

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT OF WAY
HIGHWAY LAYOUT COMMISSION PUBLIC HEARING
SWANZEY, X-A000(889), 15697

Hearing held at the Monadnock Regional High School, Senior Cafeteria, 590 Old Homestead Highway, Swanzey, New Hampshire on Tuesday, October 11, 2011 in accordance with RSA 230:45, RSA 230:14 and the Surface Transportation and Uniform Relocation Assistance Act of 1987 to discuss the proposed reconstruction of the intersection of New Hampshire Route 12, Lake Street and Swanzey Factory Road and reconfiguration of the intersection to a modern roundabout, commencing at 7:03 p.m.

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DEPT. OF TRANSPORTATION
RIGHT-OF-WAY

OCT 27 2011

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1 SPECIAL COMMITTEE MEMBERS:

2 Chairman Bill Hutwelker

3 Executive Councilor David Wheeler

4 Richard Powers

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8 APPEARANCES:

9 Ron Grandmaison, P.E., Project Manager, NH Department
10 of Transportation, Bureau of Highway Design

11 Michael J. Dugas, P.E., Chief of Preliminary Design, NH
12 Department of Transportation, Bureau of Highway Design

13 Victoria Chase, Right of Way Engineer, NH Department of
14 Transportation, Bureau of Right of Way

15 Cathy Goodmen, NH Department of Transportaion, Bureau
16 of Environment

17 Keith Thibault, Assistant Moderator, Monadnock Regional
18 School District

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P R O C E E D I N G S

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2 COUNCILOR WHEELER: I call this meeting
3 to order of the Special Committee appointed to
4 study and take input on this project appointed by
5 the Governor and Executive Council. I'm Executive
6 Councilor Dave Wheeler from Milford, and my
7 district goes from Milford, you know, through
8 Swanzey to Hinsdale to the river.

9 On my left is Bill Hutwelker of East
10 Swanzey and Richard Powers of Keene are the other
11 two members of the Special Committee. We also
12 have with us from the Department of Transportation
13 Ronald Grandmaison. And we have -- and he's the
14 Project Manager of Highway Design, and Victoria
15 Chase, our Right of Way Engineer with the Bureau
16 of Right of Way, and Cathy Goodmen, our
17 Environmental Coordinator with the bureau.

18 And at this time we'd like to start the
19 meeting with the Pledge of Allegiance, and, Bruce,
20 if you could lead us in the pledge.

21 (The Pledge of Allegiance is recited.)

22 COUNCILOR WHEELER: Thank you, Bruce.
23 And before I turn the meeting over to Bill, I'd

1 like to give a little announcement. Next Thursday
2 night we'll be in Keene for another public hearing
3 on the whole statewide 10-year highway plan. And
4 there's a lot of projects in there and some that
5 are not in there for lack of money for this area,
6 so if anybody has an interest in giving their
7 public input into what's important to you to be in
8 the highway plan for the next 10 years, love to
9 see you in Keene. It will be at the Recreation
10 Center on Washington Street at seven o'clock next
11 Thursday.

12 So, with that, I'd like to ask Bill
13 Hutwelker to chair the rest of the meeting, and
14 thank you, Bill.

15 CHAIRMAN HUTWELKER: Thank you, Dave. I
16 don't usually read from a prepared speech or
17 papers. I'll probably stumble along as I go. I'm
18 Bill Hutwelker, Chairman of this Special Committee
19 as appointed by the Governor and the Executive
20 Council.

21 This hearing is concerned with the layout
22 of the intersection of New Hampshire 12, Lake
23 Street and Swanzey Factory Road. It is held in --

1 pursuant to RSA 230:14. The purpose of this
2 hearing is to determine the necessity of the
3 occasion -- the necessity of the occasion of the
4 layout and to hear evidence of the economic and
5 social effects of such a location, its impact on
6 the environment and its consistency with the goals
7 and objectives of such local planning as has been
8 undertaken by the Town of Swanzey.

9 Following the hearing, this -- which
10 means this hearing tonight, this Special Committee
11 will evaluate all matters brought to our attention
12 and make definite decisions relative to the
13 layout. It is, therefore, important that all
14 individuals desiring to make suggestions do so
15 tonight.

16 I would remind you that you have 10 days
17 from today to submit any other material you would
18 like considered by this Special Committee. So
19 basically what that means is you have the
20 opportunity tonight to present any information
21 that you think is relevant. Ron Grandmaison will
22 respond in approximately a month to two months
23 after taking in all the questions and all the

1 suggestions, and at that point this Committee will
2 reconvene at least some point next year to
3 determine the necessity of this project or lack of
4 necessity.

5 And at that point if the Committee
6 determines that it's a necessary project, then it
7 will move forward, but tonight's your
8 opportunity. After tonight and after the 10-day
9 period, you will not have an opportunity to weigh
10 in.

11 Before opening the floor to questions,
12 I'll first ask Mr. Ron Grandmaison, Project
13 Manager of the New Hampshire Department of
14 Transportation, to present in a formal manner the
15 layout which he has proposed. After this we will
16 open the floor to those who wish to address the
17 Special Committee.

18 We request that all desiring to speak
19 signify their desire by completing the green
20 speaker card available on the table with Carol,
21 and, upon recognition by us, step to the
22 microphone, state your name and address, and make
23 whatever statements or ask whatever questions you

1 have.

2 Please print your name and address on the
3 speaker card. Each speaker will be limited to --
4 will be limited to a time of two minutes. If time
5 permits at the end of the hearing, any speaker
6 who's already had an opportunity may come back to
7 the microphone for an additional two-minute
8 period. This hearing is being recorded, and a
9 transcript will later be prepared.

10 To my left is Keith Thibault. Many of
11 you recognize him. He serves as Assistant
12 Moderator to the school district. Keith had held
13 up a green -- a green ticket. So if you do have
14 desire to speak, and you haven't completed one,
15 they are up on the table. Keith will call your
16 name, and he'll give you time. As your two
17 minutes winds down, if he feels that you can wrap
18 up shortly thereafter, he'll let you continue,
19 otherwise he'll cut you off and go to the next
20 person.

21 Are there any questions? Okay. Now,
22 I'll introduce Mr. Grandmaison, who will, along
23 with his staff, present the formal portion of

1 this -- of this hearing. Ron.

2 MR. GRANDMAISON: Thank you very much,
3 Mr. Hutwelker. Special Committee, ladies and
4 gentlemen, it's nice to see you. Thank you very
5 much for all coming out. I'd like to sort of
6 reintroduce some of the players that we have from
7 the Department. We have Victoria Chase is our
8 Right of Way Engineer. We have Cathy Goodmen, who
9 is our Environmental Coordinator. We have Mike
10 Dugas, who is our preliminary design engineer.
11 He's actually the chief of preliminary design.
12 He's going to be doing the majority of the
13 technical presentation tonight.

14 What we have here as an agenda for what's
15 going to be happening tonight, I would like to
16 tell you that it's the Department's intent to go
17 through the presentation and then turn it back
18 over to the Special Committee in order to take
19 testimony from you, the public, which will be
20 recorded, and, as Mr. Hutwelker or Chairman
21 Hutwelker said, it will be -- you will have 10
22 days from this hearing. If there happens to be
23 anybody that wasn't able to make it tonight, we do

1 have plans that are on -- on-line on the
2 Intranet -- or Internet, and they could go there
3 and take a look at things, and they can still send
4 comments into the Department within that 10-day
5 period, after which time testimony is closed.

6 What I would like to say really is that
7 we also have one other person here, and some of
8 you might recognize him. It's Rob Pinckney. He's
9 a fellow Swanzey -- Swanzeyer, Swanzian, and he
10 works for Clough Harbour & Associates out of
11 Keene, and he is actually in charge of the design
12 team from that consultant firm who is tasked with
13 doing the final design project should you find
14 that there is a necessity for this project.

15 What we have here is talking about the
16 Highway Safety Improvement Program. The way this
17 project was initiated -- actually I'm probably
18 screwing somebody up, so I'm going to get down
19 here to the microphone, if you don't mind.

20 What we have here is the aerial
21 photograph of the intersection of Swanzey Factory
22 Road, Lake Street and New Hampshire 12. And you,
23 being from this area, know some of the intricate

1 details of this particular project as far as it
2 being on the ground.

3 However, this came to be initiated
4 through the State's Highway Safety Improvement
5 Program. What the Highway Safety Improvement
6 Program is is it's an allotment that we get every
7 year, five and a half million dollars, to be used
8 statewide for safety improvements.

9 We're trying to reduce the number of
10 fatal and serious crashes throughout the state,
11 not just at intersections but, also, at, you know,
12 run-off-the-road locations. Modest improvements.
13 We're trying not to use it all up in one place.
14 And it's data driven as far as the project
15 selection is concerned.

16 What that means is a transparency report,
17 formally known as the Five Percent Report, was
18 generated to tell of the five percent of -- the
19 top five percent of the intersections and or
20 locations throughout the state that had the
21 most -- the highest number of fatal or serious
22 injury crashes throughout the state. And in this
23 particular case, this came up in 2008 as one of

1 the locations that we had to look at seriously and
2 use our Highway Safety Improvement Fund.

3 This project was also presented back in
4 November. I recognize some people here. Back in
5 November, we also presented it at a combined
6 public officials, public informational meeting.
7 At that time we had support of something being
8 done at this location. What we've been doing
9 since 2010, we haven't been sitting on our
10 laurels. We've been updating details. We've been
11 trying to include some of the comments that we
12 received at that meeting, and we've been
13 coordinating this public hearing.

14 The public hearing process and trying to
15 set it up is actually quite a dueling -- a
16 grueling process, and we -- we've finally come to
17 fruition here tonight. I will now ask Victoria
18 Chase to review the right of way and/or property
19 acquisition process of tonight's project.

20 MS. CHASE: Thank you, Ron.

21 MR. GRANDMAISON: Victoria.

22 MS. CHASE: Thank you, Ron. Councilor
23 Wheeler, members of the Special Committee, ladies

1 and gentlemen, before I go into the right of way
2 procedures of the project, there are a couple of
3 items I'd like to mention. I think the green
4 cards have been discussed, but it's important that
5 if you do want to speak, the green cards are up on
6 the table, and you can fill out the form for
7 Carol, and we'll structure the comment period that
8 way.

9 In addition, on the table is a -- excuse
10 me -- a hearing handout that shows the limits of
11 the project. It's important for anybody who
12 wishes to submit additional testimony in addition
13 to what we hear as a result of the hearing and in
14 regard to the plans, you can address the material
15 to Chairman Bill Hutwelker, care of Bill Cass, and
16 mail it to the address that is shown on these
17 plans. It becomes part of the official record
18 when you do that. It will receive equal testimony
19 to what's heard this evening.

20 In addition, on the table near the door
21 we have with us a document entitled, "Your Land
22 and New Hampshire Highways," which essentially
23 describes the right of way acquisition and

1 relocation assistance procedures that we use for
2 impacted properties.

3 This booklet is most useful for those
4 property owners that are impacted, but it does
5 give you an overview of the project, so those are
6 available on the table. Please help yourself.

7 If, after reviewing the information
8 received at the hearing and during the 10-day
9 comment period, Chairman Hutwelker and the
10 Committee find necessity for the layout of this
11 project, several things will happen. First, with
12 approval to proceed with the design of the
13 project, appraisals will be prepared for each of
14 the properties affected by the proposed
15 construction that you see on these plans.

16 The appraisals will determine the fair
17 market value of the property rights needed for the
18 new construction. Each of these appraisals are
19 reviewed separately to see that they're accurate
20 and have taken into account all applicable
21 approaches to value.

22 Once the review is complete, the
23 Department's appraisals are given to the

1 Commission to begin discussions with the property
2 owners regarding the acquisition. The value in
3 the appraisal is the offer of compensation used by
4 the Commission.

5 The Commission will contact each property
6 owner and discuss each acquisition separately.
7 It's important that the owners at that time ask
8 any questions and be sure that any concerns that
9 they feel they have have been addressed.

10 If the property owner is satisfied with
11 the offer, deeds are prepared, and ownership is
12 transferred to the State. If the owner is not
13 happy with the figures that the Commission offers,
14 they can appeal to the New Hampshire Board of Tax
15 and Land Appeals and argue for additional
16 compensation there.

17 It's important you understand that that
18 can be done with or without an attorney. It's
19 also important to understand that either party can
20 appeal the Board's decision to the Superior Court
21 if they're not satisfied.

22 Anytime after this hearing and before
23 design approval, all information in support of the

1 hearing is available at the Department's
2 headquarters in Concord for your inspection and
3 copying.

4 That's all I have, Ron. Thank you.

5 MR. GRANDMAISON: Thank you very much,
6 Victoria. I will now ask Cathy Goodmen from our
7 Bureau of Environment to discuss the environmental
8 ramifications of this project.

9 MS. GOODMEN: Thank you, Ron. Members of
10 the Special Committee and ladies and gentlemen, in
11 accordance with the National Environmental Policy
12 Act, the New Hampshire Department of
13 Transportation has considered alternatives to the
14 proposed project and has evaluated the potential
15 impacts this project will have upon the
16 surrounding social, economic and natural
17 environments.

18 Coordination was undertaken and input
19 received from federal and state agencies, including
20 the Federal Highway Administration, the U.S. Army
21 Corps of Engineers, the U.S. Fish and Wildlife
22 Service, New Hampshire Fish and Game, the New
23 Hampshire Department of Environmental Services,

1 New Hampshire Office of Energy and Planning, New
2 Hampshire Department of Resources and Economic
3 Development, the New Hampshire Natural Heritage
4 Bureau, and the New Hampshire Division of Historic
5 Resources.

6 In addition, input was received from the
7 town and the general public, and after evaluation
8 of the information gathered, an environmental
9 study was prepared. The following is a summary of
10 the major issues contained in that document.

11 There should be no wetlands impacts
12 during construction of this project, so an NH DES
13 Wetlands Bureau permit will not be required. It
14 was determined that no endangered species will be
15 impacted from the construction of this project.

16 Even though the amount of pavement will
17 increase with this project, special storm water
18 treatment areas are not required. Any body -- any
19 water body impairments within one mile of the
20 project are not caused by transportation-related
21 activities. The new roundabout will include a
22 closed drainage system and curbing to carry storm
23 water away from the intersection.

1 There is one site, parcel number seven --
2 you'll see on our plans all the parcels are
3 numbered. This is the Sam's Outfitter property
4 adjacent to the project has known soil
5 contamination, but this should not be impacted by
6 the construction of the project. All our work
7 will be away from where the contamination probably
8 is located.

9 In accordance with Section 106 of the
10 National Historic Preservation Act of 1966, the
11 New Hampshire D.O.T. in coordination with the
12 Federal Highway Administration must take into
13 account the impact of the project on cultural
14 resources.

15 An architectural study was completed for
16 buildings within the project area. The only
17 structures that are eligible for the National
18 Register of Historic Places are the structures on
19 parcel number six, the Thomas property. This
20 project will have no impacts on the buildings, but
21 there could possibly be some temporary impacts on
22 the land adjacent to Route 12.

23 The project area was also tested for

1 archaeological resources. There were previous
2 structures on parcels eight and nine. Those are
3 the two parcels on the south corners of the
4 intersection. These structures were removed at an
5 earlier date. Archaeological surveys have found
6 historic artifacts located in these locations, and
7 further surveys may be carried out before
8 construction starts.

9 If anyone knows of any other
10 environmental or cultural resources within the
11 project area, please let us know tonight or within
12 the 10-day comment period following the hearing.

13 A copy of the environmental document is
14 available here if anyone wishes to look at it
15 after the meeting. Thank you.

16 MR. GRANDMAISON: Thank you, Cathy. I
17 would now ask our Preliminary Design Engineer,
18 Mike Dugas, to explain the existing site
19 conditions and the proposed layout. Mike.

20 MR. DUGAS: Thank you, Ron. Good
21 evening, Councilor Wheeler, members of the Special
22 Committee, ladies and gentlemen. First, before I
23 begin, I want to just explain that I will be

1 referencing the projection on the front of the
2 room, and the information presented here is the
3 same information that's hung on the wooden boards
4 on the side of the room.

5 My presentation will cover a few
6 different aspects. I'll talk briefly about the
7 existing conditions at the intersection. I'll
8 talk about the alternatives that were considered
9 for improving the intersection, and then I'll talk
10 about the proposed alternative as well as the
11 property impacts that could result from that
12 construction.

13 So, to begin, if we look to the front, we
14 have an aerial photograph of the intersection
15 showing Route 12 extending from the south in the
16 direction of Troy, the intersection heading north
17 in the direction of Keene with Lake Street to the
18 west and Swanzey Factory Road to the east.
19 Route 12 in this area is quite wide. It has
20 12-foot wide lanes, 10-foot wide shoulders, and
21 the intersection as it exists was built in the
22 early 1970s when the former locations of both
23 Swanzey Factory Road and Lake Street were moved to

1 the present location of the intersection.

2 Side road traffic today is controlled by
3 stop signs supplemented with a flashing signal at
4 the intersection. And the speed limit for the
5 intersection on Route 12 is 30 miles per hour.
6 It's been reported to us by the police chief that
7 at times the prevailing speed is quite a bit
8 higher than that.

9 At the outset of our engineering study,
10 we counted traffic to understand how much traffic
11 is out here and found that on an average day as
12 many as 13,700 vehicles pass through the
13 intersection on Route 12. We expect that over the
14 next 20 years, our anticipated growth would
15 increase that volume to roughly 16,700 vehicles
16 per day. And if you drive through the area, you
17 know that it's heavily northbound in the morning
18 towards Keene and in the reverse direction in the
19 afternoon.

20 At the outset of the study, we also
21 collected information on crashes and which was the
22 reason for the project selection as -- as we're
23 here to talk about this evening. We found that in

1 a recent three-year period there were 14 crashes
2 at the intersection. Nine of those were right
3 angle crashes, so either people turning left from
4 Route 12 getting hit by the opposing traffic or
5 people exiting side streets getting hit by
6 Route 12 traffic. There were nine of those. Plus
7 we had three rear-end crashes on Route 12, which
8 are indicative of lack of left turn lanes, so
9 traffic is coming into the back of somebody
10 stopped waiting to make a left-hand turn.

11 One outcome of our meeting with the town
12 last November was a good understanding of the
13 problems that people see as they travel through
14 the intersection. First of all, traffic from the
15 side roads has a difficult time either entering or
16 crossing Route 12 because of both the speed and
17 the volume of the Route 12 traffic.

18 Also, it was pointed out to us that
19 actually the wide shoulders on Route 12, which in
20 some cases could be considered a benefit, actually
21 lead to improper traffic operations where when
22 somebody is stopped on Route 12 to make a left-
23 hand turn, traffic behind them tends to shoot past

1 on the right side on the wide shoulder, which can
2 put the side road traffic in peril.

3 So as we considered alternatives, we had
4 two primary objectives. First of all, improve the
5 safety of traffic operations at the intersection
6 and then, secondly, seek to improve the operations
7 themselves so that it's easier and safer for
8 traffic from the side roads to enter and cross
9 Route 12.

10 Now, two guiding considerations that we
11 had as we began studying alternatives was, first
12 of all, whatever we do we want to minimize
13 property impacts and, secondly, very important, we
14 need to phase our work so that we can maintain
15 traffic during the construction period.

16 Now, in approaching an intersection
17 improvement of this nature there are two basic
18 forms of intersection improvements that we would
19 look to do. As I said, the intersection today
20 does not have any turn lanes of any sort, so the
21 first alternative that we consider would be adding
22 turn lanes. That could be done either with or
23 without traffic signals.

1 In this case, in investigating the
2 traffic volumes that we had just counted, we found
3 that the traffic on the side roads isn't high
4 enough to justify or to meet our standards for
5 installing traffic signals. The traffic on
6 Route 12 is certainly high enough, but we found
7 that the side road traffic was not.

8 The second alternative that we would
9 consider, and this is more of a recent development
10 in the Department's approach to intersection
11 improvements, we also considered a roundabout as a
12 potential improvement. So the first alternative
13 I'll discuss, as I said, was the possible addition
14 of turn lanes at the intersection.

15 Now, similar to the aerial photograph
16 that I showed earlier, this is an aerial
17 photograph of the same intersection oriented
18 slightly differently. Route 12 proceeds from the
19 south to the left in the direction of Troy, to
20 Keene in the direction to the north on the right.
21 Swanzey Factory Road to the bottom and Lake Street
22 heading towards Route 32 on the top.

23 To orient you with some landmarks, at the

1 left or the south end of the project is Sam's
2 Outfitters. In the center of the project at the
3 intersection is the Coach House Motel over here,
4 and then towards the north end is the Dunkin'
5 Donuts right next to Park Street right here.

6 And I want to point out that any proposed
7 alternatives that we discuss this evening are
8 preliminary plans, and all of them are subject to
9 change based on what we hear for testimony tonight
10 and then into the comment period.

11 Now, the proposed improvement that's
12 represented by this drawing is the addition of
13 left turn lanes at the intersection. Left turn
14 lanes being shown northbound direction here,
15 southbound direction right here. And we would
16 create those left turn lanes by actually narrowing
17 the 10-foot wide shoulder on both sides to four
18 feet, thereby gaining enough width to add that
19 third lane to the highway.

20 Now, the coloring. The yellow coloring
21 indicates the proposed limits of work with this
22 alternative which would be about 450 feet or just
23 beyond Sam's to the south, a similar distance to

1 the vicinity of Park Street on the north and then
2 the shorter distance both east and west on Lake
3 Street and Swanzey Factory Road.

4 Now, the yellow on this plan indicates
5 the lanes of the -- of the improved roadway. The
6 brown alongside the yellow indicates paved
7 shoulders. The orange within the yellow of the
8 roadway, the orange areas indicate painted, so
9 traversable traffic islands. The orange on the
10 outside of the roadway indicates the work that
11 will be necessary to connect existing driveways to
12 the new roadway.

13 Two more colors. The purple alongside
14 the highway, the west side of the highway
15 indicates existing sidewalks that would be
16 reconstructed as part of this improvement. And,
17 finally, the light green shading in various areas
18 indicates the amount of earthwork that would need
19 to happen at the roadside to build this
20 improvement. And, generally speaking, because the
21 road is already 44 feet wide, much of the work
22 that is shown in this drawing here could be
23 accomplished within the existing pavement area.

1 There will be some widening needed at the four
2 corners of the intersection to broaden those out
3 somewhat to have the proper design for truck
4 lanes.

5 Now, if we were to make an improvement
6 such as this, certainly one positive result of
7 this would be it would provide a refuge for those
8 people turning left from Route 12 onto side
9 streets. However, it does not provide any
10 improvement at all for traffic either entering or
11 crossing Route 12 from the side streets, and in
12 fact you could argue that it makes it a little bit
13 more difficult to make those left turns across one
14 additional lane of traffic.

15 One of the side considerations of this,
16 this change, is that it would narrow those wide
17 shoulders, which, granted, cause some undesirable
18 traffic operations. They do, however, provide a
19 refuge for right-turning traffic onto side roads.
20 That -- that function of the wide shoulders would
21 go away unless additional widening were done as
22 part of an alternative such as this.

23 Therefore, because it does not do

1 anything to improve side road traffic, our
2 proposed alternative is to construct a roundabout
3 at this intersection, and that's shown on the
4 second drawing. Now, again, this drawing is
5 oriented the same or similar fashion as the prior
6 one with Route 12 extending from south to north
7 across the display, Swanzey Factory Road to the
8 bottom, and then Lake Street to the top.

9 The roundabout that we've shown here
10 would have the diameter of 120 feet. To give you
11 a frame of reference, if you drive around Keene,
12 some of the other ones in Keene, including the one
13 at Court Street at the hospital, that was designed
14 for a smaller truck lane. That was actually
15 smaller than this location. That one has a
16 diameter of about 110 feet. The downtown
17 roundabout, which, granted, has two lanes in
18 portions of it, is about 160 feet, so a bit larger
19 than this one. And then at the far end of that
20 scale, the one at Winchester Street on 101 is 230
21 feet. High-capacity roundabout, very different
22 situation than we're dealing with here.

23 Now, some of the elements of the

1 roundabout, similar to the prior plan, the yellow
2 shading indicates the lanes of the roadway with
3 the roundabout configuration. So it would remain
4 a single lane approaching and departing at all the
5 lights, a single circulating lane through the
6 intersection.

7 Within the circulating lane of the
8 roundabout, the orange area indicates a truck
9 apron, a widened area to the inside of the circle
10 that provides extra width for the concrete surface
11 to give the width needed for the back end of
12 trucks to offtrack so they can complete their
13 passage through the intersection.

14 And I should say that the design of the
15 roundabout, including the entries, the exits, the
16 width of the truck apron, are predicated on our
17 need to accommodate tractor-trailers with 53-foot
18 trailers.

19 A second element of the roundabout design
20 is that by its nature it's intended to slow
21 traffic, and that's why it has such a great safety
22 benefit to -- to change an intersection to this
23 sort of traffic control with the design such as

1 this where we expect operations of 15 to 20 miles
2 per hour through the roundabout.

3 Within the circular orange area, the
4 green, the inner circle of the roundabout is a
5 landscaped area that would be available to be
6 beautified by the town if there's a garden club or
7 a group like that that would care to take on a
8 task like that.

9 On the four approaches, each of the four
10 approaches, the blue area indicates a raised
11 traffic island known as a splitter island that
12 divides traffic approaching the roundabout and
13 traffic departing from the roundabout.

14 And similar to the prior alternative, the
15 purple band alongside the west side of Route 12
16 and also crossing Lake Street right here is the
17 reconstruction of the existing round -- existing
18 sidewalk. And, as was shown on the prior
19 alternative, the limits of the coloring indicates
20 the anticipated limits of work with the work
21 extending about 300 feet south on Route 12 to the
22 vicinity of the driveway to Sam's and then a
23 shorter distance north, west and east.

1 Similar to the prior alternative, much of
2 the work on the approaches to the intersection
3 would remain within the existing paved areas of
4 the roadway. However, in reconfiguring to a
5 circular layout of the intersection, we would need
6 some widening.

7 In analyzing the traffic operation --
8 traffic volumes that we have not only today but
9 the ones we anticipate in the future, we found
10 that a roundabout will provide very good traffic
11 operations even looking out 20 years and beyond
12 for the volumes that we anticipate.

13 Now, if I zoom into this drawing, we can
14 talk about some of the particulars of the
15 roundabout design and how it would affect the
16 abutting properties. So we begin with a drawing
17 of the existing -- photograph of the existing
18 conditions and overlay the roundabout, this is
19 what results right here. And you'll notice that
20 there's widening proposed or being required on all
21 four quadrants of the intersection.

22 Now, if you look closely, it may not be
23 evident on the projected image, but if you look

1 closely later on the image of the drawing on the
2 wall, you'll see red and blue lines alongside the
3 roadway throughout the intersection area, and
4 those lines show the existing right of way.

5 Now, as I said, we will require widening
6 in all four of the quadrants of the intersection.
7 Much of the widening of the intersection still
8 remains within the existing right of way, however,
9 there are two locations, both on the Gibbons
10 property, which is the southwest corner, where we
11 would need to approach this triangular segment
12 right here to accommodate the relocated sidewalk
13 and then a smaller triangle right about on the
14 south side of Lake Street for similar purposes, to
15 accommodate that relocated sidewalk at the
16 proposed crosswalk.

17 In addition, like on the previous
18 drawings, the green shadings to the outside of the
19 roadway shows the limits of anticipated
20 earthwork. Much of the earthwork will remain
21 within the easements that were purchased 40 years
22 ago. Those were permanent easements when the
23 current layout was built, however, we will be

1 exceeding those in some areas, so we will need to
2 purchase some new permanent easements for slopes.

3 I want to point out that there are
4 several driveways coupled to the motel property.
5 There's one north of the intersection on the west
6 side. All existing driveways will be retained and
7 will be meshed into the new roadway layout.

8 One element to point out is that the
9 proposed splitter island on Swanzey Factory Road
10 would extend at least partway across the Swanzey
11 Factory Road driveway to the motel property. So
12 if that's a critical access point that must remain
13 open to full access, we can work with the property
14 owner to perhaps shift the location of the
15 driveway or reinvestigate how long that splitter
16 island needs to be so we can try to minimize the
17 impact of that island.

18 The improvements that we show at the
19 intersection for the roundabout will impact some
20 existing utilities. Most notably, the aerial
21 utilities through the intersection will need to be
22 relocated. The town also has water extending
23 through the intersection along Route 12, crossing

1 Route 12 actually where the former intersection
2 was. We don't anticipate any impacts to that
3 system as part of this project.

4 One important design control that we've
5 tried to satisfy as part of our design is the
6 underground telephone conduit that exists
7 throughout the intersection, and in fact there's
8 also a telephone vault whose access manhole is
9 right in the northeast corner of the intersection,
10 and we have adjusted our design to avoid impacting
11 that. While it would not be a cost to the State
12 to have it impacted, it will be a pretty high cost
13 to the utility and could even delay the project.

14 Now, one consideration that's always true
15 with a roundabout is that in order to build a
16 roundabout and to maintain traffic, it can be
17 challenging at times. And in order to maintain
18 traffic we're proposing temporary easements be
19 purchased on all four quadrants of the
20 intersection, and those easements are shown with
21 the orange lines in all four quadrants.

22 And so I'll discuss now our anticipated
23 method of maintaining traffic during

1 construction. As I said, regarding other elements
2 of the design, it is a benefit to us that Route 12
3 is already 44 feet wide. It allows us, at least
4 for part of the construction, to make use of the
5 full width. Simply push traffic as far as we can
6 to one edge and do as much of the work as we can
7 in the area that's left open to us.

8 However, once we get towards the middle
9 and the later stages of the construction, we need
10 to actually push traffic out of the round portion
11 of the intersection that we need to construct for
12 the roundabout.

13 Now, what this concept shows in orange is
14 a proposed shifting, temporary shifting of traffic
15 to the west side of Route 12 so it actually passes
16 beyond the limits of what would be the newly
17 constructed truck apron. And I should point out
18 that for Department of Transportation projects the
19 details of traffic control are left to the
20 contractor that we're hiring to build this,
21 however, we need to be comfortable as designers to
22 present an alternative that it is able to be
23 built.

1 And so what we've done, we have not only
2 accommodated with temporary easements the concept
3 shown in this orange band right here, we've also
4 provided similar easements on the east side of the
5 road. So crossing both the Sam's property and the
6 motel property to give the contractor latitude if
7 he feels it's better or more efficient to perhaps
8 split traffic to both sides or push it all to the
9 east side of the road. Maybe there's a benefit to
10 him to do that.

11 Now, two other elements of the proposed
12 traffic control plans I'd like to discuss. First
13 of all, as part of this construction, to really
14 simplify the traffic movements happening at the
15 intersection we've proposed to close Lake Street
16 for the duration of the construction and divert
17 that traffic either to Park Street or to the north
18 end of Route 32 where it intersects Route 12.

19 And one thing I'd point out is that by
20 the time this project comes to be built in
21 probably 2014, Mr. Grandmaison will talk more
22 about the schedule later, there's a possibility
23 that the town's proposed Safford Drive may be

1 open, and that in addition to Park Street and
2 Route 32 could draw more traffic away from this
3 intersection.

4 And then, finally, similar to what we've
5 proposed for Lake Street, we propose closing
6 Swanzey Factory Road and temporarily during
7 construction repaving the former alignment of
8 Swanzey Factory Road where it's shown in orange
9 directly north of Sam's Outfitters. The roadway
10 as shown in orange here does cross private
11 property now, and so we need to purchase a
12 temporary easement from Sam's Outfitters to use
13 that approach.

14 And then, finally, once the project is
15 complete, as much of the pavement on this
16 temporary connection as is not needed could be
17 removed. If Sam's wanted to retain some of that
18 for their own uses for access to the rear of the
19 stores, for instance, some of that could remain
20 for them.

21 Now, finally, the last thing I'd like to
22 touch on was I mentioned as part of the proposed
23 closure of Lake Street some of that traffic,

1 probably the traffic heading towards Keene, might
2 choose to use Route 32 to access Route 12, and the
3 sight distance there is very poor today. What we
4 propose to do as part of this project is to do a
5 minor improvement, and I should explain, first of
6 all, again, an aerial photograph of the
7 intersection north towards Keene at the upper
8 left, south toward the project towards the lower
9 right, and Route 32 extending straight down the
10 display.

11 We propose to do minor improvements
12 within the acute angle of the intersection to open
13 up the sight line for traffic exiting Route 32,
14 pushing to look to their right, to the south, to
15 see if there's a gap in traffic for them. In
16 fact, the Department does own some land at this
17 corner that will allow some minor improvements
18 such as fence relocation and some clearing of
19 trees to be done to open up that sight line.

20 And our expectation is if we were to make
21 some even minor improvements there, that may draw
22 traffic even permanently away from Lake Street
23 because I anticipate some people would rather stay

1 on the State highway rather than divert to Lake
2 Street as they do today.

3 With that, I will return it to Ron to
4 discuss project costs and schedule.

5 MR. GRANDMAISON: Thank you very much,
6 Mike.

7 MR. SZACIK: May I ask a question at this
8 point? Why don't -- why can't you guys just do
9 the --

10 CHAIRMAN HUTWELKER: Excuse me, sir. Is
11 it a clarifying question of what was asked?

12 MR. SZACIK: Yes, on 32/12. Why can't
13 you just make the improvement that was suggested
14 years ago and run it through Northwood Avenue and
15 eliminate the roundabout down where you're talking
16 about now?

17 CHAIRMAN HUTWELKER: This Committee is
18 not tasked with that nor do we have the
19 information available to answer that question, so
20 at this point it would not be germane. Ron.

21 MR. GRANDMAISON: Thank you, Chairman.
22 To get onto the project cost, if you could
23 switch -- yes. Project cost and schedule. We're

1 looking -- it does -- it does appear that the
2 advertising date is a little farther out there
3 than most people think it should be with the
4 project that we're talking about right now.

5 However, in order to go through the
6 process and be able to get through the design
7 itself, to incorporate any and all discussions
8 that we have here tonight as well as going through
9 and doing the finding of necessity and Report of
10 Commissioner and such, it does tend to take up a
11 little bit of time, so the final design plans, you
12 know, we're looking at doing some of the work in
13 2011 and 2012.

14 Right of way acquisition. Our Right of
15 Way Bureau would be out to talk to property owners
16 in 2012 and in 2013 and then advertising the
17 project in February.

18 The total cost right now is estimated at
19 1.1 million. Ninety percent of that is federal
20 funds, and the other portion is 10 percent state
21 match. There will be no town funds required for
22 this project at this time.

23 Funding. The funding, the five and a

1 half million that we have for HSIP projects will
2 be spent whether it's here or whether it's at a
3 different location, regardless, based on whether
4 it's necessary or not. The next project in the
5 Five Percent Report would sort of come up to the
6 surface and take the place of the one that is
7 proposed tonight.

8 If you could change to the next slide,
9 please. Two things that I have to mention is
10 coordination with the town. Though there are no
11 funds to be matching in order to construct this
12 project, the State of New Hampshire, the
13 Department, is not in the business of being able
14 to plow sidewalks. So we'd have to enter into a
15 sidewalk maintenance agreement with the town if
16 the town should want to have that sidewalk
17 continued.

18 If we cannot come to an agreement prior
19 to advertising the project, we would still put in
20 the subbase and the curb and everything in order
21 to be able to put that sidewalk in in the future,
22 however, we would not be putting the pavement down
23 on that sidewalk. So I will be doing coordination

1 with the town to make sure that they're agreeable
2 in order to take the maintenance responsibility
3 for that based on RSAs regarding snow removal.

4 We also have a municipal work zone
5 agreement, which there are statutes that are in
6 place right now. It grants the Department the
7 responsibility and the right to manage the traffic
8 control throughout a project and the traffic work
9 zone, and that allows us to use either flaggers or
10 uniformed officers based on some of the
11 operational conditions that are present at the
12 time.

13 If there is support for the proposal, the
14 Special Committee finds for the layout, and we
15 gain federal highway approval for this project, we
16 will move into the final design and right of way
17 acquisition process. This includes development of
18 detailed contract plans, purchase, you know, the
19 needed property rights, and if all goes well, 2014
20 we'll be out for construction.

21 This project, like I said, is funded with
22 90 percent federal funds and 10 percent state
23 funds. At this time, this concludes our

1 presentation. I would like to thank Chairman
2 Hutwelker for chairing this Committee, and this
3 concludes the Department's formal presentation of
4 this intersection safety project.

5 If people would like to view the plan
6 after the meeting or if they know someone that
7 wasn't able to attend that might want to view the
8 plan, as I stated before, it is on our Web site,
9 and the location is here. At this time I
10 respectfully ask this Special Committee to find in
11 favor of the layout that was proposed tonight, and
12 I would turn it over to Chairman Hutwelker. Thank
13 you very much.

14 CHAIRMAN HUTWELKER: Thank you, Ron, and
15 thank you to your staff for such a terrific
16 presentation. So the gentleman who asked the
17 question, and just to remind anyone, this portion
18 now is your opportunity. There are green cards at
19 the table where Carol is. If you'd like to
20 complete one, those cards will be turned over to
21 Keith, and he will call people in the order in
22 which -- in which they have signed up.

23 At this point, though, prior to opening

1 that portion of the meeting we do have some state
2 and local officials. State Senator Molly Kelly is
3 here. State Representatives Gus Lerandeau, Bruce
4 Tatro and Jane Johnson. Town Administrator Beth
5 Fox, Selectmen Deb Davis and Bruce Tatro, Police
6 Chief Rich Busick.

7 I don't know if I've missed anybody. I
8 probably have. If I have, raise your hand. Oh.
9 Lee. You might have a little bit to do with
10 this. Lee Dunham in charge of the Highway
11 Department.

12 Would any of you like to speak before we
13 open up the public hearing? Okay. Would one of
14 you like to just address the gentleman's question
15 with regard to the extension of Route 32? Gus.

16 REPRESENTATIVE LERANDEAU: On Route 32, I
17 think the D.O.T. is a lot more familiar with it,
18 but this is -- this is the project to go down
19 Optical Ave. that was thrown out of court. That
20 was part of the Keene Bypass. And then what
21 happened is in the litigation we did not win the
22 litigation, so that was pulled from the table.
23 The project was gone. That's why we can't do the

1 project over. It was in litigation, and they won,
2 and that's what happened.

3 CHAIRMAN HUTWELKER: Okay. Thank you,
4 Gus. Okay. Keith will call the first person's
5 name and the second person, and when he calls that
6 second person up he'll also acknowledge the third
7 so that we'll have an orderly process. And, as
8 stated in the beginning, you each have two minutes
9 to address the Committee with your thoughts, ask
10 questions of any of the members of the D.O.T.,
11 questions of the Committee, if you'd like, and
12 then at the conclusion of your two minutes, and at
13 the conclusion of everyone's participation, if
14 there's still time and you'd like to readdress the
15 Committee, by all means, raise your hand, and
16 we'll recognize you. So at this point we'll turn
17 it over to Keith, and he'll call the first two
18 people.

19 MR. THIBAUT: The first person that we
20 have is Brad Borofsky, and he'll be followed by
21 Ben Tatro. Brad.

22 MR. BRAD BOROFSKY: Here.

23 MR. THIBAUT: Yes, please speak into the

1 microphone.

2 MR. BRAD BOROFSKY: I am Brad Borofsky
3 from Sam's Outdoor Outfitters, and our store is at
4 74 Monadnock Highway in Swanzey. The first thing,
5 because I don't really have any experience dealing
6 with projects like this, I just wanted to point
7 out that the map that's available up front, the
8 one that was sent to us, the orange solid lines
9 I've been told are temporary easement lines, but
10 it does not say that on the map itself in the
11 little guide. But I've been told those are
12 temporary easement lines.

13 CHAIRMAN HUTWELKER: Would you like an
14 answer to that?

15 MR. BRAD BOROFSKY: Yes. Yes. Am I
16 correct that those are temporary?

17 MR. GRANDMAISON: You are correct, sir,
18 yes.

19 MR. BRAD BOROFSKY: Okay. The other
20 thing I would mention, the first impact that I see
21 on our business that may be a problem for us is --
22 is it okay to walk over to the map to refer to the
23 map for a second?

1 MR. GRANDMAISON: Yes. I -- take the
2 microphone with you.

3 CHAIRMAN HUTWELKER: Yes, the microphone
4 you can take with you.

5 MS. CHASE: Yeah, just take it out of the
6 sleeve.

7 MR. BRAD BOROFKY: This small
8 outbuilding that's right here is our warehouse
9 where we receive all our merchandise into the
10 store. And so we actually use this driveway.
11 Right now we have box trucks. They're not real
12 large box trucks, but we have box trucks that we
13 use to deliver merchandise to this spot right
14 here. So certainly if this was an easement, and
15 we weren't able to use that, that would have a
16 major impact on our situation. So I just wanted
17 to point that out, that, you know, we have some
18 smaller other entrances, but as far as a large
19 entrance, we have a garage door on this side, and
20 that's where we bring all our major merchandise
21 and fixtures and things like that.

22 Then I guess my father was going to speak
23 later and may have another question, but I have --

1 I just wanted to know -- I saw that you had an
2 alternative plan that wasn't presented to us
3 before the meeting where you just put in the turn
4 lanes, and I'm wondering if this rotary doesn't
5 occur, and you don't go forward with this plan,
6 does this process happen all over again for that
7 other alternative plan if you go ahead and do
8 that -- approach that idea instead?

9 MR. GRANDMAISON: As part of this
10 process, that is still on the table as one of the
11 alternatives. The proposed alternative of the
12 roundabout is what's being presented, however,
13 there could be additional discussion regarding
14 alternative designs, yes.

15 MR. BRAD BOROFSKY: Okay. I guess those
16 are -- those are the points I wanted to go over.
17 I'm sure my two minutes is up.

18 CHAIRMAN HUTWELKER: Thank you.

19 MR. BRAD BOROFSKY: Thank you.

20 CHAIRMAN HUTWELKER: Thank you very much.

21 MR. THIBAUT: After Ben Tatro will be
22 Stan Borofsky.

23 MR. TATRO: Ben Tatro. How's it going?

1 Resident of Swanzey, 90 Kendall Lane. I -- I both
2 have experience with roundabouts and with that
3 specific intersection. I travel it every day.
4 I'm a commuter through that intersection every
5 day.

6 First and foremost, thank you for all the
7 research you guys showed us tonight, but, you
8 know, I feel that there are two other very -- or
9 more dangerous intersections right there in that
10 area, and so I guess I'm curious what made you go
11 with Lake Street and Swanzey Factory and
12 Route 12?

13 MR. GRANDMAISON: I can answer that. As
14 part of the quote, unquote "Five Percent Report"
15 that comes out, we actually have a safety engineer
16 that runs the report. That is generated based on
17 crash statistics that we have through either the
18 local P.D. or the State Police. And they're
19 generally ranked as far as the number of crashes,
20 the fatalities, severity of the crashes, and Lake
21 Street is actually the one that popped up on the
22 radar in 2008.

23 The other ones did not fit within that

1 five percent, and that's how this one came out
2 above the other one.

3 MR. TATRO: I can't remember -- I am a
4 firefighter/EMT with the town. I can't remember
5 the last time we had a fatal or what I would
6 consider a serious accident at that intersection,
7 whereas if you go either into Keene, Route 32 and
8 Route 12, where I feel that that would -- if you
9 improve that intersection, it would draw all your
10 traffic away from Lake Street, Swanzey Factory
11 Road, make that more of a friendly intersection
12 with a -- with either a roundabout or a light or
13 whatever.

14 You'll draw all that traffic away from
15 Lake Street and put it up there where it belongs
16 on the State highway, but both there and Park
17 Street have had, in my opinion, way more serious
18 accidents, plus the number of accidents there are
19 elevated more so than they are at Lake Street.

20 And so, as I stated before, you know, I
21 feel that the alternative to that would be
22 expanding the intersection. You know, design is
23 up to you guys, but expanding that intersection at

1 32 and 12. I feel that the -- putting a
2 roundabout at Lake Street and Swanzey Factory is a
3 poor choice. Whether you put in turn lanes,
4 that's fine. I feel that would be less -- less of
5 an impact on the area itself, both the business,
6 the landowners, everything.

7 And just a little side note. My mother-
8 in-law does live in that immediate area, and she's
9 against it as well. And I'll tell her about that
10 10 days. But I just feel that there hasn't been
11 significant investment or investigation into other
12 alternative methods where that 32 and 12
13 intersection is so busy, so I hope you guys think
14 about it. And, as I said, you'll take a lot of
15 that traffic away if you improve that
16 intersection. Thank you.

17 CHAIRMAN HUTWELKER: Thank you, Ben.

18 MR. THIBAULT: Stan Borofsky. And then
19 after Stan will be Richard Busick.

20 MR. STAN BOROFSKY: If you don't mind,
21 I'd like to go to that board over here. I have --
22 I'm in favor of the project. I have no problem
23 with it. The problem is this here. Also, I think

1 the fact that coming out here and that other lane
2 trying to get into the traffic pattern is an
3 issue. I think you need -- for our purposes, if
4 this were moved over a bit, it would not be a
5 problem because I think you could have access to
6 it, but getting through the traffic would cause a
7 real problem because unloading our vehicles and
8 loading them back up, although they don't stay
9 there very long. As the holiday season goes on,
10 it gets worse, but I don't think this is going to
11 happen during the holiday program because of the
12 construction period.

13 My biggest issue is the people coming out
14 of this construction going around this way here is
15 a pretty tight program, and I'm real concerned
16 about people trying to have access that way. If
17 we could divide some sort of an entrance, maybe a
18 road here somehow, I think that would help us to
19 manage in trying to face that issue, so that's
20 really my concern.

21 MR. THIBAUT: Hi, Rich.

22 MR. BUSICK: Rich Busick, Police Chief
23 from Swanzey, and I'd like to voice my support for

1 the proposed project. There's no -- I think
2 there's no question that it is a intersection that
3 many of us traverse on a daily basis that I feel
4 is a dangerous intersection. I do agree with Ben
5 or support that we did not, since I've been chief,
6 have a fatality there, but I don't want to wait
7 until we have a fatality to address an
8 intersection such as this.

9 This is a very difficult intersection to
10 negotiate. We've had numerous crashes which have
11 been documented, and I think the proposal will
12 ensure a safe and efficient remedy to the -- to
13 the heavy traffic in that area, so I just want to
14 ask that you give it some serious consideration
15 and that, you know, you have my support. Thank
16 you.

17 CHAIRMAN HUTWELKER: Thank you, Rich.

18 MR. THIBAUT: Next up will be Tim Murphy
19 followed by J.B. Mack.

20 MR. MURPHY: Good evening, Councilor
21 Wheeler, Chairman Hutwelker, Mr. Powers. My name
22 is Tim Murphy. I'm Executive Director of
23 Southwest Regional Planning Commission based in

1 Keene. We have been serving for 40 years the Town
2 of Swanzey and 34 other towns in southwest New
3 Hampshire on a range of issues, including
4 transportation, infrastructure and our mobility
5 needs.

6 J.B. Mack and I are working on some
7 comments that we would like to submit within the
8 10-day period, so I'll just quickly run through
9 them in draft form. We feel that this represents
10 an important project as Route 12 is a significant
11 arterial in the southwest region and points
12 beyond.

13 Route 12 represents part of the National
14 Highway System and is a conduit for pass-through
15 traffic, including freight, and, therefore, it is
16 tied to commerce and economic prosperity both
17 within and beyond the region. At the same time,
18 Route 12 and its intersecting roads serve the
19 movements of residents within our local
20 communities.

21 What's most important about this project
22 from our perspective is the need to achieve a
23 balance in addressing the safety and efficiency of

1 both local and pass-through users of the
2 transportation system. We've been a participant
3 in the review of this project and acknowledge that
4 it has been an open process.

5 We think the intersection is an
6 appropriate candidate under the Federal and State
7 Highway Safety Improvement Program, and although
8 we are not engineers we feel that the project
9 design represents a good fit in this location, and
10 it addresses the need and the balance for both
11 local pass-through users as -- local and pass-
12 through users as it promotes the free flow of
13 traffic. Those are my comments, and I'll defer to
14 my colleague.

15 CHAIRMAN HUTWELKER: Thank you, Tim.

16 MR. THIBAUT: After J.B. will be Dave
17 Krisch.

18 MR. MACK: J.B. Mack. I'm the
19 transportation planner -- excuse me -- for
20 Southwest Region Planning Commission. My
21 comments, we have a regional transportation plan
22 that is policy-related, and Route 12 is one of our
23 most important north/south corridors. It is, as

1 Tim mentioned, part of the National Highway System
2 and really the only north/south piece that we have
3 of that system in our region.

4 One of the things that we've noticed and
5 the plan talks about is that this particular
6 corridor from around this area up to 101 is one of
7 the areas of concern in terms of capacity, in
8 terms of growth. We've seen more growth in this
9 area when compared to other parts of corridors in
10 terms of population and households as referenced
11 in this plan, and so keeping mobility going
12 through the region is important to the region.

13 Secondly, I just want to mention that
14 this is also a targeted commercial area, so, as
15 Tim said, there needs to be a balance. Our goals
16 from the regional standpoint are to keep mobility
17 moving but also keep it safe. Perhaps the traffic
18 volume would help with that aspect. Thank you
19 very much.

20 CHAIRMAN HUTWELKER: Thank you, J.B.

21 MR. THIBAULT: Dave Krisch, and after
22 Dave will be Cheryl McDaniel-Thomas.

23 MR. KRISCH: Thank you for the

1 opportunity to speak. Dave Krisch, Swanzey.
2 Several years ago I was a Swanzey representative
3 on the Keene/Swanzey Citizens Bypass Advisory
4 Committee. As I was serving on that, it would
5 have been a very good way for interrogating
6 prisoners of war.

7 Anyway, I was one of the poster childs
8 against the roundabout, and I want to tell you I
9 was wrong. I really didn't think they were going
10 to work, and I'm really quite amazed. I went up
11 on the bypass. I remember when the traffic went
12 down to Hamshaw's. The traffic went over to Main
13 Street. You have a little bit -- you have some
14 tie-ups now, but it works. The one on Main
15 Street, it works. And I've seen them work, and I
16 don't think anybody can argue with me. You don't
17 have the wait that you used to.

18 Second point, my day job, I work at the
19 town recycling center. I have done no formal
20 surveys. There is no tremendous groundswell of
21 opinion. I probably talk to maybe three or four
22 dozen people as part of the process of being
23 there, and I would say that probably maybe three,

1 four, one's against it. Again, it's not a
2 landslide. I didn't do a formal study, but the
3 town seems to be generally for it, and the
4 recycling center is the social center of the
5 town.

6 The final point, Councilor, the meeting
7 in Swanzey -- I'm sorry. The meeting in Jaffrey
8 last week, we had a review of a project looking to
9 fix the infamous dogleg in Jaffrey. Nothing yet
10 is carved in stone, but it was an interesting
11 presentation.

12 They filmed traffic as it goes through
13 now, and they crunched a lot of numbers in terms
14 of roundabouts. They did a computer simulation,
15 and they ran them side by side, and maybe it's not
16 as good as sliced bread, but the traffic was
17 moving with that roundabout. You did not see the
18 delays, and, again, nothing's perfect. A truck
19 will get stuck. You will have busy times, but
20 just watching the two side by side was an
21 eyeopener. It seems to work. Again, you know,
22 nothing is cut in stone, but a roundabout --
23 they're looking at a roundabout in Jaffrey.

1 Okay. Thank you.

2 CHAIRMAN HUTWELKER: Thank you, Dave.

3 MR. THIBAUT: Cheryl McDaniel-Thomas,
4 and then afterwards K.T. Patel.

5 MS. MCDANIEL-THOMAS: Cheryl McDaniel-
6 Thomas from Swanzey. When I came to Swanzey --
7 we've lived here about seven years, bought a house
8 on Matthews Road, and in order to go to work up in
9 Bellows Falls I had to come out by Hamshaw and
10 wait through two, maybe three light cycles in
11 order for me to make my left-hand turn to go to
12 Vermont.

13 And then we've lived through the
14 construction of the rotary, and now I can just
15 drive to work. And it's lovely, and I don't have
16 to wait. And I have to admit I do snarl at some
17 of those other people that don't know how to use
18 the rotary, but I've come through unscathed and
19 really like it.

20 We've recently bought a property on Lake
21 Street, and trying to come out on that side of
22 town has been horrific. It's not just about
23 waiting. It's -- from a person who typically

1 doesn't squeal tires, I do it a lot at that
2 intersection because your windows are narrow, and
3 you want to go.

4 And so I'm excited about this prospect.
5 I think the model with the turning lanes would be
6 great for pass-through traffic. I don't agree
7 that it would do much to alleviate people who are
8 trying to get -- go from Lake Street to downtown
9 or from Swanzey Factory across, so my two cents
10 worth.

11 CHAIRMAN HUTWELKER: Thank you, Cheryl.

12 MR. THIBAUT: And the last person to
13 speak is K.T. Patel.

14 MR. PATEL: Good evening, everyone. I am
15 K.T. Patel, owner of the Coach House Motel.
16 Frankly, this is a very good project for the
17 community. I have no issue. If I have to lose
18 any land, if I have to do anything for this
19 community, I have no problems. Thank you very
20 much.

21 MR. THIBAUT: Thank you very much.

22 CHAIRMAN HUTWELKER: Is there anyone else
23 who hasn't spoken or didn't sign up who would like

1 to come up? Come on up. We just ask for your
2 name and address for the record.

3 MR. SZACIK: I can fill that out. I'm
4 Pete Szacik, and I live down on Monadnock Highway
5 just below Sam's, and my only question now, seeing
6 as where the 32/12 intersection has been banned,
7 the Swanzey Factory Road has always been a
8 problem. And are you guys going to address the
9 other end so that more traffic will be funneled
10 through Swanzey Factory Road? Because that
11 intersection at 101 is almost impossible at any
12 time of the day.

13 And if you guys could improve that end
14 and take care of that aspect of it, you would
15 divert a good -- a good number of cars away from,
16 you know, whatever -- whatever way they had to go
17 around to get to 101. And if you --

18 CHAIRMAN HUTWELKER: If I could just cut
19 you, it's a similar situation as the initial
20 question that you asked, that this Committee and
21 this project is focused solely on the Route 12,
22 Lake Street intersection. The one that you
23 mentioned certainly is a problem intersection, but

1 it's not within the jurisdiction of this
2 Committee, so we really don't have the ability to
3 even engage with you.

4 COUNCILOR WHEELER: But we'll hear about
5 it in Keene next week if you want.

6 MR. SZACIK: You will.

7 CHAIRMAN HUTWELKER: Well, some of us
8 won't, but Councilor Wheeler will, and you're
9 welcome to that. But did you want to tell us how
10 much you're looking forward to this roundabout
11 coming?

12 MR. SZACIK: I frankly think that the
13 roundabout is a waste of money and time. I think
14 that the traffic lights situation is much more
15 practical, and it is not a demand situation. The
16 traffic varies so greatly from Lake Avenue and
17 from Swanzey Factory Road that a -- even a divided
18 situation, if you have to, or a traffic light is
19 much more practical and much more economical with
20 less economic and construction impact.

21 CHAIRMAN HUTWELKER: Thank you. Ken.

22 MR. COLBY: Yeah. Can I speak, please?

23 CHAIRMAN HUTWELKER: Absolutely.

1 MR. COLBY: Ken Colby, 60 Longwood Drive
2 in North Swanzev. We're up behind Sam's on the
3 hill. Every day my wife and I go through that
4 intersection. I go through it coming from Swanzev
5 Factory Road, making a left to head south on 12.
6 Many a morning I have to go to Papagallos to turn
7 around to head south. I think that's ridiculous.
8 I think that Sam's has been a good neighbor in
9 North Swanzev, so I wish that you folks would
10 address the concerns that the Borofskys have
11 presented tonight.

12 But, again, our daughter and son-in-law
13 live on Route 32. They work at MARKEM. Every day
14 they're going through that intersection or a
15 portion thereof. Our daughter has had an accident
16 at that intersection. So I really think that you
17 can seriously considering this and look forward to
18 the construction in 2014. Thank you.

19 CHAIRMAN HUTWELKER: Thank you, Ken.
20 Just to assure you, Ken, they will be considering
21 the comments by the Borofskys and trying to
22 accommodate their needs.

23 MR. COLBY: Good.

1 CHAIRMAN HUTWELKER: Anyone else? Yes,
2 sir.

3 MR. TODD: Gentlemen, my name is David
4 Todd. I live at the corner of Route 32 and Main
5 Street. And, you know, they took some of my front
6 lawn years ago for the project that was ill-fated
7 there. And there's a lot of northbound traffic
8 waiting there all the time. And I just kind of
9 wonder if this -- and, by the way, I was against
10 roundabouts, too, but I love 'em now.

11 And I was just wondering if maybe with
12 this roundabout some of the gravel trucks that
13 wait in line all the way up Route 32 will take the
14 roundabout and go up through because I'm sure they
15 need to wait there, too. So actually I think -- I
16 think this is a good idea for -- for both Route 32
17 and Lake Street, you know. Okay. Thank you.

18 CHAIRMAN HUTWELKER: Thank you, David.
19 See you tomorrow. Anyone else? Yes.

20 MR. PINCKNEY: How are you, Ron? I'm Rob
21 Pinckney. I'm a Swanzey resident at 43 Woodland
22 Heights. I was sitting back there wrestling
23 whether I should get up tonight or not, as I do

1 have the pleasure of working on the project from a
2 professional standpoint, but personally speaking I
3 love roundabouts, and it's great to hear people
4 who didn't like them now like them.

5 We do plenty of intersections as well as
6 roundabouts, so I don't have a professional
7 opinion as far as we could do either one here.
8 But personally I drive this intersection every day
9 from Woodland Heights up to Keene, and I've seen a
10 lot of those close calls. And I'd just like to
11 express my personal opinion that a roundabout
12 would be a strong candidate for this location, and
13 I'd love to see us move forward.

14 CHAIRMAN HUTWELKER: Thank you, Rob.
15 Anyone else?

16 MR. THIBAUT: I would just ask that
17 anyone who has spoken, if you haven't filled out a
18 green sheet, please do so before you leave so we
19 have your name and address for the record.

20 MR. MACK: May I make one additional
21 comment?

22 CHAIRMAN HUTWELKER: Sure. You got two
23 more minutes. Go for it.

1 MR. MACK: Okay. What Pete neglected to
2 mention, I think, all the discussions there around
3 12/32 is very relevant to this project, and if it
4 is part of the consideration for this project, I'd
5 ask the Committee and the designers to consider
6 sooner rather than later looking at the right of
7 way there, that situation at that intersection,
8 instead of waiting until 2014 to look at that
9 fenced -- fenced area. Thank you.

10 CHAIRMAN HUTWELKER: Gus.

11 REPRESENTATIVE LERANDEAU: Good evening.
12 My name is Gus Lerandeau. I represent Swanzey,
13 Harrisville, Marlborough and Troy in the
14 Legislature. Just one question. It would behoove
15 us next week to come to the meeting in Keene if we
16 have concerns with 12 and 32?

17 COUNCILOR WHEELER: I would say yes. It
18 is the statewide plan in Keene, and we can look at
19 subject matter outside of this project.

20 REPRESENTATIVE LERANDEAU: So it would be
21 in our best interests if we're concerned about
22 it. Thank you. I do think it's a good project
23 you have here for Swanzey Factory Road.

1 CHAIRMAN HUTWELKER: Thank you. Ben.

2 MR. TATRO: Again, Ben Tatro, Swanzey. A
3 couple of questions, I guess. Have you guys
4 considered the impact on Swanzey Factory Road? I
5 mean, that's a town road, correct? A state road?
6 Either way it's not very good. Trust me. I
7 travel it. And, you know, as far as maintenance
8 to that road goes, I don't think the State's in
9 the position to bring that road up to the
10 increased impact that this roundabout would have
11 on it because it, being so inviting to the traffic
12 coming to it, you know, instead of traffic, like,
13 as I said, if you put it back on the main State
14 thoroughfare there where it belongs, where it's
15 made for that traffic impact.

16 And I guess the second question is is I
17 see you guys have planned for pedestrian traffic,
18 foot traffic. I've seen people try to cross -- I
19 know it's two totally different birds, but I've
20 seen people try to cross that roundabout in
21 Keene. Good luck. You know, it's like yeah. I
22 don't know. It's a death sentence or something
23 for them. But either that or they have to wait

1 until, you know, midnight where there's no traffic
2 there, but.

3 And then the -- I guess the third thing
4 I'd like to bring up is yes, I absolutely love the
5 Winchester Street roundabout. By all means, it
6 alleviates a lot of headaches, but if you go
7 outside of Keene, go outside of Swanzey to Dublin,
8 to Peterborough, there's two roundabouts, in my
9 personal opinion, that don't need to be there,
10 that's not warranted. And so I'm not so sure this
11 is warranted either. I realize there's -- there
12 are traffic accidents there, but, here again,
13 outside this Committee's scope. If we improve 32,
14 I don't think we'd have that issue. Thank you.

15 CHAIRMAN HUTWELKER: Thank you, Ben.
16 Anyone else? There was a question raised
17 regarding cost of roundabout versus traffic light,
18 and Ron would like to address that.

19 MR. GRANDMAISON: Thank you, Chairman. I
20 don't have the cost right in front of me as far as
21 how much it would be in order to install a signal
22 here at this location. However, I have heard
23 several people saying that a signal would cost

1 less.

2 Over the life cycle of the intersection
3 improvements, we also have to take into account
4 the fact that if we put in a signal, we're also
5 dealing with maintenance of those signals itself
6 as well as paying for electricity in order to
7 power those signals. The life cycle of a signal,
8 I don't have it off the top of my head, but I'm
9 sure I could find that information in order to
10 bring that before the finding of necessity, the
11 Special Committee.

12 However, the -- if you look at it, and
13 you think of it globally and more broadly than
14 just the intersection proper, you have to take
15 into account those additional costs that will be
16 required for -- in order to do a signal. Most of
17 those are maintenance costs.

18 A roundabout is more or less you put it
19 in there, and then you walk away and let the
20 roundabout do the work, whereas we still have to
21 maintain those traffic signals. I hope that
22 answers at least part of the question. And, like
23 I said, I will get those -- those numbers together

1 and will be able to bring that before the Special
2 Committee.

3 CHAIRMAN HUTWELKER: Thank you, Ron.
4 Anyone else? Any member of the Committee? Staff,
5 have any questions or comments? Then we'll
6 continue the public hearing until the 10-day
7 period is up, which is 10/21, 10 days from today.

8 Again, you have the opportunity to
9 provide additional comments or ask questions that
10 can be submitted. The information is on the
11 literature that was provided. But for this
12 portion the public hearing is now adjourned, so
13 we'll look forward to any other comments you have
14 over the next 10 days. Thanks very much for
15 coming. We appreciate all your input.

16 (The hearing is adjourned at 8:17 p.m.)
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ERRATA SHEET

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DATE

C E R T I F I C A T E

I, Debra L. Mekula, a Licensed Court Reporter and Justice of the Peace of the State of New Hampshire, do hereby certify that the foregoing, to the best of my knowledge, skill and ability, is a true and accurate transcript of my stenographic notes of the New Hampshire Department of Transportation, Bureau of Right of Way Highway Layout Commission Public Hearing, taken at the place and under the circumstances present on the date hereinbefore set forth.

I further certify that I am neither attorney or counsel for, nor related to or employed by any of the parties to the action in which this deposition was taken, and further that I am not a relative or employee of any attorney or counsel employed in this case, nor am I financially interested in this action.

Debra L. Mekula
Debra L. Mekula, LCR, RMR
Licensed Court Reporter
Registered Merit Reporter
N.H. LCR No. 26 (RSA 310-A)



Ronald Grandmaison

From: Ronald Grandmaison
Sent: Friday, October 21, 2011 1:35 PM
To: 'Bob Rountree'
Cc: Richard Busick; Sara Carbonneau; Bill Cass; Victoria Chase; Michael Dugas
Subject: RE: Rte 12 Swanzey Roundabout

Dear Mr. Rountree,

On behalf of William Cass, Director of Project Development I would like to acknowledge your e-mail of October 21, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in Swanzey.

Your comments and concerns regarding the improvements to the intersection, specifically the consideration of nighttime versus daytime construction, low maintenance vegetation in the center median, and size of the roundabout to accommodate large trucks will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Respectfully,

Ronald J. Grandmaison, PE

New Hampshire Department of Transportation
 Bureau of Highway Design
 Project Manager
 Phone: 603-271-6198
 Fax : 603-271-7025
 E-Mail: rgrandmaison@dot.state.nh.us
www.nhdot.com

 Please consider the environment before printing this e-mail!

From: Bob Rountree [<mailto:rjroutree@comcast.net>]
Sent: Friday, October 21, 2011 11:42 AM
To: Ronald Grandmaison
Cc: Richard Busick; Sara Carbonneau
Subject: Rte 12 Swanzey Roundabout

Ronald Grandmaison:

I am writing today to provide my input regarding the proposed roundabout on Rte.12 in Swanzey, NH. The intersection that is being considered for the construction of the roundabout is about 1/2 mile north of my Ford dealership, Rountree Ford Lincoln, on Rte.12 in Swanzey. Obviously, I travel that road often and it is my opinion that all involved would be well served with the construction of the roundabout at that intersection.

I certainly am no expert, but it seems that because the visibility of that intersection is limited because of the "sight lines", a roundabout would make the intersection far safer than with just a "caution" light.

I own Ford of Brattleboro, Inc. in Brattleboro, VT which is located at the junction of Rte's 5, 9 and Exit 3 off I-91. In the latest 1990's, there was a traffic light at that very busy intersection that simply was not handling traffic in peak hours. With C&S Wholesale Grocers less than a mile north on Rte. 5 and the heavy traffic coming off the exit on I-91, at the peak traffic times, vehicles were backed up all the way to C&S on Rte5 and back onto the highway on I-91. As

10/21/2011

an automobile dealer, it was not all bad that people had to stop at that traffic light because we knew that they would have time to take a good look at our vehicles, but we also realized that the traffic delays had a damaging psychological impact on considering coming to that part of town to shop for any purpose. Having lived in New Jersey for a portion of my adult life, I was fiercely resistant to what I thought was going to be a "Rotary".

The construction process was a disaster for us because the project dragged on for six months and at times, vehicles were driving 6 feet down into the excavation because in someones infinite wisdom, six feet of material had to be removed from the current road bed and then filled with what must have been "gold dust" because of the costs involved. We really wondered if the project was ever going to be finished and our business was damaged financially by 10's of thousands of dollars because area people developed a mentality of doing everything in their power to avoid the mess at that major intersection.

When the project came to its final stages, an unusual and certainly unanticipated problem arose for the Brattleboro Police and Fire Departments. When the final paving was scheduled, the contractor demanded that the entire area needed to be paved at the same time and all traffic in every direction needed to be stopped. The dilemma for the Police and Fire Officials was what they would do to send equipment to locations that required going through the intersection when it was closed from all traffic. When I heard of the problem, we volunteered to move all the vehicles on our display lot from our entrance/exit off Rte 9 all the way to our entrance/exit on Rte.5 to enable vehicular traffic as well as the safety equipment to avoid interrupting the paving. We did this each night for about a week and fortunately, no one was ever left without either Police or Fire Assistance available to help. Although we lost those evenings for sales, we were happy to be able to participate as "Good Corporate Citizens" in resolving what could have been a significant safety issue.

In the final analysis, we have had the roundabout for more than a decade. In the first few years there were some "incidents" because people did not know how to maneuver the roundabout. The signage, in my opinion, instructing drivers on how to maneuver the roundabout was inadequate, but eventually, people learned what to do and the traffic problem was completely resolved. Occasionally we still get an "idiot" or two that go the wrong way or try to turn right from the left hand lane, but, by and large, the roundabout works very well.

I have three suggestions/criticisms of the Brattleboro roundabout and/ or the proposed project:

1. Because of the severe interruption of traffic, I believe that this should have been a project that would be completed at night. If crews started at 7:00PM and worked until 7:00AM, much congestion and aggravation for all concerned would have been avoided. Assuming that a "night" contract would cost an additional amount because of the night hours for the workers, I firmly believe that the additional expense would be worth it. It also seems that in the current tough economy, the up charge for nights could be negotiated to be negligible.
2. The middle of the roundabout, although beautiful when kept up, should have very little vegetation simply because no one takes care of it. In Brattleboro the plants are almost always overgrown and what should be beautiful is more often than not unsightly. In the medians leading up to the roundabout, whoever is responsible {the town or the state?} never seems to have any budget to keep them mowed. My staff maintains the medians because we do not want the unsightly overgrowth in the medians to detract from the appearance of the area leading to our dealership. Once we offered to contribute \$5,000 towards the plantings in the roundabout in addition to accepting contractual responsibility for keeping the roundabout well manicured in exchange for officially naming the roundabout the "Rountree Ford Roundabout" with an official marker to designate same. We never did get a response to that offer and everyone we ever talked to about it had "no idea" who that request should be sent to. My point with all of this is that whatever takes place in the middle of the actual roundabout should be designed to require little if any maintenance.
3. The driving area must be large enough for all vehicles including trucks to navigate the road without jumping up on curbs or going into the center. With all the trucks from C&S, this is still a significant issue in Brattleboro and because of the relatively tight area in question on Rte. 12, I believe could be an issue here.
4. Two years ago, when the road construction took place on Rte.12 in the area in front of my dealership, we were all but closed off during the day for the entire period of that construction. In a business like mine that employs fifty people and has fixed expenses in the hundreds of thousands of dollars every month, it is not fair to effectively close us down. The work done must be done after business hours to accommodate regular traffic as well as

avoiding the drastic business interruptions like those caused for us.

I hope that some or all of what I have written here will have some impact on the plans for this project. If you or anyone associated with the project would have any desire to discuss my views further, please feel free to call or email me as listed below. Thank you.

Bob Rountree

Chief Executive Officer

Rountree Automotive Organization

Ford of Brattleboro, Inc.

Rountree Ford Lincoln, LLC.

Rountree Real Estate, LLC.

rjroutree@comcast.net

603-682-2953



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

October 20, 2011

Swanzey
X-A000(833)
15697
NH Route 12/Lake St/Swanzey Factory Rd

Bureau of Highway Design
Room 200
Tel: (603) 271-6198
Fax: (603) 271-7025

Mr. Glenn W. Page
Chairman of Planning Board
620 Old Homestead Highway
PO Box 10009
Swanzey, NH 03446-0009

Dear Mr. Page:

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of October 18, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in the Town of Swanzey.

Your endorsement of the Department's proposal to construct a modern roundabout at the intersection and additional comments regarding completing improvements to the NH 12 / NH 32 intersection in advance of this project will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Sincerely,

Ronald J. Grandmaison, P.E.
Project Manager

RJG/rjg

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
Michael Dugas, NHDOT Chief of Preliminary Design

Ronald Grandmaison

From: Sara Carbonneau [sarbonneau@town.swanzey.nh.us]
Sent: Tuesday, October 18, 2011 2:30 PM
To: Ronald Grandmaison
Subject: Swanzey 15697 - Planning Board Letter

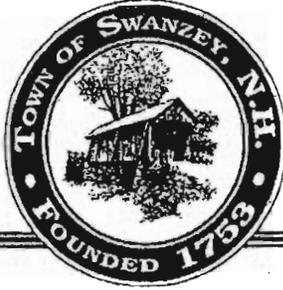
Ron -

Attached please find a letter from the Swanzey Planning Board regarding project 15697 (supporting the Route 12/Swanzey Factory Road/Lake Street roundabout proposal). I understand from speaking with Beth Fox that email submissions will be forwarded to Mr. Cass.

Thank you for your assistance in this matter.

Sara Carbonneau

Sara H. Carbonneau, Town Planner
Town of Swanzey
PO Box 10,009
Swanzey, NH 03446
(603) 352-7411 ext.108
(603) 352-6250 (fax)
www.town.swanzey.nh.us



TOWN OF SWANZEY

620 OLD HOMESTEAD HIGHWAY
P.O. BOX 10009
SWANZEY, NH 03446-0009
TOWN HALL (603)-352-7411 FAX (603)-352-6250

October 18, 2011

W. William Hutwelker, III, Chairman of the Special Committee
c/o William J. Cass, Director of Project Development
NH DOT
PO Box 483
Concord, NH 03302-0483

Re: Swanzey, X-A000(889), 15697

Dear Chairman Hutwelker and Members of the Special Committee:

The Swanzey Planning Board, at its meeting on October 13, 2011, voted unanimously to support the recommendation of the NH Department of Transportation to construct a roundabout at the intersection of Route 12, Swanzey Factory Road and Lake Street in Swanzey, New Hampshire.

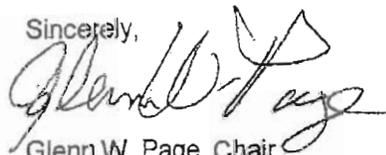
This intersection has been a source of concern of the Planning Board for many years. As evidenced from the comments made at the public information meeting on November 10, 2010 and the public hearing on October 11, 2011, this intersection is extremely difficult to navigate (especially crossing from the side roads). In addition, the Planning Board concurs with the opinion of Swanzey Police Chief Richard Busick that it is only a matter of time before a fatality occurs at this intersection.

Many Planning Board members were in attendance at the public information meeting and the public hearing. After listening to the presentations by NH DOT staff, as well as the comments made by Town of Swanzey department heads and the public, it is clear that the other options presented (traffic light, turning lanes or doing nothing at all) are not realistic or workable options.

Finally, the Planning Board strongly supports the recommendation made by SWRPC's Transportation Planner JB Mack that work on the Route 12/Route 32 intersection (as described during the public hearing) be undertaken prior to the anticipated 2014 construction date for the roundabout. The Planning Board feels that even minimal improvements to the Route 12/Route 32 intersection would greatly increase the safety of this intersection. It is the Board's opinion that any improvements to the Route 12/Route 32 intersection may funnel some traffic away from the Route 12/Swanzey Factory Road/Lake Street intersection, thereby reducing the traffic volume in that location.

Thank you for your consideration.

Sincerely,



Glenn W. Page, Chair
Swanzey Planning Board

Sent via email to Ronald Grandmaison, P.E.



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

October 20, 2011

Swanzey
X-A000(833)
15697
NH Route 12/Lake St/Swanzey Factory Rd

Bureau of Highway Design
Room 200
Tel: (603) 271-6198
Fax: (603) 271-7025

Ms. Dianne L. Paulson
15 Park Street
North Swanzey, NH 03431

Dear Ms. Paulson:

On behalf of William Cass, Director of Project Development I would like to acknowledge your comment card received October 20, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in the Town of Swanzey.

Your comment that a better solution to the Department's proposal would be to install traffic signals at the Park Street/NH Route 12 intersection will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Sincerely,

Ronald J. Grandmaison, P.E.
Project Manager

RJG/rjg

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
Michael Dugas, NHDOT Chief of Preliminary Design

October 11, 2011

Re: Swanzey, 15697
PUBLIC HEARING
Monadnock Regional High School

RECEIVED
COMMISSIONERS OFFICE

OCT 20 2011

Attention: Bill Hutwelker, Chairman of the Commission
c/o William J. Cass, Director of Project Development
New Hampshire Department of Transportation
PO Box 483, 7 Hazen Drive
Concord, NH 03302-0483

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Commission:

I believe a Stop light at
Park St and Rt 12 would
be a better solution.
This would slow the traffic
down some and make it easier
to get out that Street.

I (we) understand that I (we) will be notified in writing of the Commission's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Diane Paulson

Name: Diane L Paulson
(Please Print)

Address: 15 Park St
N Swanzey NH
03431

Phone: # 603-352-6380

NH DOT Project Parcel # X-A 000(589)
15697



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

October 19, 2011

Swanzy
X-A000(833)
15697
NH Route 12/Lake St/Swanzy Factory Rd

Bureau of Highway Design
Room 200
Tel: (603) 271-6198
Fax: (603) 271-7025

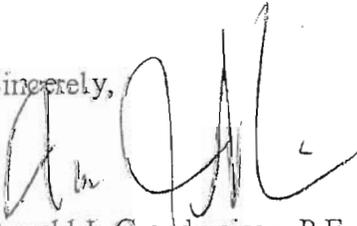
Mr. Tim Murphy
Southwest Region Planning Commission
20 Central Square, 2nd Floor
Keene, NH 03431

Dear Mr. Murphy:

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of October 14, 2011 regarding the proposed NH Route 12/Lake Street/Swanzy Factory Road improvement project in the Town of Swanzy.

Your endorsement of the Department's proposal to construct a modern roundabout at the intersection and additional comments and concerns regarding potential improvements to the NH 12 / NH 32 intersection as part of this project will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

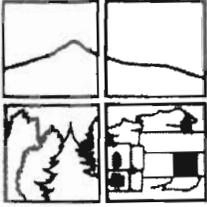
Sincerely,



Ronald J. Grandmaison, P.E.
Project Manager

RJG/rjg

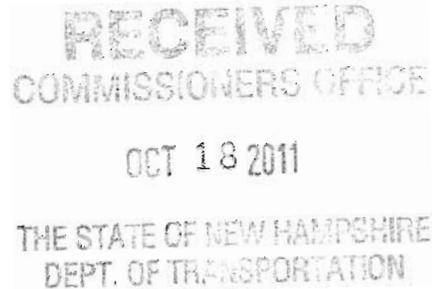
cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
Michael Dugas, NHDOT Chief of Preliminary Design



Southwest Region Planning Commission
20 Central Square, Second Floor Keene, NH 03431 603-357-0557 FAX 357-7440

October 14, 2011

William J. Cass, Director of Project Development
NH Department of Transportation
P.O. Box 483
Concord, NH 03302-0483



RE: Swanzey, X-A000(889), 15697

Dear Mr. Cass:

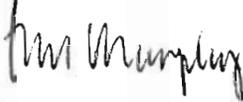
The Southwest Region Planning Commission staff has been a participant in the review of proposed improvement alternatives for the intersection of NH 12/Lake Street/Swanzey Factory Road in the Town of Swanzey. We attended the Special Committee Hearing on October 11, 2011 at Monadnock Regional High School and provided verbal testimony. Please let this letter serve as written testimony to the process to assist the work of the Special Committee, the NH Department of Transportation and others. Our comments are as follows:

1. This represents an important project as NH 12 is a significant north-south arterial in the Southwest Region and points beyond.
2. NH 12 is part of the National Highway System and is a conduit for pass-through traffic including freight and is therefore tied to commerce and economic prosperity both within and beyond the Region. Accordingly, ensuring free flowing traffic and maintaining mobility should be a goal of the project.
3. At the same time, NH 12 and its intersecting roads serve the movements of the residents within our local communities. This section of the corridor has shown some of the highest growth in the Region and represents an important growing commercial corridor in Swanzey and Keene which will benefit from safety upgrades and traffic calming.
4. What's most important about this project from our perspective is the need to achieve a balance in addressing the safety and efficiency of both local and pass-through users of the transportation system.
5. We have been a participant in the review of this project and acknowledge that it has been an open process – furthermore, we feel the intersection is an appropriate candidate under the Highway Safety Improvement Program.
6. We feel that the recommended alternative represents a good fit in this location and addresses the need for balance for both local and pass-through users as it promotes the free-flow of traffic.

7. We acknowledge that one aspect of this project is to remedy the sight distance issue at NH 12/32 intersection north of the project by reclaiming state-owned right of way. We urge the State to work on this issue as soon as feasible as opposed to waiting for construction activities at NH 12/Lake Street/Swanzey Factory Road.
8. SWRPC proposes coordinating with the Department of Transportation to take "before" and "after" datasets in order to understand and demonstrate the traffic patterns of the project. We hope you will consider taking up our offer to help in this respect.

We trust these comments are helpful to the work of the Special Committee and the Department. We appreciate the opportunity to provide our comments. Please feel free to contact us with any questions or comments you may have regarding this matter.

Sincerely,



Tim Murphy
Executive Director



J.B. Mack
Senior Planner

TM/JM/rb

cc: Special Committee Members
Members of the Legislature representing Swanзей
Elizabeth A. Fox, Administrator, Town of Swanзей
William Watson, NH DOT
SWRPC TAC



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

October 19, 2011

Swanzy
X-A000(833)
15697
NH Route 12/Lake St/Swanzy Factory Rd

Bureau of Highway Design
Room 200
Tel: (603) 271-6198
Fax: (603) 271-7025

Mr. David Bergeron
Agent for SS Bakers Realty Co., LLC
185 Winchester Street
Keene, NH 03431

Dear Mr. Bergeron:

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of October 12, 2011 regarding the proposed NH Route 12/Lake Street/Swanzy Factory Road improvement project in the Town of Swanzy.

Your endorsement of the Department's proposal to construct a modern roundabout at the intersection will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Sincerely,

Ronald J. Grandmaison, P.E.
Project Manager

RJG/rjg

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
Michael Dugas, NHDOT Chief of Preliminary Design

Brickstone
Land Use Consultants, LLC
Site Planning, Permitting and Development Consulting
185 Winchester Street, Keene, NH 03431 (603) 357-0116

October 12, 2011

Chairman of the Special Committee (W. William Hutwelker, III)
c/o William J. Cass, Director of Project Development
NH Department of Transportation
PO Box 483
Concord, NH 03302-0483

Project: Swanzey, X-A000(889), 15697

Dear Mr. Hutwelker;

We are writing this letter on behalf SS Bakers Realty Co., LLC. They are the owners of property at the intersection of Park Street and Route 12 (Dunkin Donuts). This property is immediately to the north of the proposed improvements to the intersection of Route 12, Lake Street and Swanzey Factory Road. SS Bakers is in favor of the proposed round about improvements to the intersection. They feel that this would be the safest and best long term solution for this intersection.

SS Bakers is not in favor of the alternative designs of a signalized intersection or adding turn lanes to the existing highway. They feel that the signalized intersection option would negatively impact vehicles attempting to enter or exit Park Street and the driveway to the Dunkin Donuts due to vehicles backing up at the light and blocking their driveway. The turn lane option would not address the problem of vehicles attempting to make left turns from the side streets or cross Route 12. This option would increase the danger to vehicles traveling along Route 12 in the vicinity of the SS Bakers site.

We hope that the Special Committee will approve the roundabout configuration for this intersection as the safest and most effective option for this intersection. Roundabouts reduce fatalities and injuries at intersections and have fewer conflict points for crashes. The roundabout design will have a longer lifespan than the widening option and will be less expensive to operate over the life of the intersection than the signalized intersection.

Sincerely,



David Bergeron
(agent for SS Bakers Realty Co., LLC)

RECEIVED
COMMISSIONERS OFFICE
OCT 19 2011
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Ronald Grandmaison

From: Ronald Grandmaison
Sent: Wednesday, October 19, 2011 6:34 AM
To: 'Bob Melanson'
Cc: selectmen@town.swanzey.nh.us; bfox@town.swanzey.nh.us; Bill Cass; Victoria Chase; Michael Dugas
Subject: RE: Swanzey 15697 Project

Dear Mr. Melanson,

On behalf of William Cass, Director of Project Development I would like to acknowledge your e-mail of October 18, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in Swanzey.

Your comments and concerns regarding the operation of the existing intersection and endorsement of the Department's proposal to construct a modern roundabout at the intersection will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Respectfully,

Ronald J. Grandmaison, PE

New Hampshire Department of Transportation
 Bureau of Highway Design
 Project Manager
 Phone: 603-271-6198
 Fax : 603-271-7025
 E-Mail: rgrandmaison@dot.state.nh.us
www.nhdot.com

 Please consider the environment before printing this e-mail!

From: Bob Melanson [mailto:BMelanson@dover-pidg.com]
Sent: Tuesday, October 18, 2011 7:09 PM
To: Ronald Grandmaison
Cc: selectmen@town.swanzey.nh.us; bfox@town.swanzey.nh.us
Subject: Swanzey 15697 Project

Mr. Grandmaison,

I have just heard about the proposed changes to the intersection of Rt 12 / Lake St / Swanzey Factory Rd earlier today. I am extremely pleased to have heard this news. I have reviewed the two proposals (traffic lights or roundabout) and believe either choice is much better than what we have today.

With my commute between work and home each day, I always avoid returning home via Swanzey Factory Rd and turning south onto Rt 12 during "rush" hours. It is just too dangerous and frustrating to wait (longer wait times increase the odds of people darting out when they should not). Even with entering this intersection from either direction on Rt 12, it is beyond commonplace for following cars to go to the right side of another car attempting to turn left. This action in itself is dangerous as the turning car is blocking visibility of on-coming and potentially turning traffic.

In regard to the choice of lights versus a round-about, years ago I would have most definitely preferred the traffic light option,

10/19/2011

however with the great success of the roundabouts on Rt 101 in Keene, I have completely changed my tune on this subject. My vote is for a round-about.

I am very much looking forward to when construction will begin on this project. This effort will not only improve traffic flow, but will undoubtedly reduce traffic accidents and the potential of loss of life.

Respectfully,

Bob Melanson
274 Marcy Hill Rd
Swanzey, NH 03446
603-352-6269



Bob Melanson
Commodity Specialist
Dover Product ID
Group
Tel. 603-283-2514
bmelanson@dover-
pldg.com

This e-mail, including any attachments, is transmitted for the sole use of the intended recipient and may contain information that may be privileged and confidential. If you are not the intended recipient, you are hereby notified that any use, disclosure, dissemination, distribution or copying of this e-mail or the information contained herein is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender by reply e-mail and then delete the original message from your system. Any views or opinions presented in this e-mail are solely those of the author and do not necessarily represent those of the company. This is your responsibility to ensure this e-mail and any attachments are virus free. The company accepts no liability for any damage caused by any virus transmitted by this e-mail.

Markem-Image S.A.S. 9, rue Gaspard Monge F - 26500 Bourg-lès-Valence S.A.S. au capital de 22 000 000 euros 353 282 106 RCS Romans



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

October 18, 2011

Swanzy
X-A000(833)
15697
NH Route 12/Lake St/Swanzy Factory Rd

Bureau of Highway Design
Room 200
Tel: (603) 271-6198
Fax: (603) 271-7025

Ms. Sally J. Candello
Stromgren Plumbing & Heating Co., Inc.
53 Monadnock Highway
Keene, NH 03431

Dear Ms. Candello:

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of October 14, 2011 regarding the proposed NH Route 12/Lake Street/Swanzy Factory Road improvement project in the Town of Swanzy.

Your comments and concerns regarding continued access to your property from both Lake Street and NH Route 12 by delivery/trailer trucks in addition to your concern of the proximity of the proposed temporary roadway diversion to your building will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Sincerely,

Ronald J. Grandmaison, P.E.
Project Manager

RJG/rjg

Parcel 14

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
Michael Dugas, NHDOT Chief of Preliminary Design

STROMGREN PLUMBING & HEATING CO., INC.

53 MONADNOCK HIGHWAY
KEENE, NEW HAMPSHIRE 03431
(603) 352-5959
FAX (603) 352-5745

October 14, 2011

William Cass 
Director of Project Development
State of New Hampshire
Dept. of Transportation
P.O. Box 483
Concord, NH 03302-0483

RECEIVED
COMMISSIONERS OFFICE

OCT 17 2011

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Dear Mr. Cass:

I attended the meeting on Tuesday, October 11th at Monadnock Regional High School in Swanzey Center, concerning the renovations of the intersection at Route 12, Lake Street and Swanzey Factory Road.

My father, Richard B. Stromgren, owns property at the intersection. It is labeled as #14 on your map. My father passed away several months ago. My sister, my brother and I will own the property once his estate is settled. I also own and operate the above company at this same address.

While the meeting answered most of my questions, there are still a few that I would like clarified.

We have two driveways, one onto Route 12 and the other onto Lake Street. Our company vehicles use both driveways, coming in one and out the other. Because of the problems getting out of Lake Street onto Route 12, generally they come in the Lake Street driveway and exit the driveway onto Route 12.

I don't believe our company vehicles will pose a problem, but one of the concerns we have are trailer trucks that make deliveries at our office/shop. They also, generally, come in the Lake Street driveway and exit onto Route 12.

On the proposed plan there are islands on Route 12 one going North to our driveway as well as on Lake Street, again, going West to our driveway. I hope that I am correct in believing these will be "painted" islands and won't interfere with either of our driveways. It is still going to be a tough act getting out of our Route 12 driveway because of the traffic. It is now and I don't believe it will change with the roundabout.

The other concern that I have is concerning the easement. The line drawn on the map takes quite a bit of our front property. The temporary relocated road will be very close to the front of the house, I think way too close. Hopefully there won't be any foundation problems with the house, if the traffic pattern is too close to our house.

Am I correct in the understanding that once the temporary relocated road is not used, that the easement portion will be returned to the way it was previously? We have a very big maple tree, as well as good sized lilac bushes. There are 4-5 other trees that will probably come down.

I would appreciate it if you could address the concerns that we have.

Thank you,

STROMGREN PLUMBING & HEATING CO.,INC.

A handwritten signature in cursive script that reads "Sally J. Candello". The signature is written in black ink and is positioned above the printed name and title.

Sally J. Candello

Treasurer



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

October 18, 2011

Swanzey
X-A000(833)
15697
NH Route 12/Lake St/Swanzey Factory Rd

Bureau of Highway Design
Room 200
Tel: (603) 271-6198
Fax: (603) 271-7025

Mr. Richard D. Powers
370 Old Walpole Road
Keene, NH 03431

Dear Mr. Powers:

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of October-11, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in the Town of Swanzey.

Your comments and concerns asking that the Department compare the differences between this layout and that of the Peterborough roundabout in order to make a better overall roundabout design would be an excellent point for the record and will be included in the official transcript of the Public Hearing. It will also receive the consideration of the Hearing Special Committee.

Sincerely,

Ronald J. Grandmaison, P.E.
Project Manager

RJG/rjg

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
Michael Dugas, NHDOT Chief of Preliminary Design

October 11, 2011

Re: Swanzey, 15697
PUBLIC HEARING
Monadnock Regional High School

RECEIVED
COMMISSIONERS OFFICE

OCT 17 2011

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Attention: Bill Hutwelker, Chairman of the Commission
c/o William J. Cass, Director of Project Development
New Hampshire Department of Transportation
PO Box 483, 7 Hazen Drive
Concord, NH 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Commission:

See attached comments

I (we) understand that I (we) will be notified in writing of the Commission's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: 

Name: Richard D Powers
(Please Print)

Address: 370 Old Walpole Road
Kennebunk NH 03431

Phone: # 603-252-8970

NH DOT Project Parcel # LAKE STREET & RTE 12
SWANZEY NH 03431
15697

Comments on Lake Road & Route 12 Roundabout Proposal #15697

First of all, I want to commend all of you at the DOT for a well thought and out very well presented design. I agree that a roundabout is the best design for this location in Swanzey. I also think it can, if modified to be more open, be a safer way to handle this traffic and enhance the thru Swanzey commute on Route 12. Well done.

My concerns stem from the comparison of this proposal with the Peterborough NH Route 101 roundabout. I have heard from way too many people that the Peterborough roundabout is way too small, with little traffic lane space and the apron is too high at the paved level and on the inside edge. The future of NH roundabouts will be determined by the acceptance of existing ones, of which there are many well liked by the public. The Peterborough one though is disliked by most people I talk with by a large majority.

Based on this premise, it is my opinion that the Swanzey roundabout needs to be designed in such a way that it is roomier and easier to navigate in a number of categories than Peterborough. While I am not an architect nor a designer, I believe a number of changes may be possible to make this proposal more acceptable to me and the public.

1. There is ample land area for a larger roundabout, although I realize that the utilities box in the north east corner may confine the design to the 120' size as proposed. That is a question you can respond to when we meet.
2. The proposed road surface in the roundabout could be a little wider and still prevent the traffic from using it as two lanes. I suggest widening it by 2-4' to make it easier to navigate. This can be accomplished by taking the width from the apron.
3. Speaking of the apron, I recognize that it needs to prevent traffic from traveling on it, except for tractor trailer rear wheels once in a while. My suggestion is that the apron does not need to have a large curb height or be as high on the inside as the Peterborough one and still serve its purpose. A lower, less threatening apron would be more acceptable.
4. I also think we should look at the paved lane width as one enters the roundabout from each leg along with the radius on the right side on each entrance. I have not made a comparison of the road width or the right side radius as we were not provided that information on the other roundabouts spec sheet.

Some or all of these may be considered to improve on the Peterborough for this location in Swanzey. I have faith that we can agree on some modifications that will accomplish all of our goals and be something to be proud of.

Thanks for listening

Dick Powers
Special Committee Member.

Ronald Grandmaison

From: Ronald Grandmaison
Sent: Monday, October 17, 2011 3:28 PM
To: 'bfurlone@americanconstruct.com'
Cc: Bill Cass; Michael Dugas; Victoria Chase
Subject: RE: Rte 12/Lake Street, Swanzey, NH

Dear Mr. Furlone,

On behalf of William Cass, Director of Project Development I would like to acknowledge your e-mail of October 17, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in Swanzey.

Your endorsement of the Department's proposal to construct a modern roundabout at the intersection will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Respectfully,

Ronald J. Grandmaison, PE

New Hampshire Department of Transportation
 Bureau of Highway Design
 Project Manager
 Phone: 603-271-6198
 Fax : 603-271-7025
 E-Mail: rgrandmaison@dot.state.nh.us
www.nhdot.com

 Please consider the environment before printing this e-mail!

From: Bob [mailto:bfurlone@americanconstruct.com]
Sent: Monday, October 17, 2011 1:34 PM
To: Ronald Grandmaison
Subject: Rte 12/Lake Street, Swanzey, NH

Mr. Cass,

I wanted to comment on the proposed changes to the intersection of Rte. 12 and Lake Street in Swanzey, NH. I own a construction company in Marlborough, NH and also own commercial property on Rte. 32 in Swanzey, not far from the proposed improvement. I first want to say that I am greatly in favor of improving that intersection. Not only can the wait time be lengthy, but it's extremely dangerous as traffic tends to exceed the speed limit in that area and other vehicles often pass a Rte. 12 left-turning vehicle on the right, thereby creating a slip lane which can sometimes be in your front bumper. For that reason alone I don't think a light is the right way to go. My vote is for a roundabout. Working in Marlborough and living in Spofford, I go through the Rte. 101/Winchester Street intersection in Keene almost every day. I used to wait for up to five light change to get through and now I'm rarely more than five vehicles out of that intersection. That has made me a big believer in roundabouts. There was also one installed just over the New Hampshire border in Brattleboro, VT with the same tremendous success. I am so happy to hear that an improvement is on the way, particularly in these difficult times.

Bob Furlone
 33 Woods road
 Spofford, NH

10/17/2011

Ronald Grandmaison

From: Ronald Grandmaison
Sent: Monday, October 17, 2011 3:21 PM
To: 'Snow - Ledell'
Cc: molly.kelly@leg.state.nh.us; dwheeler@nh.gov; Bill Cass; Michael Dugas
Subject: RE: Swanzey Public Hearing X-A000(889), 15697

Dear Ms. Snow,

On behalf of William Cass, Director of Project Development I would like to acknowledge your e-mail of October 17, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in Swanzey.

Your comments and concerns requesting that additional consideration be given to limiting property impacts along the Lake Street side of NH Route 12 will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Respectfully,

Ronald J. Grandmaison, PE

New Hampshire Department of Transportation
Bureau of Highway Design
Project Manager
Phone: 603-271-6198
Fax : 603-271-7025
E-Mail: rgrandmaison@dot.state.nh.us
www.nhdot.com

 Please consider the environment before printing this e-mail!

From: Snow - Ledell [mailto:woof@ne.rr.com]
Sent: Monday, October 17, 2011 11:52 AM
To: Bill Cass
Cc: Ronald Grandmaison; molly.kelly@leg.state.nh.us; dwheeler@nh.gov
Subject: Swanzey Public Hearing X-A000(889), 15697

Dear Mr. Cass,

The invitation to the Notice of Public Hearing regarding the Swanzey Roundabout stated to send comments to the committee chair to your attention. If I need to send this in another manner, please let me know.

Thank you.

Katherine Snow

Dear Chairman Hutwelker,

10/17/2011

My mother, Rosanne Snow, lives on Old Lake Street, North Swanzey - I grew up there and continue to be on that street almost daily. I attended the public hearing in Swanzey on October 11th with great interest and wanted to follow up in writing.

In reviewing the maps and options provided, it appears to me that the most favorable situation is a roundabout. I am hopeful the final product will be done tastefully, like the Keene roundabouts, rather than the visually oddly designed one on Rt. 101 in Peterborough.

My request is that additional consideration please be given to limit impact on the residential properties on both the north and south corners of Lake Street both post completion and during construction. I am very concerned with the proposed easements on the property of William Thomas and Richard Stromgren.

My particular concern is the impact of traffic diversion to the Lake Street side of Route 12 during construction. The William Thomas property prior to 1952 belonged to, and was built by, the Underwood Family - a family which settled in Swanzey in the late 1700s/early 1800s, making this property one of significant history. Secondly the displayed diagrams indicated that the traffic may be diverted to within feet of the front of the Stromgren home. I am not a builder of roads, but wonder if the west side of the roundabout could be constructed first, while diverting traffic to the east side, then open the west side for traffic while the east side is being built, minimizing the amount of damage to existing properties.

Thank you very much for considering my comments.

Katherine Snow
54 West Surry Road
Keene, NH 03431
Property owner and tax payer in Swanzey

Ronald Grandmaison

From: Ronald Grandmaison
Sent: Thursday, October 13, 2011 2:19 PM
To: 'Bill Hutwelker'
Cc: Bill Cass; William Oldenburg; Michael Dugas; Victoria Chase
Subject: RE: FW: Swanzey

Dear Chairman Hutwelker,

On behalf of William Cass, Director of Project Development I would like to acknowledge your e-mail of October 12, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in Swanzey.

Your comment regarding feedback you received at the Hearing requesting that the Department document the differences between this layout and that of the Peterborough roundabout would be an excellent point for the record and will be included in the official transcript of the Public Hearing. It will also receive the consideration of the Hearing Special Committee.

Respectfully,

Ronald J. Grandmaison, PE

New Hampshire Department of Transportation
Bureau of Highway Design
Project Manager
Phone: 603-271-6198
Fax : 603-271-7025
E-Mail: rgrandmaison@dot.state.nh.us
www.nhdot.com

 Please consider the environment before printing this e-mail!

From: Bill Hutwelker [mailto:billhutwelker@masiello.com]
Sent: Wednesday, October 12, 2011 9:23 AM
To: Ronald Grandmaison
Subject: Re: FW: Swanzey

Hi Ron,
Excellent presentation last night by you and your colleagues. This made the process much smoother than many had expected.

One piece of feedback that came forth was to have a discussion relative to the difference between this layout and the one in Peterborough. One impact difference would be traffic counts, if I read the reports correctly. I think the basic concern is that the proposed layout is too small as people perceive that about the P-borough layout.

Thanks, Ron.
Bill

10/13/2011

On Mon, Oct 10, 2011 at 1:14 PM, Ronald Grandmaison <RGrandmaison@dot.state.nh.us> wrote:

Gentlemen,

Please feel free to review and comment. I will be **working** on the final touches of the presentation tomorrow so feel free to call with comments or suggestions. The **general outline** of the presentation is also attached for your review. Our staff is planning on leaving the office at 4pm to travel to the Hearing.

Respectfully,

Ronald J. Grandmaison, PE

New Hampshire Department of Transportation
Bureau of Highway Design
Project Manager
Phone: [603-271-6198](tel:603-271-6198)
Fax : [603-271-7025](tel:603-271-7025)
E-Mail: rgrandmaison@dot.state.nh.us
www.nhdot.com

 Please consider the environment before printing this e-mail!

-----Original Message-----

From: Carol Spoerl
Sent: Monday, October 10, 2011 12:50 PM
To: Ronald Grandmaison
Subject: Swanzey

Ron

drafts of speeches for both Councilor Wheeler and Mr. **Hutwelker**. Let me know if there are any changes. If not, I will print out copies and bring them tomorrow

Carol

Carol Spoerl

10/13/2011

State of New Hampshire

Department of Transportation

Bureau of Right of Way

7 Hazen Drive

PO Box 483

Concord, NH 03302

(603) 271-3222 phone

(603) 271-6915 fax

--

Bill Hutwelker, Realtor

Masiello Group

69A Island St

Keene, NH 03431

Cell: 603.313.3948

Email: billhutwelker@masiello.com

Website: billhutwelker.masiello.com

Ronald Grandmaison

From: Ronald Grandmaison
Sent: Thursday, October 13, 2011 12:42 PM
To: 'Don Nason'
Cc: Bill Cass; Michael Dugas
Subject: RE: swanzey-rt 12 & lake street project

Dear Mr. Nason,

On behalf of William Cass, Director of Project Development I would like to acknowledge your e-mail of October 11, 2011 regarding the proposed NH Route 12/Lake Street/Swanzey Factory Road improvement project in Swanzey.

Your question as to whether the ban on through trucking along Swanzey Factory Road will remain in place under the proposed roundabout plan will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee. I can however assure you that it is not the intent of this project to modify standing ordinances or codes set forth by either the Town of Swanzey or the City of Keene. As I interpret the City of Keene ordinances (Sec 94-403), Swanzey Factory Road will remain a no through trucking route and therefore will remain signed as such.

Sincerely,

Ronald J. Grandmaison, PE

New Hampshire Department of Transportation
 Bureau of Highway Design
 Project Manager
 Phone: 603-271-6198
 Fax : 603-271-7025
 E-Mail: rgrandmaison@dot.state.nh.us
www.nhdot.com

 Please consider the environment before printing this e-mail!

-----Original Message-----

From: Don Nason [mailto:dnason@ne.rr.com]
Sent: Tuesday, October 11, 2011 9:35 PM
To: Ronald Grandmaison
Subject: swanzey-rt 12 & lake street project

Swanzey Factory Road is now supposedly closed to through truck traffic (although in the last few years I have noticed many more trucks using it as a short-cut from rt 12 to rt 101). Will Swanzey Factory Road remain closed to through truck traffic under the proposed roundabout plan ?

Don Nason
 25 Longwood Drive
 N Swanzey

10/13/2011



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

October 13, 2011

Swanzy
X-A000(833)
15697
NH Route 12/Lake St/Swanzy Factory Rd

Bureau of Highway Design
Room 200
Tel: (603) 271-6198
Fax: (603) 271-7025

Mr. Bruce Tatro
Chairman of Selectboard
620 Old Homestead Highway
PO Box 10009
Swanzy, NH 03446-0009

Dear Mr. Tatro:

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of October 4, 2011 regarding the proposed NH Route 12/Lake Street/Swanzy Factory Road improvement project in the Town of Swanzy.

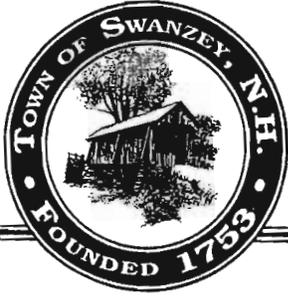
Your endorsement of the Department's proposal to construct a modern roundabout at the intersection will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Sincerely,

Ronald J. Grandmason, P.E.
Project Manager

RJG/rjg

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
Michael Dugas, NHDOT Chief of Preliminary Design



TOWN OF SWANZEY

620 OLD HOMESTEAD HIGHWAY
P.O. BOX 10009
SWANZEY, NH 03446-0009
TOWN HALL (603) 352-7411 FAX (603) 352-6250
WWW.TOWN.SWANZEY.NH.US

October 4, 2011

Mr. William Cass, Director of Project Development 
NHDOT
P.O. Box 483
Concord, NH 03302-0483

Re: Public Hearing
Swansey, X-A000(889), 15697

RECEIVED
COMMISSIONERS OFFICE

OCT 11 2011

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

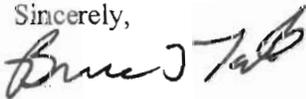
Dear Mr. Cass:

This letter is in regards the proposal scheduled for public hearing on October 11, 2011 on much needed safety improvements to the intersection of Route 12, Swansey Factory Road and Lake Street.

Concerns regarding safety at this intersection have been expressed by prior Boards of Selectmen, other town officials, area travelers and residents for many years. Its identification by state officials in 2009 as a priority intersection in need of safety improvements based on accident data validated local concerns. Testimony from a public informational meeting in November of 2010, resulted in Swansey Selectmen endorsing improving traffic management at this location through construction of a roundabout. A reconstructed intersection with a roundabout, versus signaling the intersection, is viewed as flexible and effective tool to manage the varying volume and variety of vehicle turning movements at this location. It would improve safety for vehicles making turning movements and crossing Route 12 with less impact on through traffic.

Swansey Selectmen urge the prompt advancement of this project aimed at improving safety for all of this road's travelers. Although implementation of this roundabout option may take a year or so longer and some land takings to accommodate a larger intersection footprint will be required, reconfiguration of the intersection to a modern roundabout is viewed as providing long term safety benefits.

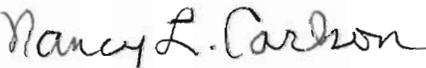
Sincerely,



Bruce L. Tatro



Deborah J. Davis



Nancy L. Carlson
Board of Selectmen