

August 10, 2010

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: CHESTERFIELD
STP-X-000S(448)
13597
NH 63 Safety Improvements

DATE OF CONFERENCE: July 28, 2010

LOCATION OF CONFERENCE: Chesterfield Old Town Hall

ATTENDED BY:	<u>NH DOT</u>	<u>Town of Chesterfield</u>
	D. Lyford	Jon McKeon – Selectmen Chairman
	M. Dugas	Robert Brockman - Selectman
	N. Spaulding	Cliff Emery – Selectman
	C. Goodmen	Rick Carrier – Town Administrator
		Carol Ross – Selectman’s Secretary

Attendance list is attached

SUBJECT: Summer Town Meeting Presentation

NOTES ON CONFERENCE:

This meeting is held as an annual event for summer residents. The safety improvement for NH 63 was included as an agenda item to allow for the summer residents to be aware of the proposed improvements.

D. Lyford presented the project and gave a brief overview of what has taken place to date. He explained that an on-line alternative was developed and presented in 2003 and gave a brief synopsis of alternatives presented including the bypass that was shot down by the Town. D. Lyford explained that the two options that were presented at last year’s meeting: Option 1 held the lake as the control and created substantial hillside/ledge cuts while Option 2 held the hillside as control and filled in the shoreline of Spofford Lake. Both options were available on the wall for the public to view. The new Option 3 would combine elements of Options 1 and 2 by combining the southerly segment of Option 2 (to avoid the worst impacts to the hillside) with the northerly segment of Option 1 (to avoid impacting the lake where possible).

M. Dugas gave a technical presentation of the new plan. M. Dugas summarized the existing conditions; narrow roadway (21'), no safe place for pedestrians and bicyclists, trucks crossing the double yellow line to avoid impacting the ledge, sight distance not adequate for safely stopping at 30 mph, guardrail in terrible condition and ditchline on the hill side of the road virtually non-existent.

M. Dugas went on to explain Option 3. The project length stays at approximately 1500 feet beginning at the most northerly house on "Boathouse Row" and ending in the vicinity of where the lake shoreline and NH 63 diverge. The new roadway would mimic the existing alignment and curvature, and be widened to provide 10-foot travel lanes and a 2-foot shoulder, for a total roadway width of 24'. The alignment would come off of the existing alignment and carry the new roadway over toward the Lake, matching back into the existing roadway in the vicinity of the Emery driveway. The new roadway would provide an improved ditch located four feet from the edge of the pavement to allow for water to pass through the ditch before entering the lake. The new roadway would also address the existing deficient cable guardrail by constructing new guardrail along the lake.

At the suggestion of the U.S. Army Corps of Engineers a 10-foot wide level panel is proposed to be constructed between the new roadway and the lake. The panel would provide a space for landscaping between the road and the lake, and a filter strip to capture particulate matter from road runoff before it flows into the lake. Option 3 would impact the shore for a distance of approximately 1000 feet with fill extending into the lake approximately 20 feet. At the request of District 4 personnel the guardrail is positioned 2 feet from the edge of pavement to give a couple extra feet for snow plows. The additional 2-foot grass panel would also provide some much-needed space for pedestrians.

D. Lyford explained that the tentative advertising date is August 2011 with construction possible to start in October 2011. A construction cost of approximately \$400,000 was budgeted with no Town funds necessary.

Questions and comments

Several attendees expressed concern with the proposed impacts into Spofford Lake and the message such a proposal sends. Others asked if mitigation would be necessary for the wetland impacts. D. Lyford answered that Option 3 has been reviewed with the environmental permitting agencies and more coordination will be needed. Based on the estimated area of wetland impacts mitigation would likely be required, but the details are not yet known.

An attendee that was not present during previous meetings raised the question about the need for the project in the first place. He commented on the limitation to the roadway caused by the stonewall along the cottages created more of a restriction and hazard along this stretch of NH 63 than the section of NH 63 in the project limits. He asked why this particular stretch of NH 63 was being considered for improvement. The Town of Chesterfield Road Agent said that the project was a result of a failure of the roadway into the lake about 9 years ago. At that time it was determined that the roadway base was in failure and needed to be repaired. He further commented that it was his opinion that it was only a matter of time before another failure

occurred. The attendee went on to further comment that if the roadbase was all that needed to be fixed that we just proposed to replace the roadway foundation. D. Lyford explained that the other deficiencies described earlier warrant attention.

An attendee expressed concerned about the impact of road salt on the lake and how the improvements would affect the water quality. D. Lyford commented that the new construction would provide a smooth road surface that would be more easily cleared by snowplows, potentially allowing for less salt usage.

An attendee expressed concerned over increasing phosphates in the lake. He pointed out that the construction and opening up of rock face was going to increase the flow of phosphates into the lake in the groundwater runoff. He suggested that stormwater treatment ponds be provided and noted that there were no ponds for treatment shown on the plans. D. Lyford pointed out that there was no room for treatment ponds.

A recurring theme from several attendees was pedestrian safety. Several attendees commented on groups of people walking in the roadway with children and baby carriages. The lack of safe access around this side of Spofford Lake was mentioned. One attendee suggested creating a walking trail on the panel behind the guardrail. In response to a request to construct a bike path D. Lyford commented that there were no funds directly connected to this particular project but that there were Transportation Enhancement funds available to the community for bike and pedestrian safety projects if the Town wished to pursue funding.

Chief of Police Fairbanks wanted to state that he was in favor of the plan presented. Pedestrian safety as well as vehicular safety with the guardrail in its current state justified the project. He strongly stated that the improvements needed to be done.

Mrs. Pamela Walton, who is directly impacted by the construction of the improvements, wanted to know what measures were being taken to minimize cutting of the few large trees along the hillside north of the driveway. She commented that she made a considerable effort to preserve the trees during the construction of her home and that every effort should be made to not impact them. D. Lyford answered that easements would need to be purchased wherever the proposed work extended outside the existing right of way. Tree clearing would be minimized wherever possible. Mr. Cliff Emery asked if a retaining wall for the hillside had been considered. D. Lyford replied that retaining wall was cost prohibitive for this project. He went on to further explain that a retaining wall would require substantial impact to be able to construct the footing.

An attendee asked whether the project funds would be better spent leaving the roadway alone and just replacing the guardrail. He suggested that the hillside might only need about 4 feet of clearing from the roadway to improve sight lines. D. Lyford explained that improving the guardrail by itself would be difficult due to the rocky and unstable embankment material alongside the roadway. He stated that he would ask the District 4 engineer if interim guardrail improvements are possible.

An attendee asked if markers could be placed in the water to show the limit of impact from filling into the lake. D. Lyford said that we could have our survey crews place bottles and that he would meet with any interested party on site.

An attendee asked how the preferred alternative would be chosen and noted that one of the Selectman was directly impacted by the project. D. Lyford answered that he would ask that the Town Selectmen indicate their preference to the Department. Selectman John McKeon explained that the Selectmen's recommendation would be based on the benefit to the town and the safety of its citizens.

Submitted by:



Nancy L. Spaulding, P.E.
Preliminary Design Section

NLS/MJD/nls

cc: W. Cass
C. Green
D. Lyford
D. Graham

MEETING ATTENDANCE

PROJECT: Chesterfield: NH 63 safety improvements study

LOCATION: Chesterfield Town Hall

PROJECT NO. STP-X-000S(448)

Federal

13597

State

Name	Agency or Address	Comments
Mike Dugas	NHDOT	
Alison Willich	Chesterfield Planning Board	
Renee Walsby	919 C Rt 63 363-8319	w want someone to contact me at my home for plain impact
Paul + Barry Gagne	919 A RT 63 363-8219	
James O'Connell	855 Rte 63	
James O'Connell	855 Rte 63 6092734251	
KENRI HERMANN	845 RT 63	
Jeffrey D. Starn	867 Rte 63	great cut - Dept - notice the improvement!!!
PAUL HERMANN	855 Rte 63	CONCERN ABOUT PROTECTION OF STONE WALL - AT SEWER END
Carolynne Herd	855 Rte 63	please let me know when/where to remove my laborer
LUCY FOLEY	859 RT 63	CONCERNS ABOUT FILLING IN THE DITCH, garden plants
Stuart Campbell	14 Silverdale Ave	
Mary-Elia Co	938 Rte. 63	
Edmund Smith	PO Box 46 Haverhill NH 03045	
STEVEN DOMPIER	PO Box 46 Sporend NH.	
Aester Farbanks	Chesterfield Police Dept	the keeping good rolls back to prevent road called
Robert Haskins	1041 Rte 63 Sporend	like path and sidewalks, build for the future
Bert Bevis	CHESTERFIELD Highway DEPT	concerned w/roadbed failure
Donna Cotter	992 Route 63 Sporend	Glad the state is continuing to research good options
Alfred Chesley	167 Pinnacle Springs Rd Chesterfield	love option 3
Merrill R. Yeau	448 pond Brook Rd, Chesterfield	like option 3
TRED SZMIT	54 So Sporend Rd	option 3 is PREPOSTEROUS FILLING LAKE IS TERRIBLE
Steve O'Neil + Steve	18 Homestead Rd Sporend	Just do it / or make a Snow Rd / re-truck.
Lyde Johnson	313 N Sporend Rd	Option 3 looks good - take away 1/2 acre for a 150000 lake
Richard Aldrich	89 Wm: Chester Rd 03443	option 3

Date 7/28/2010

MEETING ATTENDANCE

PROJECT Chesterfield: NH 63 safety improvements study

LOCATION Chesterfield Town Hall

PROJECT NO. STP-X-000S(448) 13597
Federal State

Name	Agency or Address	Comments
ELIZABETH PATTEN	BESTY COVE	NONE OF THE LAKE SHOULD BE FILED! GUIDE NOT GUARDED
JEFFREY RODEW	158 NORTH SHORE RD	You need to find an alternative route to the west of away from lake.
Bill Smedley	75 No Shore Rd	
Janet "	"	
RUTH VAN HOUTEN	EMID CHESTERFIELD	
JOHN SEKTON	91 MAPLE ROAD, STRAFFORD	
CAUDE LARIVIERE	PARISX 361 STRAFFORD	
NANCY SPAUDONS	NHDOT	

Date 7/28/2010