

August 13, 2010

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

CONFERENCE REPORT

PROJECT: CHESTERFIELD
STP-X-000S(448)
13597

DATE OF CONFERENCE: June 30, 2010

LOCATION OF CONFERENCE: Chesterfield Town Hall

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

SUBJECT: Project review with Selectmen

NOTES ON CONFERENCE:

D. Lyford explained that based on comments received at the 2009 Summer Town Meeting, a third hybrid design option has been developed. He described 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. 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 described the new Option 3. The project length would remain 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. This design would avoid impacting the steep hillside south of the Emery driveway, but would impact the hillside and avoid the lake north of the driveway.

At the suggestion of the U.S. Army Corps of Engineers a 10-foot wide level panel is proposed 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 would be 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.

Mr. Bayard Tracy asked if the roadside panel would help reduce the amount of dissolved road salt flowing into the lake. D. Lyford answered that the new smooth road surface would be easier to plow and would likely require less salt. M. Dugas added that since salt is dissolved in road runoff, it is not removed by filtration through the ground. Mr. Tracy mentioned that the key issues to the residents of "Boathouse Row" are traffic speed and safety. D. Lyford reiterated that the proposed widening is minimal and that the road's existing curvature will be retained.

A resident asked if rumble strips or speed bumps could be installed to reduce speeds, and if flashing beacons could be added to the warning signs approaching the houses. D. Lyford answered that both would result in undesirable increases in noise. The project intends to review existing signs and improve them where needed. However, he mentioned that flashing beacons tend to be effective for only a short time until drivers become accustomed to them.

The Selectmen asked that the Department present the project at the Summer Town Meeting on July 28 at 7:00 PM at the Old Town Hall.

Submitted by:

/S/ On File

Michael J. Dugas, P.E.
Chief of Preliminary Design

MJD/mjd

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