

**REPORT OF THE COMMISSIONER**  
**LOUDON – CANTERBURY 29613, X-A004(201)**

**NH ROUTE 106**

**COMMISSION PUBLIC HEARING**

**October 23, 2017 – Loudon Community Building, 23 South Village Road, Loudon**

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The Loudon-Canterbury, 29613, X-A004(201) project addresses the widening of NH Route 106 beginning approximately 0.1 miles south of Soucook Lane in Town of Loudon and extending northerly approximately 3.46 miles to a point 0.5 miles north of Asby Road in Town of Canterbury.

The widening NH Route 106 will consist of the addition of a continuous 12 foot center turn lane to accompany the existing two 12' wide travel lanes, and 12' wide shoulders. A typical widening of approximately 6 feet on each side will be required with some minor alignment shifts to minimize impacts to wetland resources and reduce property impacts. There will be minor work on several town roads: Suncook Lane, Brook Circle, Tote Road, Spring Street, Shaker Road, International Drive, Beck Road, Mudgett Hill Road, Voted Road, Clough Hill Road, Gues Meadow Road, Hollow Root Road and Asby Road in the Town of Loudon

Some limitation of access was acquired under the 1995 Concord-Laconia, 10672, HES-MGS-STP-NHS-RS-F-T-X-0212(004) layout as established in accordance with RSA 230:46. The Loudon-Canterbury, 29613 layout will not change any access limitations as acquired through the 10672 project. Existing limitation of access is as outlined:

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| • Hayward, Lovering, Station 5375+00,Lt.  | 0 point of access  |
| • Hayward, Lovering, Station, 5379+00, Lt.  | 0 point of access  |
| • State of New Hampshire, Station 5411+50, Lt.  | 0 point of access  |
| • Erving R. Lane Revocable Trust &<br>Alma W. Lane Revocable Trust, Station 5432+00, Lt | 2 points of access |
| • State of New Hampshire, Station 5438+50, Lt.  | 0 point of access  |
| • Tubelleja, Joana J., Station 5440+50, Lt.   | 1 point of access  |
| • New Hampshire Speedway, Inc., Station 5475+00, Rt.                                    | 2 points of access |
| • State of New Hampshire, Station 5490+00, Lt.  | 1 point of access  |
| • Fillmore, Gregory S., Station 5503+25, Lt.  | 0 point of access  |

The following decisions are the Department's resolution of issues as a result of testimony presented at the October 23, 2017 Public Hearing and written testimony subsequently submitted over the ten (10) day comment period.

1. Gil Rogers representing the NH Motor Speedway, Inc. (Parcel 59), explained NH Rte. 106 has a long history for infrastructure investment starting in 1985 under Governor John Sununu's administration with the development of the first Ten Year Transportation Improvement Plan and the Governor's Advisory Committee on Intermodal Transportation. At that time, this roadway was designated as part of the Select System

of Highways due to the importance of it as an alternative commuter route that parallels I-93 from Concord to Laconia. He noted that over time, the Department's investment strategies along NH Rte. 106 were completed to enhance commuter access. Mr. Rogers further explained that research through the National Transportation Research concludes that with the addition of turning lane, it can reduce crashes between 20% to 60%. Mr. Rogers expressed support, on behalf of the New Hampshire Motor Speedway, for the development of the center turn lane.

**Response:** The development of the center turn lane and maintaining the full shoulders will benefit overall road safety and minimize corridor traffic delay with the separation of turning traffic from the numerous Town roads and driveways along NH Rte. 106. Past investment strategies since 1985 for NH Rte. 106 have been developed through the State's Ten Year Transportation Plan to include this proposed action. New Hampshire Motor Speedway's support for the project is acknowledged.

2. Chris Richardson, 960 Rt. 106N, Loudon expressed his opinion that the project is unwarranted and that the sole purpose is to relieve traffic flows for major race events at the New Hampshire Motor Speedway's facility. He noted traffic management issues during race day are not along this corridor, but at NH Rte. 106 interchange with I-393 and I-393 junction with I-93 in Concord. Michael Harris, 485 Lower Ridge Road, Loudon expressed his concern as to how NH Rte. 106 divides the community and creates hardships for local traffic to cross the State Highway. Mr. Harris believes other multi-fatal crash locations along NH Rte. 106 (i.e.: Chichester Road intersection) should be addressed prior to this project. He requested consideration of local pedestrian crossings with protective cross-walk controls to accommodate bicycle and pedestrian access across NH Rte. 106 with emphasis at its intersection with Shaker Road. Mr. Harris further requested the need for enhanced police enforcement to address the bad driver behavior along the NH Rte. 106 corridor.

**Response:** NH Rte. 106 Interim Corridor Study (published in March 2012) identified this section of NH Rte. 106 as a priority segment for the development of a center turn lane that will benefit overall road safety and minimize corridor traffic delay with the separation of turning traffic from the numerous Town roads and driveways. In addition to providing safety benefits for turning traffic to local residential and businesses, the additional width will improve the ability to manage New Hampshire Motor Speedway event traffic while reducing the length of time for the short term closures along NH Rte. 106 between I-393 and Motor Speedway in the Town of Loudon. This project was identified in the 2015-2024 Transportation Improvement Program (Ten Year Plan) as the first priority segment. Other projects are included in the Ten Year Plan to address the capacity and safety deficiencies along I-93 in the City of Concord and the NH Rte. 106 intersection with South Village Road and Chichester Road in the Town of Loudon. The Department will review with the Town of Loudon as to priorities for pedestrian controlled crossings along the project limits including local responsible for the long-term maintenance as may be needed. Motor vehicle enforcement remains the responsibility of the local police department in conjunction with State Police and County Sheriff Department.

3. Ora George (Parcel 9, Brookside Mall), 563 Rt. 106, Loudon requested flattening the curve on NH Rte. 106 along the frontage of the Brookside Mall and Bean Stalk Gas Station & Convenience Store to provide a larger buffer between the State highway and local businesses. Mr. George further expressed concern with any shift of the utility poles toward the business parcels along this section of the State roadway.

Response: The layout for the improvements along the intersection of NH Rte. 106 with Shaker Road is designed to minimize encroachments toward the Bean Stalk Gas Station & Convenience Store and Brookside Mall by holding the westerly edge of the NH Rte. 106 pavement. This section of NH Rte. 106 includes an existing left turn lane for the Shaker Road intersection and will require no additional widening. Shifting NH Rte. 106 further to the east to increase the buffer between the State highway and the local businesses would impact other private properties along NH Rte. 106 and, therefore, is not granted. Shifts in aerial utility pole in this location are not anticipated. However, any shifts of the utility poles (i.e.: power, telephone, cable, etc.) will be accomplished within the existing State Right-of-Way and/or within separate utility easements obtained by the owners of the utility lines in accordance with the Department's Utility Accommodation Manual.

4. Mary George (Parcel 9, Brookside Mall), 563 Rt. 106, Loudon requested the addition of more roadway lighting at the NH Rte. 106 intersection with Shaker Road.

Response: Highway street lighting will be designed in accordance with Department Policy and Department's Lighting Design Manual. Additional lighting could be accommodated through written agreement with the Town of Loudon for maintenance and operation.

5. Ken Lorden (Parcel 7, Scotch Pines Manufactured Mobile Home Park), 23 Mudgett Hill Road, Loudon, Nicole Morin, 34 Brook Circle, Loudon and Janice Morin, 168 Clough Pond Road, Loudon requested the installation of guardrail along the frontage of the Scotch Pines Manufactured Mobile Home Park to increase safety from run-off-the-road vehicles for the mobile homes near NH Rte. 106.

Response: Guardrail is installed when warranted to protect traveling motorist from high risk hazards along the roadside (i.e.: steep slopes, fixed objects, etc.). The steepness of the roadway slopes along the mobile home park does not warrant the installation of guardrail. The Department will maintain the existing tree buffer along the toe of the embankment slopes that will offer some level of existing tree and shrubbery screening beyond the safe clear zone of the highway.

6. Lynn Trudeau (Parcel 26), 661 Rte. 106 N, Loudon expressed concern for impacts to the drinking water well which is located near the existing State Right-of-Way.

Response: The existing well is located within 10 feet of the existing Right-of-Way. The roadway widening will shift the embankment slopes closer to the existing well moving the drainage flows closer to the well. The Department will install an impervious lined ditch at the toe of the roadway slopes starting at the southern property line with Parcel 25 running northerly to the driveway culvert for Parcel 26 in front of the well with the property owner's agreement for the increased slope impacts and drainage easements necessary for lined ditch construction.

7. James and Delena Leonard (Parcel 38), 56 Mudgett Hill Road, Loudon, expressed concern for the potential of hillside erosion resulting from the excavation into the steep slope behind their building on Mudgett Hill Road. In addition, Mr. & Mrs. Leonard questioned if winter snowplowing will pose problems to the stability of the embankment. They request consideration for the construction of a retaining wall to protect the slope's stability, erosion and winter maintenance operations.

Response: The impacts to the steep embankment will be minimized to the greatest extent possible. Construction of a short retaining wall will be necessary to minimize excavation into the embankment. This retaining wall is anticipated to consist of an 18 inch exposed tall granite slab and will be located along the toe of the slope near Voted Road. The granite slab retaining wall will be designed to address long term slope stabilization for the subsurface soil conditions. Beyond the granite slab retaining wall, the Department will use standard slope stabilization measures to minimize potential for erosion of the slope. The existing steep embankment slope will be offset from the edge of pavement by a minimum of 10 feet with a slope curb panel along edge of pavement. No impacts are anticipated from winter plowing.

8. Michael Moffett, NH House Representative, 144 Greenview Drive, Loudon questioned the construction controls that will be incorporated into the construction contracts to minimize delays to the traveling public.

Response: The Department will evaluate the peak traffic flows and special events along NH Rte. 106 to determine appropriate traffic control measures and contract provisions to minimize delay to the traveling public during construction of the improvements. Contractor will be required to maintain two-way, unimpeded lane access during peak hour traffic time of day. During off-peak hours and nighttime operations, contractor will be permitted to implement standard restriction of travel to include, but no limited to one way traffic configuration under flagger controls, rolling roadblocks and/or short-term roadway closures. For Motor Speedway race events and special community events, the Department will coordinate the limitation of construction activities with the Town of Loudon and NH Motor Speedway to ensure minimal disruption will occur for management of event traffic.

Date: 11/22/17



Victoria Sheehan  
Commissioner  
NH Department of Transportation