

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT OF WAY
HIGHWAY LAYOUT COMMISSION PUBLIC HEARING
ACWORTH, X-A001(226), 16301

PROPOSED REPLACEMENT OF THE BRIDGE CARRYING
NH ROUTE 123A OVER BOWERS BROOK, (NH BRIDGE #113/064
AND #13 ON NH'S 2013 BRIDGE PRIORITY LIST). THE NEW
BRIDGE WILL BE BUILT IN THE SAME LOCATION AS THE
EXISTING BRIDGE. THE PROPOSED IMPROVEMENTS WILL ALSO
INCLUDE THE RECONSTRUCTION OF NH ROUTE 123A EXTENDING
300 FEET EAST AND 300 FEET WEST OF THE BRIDGE IN THE
TOWN OF ACWORTH

Public Hearing held at the Acworth Town
Hall, 13 Town Hall Road, South Acworth, New
Hampshire on Thursday, March 26, 2015, in
accordance with RSA 230:14 and the Surface
Transportation and Uniform Relocation Assistance
Act of 1987 to discuss the above alterations to
improve traffic operations and safety in the Town
of Acworth, New Hampshire, commencing at 7:00 p.m.

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DEPT. OF TRANSPORTATION
RIGHT-OF-WAY

APR 07 2015

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1 PUBLIC HEARING THUS HELD BEFORE THE HIGHWAY LAYOUT
2 COMMISSION MEMBERS APPOINTED BY THE GOVERNOR AND
EXECUTIVE COUNCIL ON OCTOBER 29, 2014:

3 Joel McCarty, Chairman

4 James McClammer, Jr.

5 Suzanne Gottling

6

7

8 NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION MEMBERS
ATTENDING:

9

10 L. Robert Landry, P.E., Project Manager, NH Department
of Transportation, Bureau of Bridge Design

11 Jennifer Reczek, P.E., Project Engineer, NH Department
of Transportation, Bureau of Bridge Design

12

13 Nancy Spaulding, P.E., Right of Way Engineer,
NH Department of Transportation, Bureau of Right of Way

14 Kevin Nyhan, Administrator, NH Department of
Transportation, Bureau of Environment

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1 P R O C E E D I N G S

2 CHAIRMAN MCCARTY: Thank you. Are you
3 ready? Are you ready? There, it's official.
4 This meeting is called to order. I'll have you --
5 first off, does anybody need a piano?

6 (Laughter.)

7 UNIDENTIFIED WOMAN: We have two of 'em.

8 CHAIRMAN MCCARTY: Because we can help
9 you load it tonight. Yeah, we'll deliver it to
10 the back of his truck. My name is Joel McCarty.
11 I'm the Chairman of this Commission appointed by
12 the Governor and Executive Council. Suzanne
13 Gottling, James McClammer, Jr. are also Members of
14 this Commission.

15 This hearing is concerned with the layout
16 of a section of New Hampshire Route 123A over
17 Bowers Brook in the Town of Acworth. It is
18 pursuant to RSA 230:14 and the Surface
19 Transportation and Uniform Relocation Assistance
20 Act of 1987. I'm sure you're all familiar with
21 that.

22 The purpose of this hearing is to
23 determine the necessity of the occasion of the

1 layout and to hear evidence of the economic and
2 social effects of such a location, its impact on
3 the environment, and its consistency with the
4 goals and objectives of such local planning as has
5 been undertaken by the towns. Not just this one.
6 By the towns.

7 Following a hearing, this Commission will
8 evaluate all matters brought to our attention and
9 make definite decisions relative to the layout.
10 The Department will contact each owner whose
11 property is affected and discuss individual
12 concerns. It is, therefore, important that all
13 individuals desiring to make requests or
14 suggestions do so tonight.

15 It would be really awesome if you filled
16 out one of these so we could capture your data so
17 we don't lose you in the great bureauracy over
18 there. Yeah, I'm talking about you. I would
19 remind you that you have 10 days from the date of
20 this hearing to submit any other material that you
21 would like considered by this Commission.

22 So if something occurs to you tomorrow
23 night when you wake up at 2 a.m., we want to hear

1 about it, and there is a mechanism for making sure
2 that becomes part of the record. And if it's a
3 technical question, it will be answered in full.
4 If it's an aesthetic question, we will probably
5 struggle with it somewhat.

6 Where is he? There he is. Check out
7 that shirt and that tie combo there. At this time
8 I will ask my old friend, Robert Landry, Project
9 Manager of the New Hampshire Department of
10 Transportation, to present in a formal manner the
11 layout which he has proposed.

12 And after this I will open the floor to
13 those who wish to address the Commission. I will
14 request that all desiring to speak signify their
15 desire and, upon recognition by me, step to that
16 microphone, state their name and address, and make
17 their statements. We'd also like you to sign in
18 there, just like that old TV show, "What's My
19 Line?" If you would.

20 This hearing is being recorded, and a
21 transcript will later be prepared and available on
22 the D.O.T.'s wood-banging website, which is really
23 actually pretty accessible, so every word, every

1 smart remark, every dumb remark will be recorded
2 for posterity and available to you for review at
3 no cost. Are you ready?

4 MR. LANDRY: Whenever you wish.

5 CHAIRMAN MCCARTY: Mr. Landry.

6 MR. LANDRY: Thank you, Chairman, Members
7 of the Commission. Good evening, ladies and
8 gentlemen. I would like to first introduce the
9 people who will be involved in tonight's
10 presentation.

11 From the Department is Kevin Nyhan at the
12 far end of the table with the Bureau of
13 Environment. To my left is Nancy Spaulding with
14 the Bureau of Right of Way, who will explain that
15 issue. Where did Jen end up sittin'? Way in the
16 back. Speaking at the boards is Jennifer Reczek.

17 We also have with us tonight the team
18 members that we have from GM2 Associates. They're
19 the consultants hired by the State for this
20 effort. We have Darren Blood, Tom Levins, and Jen
21 Mercer.

22 We will go through this presentation and
23 then turn the meeting back to the Hearing

1 Commission to receive any questions and comments
2 as Joel just explained.

3 Tonight we are presenting the project to
4 replace the New Hampshire Route 123A Bridge over
5 Bowers Brook. This project is in the State's
6 10-Year Transportation Improvement Plan for funded
7 in fiscal year 2017. And the bridge is number 13
8 on the 2014 Bridge Priority List.

9 This project has been reviewed with
10 public officials and presented at a public
11 informational meeting in April, 2014 right in this
12 same building. We've received a lot of input as
13 the results of those meetings and adjusted our
14 design along the way. We welcome additional input
15 from tonight's hearing to help finalize the plans.

16 And, with that, Nancy Spaulding will --
17 with the Bureau of Right of Way will describe the
18 process for acquiring the needed property rights
19 for the project.

20 MS. SPAULDING: Thank you, Bob. Members
21 of the Commission, ladies and gentlemen, before I
22 go into the right of way procedures for this
23 project, there are a couple of things I'd like to

1 mention.

2 First, I would like to point out that if
3 anyone wishes to submit any additional testimony
4 as a result of this hearing or in regard to these
5 plans, you can address the material to Chairman
6 Joel McCarty, care of William Cass, and mail it to
7 the address shown on this hearing handout
8 available in the back of the room from our -- from
9 Julie from our staff.

10 Address it to William Cass, and mail it
11 to the address shown on this hearing handout
12 within 10 days of tonight's hearing. It will
13 become part of the official record. It will
14 receive equal consideration to anything presented
15 tonight. These maps are available, as I said,
16 from Julie in the back of the room.

17 We also have with us tonight a handout
18 entitled, "Your Land and New Hampshire's
19 Highways," which describes the right of way
20 acquisition and relocation assistance procedures
21 that are utilized by the State. This booklet is
22 especially useful for those property owners
23 affected by this proposed project. Again, these

1 are available at the back of the room.

2 If, after reviewing the information
3 received at this hearing and during the 10-day
4 comment period, Chairman Joel McCarty and the
5 Commission find necessity for this layout, several
6 things will happen.

7 First, with approval to proceed with the
8 design of this project, appraisals will be
9 prepared for each of the properties affected by
10 the proposed construction you see on the plans
11 tonight. The appraisals will determine the fair
12 market value of the property rights needed for the
13 new construction.

14 These appraisals are reviewed separately
15 to see that all are accurate and have taken into
16 account all applicable approaches to value. Once
17 this review is complete, the Department's
18 appraisals are given to the Commission to begin
19 discussion with the property owners regarding the
20 acquisition.

21 The value in this appraisal will be the
22 offer of compensation used by the Commission. The
23 Department will contact each property owner and

1 discuss each acquisition separately. We urge
2 owners at that time to ask questions and bring up
3 concerns that they feel should be considered.

4 If the property owner is satisfied with
5 the offer, deeds are prepared, and ownership is
6 transferred to the State. If the owner is not
7 happy with the figures the Commission offers, they
8 can appeal to the New Hampshire Board of Tax and
9 Land Appeals and argue for additional compensation
10 there. It is an important -- it is important you
11 understand that this can be done with or without
12 an attorney. Either party can appeal the Board's
13 decision to the Superior Court if they are
14 unsatisfied.

15 Anytime after this hearing or before
16 design approval, all information in support of
17 this hearing is available at our wicked awesome
18 website at the Department's headquarters in
19 Concord for your inspection and copying.

20 And I would also like to reiterate that
21 when you please -- if you do come up, when you
22 speak make sure you sign in, and give your name
23 and address. That is all I have.

1 MR. LANDRY: Thank you, Nancy. Next will
2 be Kevin Nyhan, who will review the environmental
3 aspects of the project. Kevin.

4 MR. NYHAN: Thank you, Bob. Members of
5 the Commission, ladies and gentlemen, I represent
6 the Bureau of Environment at the Department of
7 Transportation, and in this case and for this
8 project and all the projects working with our
9 consultant partners, our role is to ensure that
10 the project complies with the National
11 Environmental Policy Act. In doing so, we've
12 coordinated with various local, state, and federal
13 officials and agencies to do that evaluation and
14 to make sure that we reviewed alternatives to the
15 proposal that you're going to hear tonight.

16 Those reviews and documentation have been
17 compiled in a Categorical Exclusion document,
18 which is available for review here, and it's also
19 available on the website. I'm going to provide
20 just a brief summary of what the environmental
21 document -- what's contained in the environmental
22 document.

23 So we've completed both an air quality

1 and a noise study for this project, and because
2 traffic volumes are not expected to increase as a
3 result of the project, we are not expecting any
4 adverse effects from -- to air and noise quality.
5 However, during construction there will be
6 temporary increases in noise and dust levels, but
7 those are expected to return to normal once the
8 project is completed.

9 Both Bowers Brook and the Cold River are
10 listed with the Department of Environmental
11 Services as impaired for pH and for bank
12 stabilization. However, the project is not
13 anticipated to contribute to these impairments,
14 and once constructed, considering the proposal
15 that you'll see, certainly destabilization around
16 the project area is expected to be corrected.

17 Since the project will disturb less than
18 one acre of earth disturbance, a Storm Water
19 Pollution Prevention Plan is not required under
20 the EPA's Phase II of the Construction General
21 Permit, but erosion and sedimentation controls
22 will be in place to minimize impacts to receiving
23 waters.

1 The federally-endangered plant, which is
2 the northern bulrush, is known to occur in
3 Acworth, one of the resources that we reviewed as
4 part of this project. However, based on field
5 reviews conducted by our consultant team, it was
6 determined that there were none in the project
7 area, and none will be affected.

8 The project will impact wetlands,
9 approximately 1,247 square feet, and the
10 Department will be securing the necessary permits
11 to impact those wetlands through the Department of
12 Environmental Services. Because of the -- because
13 of the proposal that we'll make tonight and
14 because our impacts don't exceed 10,000 square
15 feet, which is the mitigation threshold,
16 mitigation is not proposed as part of this
17 project.

18 Several invasive plant species have been
19 identified in the project area, including Japanese
20 knotweed, honeysuckle, and multiflora rose, and to
21 prevent their spread during construction the
22 contractor will be required to prepare an Invasive
23 Species Control and Management Plan.

1 And, finally, the project must comply
2 with Section 106 of the National Historic
3 Preservation Act which requires the Department, in
4 coordination with the Federal Highway
5 Administration, to take into account the impacts
6 the project has on historic resources, and we know
7 certainly in this area there is a potentially --
8 or an eligible district, the South Acworth Village
9 Historic District. However, due to its lack of
10 important historic associations, the construction
11 of the bridge occurred well after the development
12 of the Village, and so the removal or the
13 replacement of the bridge is not -- will not have
14 an adverse effect on the district.

15 An archaeological investigation found
16 that the project area is sensitive for
17 Euroamerican resources; however, artifacts found
18 yielded little informational value, so as a result
19 no further investigations are required for
20 archaeology.

21 So that is a brief summary of the
22 document, and that's all I have. Thank you.

23 MR. LANDRY: Thank you, Kevin. Jennifer

1 will explain the proposed layout that you see up
2 on the wall. Jennifer.

3 MS. RECZEK: Oh. All right. There we
4 go. Thank you, Bob. Members of the Commission,
5 ladies and gentlemen, I'm here to present to --
6 excuse me -- the Department's selected alternative
7 for the bridge replacement of Route 123A over
8 Bowers Brook.

9 I'll start by orienting the plan for you.
10 North is more or less up, and Route 123A runs from
11 the west side of the page here to east. To give
12 you a sense of the colors that we used in our
13 mapping, everything you see in red are buildings.
14 We have mostly houses. The two buildings of note
15 in particular are the Village Store that's located
16 right here, and then the United Church of Acworth
17 is up on the side of the road.

18 The dark green areas are wooded areas,
19 this being the brook itself. For the existing
20 road and drives -- and driveways or gravel roads
21 in brown. The yellow section is our section of
22 roadwork that represents the new pavement in the
23 project area. The lighter green you see are the

1 slope work to tie the new road in with the
2 existing. The orange shows the extent of work in
3 the driveways tied in with our new roadway grades.

4 It's a little hard to see. It might be
5 easier to see on some of your handouts, but there
6 are blue lines on either side of the road. That
7 represents the existing right of way that the
8 State currently has through this area. And,
9 lastly, we show some areas with an orange line.
10 Those are areas of proposed easement, either
11 temporary or permanent, and we'll talk a little
12 bit more about that towards the end of the
13 presentation.

14 The existing bridge was built in 1915.
15 It's a Jack arch. We have a photo here, and so
16 what that means is there's a series of
17 longitudinal steel beams that were installed, and
18 then they formed this arch between those members
19 and encased them in the deck. There is about a
20 13-foot span right now along the center of the
21 road, and it's 24 feet wide between the
22 guardrails. It was listed on the State's Red List
23 in 2004 due to the deterioration of the deck.

1 In 2005, as I'm sure you're all aware,
2 this area experienced heavy flooding, and at that
3 time the west abutment was undermined, and the
4 southwestern wall was destroyed. That required
5 bridge maintenance to come in and make repairs to
6 reopen the road, and we have since continued with
7 this project.

8 The existing road in the project area is
9 only about 20 feet wide right now. It widens to
10 24 feet at the existing bridge, and it has fairly
11 minimal shoulders. We also have utility lines
12 running along the road here. They're on the south
13 side through here, and then they cross in front of
14 the store and the church. And we are aware of the
15 telephone booth here at the store.

16 There will be relocation of three poles
17 in the project area: one on the west side here to
18 accommodate the new shoulder, one in the bridge
19 site, and then the one kind of right by the store.
20 We are also aware of a private water line that
21 runs from the well of the store across the street
22 to the community aid building. That's not
23 anticipated to be impacted by this project.

1 And for the proposed roadway we've got
2 570 linear feet of roadwork here. And, with the
3 traffic count out there of about 350 cars a day,
4 we're going up a slightly narrower section than we
5 typically would. It's an 11-3 section, which
6 means there are 11-foot travel lanes and a
7 three-foot shoulder. That will widen the bridge
8 out to about 28 feet between rails from the 24
9 that it currently is. And then almost immediately
10 as soon as you get off the bridge we'll begin
11 tapering that pavement width back to match the
12 existing at the other end of the project.

13 The horizontal alignment will be shifting
14 south by approximately four feet at the bridge.
15 This helps to minimize the impacts to the two
16 properties on the north of the road that are quite
17 close, allowing us to tie in a little bit sooner.
18 Like I said, we'll be widening from the 24 feet to
19 28 feet at the bridge itself mostly to the south.

20 The profile, which somebody asked me
21 earlier, so I'll explain what that means. The
22 roadway profile sort of shows you the hills and
23 the dips that you feel as you're driving along.

1 So -- it doesn't show the frost heaves. So right
2 now there's a little bit of a low spot on each
3 side of the bridge, and we'll just be bringing
4 that up to create the smoothest ride possible
5 given the underlying conditions.

6 The maximum raise in grade is on the left
7 side of the bridge. It's about a foot, and that
8 occurs generally in the vicinity of the edge of
9 this driveway. So if you're familiar with that.

10 We will have a few new drainage
11 structures. We've got two on this side of the
12 bridge and one over here, and that's just to
13 collect any roadway runoff mostly this time of
14 year when the snow is melting, and we have
15 snowbanks on the edge of the road because we do
16 have a curved transition that comes off the bridge
17 and kind of tucks under the guardrail here.

18 The proposed span will be widened to 33
19 and a half feet along the center line of the road.
20 So that's about two and a half times the width of
21 the existing bridge, and that was based in part on
22 recommendations of the Cold River Restoration
23 Study that was done by Sean Sweeny after the

1 flooding in 2005.

2 That was also corroborated by the
3 hydraulics that were done by our consulting
4 engineer to confirm that that width was adequate.
5 This will help to minimize any potential
6 overtopping that may have occurred in the roadway
7 that came over here and to the store. So this
8 hydraulic capacity will be greatly increased.

9 Let's see. I guess it's 28 feet curb to
10 curb. We'll be using a boarded slab
11 superstructure, and so that will be a concrete
12 slab. It will look very similar to the bridge
13 that's out there today. These are precast units
14 that are able to come in and be placed very
15 quickly and assembled. They will have a five-inch
16 concrete topping cast over top. They just create
17 a nice driving surface and provides a roadway
18 crown.

19 And for this project we'll be using
20 precast abutments on the spread footings. The
21 results of the borings out here showed we have
22 very dense material, and so those units will be
23 brought in in pieces and girded or somehow tied

1 together to allow, again, quicker construction in
2 this location.

3 Leading up to that, based on the outcome
4 of last April's public meeting, there was some
5 discussion about either more of a traditional time
6 frame for construction or an accelerated time
7 frame, and the feedback that we received from the
8 town was that we'd like to go ahead with the
9 three-week, rapid bridge construction. And so
10 we're proposing a three-week road closure for the
11 construction of the bridge.

12 There will be construction on either end
13 that will allow the road to stay open either to
14 prepare for that closure or afterwards to finish
15 up the roadwork and kind of clean everything up
16 and tie it in.

17 And during that three weeks and, again,
18 based on the feedback from that meeting, we have
19 provided a graveled pedestrian path that will
20 allow anyone who lives on the west side of the
21 bridge to be able to come and park in this town
22 parcel and walk across to the store to receive
23 their mail during that closure period.

1 We're proposing a temporary connecting
2 bridge to cross the brook, and that will be placed
3 outside the limits of the wetlands, so we won't be
4 impacting wetlands here, and we'll provide access
5 during that time.

6 And the regional detour for traffic will
7 be in place during that three weeks. It's the
8 opposite of the detour that we used in repairing a
9 lot of the bridges in Alstead. It's approximately
10 24 miles around 123A out to Route 10, 123 all the
11 way over to the other end of 123A, and up and
12 around.

13 So the reason we're here today is to talk
14 about the impacts that this has to the properties.
15 We have impacts, slope impacts, to six properties
16 down along this edge. Again, this is mostly
17 because we're raising the profile here to the
18 extent that slope out can tie in to make sure that
19 all of the driveways function appropriately.

20 There are several properties along here.
21 We have permanent drainage easements shown on four
22 properties at each quadrant of the bridge. Those
23 easements are to allow us to get in and maintain

1 the stone that we'll be placing on all four
2 quadrants to help prevent scouring and erosion in
3 the future and to maintain access to these
4 drainage structures. And we'll also have
5 diversion impacts on the property here to allow
6 for the town to come and walk to the store.

7 That's all I have, Bob.

8 MR. LANDRY: Thank you, Jennifer. If
9 there is support for the proposal and the
10 Commission finds for the layout, we will move
11 forward into final design and right of way
12 acquisition. This includes development of
13 detailed contract plans, purchased plans for the
14 needs of property rights, permits, and putting the
15 project out for contractors to bid on.

16 We are hopeful, if all goes well, that
17 we'll have a contract ready for bids by the
18 contractors in mid-2017. That's when the funding
19 is available. This would allow for development of
20 construction documents and construction of precast
21 elements prior to the road closure in the summer
22 of 2018 during nonschool times.

23 We do need to finalize a couple of items

1 discussed during previous meetings, and one of the
2 biggest ones was the emergency response concerns
3 for fire and ambulance on the south side of the
4 bridge during the three-week closure.

5 This project is funded with 80 percent
6 federal funds and 20 percent state funds, and at
7 this time we're not aware of any town funds that
8 will be required for the construction.

9 Chairman McCarty, this concludes the
10 Department's formal presentation for the New
11 Hampshire Route 123A bridge replacement project.
12 I respectfully ask this Commission to find in
13 favor of the layout of the project as presented
14 here this evening. Thank you.

15 CHAIRMAN MCCARTY: Thanks, Robert.
16 Before we go to opening comments, questions or
17 concerns, I'd like to know if we have any elected
18 officials with us this evening who would like to
19 be heard or introduce themselves? Sure.

20 REPRESENTATIVE GRENIER: I don't
21 necessarily want to be heard, but I'll introduce
22 myself. I'm Representative Jim Grenier, and
23 Acworth is one of the towns in my district.

1 CHAIRMAN MCCARTY: Jim Grenier?
2 REPRESENTATIVE GRENIER: Yes.
3 CHAIRMAN MCCARTY: G-R-E-N-I-E-R?
4 REPRESENTATIVE GRENIER: Yes.
5 CHAIRMAN MCCARTY: And you're Acworth
6 and?
7 REPRESENTATIVE GRENIER: Acworth,
8 Langdon, Goshen, Washington, and Lempster.
9 CHAIRMAN MCCARTY: Busy.
10 REPRESENTATIVE GRENIER: Yeah.
11 CHAIRMAN MCCARTY: Thank you.
12 REPRESENTATIVE GRENIER: You're welcome.
13 CHAIRMAN MCCARTY: Town officials. I do
14 have one card from --
15 MR. EVANS: Mike Evans, Selectman.
16 CHAIRMAN MCCARTY: Yes, sir. Can you
17 come to the microphone?
18 MR. EVANS: No, I don't want to speak.
19 CHAIRMAN MCCARTY: Just you're going to
20 introduce yourself?
21 MR. EVANS: And this is Dave Goodwin,
22 another Selectman.
23 CHAIRMAN MCCARTY: Wow.

1 MR. EVANS: Stand up.

2 CHAIRMAN MCCARTY: Nicely done, Dave.

3 MS. ARON: I'm Judy Aron. I'm on the
4 Budget Committee in town.

5 CHAIRMAN MCCARTY: Thank you, ma'am. And
6 the spelling of your last name is?

7 MS. ARON: A-R-O-N.

8 CHAIRMAN MCCARTY: Okay. So I will now
9 open this meeting to anyone desiring to be heard,
10 and I would ask you to raise your hand to be
11 recognized, come to the microphone, sign in, give
12 your name and address, and make your statement,
13 ask your questions, tell your jokes, whatever it
14 is. Out of respect for the process, I have one
15 card, and I'd like the fire chief to step forward
16 and let us know what's on his mind.

17 MR. MORRIS: Aw. Really?

18 CHAIRMAN MCCARTY: Really.

19 MR. MORRIS: I'll sign in, but -- put my
20 name here.

21 CHAIRMAN MCCARTY: Thank you. Your name
22 will live forever in the archives of the
23 Department of Transportation.

1 MR. MORRIS: I'm Chief Steve Morris from
2 the Acworth Fire and Rescue. You got that?
3 M-O-R-R-I-S.

4 CHAIRMAN MCCARTY: Perfect. Perfect.

5 MR. MORRIS: I got a concern with the
6 emergency. I timed today with my lieutenant going
7 to Sheryl's house. Going down from the firehouse
8 to Sheryl's house takes me three minutes and 40
9 seconds. If I don't have the bridge, I have to
10 detour around Lynn Hill, down Grout, down Ross
11 Hill, which will take me 10 minutes and 15
12 seconds. If I continue in this, Ross Hill, down
13 Grout to 123A and then hang a right, it takes me
14 14 minutes and 35 seconds. So just getting to
15 Sheryl's house and would be Bret's house, and I'm
16 not leaving out Bill's house.

17 CHAIRMAN MCCARTY: It's also Mary's
18 house.

19 MR. MORRIS: Yes. Yes. I'm sorry.

20 MARY LORD: I'm on the deed.

21 MR. MORRIS: The Lords' house. How's
22 that? The Lords' house. I left out Tom. But
23 just getting to them we're going to have a delay

1 of 10 minutes to go around. I'm not knocking our
2 roads, but --

3 (Multiple unidentified speakers.)

4 MR. MORRIS: Just the truck alone, our
5 rescue truck, if I run across one person, we're --
6 we're done. We have to back up. Someone is going
7 to have to back up, and I know someone else is
8 going to back up. So that's my concern about
9 response time to these houses that are right by
10 the bridge.

11 I'm trying to work with other towns to
12 see if they can cover me faster. I'm not quite
13 sure on that yet because I wanted to know the
14 outcome of tonight's meeting. There was an issue
15 someone brought up -- um -- puttin' some -- fire
16 truck or a ambulance service there. That would be
17 a 12-hour shift. There's got to be 24 hours. So
18 you could only work 12-hour shifts, and they would
19 have to break, so I don't know how that would work
20 out in funds.

21 So that is my concern about hitting these
22 houses right there. Especially Bill Symonds, if I
23 look on that map right, he's going to have major

1 or a lot of the construction right there in front
2 of his house. And the Lords. So I want to know
3 what we're going to do, so.

4 CHAIRMAN MCCARTY: So do I. Let me ask a
5 couple of questions that maybe can expand this.
6 Your ambulance service is Golden --

7 MR. MORRIS: Golden Cross.

8 CHAIRMAN MCCARTY: Golden Cross.

9 MR. MORRIS: Yeah.

10 CHAIRMAN MCCARTY: And they're dispatched
11 out of where?

12 MR. MORRIS: Westminster and Claremont.
13 So they're both on their side the Conni River.

14 CHAIRMAN MCCARTY: And who's closest on
15 the other side? Alstead?

16 MR. MORRIS: Alstead right now is
17 unofficially out. They just closed up. So we
18 just -- the only ambulance service that you may be
19 able to contract would be Marlow and Newport.

20 CHAIRMAN MCCARTY: Do you have an opinion
21 about which one of those is closer?

22 MR. MORRIS: Marlow.

23 CHAIRMAN MCCARTY: Probably Marlow.

1 MR. MORRIS: But they're limited on --
2 I'll move back. They're limited on personnel,
3 too.

4 CHAIRMAN MCCARTY: As we all are.

5 MR. MORRIS: Yeah.

6 CHAIRMAN MCCARTY: And for fire
7 apparatus, do you have enough equipment to place
8 something on the other side?

9 MR. MORRIS: I have -- I have one more.

10 CHAIRMAN MCCARTY: Yeah.

11 MR. MORRIS: That's it.

12 CHAIRMAN MCCARTY: That's the key -- key
13 question, and I don't propose to answer it this
14 evening, but I will guarantee there will be an
15 answer, and we'll have a chance to decide.

16 MR. MORRIS: You got my numbers.

17 CHAIRMAN MCCARTY: If it's an acceptable
18 answer. If that requires another meeting, so be
19 it.

20 MR. MORRIS: That's -- that's a concern
21 that I have and a lot of other people.

22 CHAIRMAN MCCARTY: If there's a silver
23 lining, though, on this, we do have a really

1 superior regional mutual aid service that's --
2 that's running pretty well as near as I can tell
3 as a customer of it periodically on the town side.

4 MR. MORRIS: Yeah. It all depends on the
5 time of day. We all know that.

6 CHAIRMAN MCCARTY: The good news for this
7 of course is it occurs when school's out. We like
8 that. And it's probably not going to be snowing
9 when this bridge is closed, so that's good news,
10 but it's not a simple fix.

11 MR. MORRIS: No.

12 CHAIRMAN MCCARTY: The bridge has been
13 there 100 years. We sort of got used to it.

14 MR. MORRIS: Um-hum. And being a
15 plumber, I go across that bridge a lot, too. So I
16 had to throw that one in, too.

17 CHAIRMAN MCCARTY: Well, it seems -- it
18 seems like every one of these projects, and I've
19 done more than a couple, it seems everybody's
20 business is disrupted.

21 MR. MORRIS: It is. It always is. No
22 matter what.

23 CHAIRMAN MCCARTY: But I don't believe

1 the Department proposes a remedy for that, but the
2 business of emergency services is critical to get
3 right.

4 MR. MORRIS: And that's what I'm --
5 that's my voice and my concern about. So if
6 there's a way.

7 CHAIRMAN MCCARTY: There is a way.

8 MR. MORRIS: We just have to figure it
9 out. I'll gladly sit down and talk to you guys
10 about it, and you can talk to other towns and see
11 what we can work out, but that's voicing my
12 concern on that one.

13 CHAIRMAN MCCARTY: Perfect.

14 MR. MORRIS: Thank you.

15 CHAIRMAN MCCARTY: Sir, step forward, and
16 tell us who you are.

17 MR. BROWN: Most of them know me. I'm
18 Jim Brown. I live out on River Road, which is a
19 state road. I call it the River -- River Road or
20 River Cow Path.

21 UNIDENTIFIED MAN: Riverbed right now.

22 MR. BROWN: Anyway that's -- I have a
23 question. It seems to me that a few years back

1 you replaced the bridge in just a matter -- just
2 west -- or east of there at the end of town. I
3 don't remember having to detour all over the
4 country. I had to wait sometimes to get by one
5 side. Why can't this be done that same way by
6 one-way traffic and keep the bridge open for
7 traffic?

8 CHAIRMAN MCCARTY: I'll bet Bob knows the
9 answer.

10 MR. LANDRY: Yeah. As we explained at
11 the prior meeting, with the current bridge at 24
12 feet wide, if you try to maintain a lane and then
13 put the Jersey barrier, you do not end up with
14 room left on a 24-foot wide bridge to get traffic
15 by.

16 We did look at doing phasing and shifting
17 a lot more of the roadway to the south than what
18 we're currently proposing, and it had impacts to
19 both the store and to the house on the south side.
20 We did look at a temporary bridge. That's what we
21 brought the last time. We brought the temporary
22 and this closure.

23 The temporary would take three months as

1 far as construction and getting to it. And it was
2 decided at that meeting that the store and others
3 would rather have the three-week -- or shortly
4 thereafter that meeting, I should say.

5 MR. BROWN: Okay. That answers that
6 question.

7 CHAIRMAN MCCARTY: Thank you, sir.

8 MR. BROWN: I was hoping it could go the
9 other way.

10 MS. ARON: I have a question.

11 CHAIRMAN MCCARTY: Come down. Are you
12 speaking for the Budget Committee?

13 MS. ARON: No.

14 CHAIRMAN MCCARTY: You're speaking for
15 yourself.

16 MS. ARON: I'm speaking for myself.

17 CHAIRMAN MCCARTY: Excellent.

18 MS. ARON: Hi. I'm Judy Aron, 266 Forest
19 Road. I'm all the way on the bottom of Beryl
20 Mountain Road, but in looking at this plan what
21 I'm really interested in is about the proposed
22 pedestrian path. Can you tell me a little bit
23 more about what that is? Is it going to be

1 handicapped-accessible? Is it going to be easy
2 for older people to traverse? Tell me a little
3 bit about it, its makeup, please.

4 CHAIRMAN MCCARTY: Robert.

5 MR. LANDRY: Thanks. Yeah, we haven't
6 really finalized that. Looking at that, that's
7 one of our concerns trying to put down a little
8 bit of pavement. One of the ideas that's been
9 thrown out real recently is to allow a gate on
10 that so we could allow ambulance service across
11 it. Even though it's not a fancy path. Joel
12 didn't give me the option to answer the question,
13 so I'll answer it now. That's one of the ideas we
14 have had because we've heard about issues with the
15 ambulances being placed on the other side of the
16 bridge trying to address emergency response, but
17 yeah, it would definitely be ADA.

18 It won't be something you could really
19 drive on all the time, but it would be something
20 that's, you know, reasonable for people to walk
21 across and get to the store or bike across even.

22 MS. ARON: So it's not going to be like
23 gravel. It's going to be maybe more of a pavement

1 kind of?

2 MR. LANDRY: I would -- we've talked
3 around about doing some type of crushed stone to
4 really smooth out or they call it hard pack in
5 different places or pavement. We haven't really
6 finalized that. But if you have an opinion on
7 that, I'm more than willing to hear that.

8 MS. ARON: Well, from the parking area to
9 where it comes out by the Village Store, that, the
10 whole length of it, how long is that to walk?

11 MR. LANDRY: Jen, do you want --
12 Jennifer, do you want to answer that?

13 MS. RECZEK: Sure, Bob. Okay. I have it
14 turned on. I think we're looking at about 400
15 feet from the parking area to the Village Store.

16 MR. LANDRY: And the elevation change?

17 MS. RECZEK: There will be some ramp up
18 to the bridge to clear the 210 elevation and to
19 come back down so we can get a more precise answer
20 on that for you.

21 MS. ARON: All right. Thank you so much.

22 CHAIRMAN MCCARTY: Claude.

23 MR. BASSINNE: Claude Bassinne.

1 CHAIRMAN MCCARTY: Spell your name,
2 please, for me.

3 MR. BASSINNE: Pardon me?

4 CHAIRMAN MCCARTY: Spell your last name
5 for me, please, Claude.

6 MR. BASSINNE: B-A-double S-I-double N-E.

7 CHAIRMAN MCCARTY: Thank you.

8 MR. BASSINNE. Claude. The problem I
9 have is the Village Store. The Village Store has
10 a pump for gas -- or had a pump for gas which is
11 very close to the brook. I'm told that the bridge
12 is twice wider in length compared to the existing
13 bridge. If this is correct, the vaults of the
14 pump and the design for it -- or currently
15 required vaults for gasoline pumps is interfering
16 with the water of the brook. By enlarging the
17 bridge, we are condemning the store not to have a
18 pump where it's supposed to be. We'll wait.
19 Thank you.

20 CHAIRMAN MCCARTY: Thank you, Claude.
21 Comments, Robert?

22 MR. LANDRY: I'm not sure we knew of
23 that. That's great information, and we'll look

1 into that and find out that situation.

2 CHAIRMAN MCCARTY: So the issue is
3 there's an existing aboveground -- is it
4 aboveground now?

5 UNIDENTIFIED MAN: It's belowground.

6 CHAIRMAN MCCARTY: It's belowground.

7 UNIDENTIFIED MAN: Most of it's
8 belowground.

9 CHAIRMAN MCCARTY: And it's functional
10 now?

11 MR. BASSINNE: The pump has been taken
12 out.

13 CHAIRMAN MCCARTY: Oh, the pump's gone,
14 but the tank is still there?

15 MR. BASSINNE: I have no idea. You'll
16 have to ask the authorities.

17 CHAIRMAN MCCARTY: Very good. Thanks for
18 the heads up, Claude. Kevin.

19 MR. NYHAN: So we do know that there --
20 that there -- at one point there was at the store
21 an underground storage tank. It was -- I believe
22 it was listed as a leaking underground storage
23 tank. It was removed, the tank, and the area

1 and --

2 CHAIRMAN MCCARTY: You got to go up.

3 MR. MORRIS: Oh, I got to go up.

4 UNIDENTIFIED MAN: You got to sign in.

5 CHAIRMAN MCCARTY: It's for the NSA we do
6 it.

7 MR. MORRIS: What's that?

8 CHAIRMAN MCCARTY: It's for the NSA.

9 MR. MORRIS: All right. It's a
10 three-week project. Could it be less?

11 CHAIRMAN MCCARTY: Robert.

12 MR. MORRIS: We were talking about that
13 last time. It could be less time depending on the
14 weather?

15 MR. LANDRY: Well, I've always said if I
16 tell you three weeks and it comes in in two and a
17 half, I'm the hero. If I tell you two and it
18 comes in two and a half, I'm a dub. So I'd much
19 rather be a little bit conservative. We've worked
20 out a schedule with our construction people. If
21 things went perfect, we're looking at a little
22 over two.

23 We would have an incentive, disincentive,

1 and where it's 24 miles around, that will
2 definitely help that value, which will incentivize
3 the contractor to do things quicker. He'll
4 actually get a bonus out of that based on user
5 cost. But I'd much rather be a little bit
6 conservative and have you come back afterwards and
7 tell me they beat it.

8 MR. MORRIS: I wasn't holding you to it.

9 CHAIRMAN MCCARTY: No, but somebody will.

10 MR. LANDRY: I hold myself to it.

11 MR. MORRIS: Thank you.

12 CHAIRMAN MCCARTY: So it's important to
13 tell your community what you're talking about that
14 the contractor will be incentivized financially to
15 finish early, but don't say two weeks and a little
16 bit. Say three weeks. There's got to be somebody
17 else out there. It's too quiet. Who thinks this
18 bridge is a dumb idea?

19 (Multiple unidentified speakers.)

20 CHAIRMAN MCCARTY: Oh, man. Come on up
21 here.

22 MR. CUBBERLEY: Wes Cubberley. I'm just
23 curious where -- he mentioned that the utility

1 poles are going to be moved. Do you know where?

2 CHAIRMAN MCCARTY: Let's go back to your
3 last name, Wes.

4 MR. CUBBERLEY: Cubberley.

5 C-U-B-B-E-R-L-E-Y.

6 CHAIRMAN MCCARTY: Okay. Utility poles,
7 Jennifer. Where are they going?

8 MS. RECZEK: Well, we had one meeting.
9 Here we go again. We had one meeting with the
10 utility companies prior to this meeting, and the
11 formal relocation plans aren't done until after we
12 have the go-ahead to move forward, but right now
13 it looks like they're likely to shift them out
14 away from the edge of the road now. They'd still
15 be within our right of way but just slightly
16 further away from where the road is today.

17 MR. CUBBERLEY: So away -- away from the
18 road --

19 MS. RECZEK: Yes.

20 MR. CUBBERLEY: -- south.

21 MS. RECZEK: To the south.

22 MR. CUBBERLEY: Okay.

23 CHAIRMAN MCCARTY: Some small number of

1 feet.

2 MS. RECZEK: Yes. This one might be in
3 the neighborhood of like eight feet. This one is
4 right in the corner of the bridge, so probably
5 about eight feet or so.

6 MR. CUBBERLEY: Yeah, there's one right
7 in front of the store. That's kind of the one I
8 was curious about. That one right in the way of
9 the sign.

10 CHAIRMAN MCCARTY: Our experience in
11 Alstead after 2005 with moving utility poles is it
12 was a whole lot easier to build a bridge and a
13 highway. No, I'm serious. Than to interact with
14 the monopolistic bureauracy of the power company
15 threatened by the phone company. So good luck
16 with that.

17 MR. LANDRY: That's -- that's why that
18 move would happen prior to the closure.

19 CHAIRMAN MCCARTY: It takes forever. And
20 then three weeks. Somebody else? Bruce?

21 BRUCE: No.

22 CHAIRMAN MCCARTY: You came all this way.
23 Bret? You're impacted by this.

1 MR. LORD: Not too bad.

2 CHAIRMAN MCCARTY: Okay. Going once. I
3 was having so much fun, too. So there being no
4 indication of anyone remaining who desires to be
5 heard, this hearing is adjourned at --

6 UNIDENTIFIED MAN: 7:50.

7 CHAIRMAN MCCARTY: Ten days, right? Ten
8 days for additional comments or questions. Where
9 do they go?

10 MS. SPAULDING: They're going to go to
11 Chairman Joel McCarty, care of William Cass,
12 Director of Project Development, State of New
13 Hampshire, Department of Transportation,
14 P.O. Box 483, Concord, New Hampshire 03302-0483.
15 Thank you very much.

16 CHAIRMAN MCCARTY: No emails. No phone
17 calls. It's got to be written down, correct?

18 MS. SPAULDING: Correct.

19 CHAIRMAN MCCARTY: Don't send it to my
20 house. Don't call me at the town office. Use the
21 address on your map or it's likely you won't get
22 to participate in the process, please.

23 MS. SPAULDING: All this information is

1 on our website as well.

2 CHAIRMAN MCCARTY: What kind of website
3 was that?

4 MS. SPAULDING: A wicked awesome website.

5 CHAIRMAN MCCARTY: There you go. Thanks
6 a lot. Let's do it again.

7 (The public hearing is adjourned at
8 7:51 p.m.)

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C E R T I F I C A T E

I, Debra L. Mekula, a Licensed Court Reporter and Justice of the Peace in and for 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 public hearing 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)

