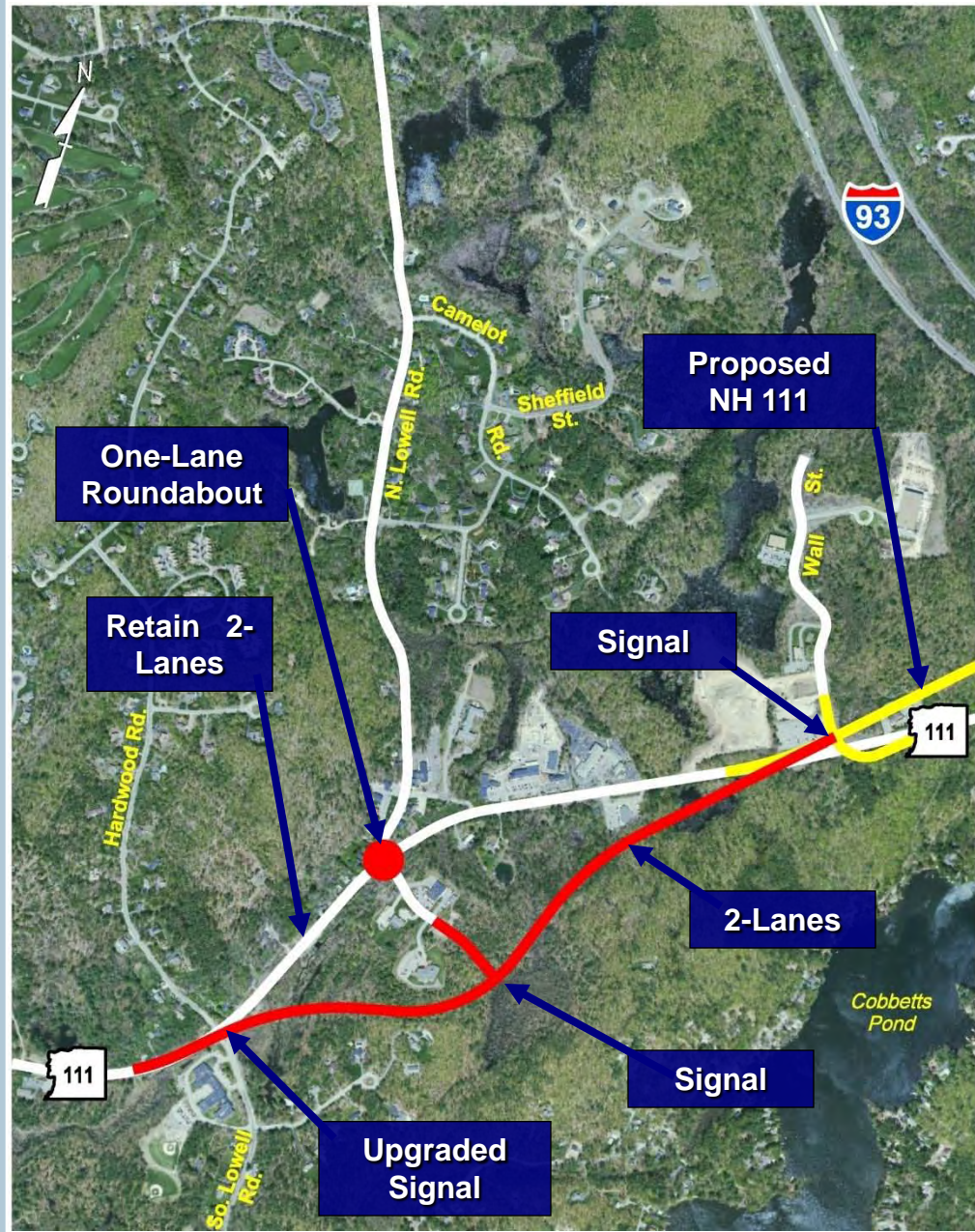
- No Improvements to NH 111
- Includes Improvements to I-93
- Extends Wall Street to North Lowell Road/Londonderry Road
- Total Cost approximately \$6.0M to \$6.5M (Includes Construction, Engineering & Acquisitions)





NH 111 Bypass Alternative

- 2-Lanes on NH 111
- One-Lane Roundabout at Existing N. Lowell Rd
- Upgraded Signal at S. Lowell Rd
- Signal at New NH 1111 and Fellows Rd
- Upgraded Signal at Wall St

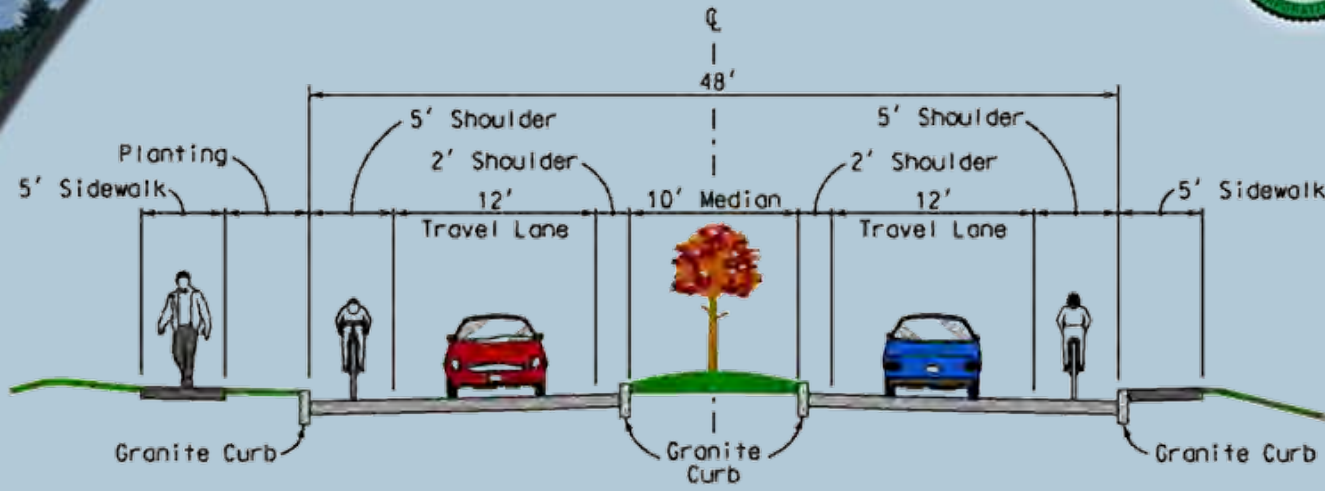




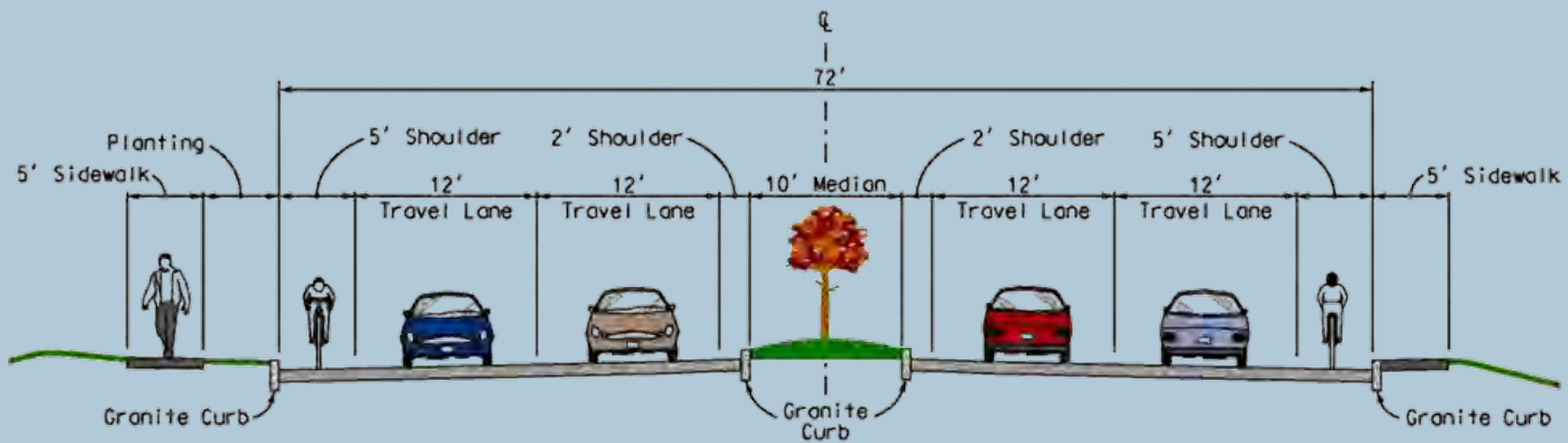
NH 111 In-Corridor Improvements

- Design Speed
- Lane Configuration (2 vs. 4 lanes)
- Upgraded Signals
- Roundabouts
- Sidewalks
- Bike Lanes





2 Lane Divided Section

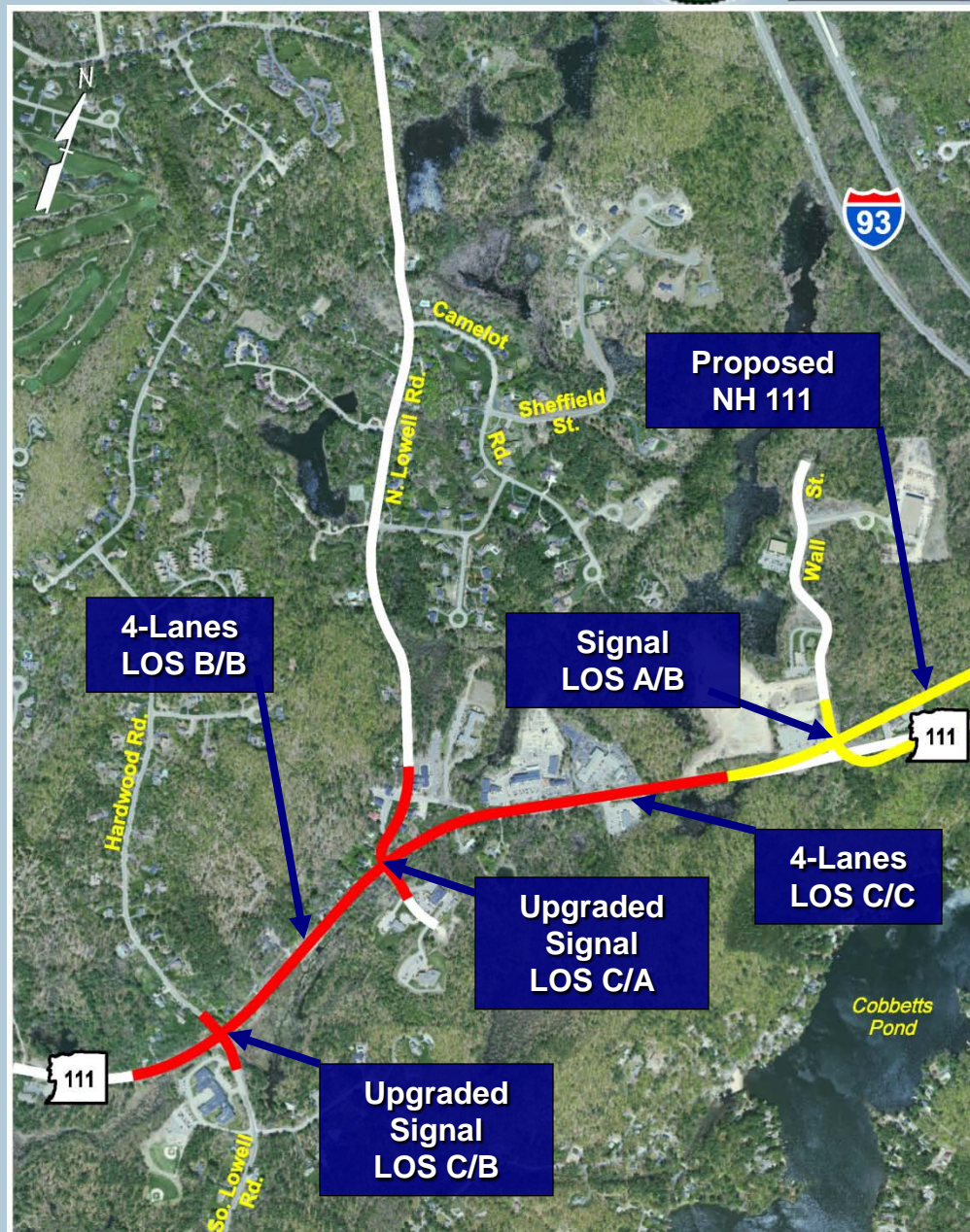


4 Lane Divided Section



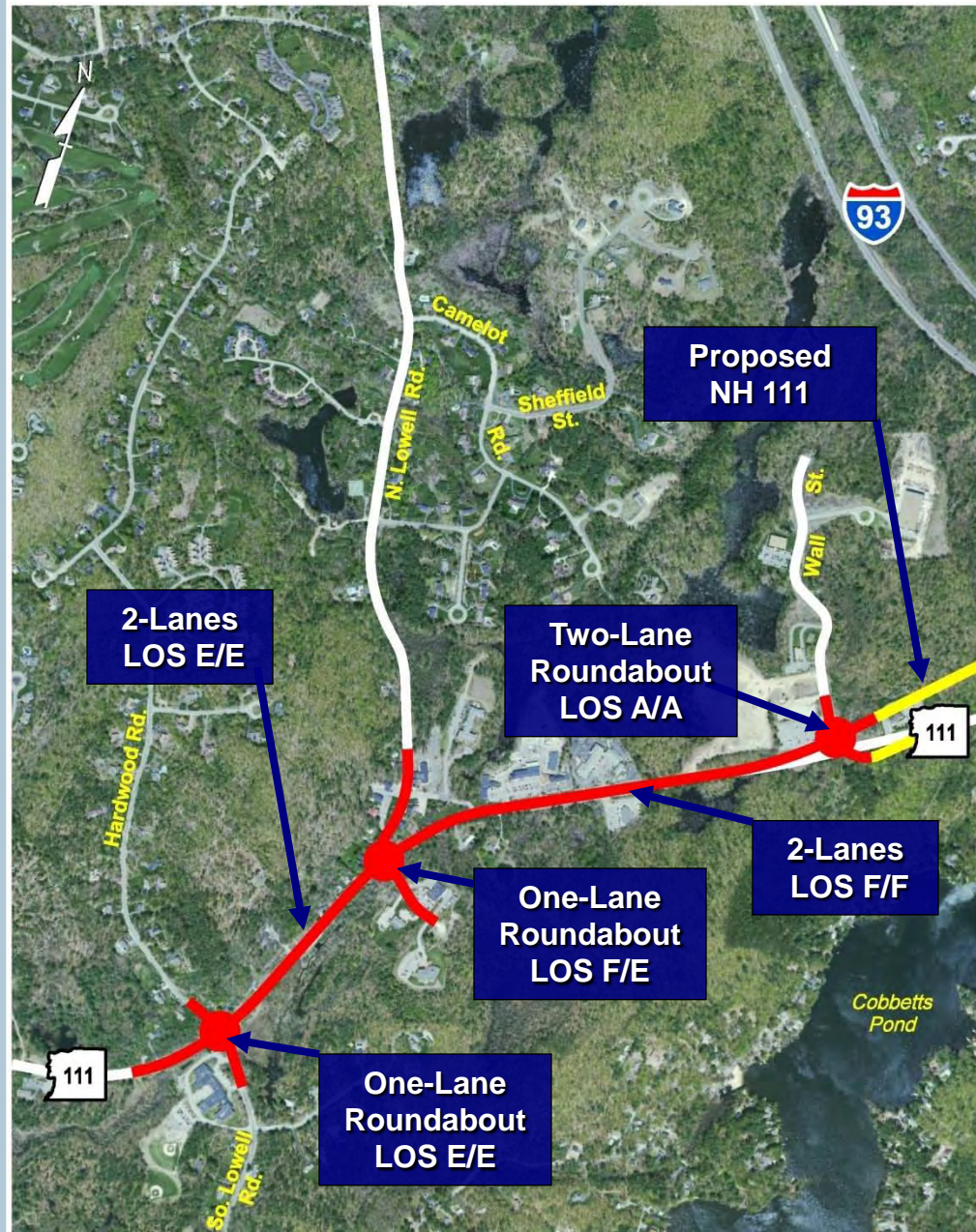
In-Corridor Signal Alternative

- 4-Lanes on NH 111
- Upgraded Signal at N. Lowell Rd
- Upgraded Signal at S. Lowell Rd
- Retain Proposed Signal at Wall St



In-Corridor One-Lane Roundabout 2-Lane Corridor Alternative

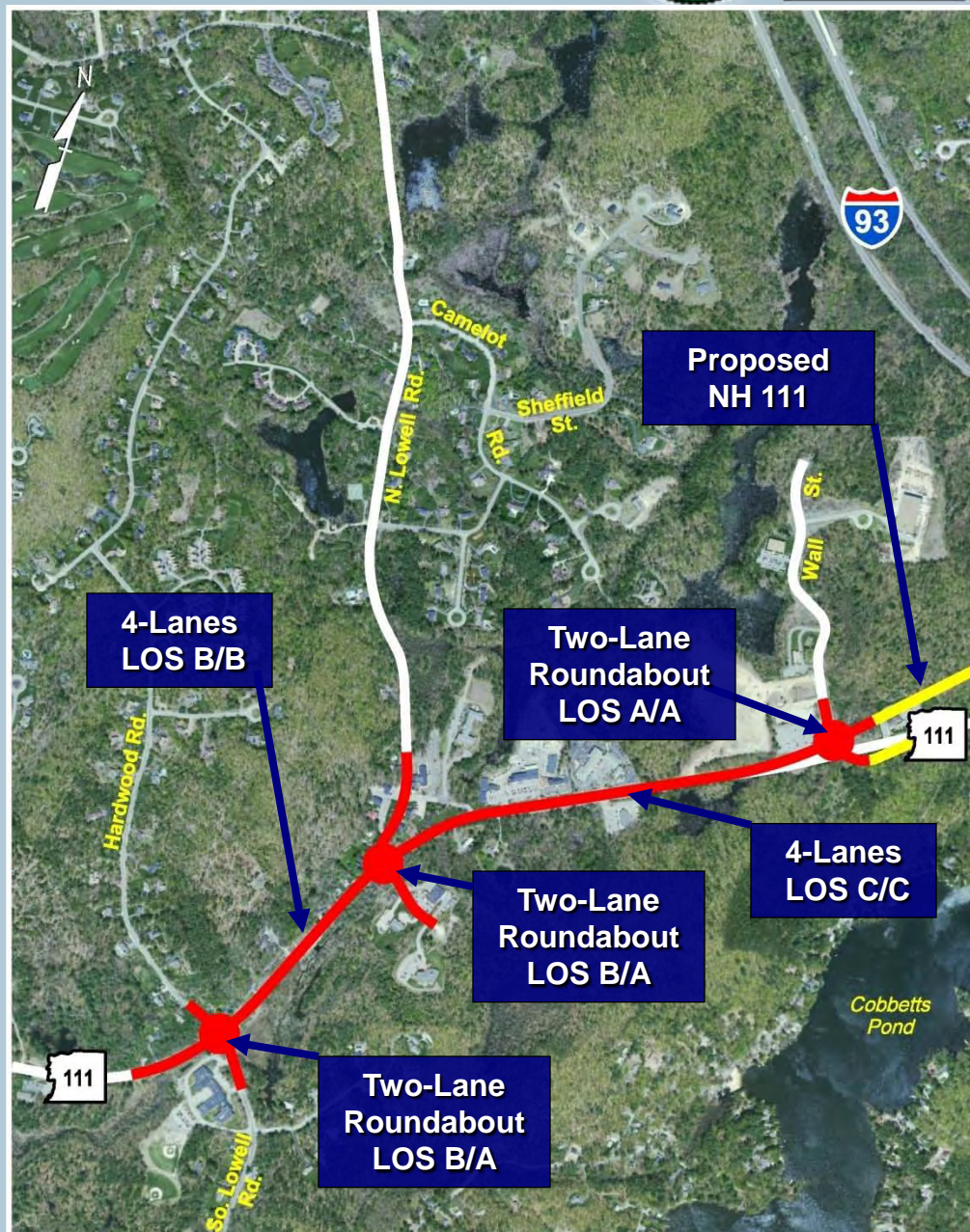
- 2-Lanes on NH 111
- One-Lane Roundabout at N. Lowell Rd
- One-Lane Roundabout at S. Lowell Rd
- Two-Lane Roundabout at Wall St





In-Corridor 2-Lane Roundabout 4-Lane Corridor Alternative

- 4-Lanes on NH 111
- Two-Lane Roundabout at N. Lowell Rd
- Two-Lane Roundabout at S. Lowell Rd
- Two-Lane Roundabout at Wall St





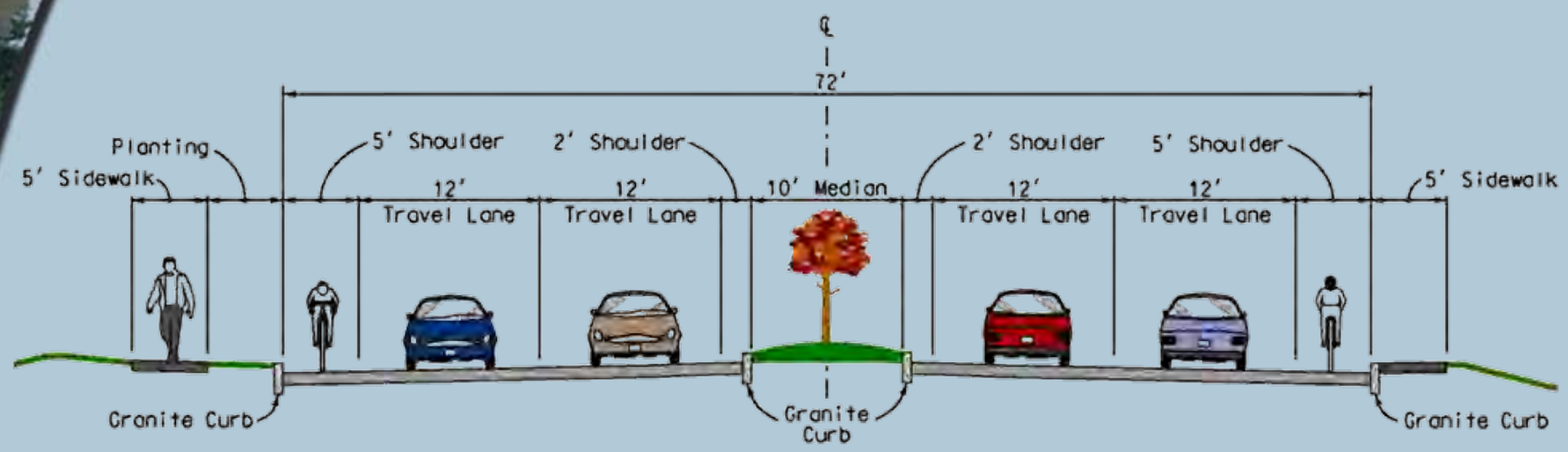
In-Corridor 2-Lane Roundabout 4-Lane Corridor Alternative

- 4-Lanes on NH 111
- Two-Lane Roundabout at N. Lowell Rd
- Upgraded Signal at S. Lowell Rd
- Two-Lane Roundabout at Village Green/Post Office
- Two-Lane Roundabout at Wall St





Recommendation



4 Lane Divided Section

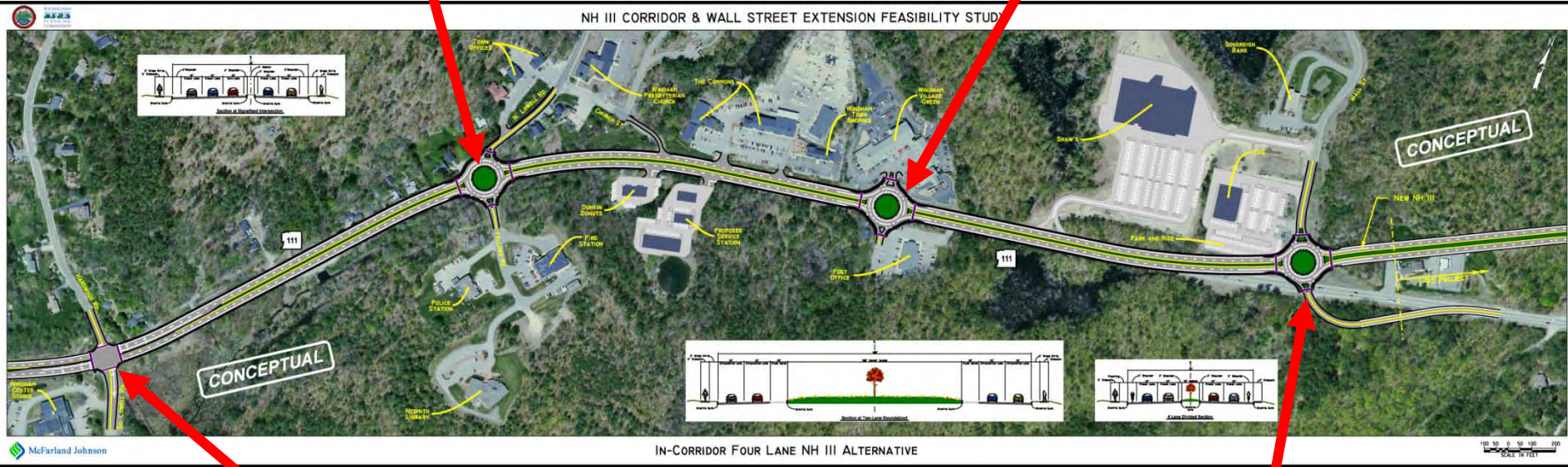
In Corridor Four Lane NH 111

Two - Lane Roundabout

Two - Lane Roundabout

Upgraded Signal

Two - Lane Roundabout





Route 67 Malta, NY



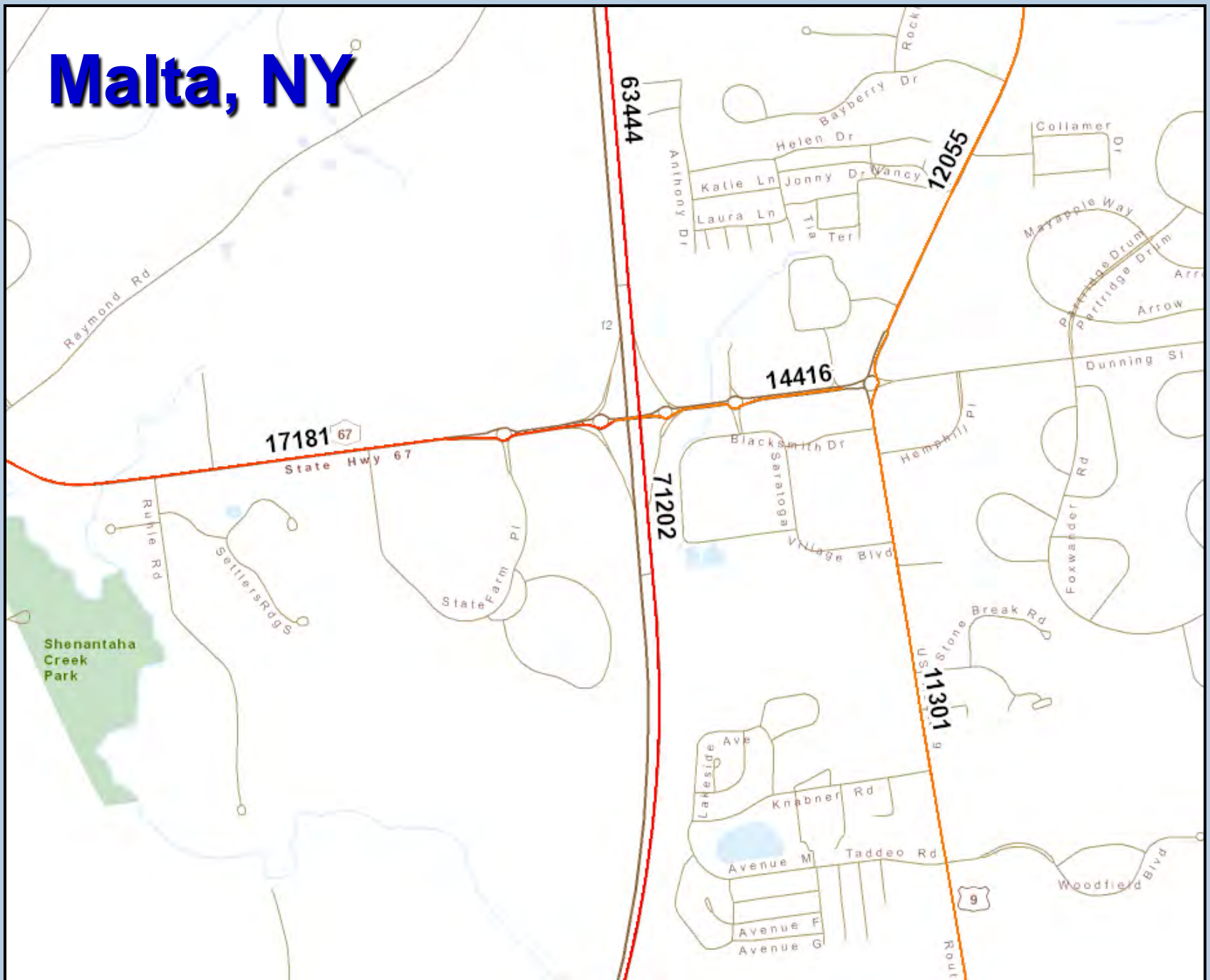


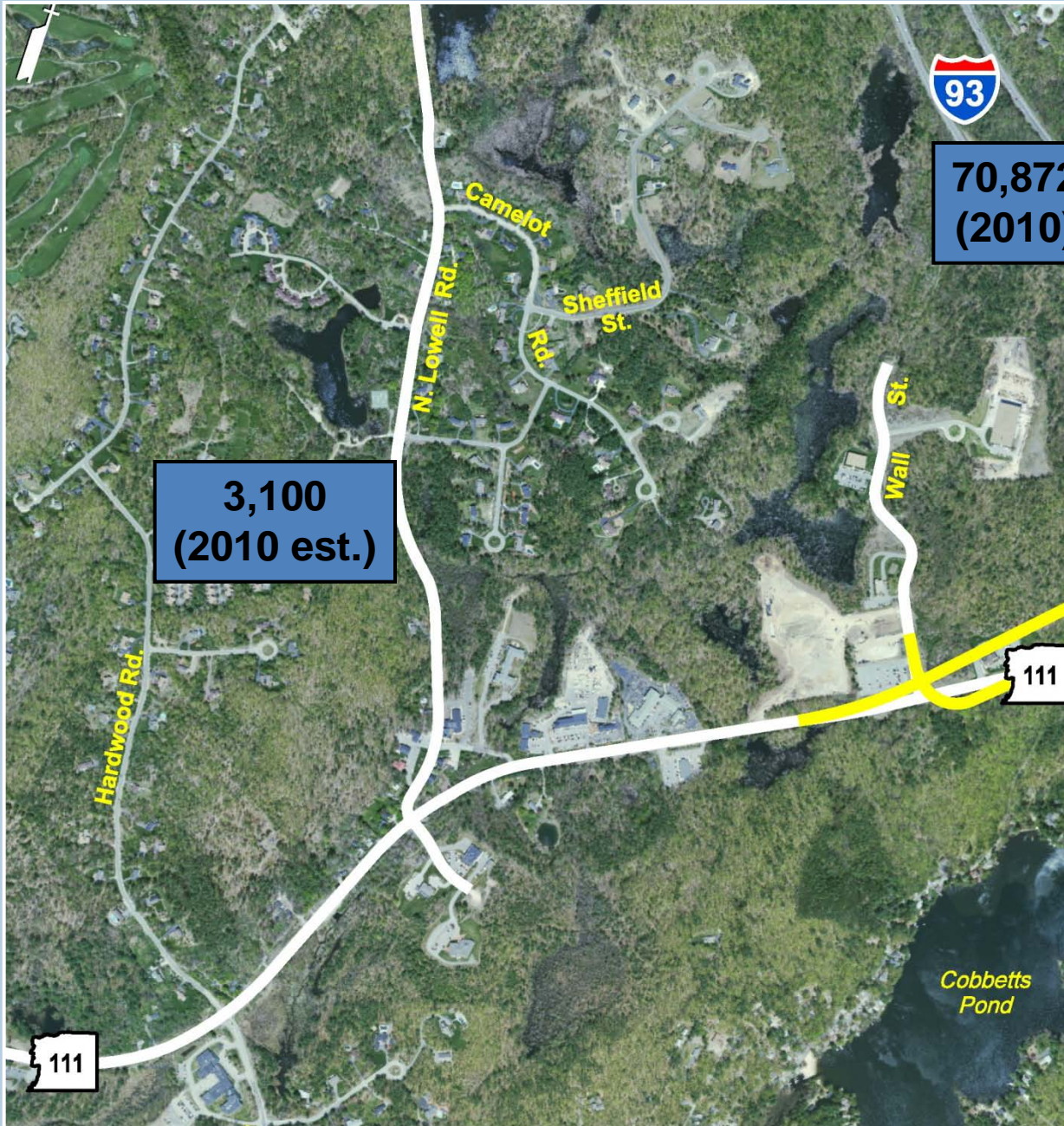
Video



Route 67, Malta, NY

Malta, NY





**3,100
(2010 est.)**

**70,872
(2010)**

**21,000
(2007)**























Recommendation

- Four Lane Divided NH 111
- 30 to 35 MPH Speed Limit
- Three or Four 2-Lane Roundabouts
 - Wall Street ?
 - Village Green/USPS
 - N. Lowell Road/Fellows Road
 - S. Lowell Road/Hardwood Road ?
- No Left Turns
- U-Turns to reverse direction

Sidewalks where warranted



NH 111 Improvements

- South Lowell Street to Wall Street
- Construction cost approximately \$9.5M to \$10.5M
(Includes Construction Engineering)
- Mitigation Cost assume \$200k
- Cost for design and permitting assume \$800k
- Cost for land acquisition assume \$400k - \$600k
- Total Cost approximately \$11.0M to \$12.0M

Note: 2010 \$



SOVEREIGN BANK

SHAW'S

CVS

WALL STREET

WINDHAM VILLAGE GREEN

111

POST OFFICE



SOVEREIGN BANK

SHAW'S

CVS

WALL STREET

RELOCATED NH III

WINDHAM VILLAGE GREEN

111

Post Office



SOVEREIGN BANK

SHAW'S

CVS

WALL STREET

RELOCATED NH III

WINDHAM VILLAGE GREEN

111

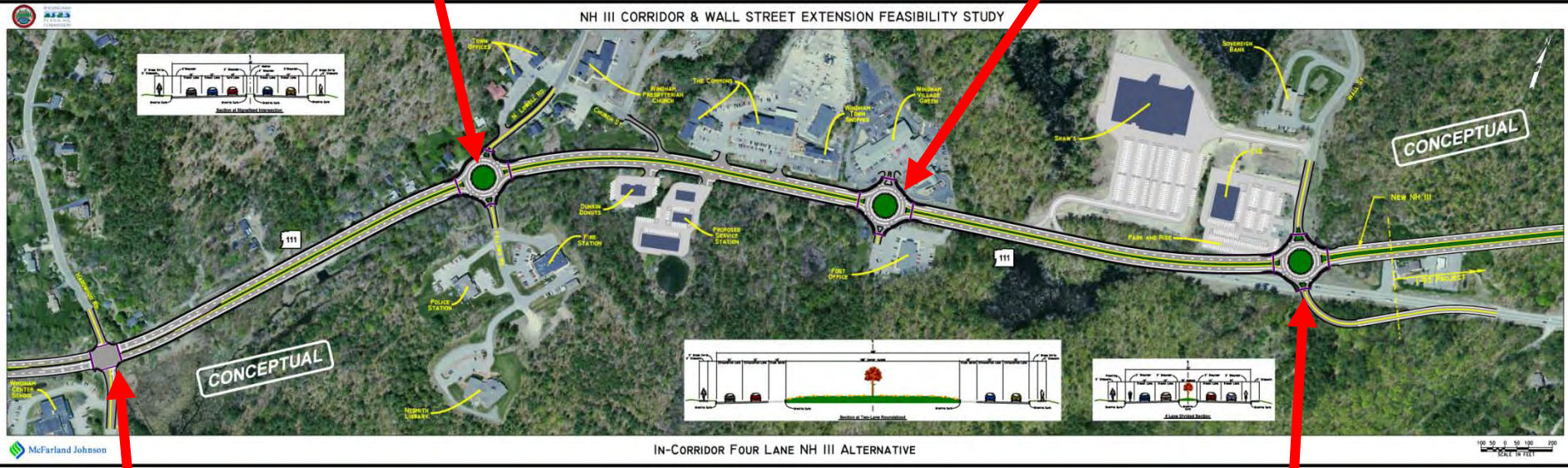
POST OFFICE



In Corridor Four Lane NH 111

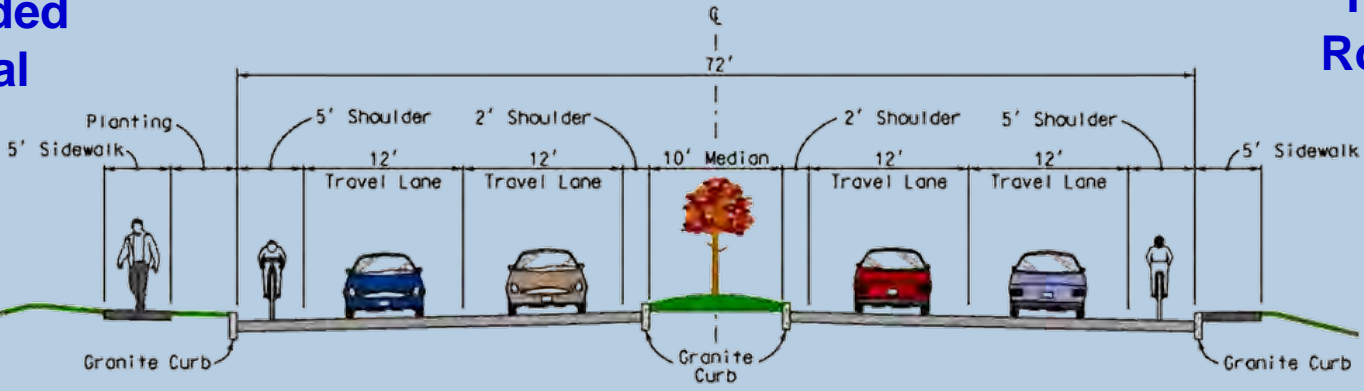
Two - Lane Roundabout

Two - Lane Roundabout



Upgraded Signal

Two - Lane Roundabout



4 Lane Divided Section



Town Center Concepts

ISSUES

- Lack of sidewalks
- Lack of crosswalks
- Fast moving traffic and back ups
- Commercial and retail are not connected to the historic core of the Town
- There is no sense of entering Windham
- All the activities are isolated and reachable only by car



Historic Village

- Village Green
- Gatherings
- Church
- Red Barn
- Village Park

Commercial Town Center

- Develop the existing Town Center toward Route 111 and Mixed-Use on the North
- Several parking strategies: shared parking, smaller and buffered lots, covered parking

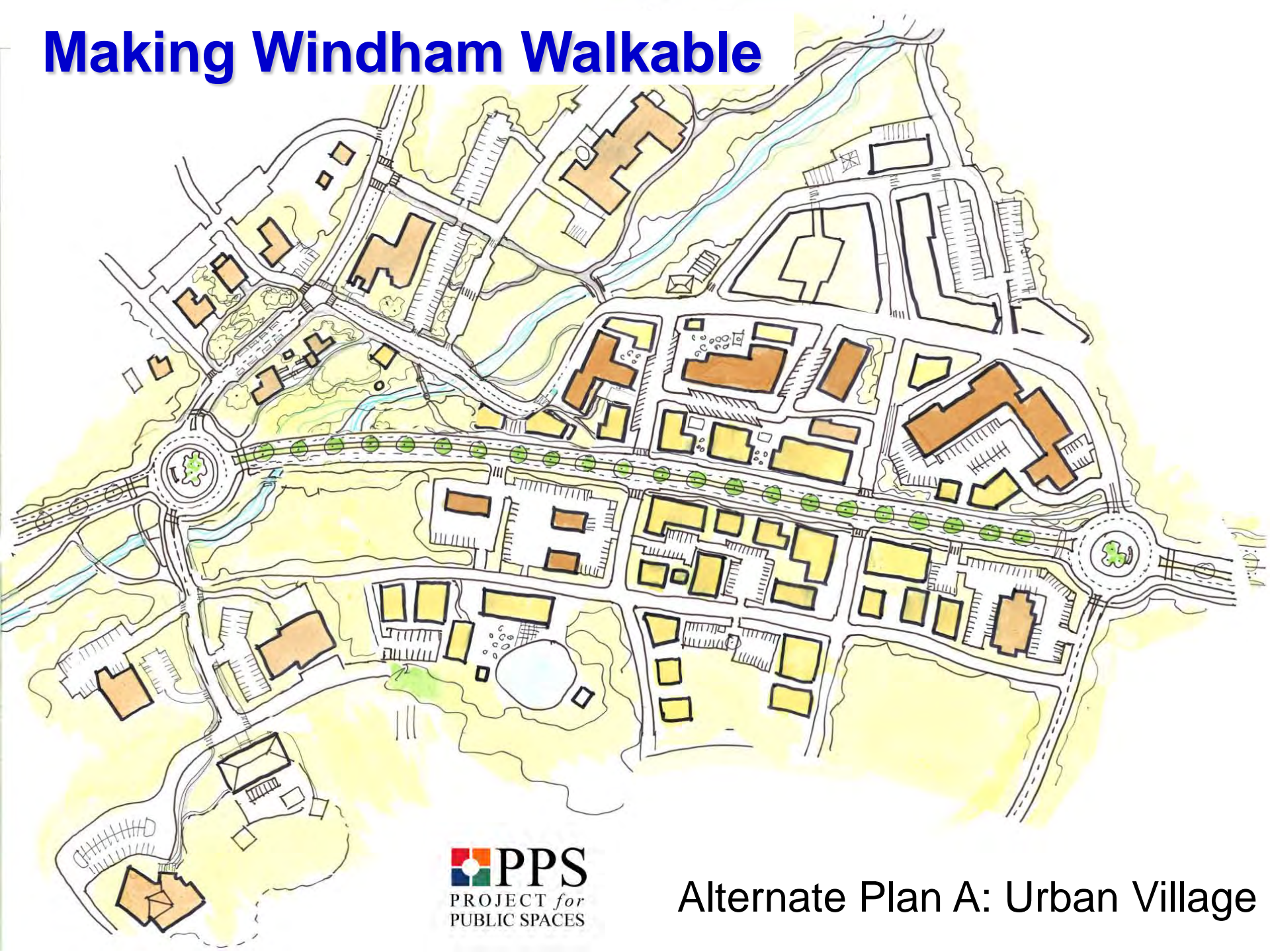
Library/Civic Campus

- Trail Connection to Schools
- Playground/Outdoor Classes
- Add Public Use buildings (ex. Community Center, Outdoor Play Facilities, or outdoor/Indoor Pool)
- Cluster new buildings around existing Library

Mixed-Use Development

- Around Post Office and Pond,
- Senior Housing; Expand Commercial

Making Windham Walkable



Preserved Land

Walkable Historical Village

- Expanded Village center activities
- Community Center
- Village Green
- Gatherings
- Church
- Red Barn

Commercial Town Center

- Oriented toward the Creek and Natural Features

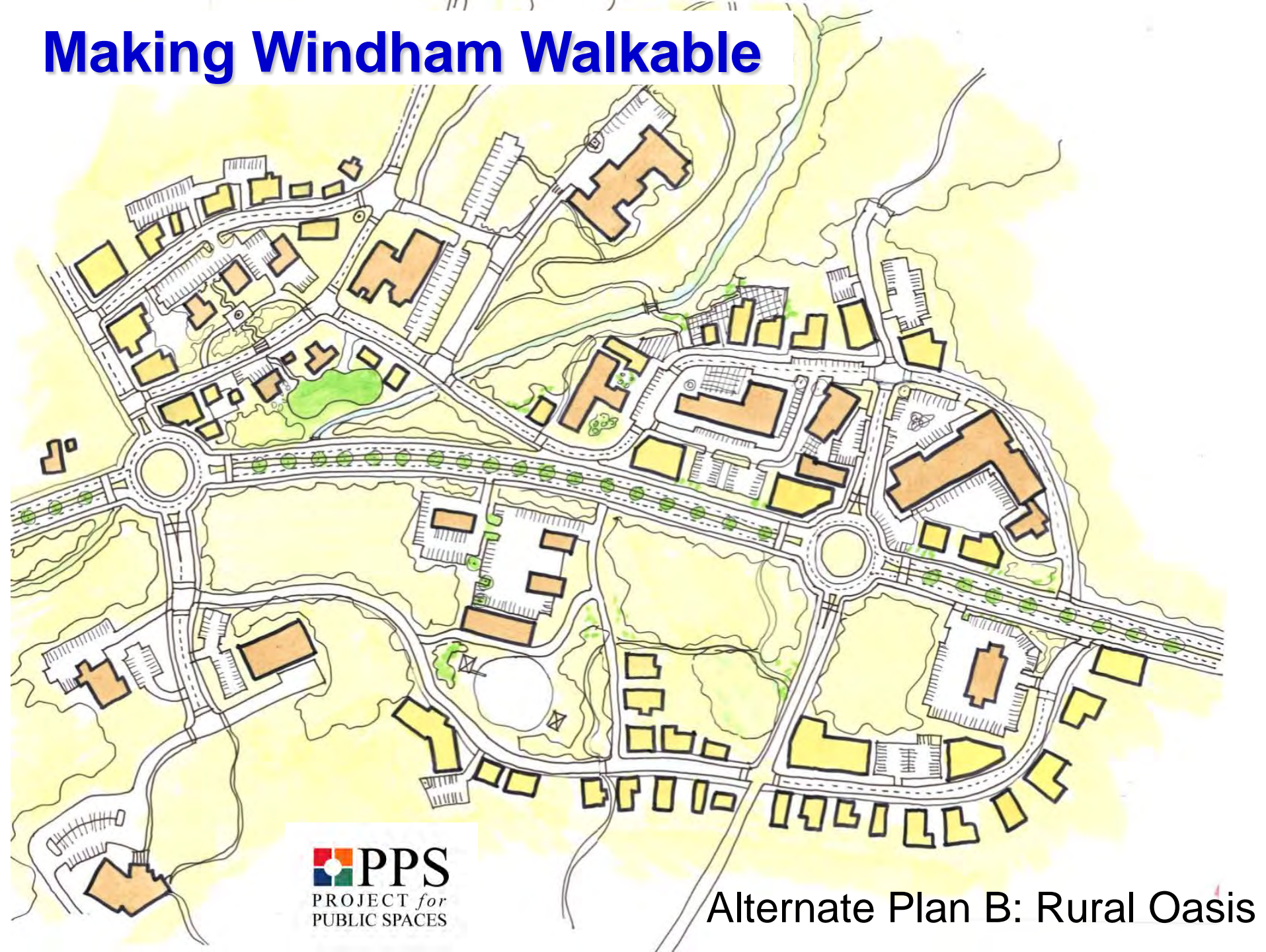
Civic Campus in a park setting

- Improve parking (Reduce asphalt; add landscape buffer to hide parking lots)
- Create path system to connect Route 111 to Library (Library could be the start point of the trail to Corbett's Pond and schools)

Rural Development

- Low Density Village-type
- Future Development Distance from Rt. 111
- Preserves "Rural Oasis"
- Set around existing water (pond & wetland)

Making Windham Walkable





Next Steps: Town Center Development

- Refine Village Area Plan (May 11?)
- Review Zoning and Land Use Policy
- Pedestrian Plan
- Determine Infrastructure Needs
- Action Plan (For Town)





Next Steps: NH111 Corridor

- Project financing options
 - Draft Summary Report
 - Community endorsement
 - Presentation to NHDOT
 - Final Summary Report
-
- Secure Funding (TIP/Ten-Year Plan)
 - PE/Environmental Permitting
 - Final Design & Right of Way
 - Construction

PRESENT: NH111/Wall St. Study
FUTURE: Project Development



Questions / Comments