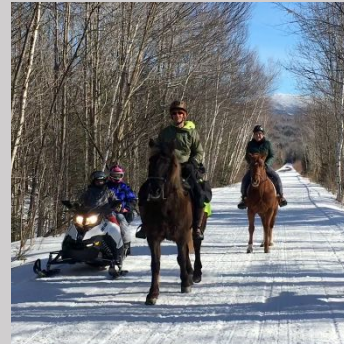


Rail Trails and NHDOT Bureau of Rail & Transit's Role

2023 NHRTC Conference



NHDOT – NHDNCR Coordination

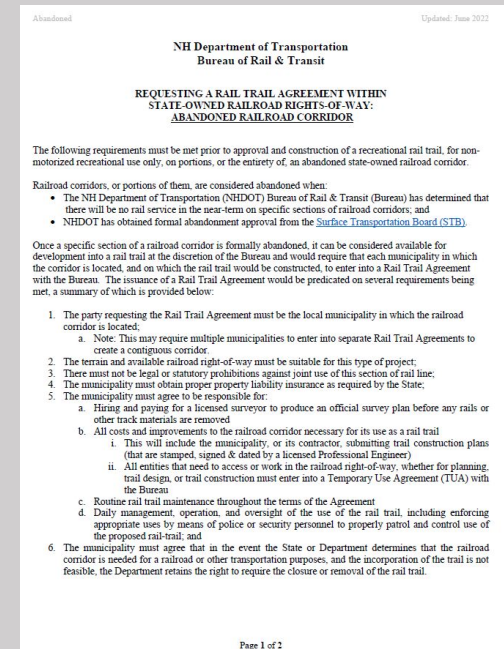
Rail Trail Plan State Actions Updates

- Bi-monthly NHDOT – NHDNCR leadership meetings
 - Redefining Existing State Staffing Resources for Rail Trail Ownership & Management
 - **Segmentation of State ownership** & management by predominant current & near-term use
 - **DOT = Everyday transportation & active RR lines (rail with trail)**
 - **DNCR = Recreational**
 - Dedicated State Rail Trail Funding (operating budget, capital funds for maintenance, etc.)
- Monthly NHDOT Bureau of Rail & Transit – NHDNCR Trails Bureau meetings
 - More detailed, corridor and project specific
 - Upcoming work, schedules, projects, etc.



Conversion from Rail to a Rail Trail

- NHDOT Bureau of Rail & Transit Guidance
- If approved, sponsoring entity (Municipality or DCNR) responsible for:
 - Entering into a Rail Trail Agreement with NHDOT (rare, but possible ownership transfer)
 - Surface Transportation Board actions & fees (for State & RR)
 - Survey (before any construction work)
 - Trail design & engineering plans submitted to & approved by Rail & Transit (adherence to Engineering Typical)
- Construction coordination (requires Temporary Use Agreement)
 - Rail removal – salvage reusable rail & OTM back to NHDOT
 - Tie removal & disposal in accordance with rules/laws
- Maintenance, enforcement, property management assistance

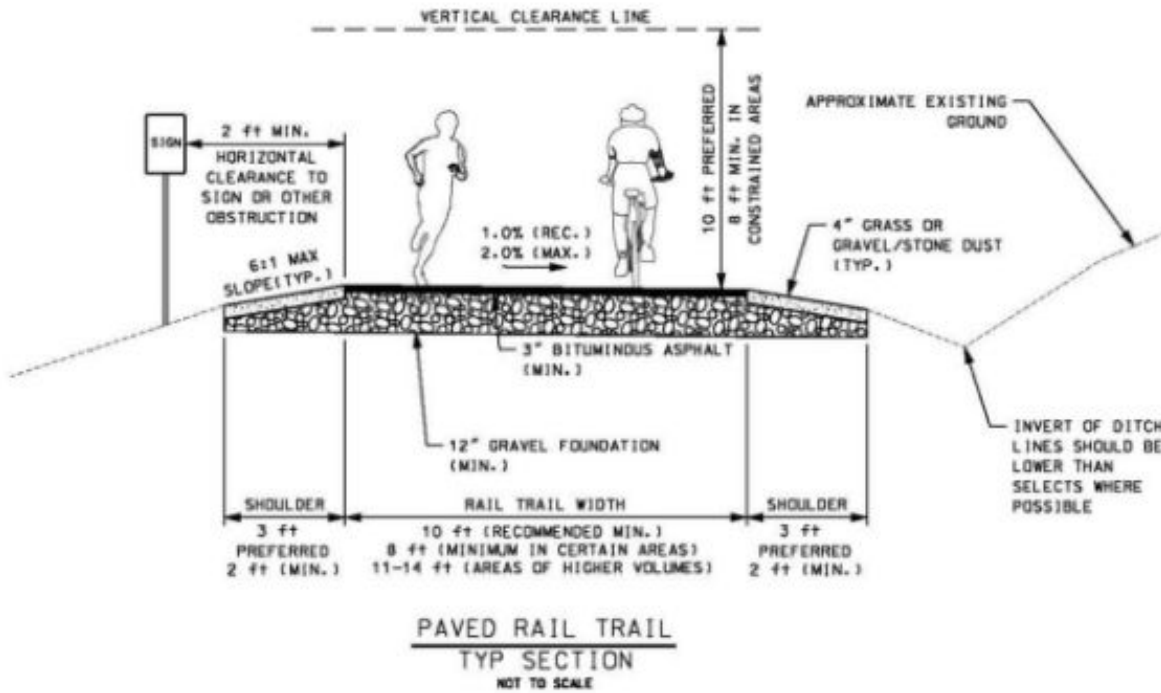


(Active) Rail with Trail

- NHDOT Bureau of Rail & Transit Guidance
- If approved, sponsoring entity (Municipality or DCNR) responsible for:
 - Entering into Rail Trail Agreement with NHDOT
 - Trail design & engineering plans submitted to & approved by Rail & Transit
 - Adherence to Engineering Typicals
 - Address ROW constraints
 - May need to construct separate trail infrastructure (bridges) within corridor or trail may need to go off corridor based on constraints
 - Construction coordination with NHDOT and Operating Railroad (requires Temporary Use Agreement)
 - Maintenance, enforcement, property management assistance

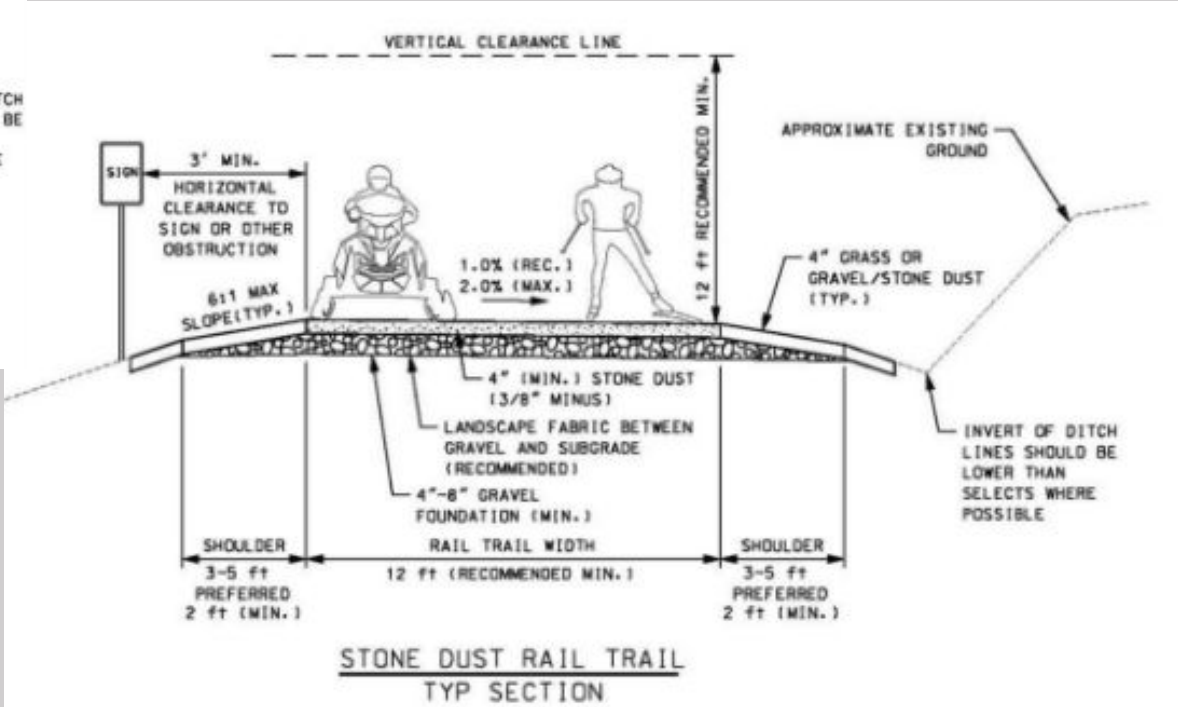


2022 NH Rail Trails Plan

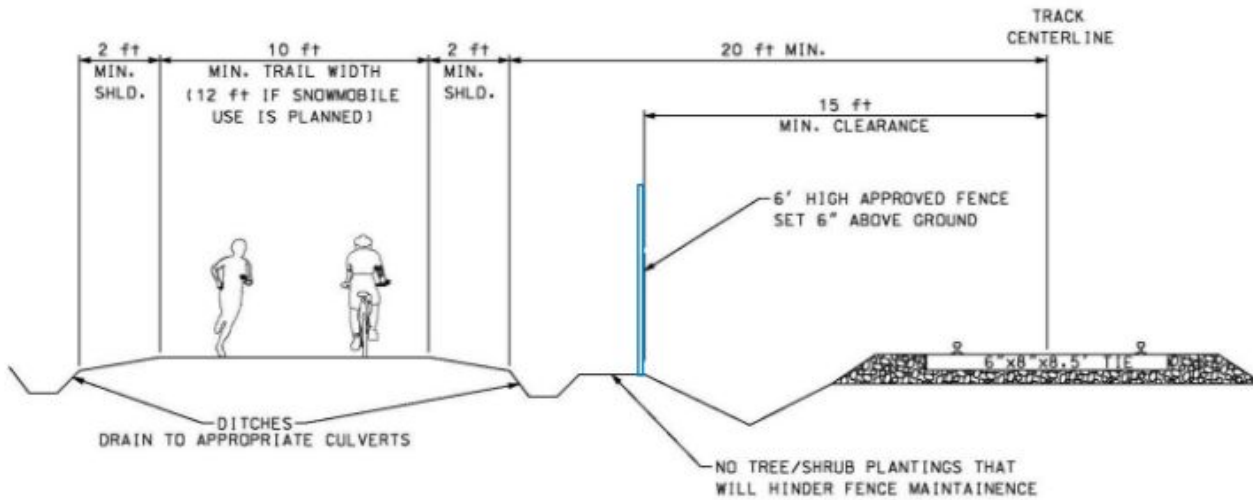


NOTE:
AREAS WHERE THE WIDTH FROM THE EDGE OF THE RAIL TRAIL AND THE SLOPE BREAK IS LESS THAN 5 ft. RAILINGS ARE RECOMMENDED IN THE SITUATIONS DESCRIBED BELOW:

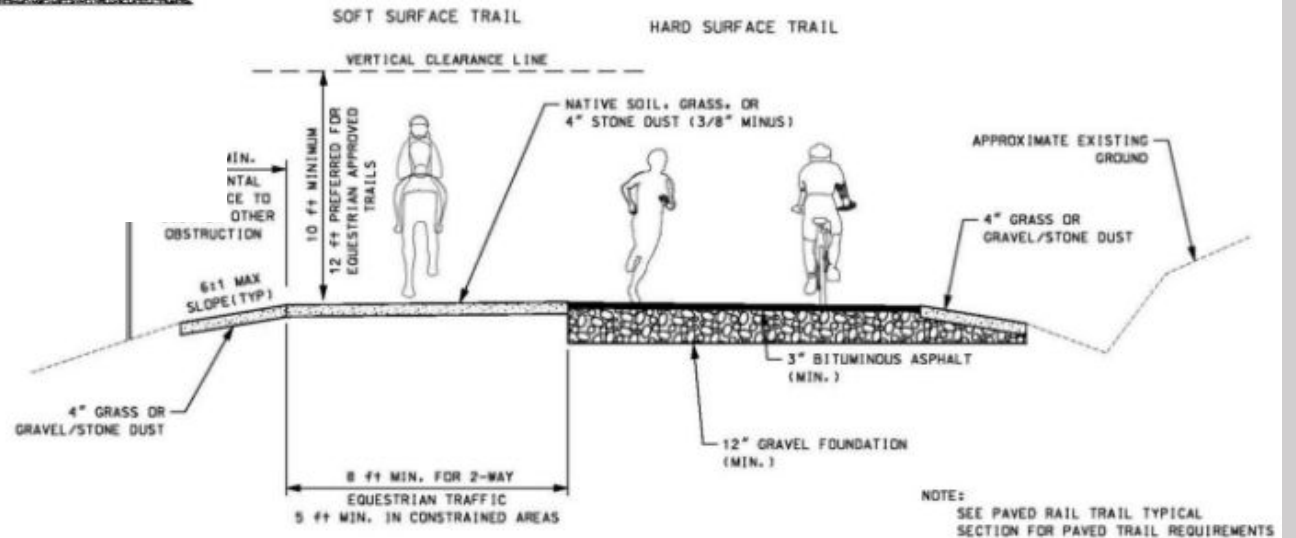
- SLOPES 1V:3H OR STEEPER, WITH A DROP OF 6 ft OR GREATER
- SLOPES 1V:3H OR STEEPER, ADJACENT TO A PARALLEL BODY OF WATER OR OTHER SUBSTANTIAL OBSTACLE
- SLOPES 1V:2H OR STEEPER, WITH A DROP OF 4 ft OR GREATER
- SLOPES 1V:1H OR STEEPER, WITH A DROP OF 1 ft OR GREATER



2022 NH Rail Trails Plan



RAIL TRAIL WITH ACTIVE RAILROAD
TYP SECTION
NOT TO SCALE



PAVED RAIL TRAIL WITH SEPARATE UNPAVED PATH
TYP SECTION
NOT TO SCALE

Design Criteria

“For abandoned corridors owned by NHDOT, interim trail use and improvement must not unreasonably limit the ability to restore rail service over the right-of-way, at minimum cost, if such service were to be restored in the future.”

-2022 Rail Trails Plan (p. 81)

Highlights the importance of establishing, obtaining concurrence on and documenting design criteria, such as.....

- Vertical Clearance

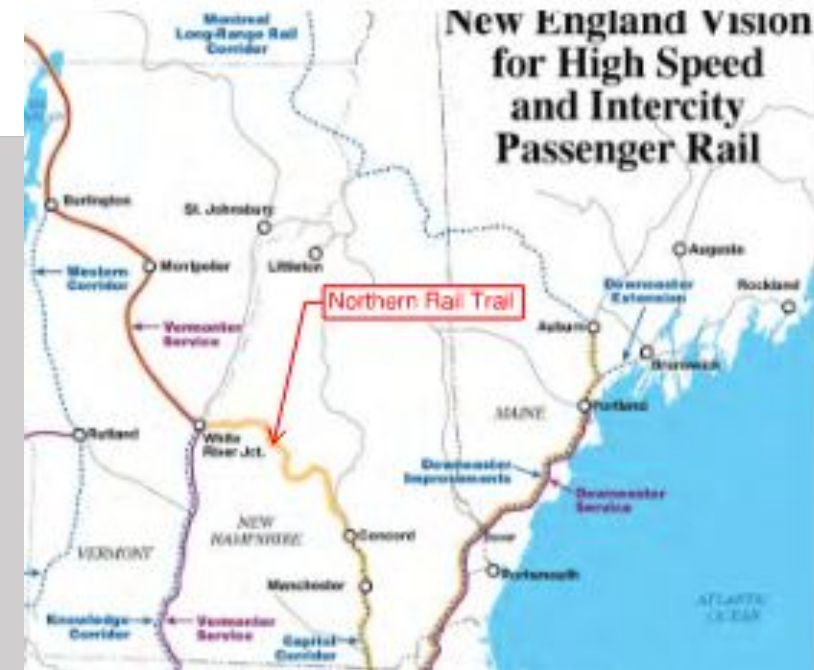
RSA 373:39 – “No overhead bridge or other structure shall hereafter be constructed across a railroad track in this state with less than 22 feet between the top of the rails and the lowest point of the overhead structure, except with written consent of the Department of Transportation...”

- Horizontal Clearance (centerline of track to face of abutment)

NH DOT Bridge Manual 12/21 feet, the later of which to include a 10’ access and maintenance road

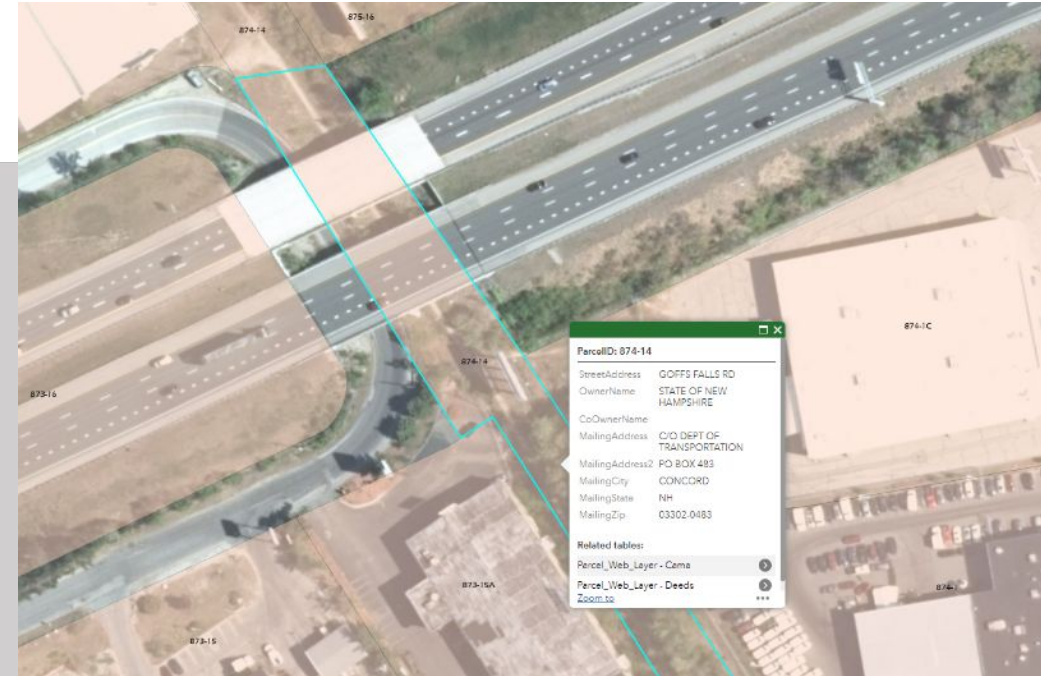
- Profile (vertical alignment)

Perpetuate the existing grades of the railroad corridor to avoid substantial future earthwork



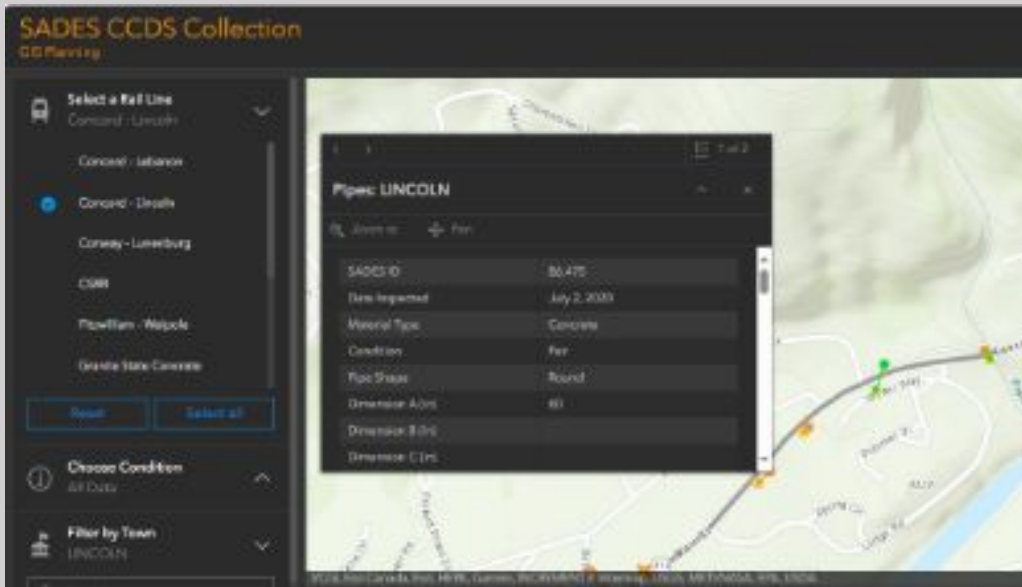
Other Considerations

- Bureau may have granted easements or agreements that allow a segment of trail to be used for access, which may require particular design features, such as a deeper foundation or wider path.
- Improvements need to consider Railroad Impacted Soils (required as part of most Temporary Use Agreement issued by the Department). All railroad corridors have the high potential for soil contamination in the ballast and slope materials, referred to as impacted soils. The NH Department of Environmental Services (NHDES) requires specific handling of this material. There are typically two options to address these potentially contaminated soils, when excavation is required:
 - Reuse within the existing NHDOT Railroad ROW in an approved location that must be above the water table, not on a steep slope, doesn't overlay/contaminate the existing railroad stone ballast and doesn't interfere with drainage ditchlines, or
 - Test and dispose of properly offsite per all NH Department of Environmental Services rules (solid waste)



Other Considerations

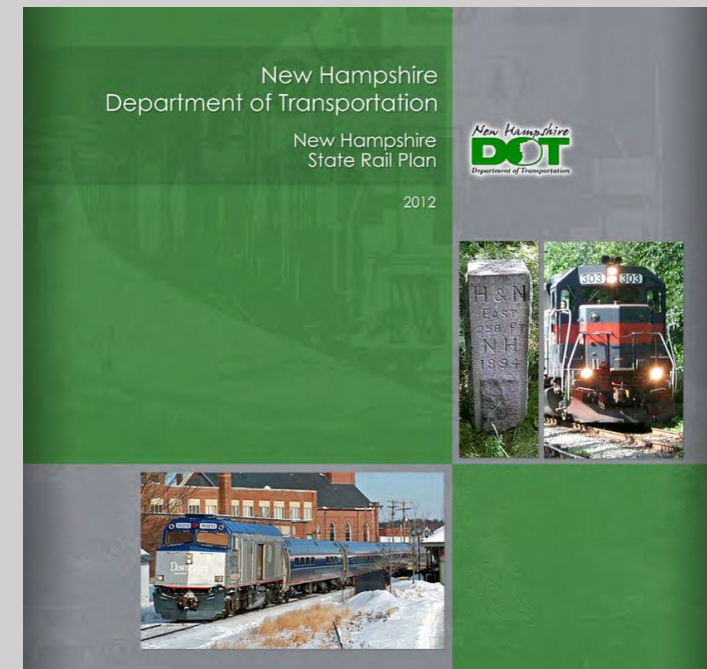
- Evaluate existing infrastructure conditions and needs to consider long term performance and ensure the investments (both railroad and trail improvements) are preserved.
- Consider the approach to constructing improvements, such as how trail use/access might be impacted by construction, if any diversions or alternative routes are available, or if the trail will be required to remain open during construction.



NH State Rail Plan Update

“The purpose of the NH State Rail Plan is to identify and evaluate issues and opportunities related to rail transportation in the State.”
-2012 NH State Rail Plan (p. 1)

- The update will target the same general purpose while considering changes in the industry and State needs.
- Includes a comprehensive outreach and coordination program, soliciting information and input from various public and private sector stakeholders, including:
 - Four (4) Advocacy Groups (including NHRTC)
 - Seven (7) Federal, State and Regional Partners
 - Ten (10) Railroad Operators (including passenger and freight)
 - Five (5) Shippers
- Through this process, we will work to set the vision, goals and objectives of the Rail Plan, and subsequently identify system needs and opportunities.
- Target completion is Fall 2024



Thank You!

Contacts

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