



OFFICE OF SELECTMEN  
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P.O Box 175  
**Town of Chesterfield, New Hampshire 03443**

August 29, 2016

William Cass  
Assistant Commissioner & Chief Engineer  
NH Department of Transportation  
PO Box 483  
Concord, NH 03302-0483

Dear Assistant Commissioner Cass:

I am writing this on behalf of the Board of Selectmen. I/we would like to thank you for your letter of August 19 informing us that the edge line rumble strips on NH 9 in Chesterfield will be removed. We believe this is a huge step forward and will reduce the noise impact significantly to our residents. However, we still would like to continue discussion on the center line rumble strips since we believe this section of NH 9 is not typical character to other sections of NH 9 as you suggest. Please consider the following:

1. As we stated in our earlier letter, the USDOT document on rumble strip guidelines states that rumble strips should "end approximately 650 feet prior to residential areas". Again, Note that most of the Rt-9 corridor in Chesterfield is zoned Residential. In fact, there are residences in town where the rumble strips go right by the front of people's houses and are within 150 feet of the front door. For example, the house at the corner of NH 9 and Pond Brook. Other sections of Route 9 that you state are of the same character, do not have residences this close to the highway.
2. According to the NH DOT guidelines that we were given, rumble strips should not be on the center line where other roads intersect. I point out the following 5 intersections where rumble strips are present: Atherton Hill Road and Pinnacle Springs Road which are both town roads, and Higley, Asgard, and Brown Roads which are private roads. These all have rumble strips on the center line.
3. Several business locations on NH 9 have a lot of traffic turning in and out of them. One example is the Big Deal Convenience Store located at 1474 Route 9 in Spofford. Traffic in and out of this business is higher than several of the town road intersection with NH 9. This is one example of several.
4. Based on these points, we challenge the premise that the Chesterfield section of the NH 9 corridor is similar in character to that of NH 9 between Keene and

Concord. The Keene to Concord section does not have the high density and close proximity of residences to the road or even the density of businesses on it.

We acknowledge that you have agreed to have another public forum on September 8<sup>th</sup> in Chesterfield to continue this discussion on rumble strips and we are very pleased with this. We would also like to include the Road Safety Audit for the Route 9 and 63 intersection in Chesterfield for the hearing. In our minds, local issues like this should be discussed in conjunction with town officials and population before plans are finalized, not after. Therefore, we see no reason to wait until the DOT finishes its plan in September before it can be discussed locally. In our mind, to do so would be a waste of town and state resources and time.

If you have any questions, please contact me at (603) 363-4624 extension 13.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Carrier", with a long horizontal flourish extending to the right.

Rick Carrier  
Town Administrator

cc. Governor Maggie Hassan  
Councilor Colin Van Ostern  
Senator Molly Kelly  
Commissioner Victoria Sheehan  
Rep. Michael Abbott  
Rep. Paul Berch  
Rep. Tara Sad  
Rep. Lucy Weber  
Ronald Grandmaison, NH DOT