

November 18, 2005

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

BUREAU OF HIGHWAY DESIGN

CONFERENCE REPORT

PROJECT: Jefferson-Randolph
NHS-X-0341(018)
13602

DATE OF CONFERENCE: November 15, 2005

LOCATION OF CONFERENCE: US 2 – Randolph and Jefferson

ATTENDED BY: M. Dugas K. Nyhan
Bradley Presby (NH DRED)

SUBJECT: Review proposed snowmobile underpasses

NOTES ON CONFERENCE:

The public hearing layout proposed to construct two snowmobile underpasses beneath US 2, the Randolph underpass would be approximately 280 m (930') east of Durand Road West, and the Jefferson underpass would be approximately 820 m (0.5 mi) east of NH 115. Pursuant to the public hearing, Bradley Presby of NH DRED had offered testimony recommending adjustments to the locations of both underpasses to better serve the snowmobile trail network. These proposed adjustments were reviewed on-site.

Randolph underpass

M. Dugas explained that the underpass was initially positioned to avoid the wetlands along the north side of US 2 and to align with the existing trail bridge over the Moose River to the south of US 2. The resulting location placed the underpass approximately 220m (730') east of Lowe's Store and its hiker parking area, the primary destinations of the trail users. B. Presby commented that the distance from the underpass to the store would not deter snowmobiles, but the many hikers using the store and parking would likely continue to cross US 2 rather than travel a longer route to use the underpass. Moving the underpass as close to the store as possible would ensure its greatest possible use by all. He recommended that the underpass be relocated approximately 110m (370') to the west to align with a recently constructed trail providing convenient access to the store and parking area. M. Dugas suggested that the underpass could be shifted 10m to 20m further to the west to reduce impacts to the ditchline wetland, although this would make the connection to the new trail less direct. B. Presby noted that any of these revised locations would be acceptable, and the Trails Bureau of DRED would relocate the trail and

bridge to align with the underpass, and secure the necessary property agreements. He also noted that a horizontal and vertical clearance of 3.6m (12') is needed to accommodate the standard trail grooming equipment. K. Nyhan noted that the wetland is not remarkable and suggested reviewing the new location and two alternatives at a Natural Resource Agency meeting.

Jefferson underpass

M. Dugas explained that the proposed underpass was located to take advantage of beneficial terrain and to align with an existing woods road. The details of the existing trail network were not known at the time of design. B. Presby explained that the existing crossing is approximately 160m (530') west of the proposed underpass. Upon inspection it was determined that an underpass would not be feasible at the existing crossing. The level terrain on the north side of US 2 would require substantial excavation for trail access to an underpass, and the probable floor elevation of the structure would be below the water surface of the pond on the south side of US 2. Noting that the sight distance at the existing at-grade crossing is excellent, it was mutually decided that this underpass would be eliminated from consideration.

Submitted by:

/S/ Michael J. Dugas

Michael J. Dugas, P.E.
Preliminary Design Supervisor

MJD:mjd

cc: J. Moore, G. Placy, R. Maddali, K. Nyhan
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