

REPORT OF THE COMMISSIONER

**ROXBURY-SULLIVAN, F-X-0121(034), 10439
NH ROUTE 9**

Commission

PUBLIC HEARING

March 3, 2015 -- Sullivan Town Hall -- 7:00 PM

The following is the Department's resolution of issues as a result of the testimony presented at the March 3, 2015 Public Hearing and written testimony subsequently submitted for the Roxbury-Sullivan, F-X-0121(034), 10439, project described as:

Replace the NH 9 bridge over Otter Brook in Sullivan, replace or remove a large stone retaining wall in Roxbury and improve the NH 9 roadway. The NH 9 roadway improvements will begin in the vicinity of Houghton Ledge Road in Roxbury and extend north approximately two miles to the vicinity of Centre Street in Sullivan. The roadway improvements will include pavement rehabilitation and minor shoulder widening, and enhancements to guardrail and drainage features. The project will also entail minor improvements to Houghton Ledge Road, Valley Road, and Centre Street. The project impacts historic resources.

1. Sullivan Selectboard Chair Gary Patnode, expressed appreciation for the process the Department followed to arrive at the project presented at the Public Hearing. The Town supports moving the entire project to construction.

Response: The Department appreciates the support of the Town and involvement in selecting a preferred alternative. Coordination with the Town will continue as the project moves forward.

2. J.B. Mack, representing the Southwest Region Planning Commission, noted that this section of NH 9 has been and continues to be one of their highest priorities for their region. They support the project as presented and urge completion of the entire project.

Response: The Department appreciates the support of Southwest Region Planning Commission and will work with them to prioritize projects so this entire project can proceed to construction.

3. Mary Ann Kristiansen, 80 Houghton Ledge Road, Roxbury, is not in favor of replacing the retaining wall near Houghton Ledge Road with a steepened slope, alternative A. She has concerns that the removal of trees to build the steepened slope will allow more traffic noise and Granite Gorge Ski area noise and lighting to reach her home. She also is opposed to improving the intersection of Houghton Ledge Road with NH 9. She supports alternative B, a new retaining wall.

Response: The Department understands the concerns regarding the loss of vegetation associated with the construction of a steepened slope to replace the existing retaining wall. However, the slope work and trees proposed to be removed for this construction are situated well below and several hundred feet away from the Kristiansen property so their removal will not impact noise or light conditions at her property. A tree buffer of approximately 900 feet will remain between the Kristiansen house and the NH 9 roadway once the project is complete. The retaining wall option that she supports is not recommended due to the much greater cost of construction over a steepened slope option.

4. The Roxbury Selectboard, is not in favor of a steepened slope, alternative A, to replace the existing retaining wall near Houghton Ledge Road. They express concern that removing trees to build the steepened slope will remove a noise and visual barrier that helps buffer residents on Houghton Ledge Road from traffic and Granite Gorge Ski area noise and lights. They also are concerned that the excessive runoff from the Houghton Ledge Road hillside will impact the stability of the proposed slope. They support alternative B, a new retaining wall.

Response: The Department understands the concerns for the loss of vegetation associated with the construction of a steepened slope to replace the existing retaining wall. However, the trees proposed to be removed for this construction are situated well below the Houghton Ledge Road residents such that their removal will not impact noise or light conditions at properties. A tree buffer of at least 300 feet will remain between the NH 9 roadway and the closest house on Houghton Ledge Road once the project is complete. The retaining wall option is not recommended due to the much higher cost of construction over a steepened slope option. Appropriate slope protection and drainage will be incorporated to direct and manage the runoff in such a fashion as to not be detrimental to the stability of the proposed steepened slope.

6/15/15

Date



William J. Cass

Acting Commissioner

N.H. Department of Transportation