

REPORT OF THE COMMISSIONER
JEFFERSON-RANDOLPH PUBLIC HEARING

Jefferson-Randolph US 2 Safety Improvements
13602
NHS-X-0341(018)
SPECIAL COMMITTEE PUBLIC HEARING
March 17, 2005 Jefferson Town Hall, Jefferson, NH 7:00 P.M.

AS A RESULT OF THE PUBLIC HEARING ON THE ABOVE REFERENCED PROJECT IN ACCORDANCE WITH RSA 230:14, THE FOLLOWING LAYOUT IS ESTABLISHED AS SHOWN ON THE PROJECT HEARING PLANS:

Beginning at a point in the existing travel way of US 2 approximately two thousand feet (2000') east of the US 2 intersection with NH 115 in the Town of Jefferson and continuing east approximately three and six tenths (3.6) miles to a point approximately eight tenths (0.8) miles east of the US 2 intersection with Valley Road in the Town of Randolph, this project involves the reconstruction and widening of US 2 to add shoulders, correct geometric deficiencies and improve safety. The reconstruction limits will exclude a segment of US 2, approximately two-tenths (0.2) miles in length, in the vicinity of Valley Road that was reconstructed in the early 1990s. The segment of US 2 between NH 115 and the start of reconstruction, and between the end of reconstruction and Durand Road West, a distance of one and one half (1.5) miles, will be resurfaced. Additionally, a pedestrian and snowmobile underpass will be constructed beneath US 2 approximately one tenth (0.1) miles east of Durand Road West.

The Department proposes to mitigate impacts to wetlands by transferring a 30 acre parcel of land adjacent to the Pondicherry Division of the Silvio O. Conte National Fish and Wildlife Refuge to the US Fish and Wildlife Service to protect it from future construction so that it remains in its current natural condition.

Exceptions to the limitation of access on US 2 are as follows:

OLESEN, RENNETTA A. & FREDERICK N. (Parcel 5): One (1) point of access.

THE HIGHLAND CHAPEL ASSOCIATION (Parcel 6): Zero (0) points of access; access available via Black Velvet Road.

OLESEN, RENNETTA A. & FREDERICK N (Parcel 7): One (1) point of access.

NYNEX / NEW ENGLAND TELEPHONE COMPANY (Parcel 8): One (1) point of access.

ALLEN, DONALD & ANITA (Parcel 9): One (1) point of access.

ALLEN, DONALD & ANITA (Parcel 9A): One (1) point of access.

CARTER BOISMONT REALTY TRUST (Parcel 10): Five (5) points of access.

WELLS, THOMAS D. & TRICIA (Parcel 11): One (1) point of access.

PEARSE, ALICE & HARRY E. JR. AND SHEVCHUK, HELEN (Parcel 12): One (1) point of access.

HURZELER, MARC A. & ROSEMARY J. (Parcel 13): Three (3) points of access.

VISAJARO REALTY TRUST (Parcel 15): Two (2) points of access.

WESTGATE, CHRISTOPHER R. & SUSAN V. (Parcel 16): One (1) point of access.

BALOG, ALAN P. & BALOG, RHEA I. (Parcel 17): Two (2) points of access.

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GAGNON, ROLAND & LORRAINE S. (Parcel 18): Two (2) points of access.

SEWICK, MICHAEL & MAUREEN (Parcel 19): One (1) point of access.

WESTGATE, SUSAN V. & CHRISTOPHER R. (Parcel 20): One (1) point of access.

CORRIGAN, RUPERT E. & WILMA C. (Parcel 21): Three (3) points of access.

CALL, JOHN M. (Parcel 22): One (1) point of access.

LEON F. DOBRIDNIA TRUST AGREEMENT (Parcel 23): One (1) point of access.

ROBINSON, SCOTT A. & ELIZABETH W. (Parcel 24): One (1) point of access.

STILES, DIANE & GREGORY (Parcel 26): One (1) point of access.

STEELE, MICHAEL & BETSY D. (Parcel 27): One (1) point of access.

THE CORRIGAN FAMILY 1998 REVOCABLE LIVING TRUST (Parcel 28): One (1) point of access.

THE FARRAR FAMILY REVOCABLE LIVING TRUST (Parcel 35): One (1) point of access.

THE REVOCABLE LIVING TRUST AGREEMENT OF ALMON E. FARRAR AND VERNA CLARK FARRAR (Parcel 36): Two (2) points of access.

TOWN OF RANDOLPH (Parcel 37): One (1) point of access.

MADDOCK, STEPHEN J. II & HUDSON, JUDITH M. (Parcel 38): One (1) point of access.

MCMURTRIE, DAVID L. (Parcel 39): One (1) point of access.

HAMANNE, GERARD E. & WALLINGFORD, RICHARD E. JR. (Parcel 40): One (1) point of access.

HAMANNE, GERARD E. & WALLINGFORD, RICHARD E. JR. (Parcel 40A): One (1) point of access.

HAMANNE, GERARD E. & WALLINGFORD, RICHARD E. JR. (Parcel 40B): Two (2) points of access.

TOWN OF RANDOLPH (Parcel 70): Zero (0) point of access. Property to be acquired in totality.

MADDOCK, STEPHEN J. & SUSAN R. (Parcel 71): One (1) point of access.

MADDOCK, STEPHEN J. II & HUDSON, JUDITH M. (Parcel 72): One (1) point of access.

THE REVOCABLE LIVING TRUST AGREEMENT OF ALMON E. FARRAR AND VERNA CLARK FARRAR (Parcel 73): One (1) point of access.

PALM, JEANNE (Parcel 83): One (1) point of access.

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BADER, CURTIS L. & NURNET (Parcel 84): One (1) point of access.

GAGNON, PAUL & SYLVIA (Parcel 85): One (1) point of access.

OTTO, FREDERICK A. & CURCURU, PHYLLIS M. (Parcel 86): One (1) point of access.

OTTO, FREDERICK A. & CURCURU, PHYLLIS M. (Parcel 87): One (1) point of access.

KIRMMSE, BRUCE H. (Parcel 88): One (1) point of access.

VAILLANCOURT, DANNY R. & LUELLA J. (Parcel 89): One (1) point of access.

BERNIER, DARRELL G. & PATRICIA S. (Parcel 90): Two (2) points of access.

JEPSON, MARK R. & JOAN E. (Parcel 90-1): One (1) point of access.

HEBERT, DEBORAH S. (Parcel 91): One (1) point of access.

NORRAD, MARTIN B. & CHATLAND, CAROL A. (Parcel 92): One (1) point of access.

KILKENNY RESOURCES (Parcel 93): One (1) point of access.

PARE LIVING TRUST (Parcel 94): One (1) point of access.

COMMETTE, JAMES A. & KARIN G. (Parcel 95): One (1) point of access.

COMMETTE, JAMES A. & KARIN G. (Parcel 95A): One (1) point of access.

SHERWOOD, DORIS (Parcel 96): One (1) point of access.

SHERWOOD, DORIS (Parcel 96A): One (1) point of access.

HURZELER, MARC A. & ROSEMARY J. (Parcel 97): One (1) point of access.

PEARSE, ALICE & HARRY JR. AND SHEVCHUK, HELEN (Parcel 98): One (1) point of access.

CARTER BOISMONT REALTY TRUST (Parcel 99): One (1) point of access.

CALL, MALCOLM G. & SHIRLEY H. (Parcel 100): Three (3) points of access.

RIBNER, CAROL S. (Parcel 101): Two (2) points of access.

OLESEN, JOHN H. & JEAN E. (Parcel 102): One (1) point of access.

HARTFORD, BRUCE A. & DONNA O. (Parcel 102-1): Two (2) points of access.

OLESEN, JOHN H. & JEAN E. (Parcel 103): One (1) point of access.

CLUKAY, THEODORE P. & BARBARA A. (Parcel 115): One (1) point of access.

The limitation of access with the exceptions noted above is established in accordance with RSA 230:46.

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The following decisions are the Department's resolution of issues as a result of the testimony presented at the March 17, 2005 Public Hearing and written testimony received during the comment period.

1. Gordon Alan Lowe, Randolph Police Chief, Jefferson Board of Selectmen, John Scarinza, Commander, NH State Police Troop F, Wayne and Ann Kellner, residents of Jefferson, and Judith Maddock Hudson (Parcels 38 and 72) requested that the reverse curves at the east end of the project in the vicinity of the former Randolph firehouse be straightened.

Randolph Board of Selectmen and Ken Lee, Chairman, requested that the curves at the location of the former firehouse be straightened and confirmed that the Randolph Fire Station will be moved to a new location and the Town of Randolph would not seek a functional replacement if the structure were impacted by the requested modification.

Response: The proposal presented at the March 17, 2005 Public Hearing would improve the existing curves to meet the required engineering standards for a 50 mile per hour design criterion and minimize property impacts. Recognizing the concerns expressed at the Public Hearing, the Department reconsidered the proposed layout and developed two proposals to further reduce the curves. These options were presented at a Randolph Board of Selectmen meeting on October 17, 2005.

Pursuant to this meeting and subsequent public input, the Randolph Board of Selectmen indicated their support for a revised intermediate layout, as a compromise between the two proposals presented on October 17, 2005. The selected layout would improve the curves to a greater extent than proposed at the Public Hearing, while retaining some curvature to minimize property and resource impacts.

The design revision will require the acquisition of Parcel 70 and the demolition of the former fire station. The property will be appraised at fair market value and due compensation will be offered to the Town of Randolph in accordance with State and Federal law. The Town of Randolph will not be requesting a functional replacement for the old firehouse on Parcel 70 and the Department will not be providing a functional replacement.

2. James H. Meiklejohn, Chairman, Randolph Conservation Commission, requested that a wildlife crossing structure be constructed at Bowman Divide as part of the project.

Executive Councilor Raymond S. Burton asked the Department to reexamine the wildlife crossings issue and pursue partnerships with outside organizations to cooperatively study wildlife crossings.

Jefferson Board of Selectmen, Wayne and Ann Kellner, residents of Jefferson, opposed construction of a wildlife crossing structure at the Bowman Divide, due to its expense and minimal benefits. The Board of Selectmen suggested reviewing the animal/vehicle crash data in the wider area to gain a better understanding of the wildlife crossing issue.

Katherine Stuart, District Ranger, US Forest Service Androscoggin District, and Thomas Wagner, Forest Supervisor, John Scarinza, Chairman of Randolph Forest Commission, and Katherine Hartnett, The Jordan Institute, asked to participate in future discussions on wildlife crossing issues.

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Response: The Department does not propose to construct a wildlife crossing structure as part of this project, but will continue to study other non-structural practicable options. During the environmental review, the Department studied wildlife movements within the proposed limits of the project through its consultant, the Louis Berger Group. Based on the study findings, it could not be established that the majority of the wildlife crossings of US 2 occur at Bowman Divide. The Department believes the range of possible mitigation measures and their potential effectiveness, need to be studied in greater detail before any future investments can be made in constructing wildlife crossing structures in this area.

As discussed at the March 17, 2005 Public Hearing, the Department has agreed to participate in a Wildlife Study to be conducted by the Audubon Society of New Hampshire. The scope of the study was presented at a November 2, 2005 meeting to which all agencies that had expressed an interest in discussing this issue were invited. The study is being undertaken during the winter and spring of 2006.

3. Alice Pearse (Parcel 98) expressed concern with erosion to her land, and damage to her stone walls and driveway due to storm water runoff from US 2.

Tricia Wells (Parcel 11) requested that the Department dig a fire pond on her property to prevent the erosion caused by spring run-off from her property, across US 2, and onto Alice Pearse's property.

Response: The storm water runoff from US 2 comprises a small portion of the total runoff in this area; the majority of the runoff is overland flow originating on the mountainside to the north of US 2. During final design, the Department will closely review the drainage conditions in the vicinity of Ms. Pearse's and Ms. Wells' properties and consider Ms. Wells' suggestion. The drainage improvements will be designed to effectively manage stormwater runoff from the highway.

4. Jefferson Board of Selectmen and Mary Steudle, resident of Jefferson, expressed concern with the safety of traffic turning left onto Black Velvet Road from the US 2 climbing lane and with the limited visibility for traffic turning right from Black Velvet Road, especially when snow banks are present.

Response: The proposed improvements to this portion of US 2 will consist of adjustments to the horizontal and vertical alignments to provide adequate geometry and sight distance for the posted speed of 50 mile per hour. Also, roadside ditches will be improved and limited tree clearing will be undertaken, both of which will improve sight distance looking east and west from Black Velvet Road. Eastbound left turns into Black Velvet Road will continue to be made from the climbing lane. The small volume of turning vehicles does not warrant the provision of a dedicated turning lane, which would require either substantial widening of US 2 or reduction of the length of the climbing lane, neither of which is desirable. The existing signs will be evaluated to determine if changes would be beneficial.

5. Carolyn Baldwin, Esq. of Baldwin & Callen, P.L.L.C., representing the Carter family and the Carter-Boismont Trust; Peter Carter, Robert MacLaurin, and Malcolm and Shirley Call (Parcel 100), expressed support for the construction of a bypass of the Jefferson Highlands Historic District. Mr. MacLaurin offered to provide the right-of-way for the requested bypass.

Jefferson Board of Selectmen and Wayne and Ann Kellner, residents of Jefferson, strongly opposed any bypass of the Jefferson Highlands Historic District because of the adverse environmental impacts it would cause, the added cost to the project, and the financial impact to the Town associated with maintenance responsibilities for the bypassed segment of US 2, a necessary condition of the bypass.

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Response: The Department has considered the offer of Mr. MacLaurin to donate the right-of-way south of the existing US 2 corridor for the construction of a bypass.

After careful consideration of all alternatives including a bypass alternative, it has been determined that the most feasible and prudent alternative is the on-alignment alternative, which takes all appropriate measures to minimize harm to resources, mitigates those unavoidable impacts, minimizes cost, and considers the desire of the Town of Jefferson not to have new maintenance responsibility for the bypassed portion of roadway.

6. Carter Boismont Realty Trust (Parcel 10) requested two points of access in addition to the four points that currently exist.

Response: The Department proposes five points of access. The Department does not propose to grant a second additional point of access. NHDOT Policy for the Permitting of Driveways is that no more than three access points shall be granted to parcels whose frontage exceeds 500 feet. Additional points of access can be granted for parcels whose frontage exceeds 1000 feet. Reasonable access can be provided to the entire parcel through the existing four driveways and the one additional point of access granted. Further accessibility within the property can be achieved by internal connections.

The project will match to the four existing driveways. The additional designated access point provides the right of access, but the specific location of the access point is not defined. The design and construction of the additional access is the responsibility of the property owner subject to review by the NHDOT District 1 Engineer's Office and the issuance of a drive permit.

7. Tricia Wells (Parcel 11) requested one point of access in addition to the single point of access that currently exists.

Response: The Department does not propose to grant an additional point of access. NHDOT Policy for the Permitting of Driveways is that for properties with frontage of up to 500 feet, no more than two points of access shall be permitted. For this residential property with limited frontage, one point of access is appropriate.

8. Alan Balog (Parcel 17) requested one point of access in addition to the single point of access that currently exists.

Response: The Department proposes two points of access.

The project will match to the existing driveway. The additional designated access point provides the right of access, but the specific location of the access point is not defined. The design and construction of the additional access is the responsibility of the property owner subject to review by the NHDOT District 1 Engineer's Office and the issuance of a drive permit.

9. Rupert and Wilma Corrigan (Parcel 21) requested one point of access in addition to the three points that currently exist.

Response: The Department proposes three points of access. NHDOT Policy for the Permitting of Driveways is that when frontage on a single parcel of land does exceed 500 feet, no more than 3 points of access shall be permitted.

10. Darrell Bernier (Parcel 90) requested two points of access in addition to the single point of access that currently exists.

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Bryant and Barbara Pake, residents of Randolph, and George and Berniece Brackett, residents of Randolph, requested that the Department not grant an additional point of access to Parcel 90 due to the wetland impacts that could result from the construction of a new driveway.

Response: The Department proposes two points of access. The Department does not propose to grant a second additional point of access. Reasonable access can be provided to the entire parcel through the existing one driveway and the one additional point of access granted. Further accessibility within the property can be achieved by internal connections.

The project will match to the existing driveway. The additional designated access point provides the right of access, but the specific location of the access point is not defined. The design and construction of the additional access is the responsibility of the property owner subject to review by the NHDOT District 1 Engineer's Office and the issuance of a drive permit. Wetland impacts associated with second access point would need to be approved by the NH Department of Environmental Services.

11. Malcolm Call and Shirley Call (Parcel 100) requested one point of access to be in addition to the three points of access presented at the public hearing.

Response: The Department proposes three points of access. The Department does not propose to grant an additional point of access. NHDOT Policy for the Permitting of Driveways is that no more than three access points shall be granted to parcels whose frontage exceeds 500 feet.

12. Carol Susan Ribner (Parcel 101) requested one point of access to be in addition to the single point of access that currently exists.

Response: The Department proposes two points of access.

The project will match to the existing driveway. The additional designated access point provides the right of access, but the specific location of the access point is not defined. The design and construction of the additional access is the responsibility of the property owner subject to review by the NHDOT District 1 Engineer's Office and the issuance of a drive permit.

13. Chris Westgate (Parcel 20) expressed concern that the proposed roadway improvements would result in higher speeds on US 2.

Malcolm Call and Shirley Call (Parcel 100) expressed support for reducing the speed limit through the Jefferson Highlands neighborhood to 40 mph.

Tricia Wells (Parcel 11) expressed support for a reduced speed limit through the Jefferson Highlands.

Response: The Department recognizes the residents' concerns with speed through the Jefferson Highlands area. The issue of speed increases that could result from the reconstruction has been a consideration throughout the design process. The proposed improvements east of the Jefferson Highlands area will provide 4' wide paved shoulders and correct existing deficiencies to provide uniform design criteria suitable for a design speed of 50 mile per hour, while retaining the curvilinear and rolling nature of the existing roadway as appropriate. Reduced design criteria suitable for 40 mile per hour have been used for the improvements within the Jefferson Highlands area in recognition of the geometrics of the highway, and the historic nature of this residential area.

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After construction of the proposed improvements, the existing posted speed limits and the actual traffic speeds will be evaluated throughout the project. The posted speed will be established in accordance with the geometrics of the highway, the use of abutting properties and associated traffic generation, the presence of pedestrian traffic, the frequency of school bus stops, and other factors which shape the judgment of Department engineering staff and the local and state law enforcement staff who collectively establish such speed postings.

14. Malcolm and Shirley Call (Parcel 100) requested that a berm be constructed in front of their home to protect and insulate them from noise from increasing traffic volumes.

Response: The Department does not propose to construct a berm as requested. Noise impacts were evaluated in this area by the Department subsequent to the Public Hearing, but were found to be insufficient to warrant noise abatement measures.

In addition, due to the proximity of the roadway to Mr. and Mrs. Call's home, there is inadequate room to construct a berm, were it warranted, of sufficient height to mitigate traffic noise. Also, the required openings in the berm for the circular driveway would substantially reduce the effectiveness of the berm to reduce noise levels.

15. Jefferson Board of Selectmen, Edith Tucker, resident of Randolph, Judith Maddock Hudson (Parcels 38 and 72), Gordon Alan Lowe, Randolph Police Chief and Jean Palm Malick (Parcel 83) requested that improvements to the segments of US 2 near the former Randolph fire station and the Carter Spring be undertaken in the first phase of construction.

Response: The Department agrees with this request and now proposes to construct the Randolph portion of the project as the first phase and the Jefferson portion of the project as the second phase.

The specific construction schedule and sequencing will be determined during final design. It is the Department's intent to focus on the Randolph section first.

16. Carol Susan Ribner (Parcel 101) expressed concern with existing drainage deficiencies and requested that the catch basin along her frontage be reconnected to previously installed drainage pipes. Ms. Ribner expressed concern with increased speeds and suggested shifting the entrance to her driveway to the west to decrease the skew of the driveway to US 2. Ms. Ribner requested a meeting to discuss the impacts of the project on her property.

Response: These concerns are recognized. During final design, the Department will closely review the drainage conditions in the vicinity of Ms. Ribner's property and drainage improvements will be considered to improve upon the management of storm water runoff from US 2.

The request for relocating the driveway will be included in the plan during the final design phase of the project. The Department will arrange an on-site meeting with Ms. Ribner to explain the extent of the proposed impacts to her property.

17. Michael F. Sewick Sr. (Parcel 19) requested that trees be cleared to provide access to a utility pole that services the property.

Response: The utility pole referenced by Mr. Sewick appears to be a service pole on private property. The pole will not require relocation by the proposed

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improvements. The Department does not believe trees in the area of the pole will need to be cleared for the highway improvement. It is suggested that Mr. Sewick forward his request to the appropriate utility companies when the US 2 utility relocations are undertaken.

18. Jean Palm Malick (Parcel 83) requested that her driveway and parking area remain at the west end of her property rather than be relocated to the east as indicated on the plan, as previously requested by Ms. Malick. Ms. Malick also asked if the trees along the frontage of her property would be removed.

Response: During final design, the Department will work with Ms. Malick to locate her driveway at a mutually agreeable location. If the trees are required to be removed, either for the proposed roadside construction activities or to provide safe sight distance from the driveway, the Department will work with Ms. Malick during the right-of-way acquisition process to delineate the impacted trees and mitigate or compensate for the loss of trees as practicable.

19. Jefferson Board of Selectmen, Alan Balog (Parcel 17), Wayne and Ann Kellner, residents of Jefferson, Kevin and Tricia Arakelian, Water Wheel Restaurant, raised specific concerns with the layout and sight distance at several locations including the Carter Spring area, the area east of Carter Spring, the Water Wheel Restaurant and in the vicinity of the Balog property (Parcel 17).

Response: In general, the proposed improvements to US 2 east of the Jefferson Highlands area will reconstruct the roadway to provide 4' wide paved shoulders and correct existing deficiencies to provide uniform design criteria suitable for the posted 50 mile per hour (mph) speed, while retaining the curvilinear and rolling nature of the existing roadway as appropriate. Reduced design criteria suitable for 40 mph have been used for the improvements within the Jefferson Highlands area (including Carter Spring) in an effort to further calm traffic speeds and minimize construction impacts within this historic residential area. As part of the road reconstruction, roadside drainage facilities will be improved to better manage stormwater runoff and reduce winter icing. Tree clearing required for the reconstruction or for utility relocations will also help address winter maintenance deficiencies.

Specific details of the proposed improvements in the areas referenced are provided below:

- In the area of the Carter Spring, the elevation of the roadway will be raised approximately 2' to improve the sight distance as appropriate for the 40 mph design speed.
- East of Carter Spring, the deficient crest will be lowered approximately 2' to improve the sight distance along the roadway.
- In the area of the Water Wheel Restaurant, the deficient crest west of the driveway will be improved by lowering the grade approximately 2', thus improving sight distance both east and west from the Water Wheel driveway.
- In the area of the Balog property, the deficient crest at the town line will be lowered approximately 3' to provide sight distance suitable for 50 mph design criteria.

20. Kevin and Tricia Arakelian, Water Wheel Restaurant, expressed concern with the impact the proposed layout of their driveway would have on their business. They

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requested that the wide-open access to their property remain, instead of having two 50' entrance/exit points.

Response: The existing access is a non-conforming layout consisting of an uninterrupted opening approximately 150' in length. This layout leads to uncertain vehicle movements into and out of the site, and uncontrolled parking within the highway right-of-way. In accordance with Department standards, the proposed driveway layout will provide two 50' wide access points for better definition and delineation, and a grass area between the driveways extending from the edge of pavement to the highway right-of-way boundary.

21. Jefferson Board of Selectmen requested that the proposed scenic overlook on the Clukay property in Jefferson be removed from the plan, because neither the Town nor the State would maintain the site.

Ted Clukay (Parcel 115) requested that the proposed scenic overlook on his property be removed from the plan, as the Department will not maintain the site.

Response: The Department will not pursue the construction of a scenic overlook as proposed. The project layout will be modified to not include this work.

22. Bradley Presby, DRED Bureau of Trails, suggested reconsidering the proposed locations of the snowmobile crossings in Jefferson and Randolph. He felt that the Jefferson snowmobile underpass should be relocated approximately 500' west of the proposed location to properly link the trail network. Likewise, he felt that the Randolph underpass should be moved westerly as close as possible to Lowe's Store to best align with the trail network and to maximize its use by hikers and snowmobilers.

Gordon Alan Lowe, Randolph Police Chief, suggested moving the proposed snowmobile crossing in Randolph to the west, closer to the Lowe's Store.

Jason Call, resident of Jefferson, expressed opposition to the two proposed snowmobile underpasses, stating that they are unnecessary and costly.

Response: The proposed snowmobile underpass in Jefferson will be eliminated. The Department met with Mr. Presby at the site of the proposed snowmobile underpass in Jefferson on November 15, 2005. Upon inspection it was determined that it would not be possible to relocate the proposed snowmobile underpass to the existing trail crossing due to unfavorable terrain. Given that there is good sight distance at the existing at-grade crossing, and relatively unencumbered crossing ability, Mr. Presby and the Department agreed to maintain the existing at-grade trail crossing and eliminate the underpass from consideration.

The Department proposes to construct the proposed snowmobile underpass in Randolph. In meeting with Mr. Presby, it was agreed to relocate the underpass approximately 400' to the west to align with a recently constructed trail on the north side of US 2. The underpass will provide a safe grade-separated crossing for snowmobiles and hikers. The Trails Bureau of DRED will coordinate the relocation of the trail on the south side of US 2 and the trail bridge over Moose River to align with the proposed underpass.

23. Judith Maddock Hudson (Parcels 38 and 72) expressed concern regarding the safety of turning from US 2 into her driveway due to the limited sight distance along US 2, and due to limited shoulder width for through vehicles to bypass a vehicle turning into her property. She asked that the proposed shoulders be widened to 10' to

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accommodate bicycles, and to improve the safety of turns into her driveway from either direction.

Judith Maddock Hudson (Parcels 38 and 72) noted that the stone wall on the north side of Parcel 72 should be indicated on the project plans, and requested guidelines for the replacement of this stone wall.

Stephen Maddock (Parcels 38, 69, 71 and 72) requested wider shoulders to improve the safety of turns into Mr. Maddock's driveway and for safer bicycle travel.

Response: The Department does not propose to construct shoulders wider than 4 feet. The proposed improvements to this segment of US 2 will improve the horizontal and vertical alignments of the highway as needed for 50 mph design criteria, and will widen the roadway to provide 4' wide paved shoulders. The shoulders as proposed can accommodate bicycle travel and minimize impacts to private property, and natural and cultural resources.

In addition, the proposed improvements to the US 2 alignment will substantially improve sight distance in the vicinity of Ms. Hudson's and Mr. Maddock's driveways. Ample sight distance will be available to allow safe turns into and out of the driveway, and for westbound through vehicles to safely react to a stopped westbound vehicle waiting to turn into the driveway.

The subject stone walls were located by the Department's survey, but were incorrectly displayed on the design plans. The stone walls will be correctly displayed on future plans.

In accordance with Department of Transportation policy and RSA 472, stone walls were reviewed on a project-wide basis for this project. It was determined that all stone walls impacted by construction will be rebuilt, in kind, in a mutually agreeable location at, or as near as practicable to, the right-of-way line.

24. Bruce Kirmmse (Parcels 87 and 88) requested fair compensation for any property acquired. Mr. Kirmmse also requested that upon completion of the project, his driveway access be restored to the condition it was in prior to the project.

Response: Any property or property rights acquired will be appraised at fair market value and due compensation will be offered to the property owner in accordance with State and Federal law.

The Department will review details of the driveway construction with Mr. Kirmmse as part of the right-of-way acquisition process. As part of the construction, any disturbed portions of the driveway will be restored to the same or better condition.

25. Danny and Luella Vaillancourt (Parcel 89) requested that their driveway be located in front of their garage.

Response: The driveway will be reconstructed as requested.

26. David Govatski, Chairman, Friends of Pondicherry, expressed support for the project and for the wetland mitigation proposal to transfer 30 acres of State-owned property along NH 115 in Jefferson to the US Fish and Wildlife Service.

Response: The Department acknowledges and appreciates the support for the project and notes that both the Jefferson and Randolph Conservation Commissions endorsed the transfer of the 30-acre property along NH 115.

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27. Darrell Bernier (Parcel 90) requested that the four culverts along his property frontage be combined into a single culvert and drainage easement.

Response: The Department will evaluate the feasibility of reducing the number of culverts during the final design phase of the project.

DATE: _____

Carol A. Murray
Commissioner
New Hampshire Department
of Transportation