

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT OF WAY
HIGHWAY LAYOUT COMMISSION PUBLIC HEARING
BELMONT X-A000(182), 16202
RECONSTRUCTION OF INTERSECTION

Hearing held at the Belmont High School, 255 Seavey Road, Belmont, New Hampshire on Wednesday, May 8, 2013, in accordance with 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 140, South Road, and Jamestown Road to improve safety in the Town of Belmont, New Hampshire commencing at 7:00 p.m.

Mekula Reporting Services, LLC
23 Glines Park Road, Northfield, NH 03276-4124
Office/Fax: (603) 934-4140 debmekula@metrocast.net

DEPT. OF TRANSPORTATION
RIGHT-OF-WAY

MAY 21 2013

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1 HIGHWAY LAYOUT COMMISSION MEMBERS:

2 Chairman Tony Giunta

3 Peter Millham

4 Sandy Mucci

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9 APPEARANCES:

10 Michael Dugas, P.E., Project Manager, NH Department of
11 Transportation, Bureau of Highway Design

12 Nancy Spaulding, P.E., Preliminary Design Engineer, NH
13 Department of Transportation, Bureau of Highway Design

14 Victoria Chase, P.E., Right of Way Engineer, NH
15 Department of Transportation, Bureau of Right of Way

16 Amy Lamb, NH Department of Transportation, Bureau of
17 Environment

18 Carol Spoerl, Hearing Coordinator, NH Department of
19 Transportation

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P R O C E E D I N G S

1
2 CHAIRMAN GIUNTA: I call this meeting to
3 order. Good evening, everyone, and welcome. My
4 name is Tony Giunta. I'm Chairman of this
5 Commission appointed by the Governor and the
6 Executive Council. Peter Millham to my left,
7 Sandy Mucci to my right are also members of this
8 Commission.

9 This hearing is concerned with the layout
10 of the intersection of New Hampshire 140, South
11 Road, and Jamestown Road. It's pursuant to
12 RSA 230:14 and the Surface Transportation and
13 Uniform Relocation Assistance Act of 1987. The
14 purpose of the hearing is to determine the
15 necessity of the occasion of the layout and to
16 hear evidence of the economic and social effects
17 of such a location, its impact on the environment,
18 and its consistency with the goals and objectives
19 of such local planning as has been undertaken by
20 the town.

21 Following the hearing, this Commission
22 will evaluate all matters brought to our attention
23 and make definite decisions relative to the

1 layout. We will contact each owner whose property
2 is affected and discuss individual concerns. It
3 is, therefore, important that all individuals
4 desiring to make requests or suggestions do so
5 tonight. I would remind you that you have 10 days
6 from the date of this hearing to submit any other
7 material you would like considered by this
8 Commission.

9 At this time I will ask Mike Dugas,
10 project manager for the New Hampshire Department
11 of Transportation, to present in a formal manner
12 the layout which has been proposed.

13 After this, I will open the floor to
14 those who wish to address the Commission, and I
15 will request that all desiring to speak please
16 signify their desire, and, upon my recognition,
17 step to the microphone, state your name, your
18 address, and make your statements. Please print
19 your name. Remember to print your name and
20 address on the sign-in sheet. This hearing is
21 being recorded, and a transcript will later be
22 prepared.

23 So I will now ask Mike Dugas to present

1 the layout.

2 MR. DUGAS: Thank you, Mr. Chairman.
3 Members of the Commission, ladies and gentlemen,
4 good evening. It's a pleasure to present what the
5 D.O.T. proposes for improvement to the
6 intersection of New Hampshire 140, South Road, and
7 Jamestown Road in the Town of Belmont.

8 My name is Mike Dugas. I'm the project
9 manager for the D.O.T. for this project.
10 Tonight's meeting is a public hearing to present
11 the Department's preferred alternative to improve
12 the safety of the intersection and to receive
13 public comment and testimony.

14 I'd like to begin by introducing my
15 colleagues from the Department who will be
16 participating in tonight's presentation. On my
17 left is Victoria Chase. Victoria is the right of
18 way engineer and will be providing a summary of
19 the right of way acquisition process for the
20 project.

21 On Victoria's left is Amy Lamb, who is
22 the environmental coordinator for the project.
23 Amy will provide a brief overview of the

1 environmental study that has been completed for
2 the project.

3 Also, in the audience is Nancy Spaulding,
4 who is the design engineer for the project, and
5 she'll be presenting the plans this evening and
6 discussing the detailed aspects of the design.

7 I'd also like to acknowledge the other
8 right of way staff who are assisting with the
9 meeting tonight. Doing recording are Dave Spenard
10 and Don Labelle, and at the table as you enter the
11 room are Carol Spoerl, Trish Morrison, and Chip
12 Johnson.

13 The meeting agenda is -- or will be
14 displayed on the screen, and it shows an outline
15 of our presentation. We'll try to be as succinct
16 as possible in presenting all of our information,
17 and I expect the presentation will take less than
18 30 minutes. Following the presentation,
19 Commission Chairman Giunta will open the floor for
20 your comments.

21 As everyone is aware, Route 140 is an
22 important highway linking Belmont with I-93 in
23 Tilton. The purpose of this project is to improve

1 the safety of its intersection with South Road and
2 Jamestown Road. This intersection came to the
3 Department's attention through work related to the
4 Department's Highway Safety Improvement Program,
5 also known as the HSIP.

6 The HSIP is a portion of the highway
7 funding that the State receives from the Federal
8 Government which is intended specifically for
9 improving the safety of our highways. The State
10 receives about 10 million dollars each year for
11 making what we term modest improvements that will
12 effectively improve safety.

13 This program is also intended to be data
14 driven, meaning that any location where we intend
15 to use these safety funds must have a crash
16 history that demonstrates a safety need. Crash
17 statistics from the Department of Safety show that
18 from 2002 through 2009 there were 17 crashes -- or
19 at least 17 crashes recorded at the intersection,
20 10 of which resulted in injuries.

21 Now, in studying improvements for this
22 intersection, the Department has worked to develop
23 an alternative that would improve safety while

1 also minimizing impacts upon private property and
2 both natural and cultural resources.

3 During the study phase, the Department
4 met with Selectmen in April, 2011 and again with
5 project abutters in August, 2012 to get the public
6 input on the project. The design that is on
7 display tonight and will be presented is the
8 Department's preferred alternative.

9 Now, with that said, the plans the
10 Department is presenting tonight are still
11 preliminary. Much more engineering work will be
12 needed to advance the design elements, such as
13 storm drainage, utility relocations, and final
14 grading to a point where we can more precisely
15 quantify property impacts and then ultimately
16 develop plans that are suitable for construction.

17 Based on the input received at this
18 hearing, there may be further modifications made
19 to the design. Because this project will impact
20 private property and will require acquisitions of
21 both right of way and easements, I'd ask Victoria
22 Chase to describe the right of way acquisition
23 process. Victoria.

1 MS. CHASE: Thank you, Mike. Chairman
2 Giunta, Members of the Commission, ladies and
3 gentlemen, before I go into the right of way
4 procedures for the project, there are a couple of
5 items I would like to mention. As I'd like to
6 point out, on the table where you walked in there
7 are some handouts that -- there's a map.

8 If anyone wished to submit additional
9 testimony, as Chairman Giunta pointed out, as a
10 result of the hearing or with regard to the plans
11 that you're going to hear more about in a little
12 while, you can address the material to Chairman
13 Tony Giunta, care of Bill Cass, and mail it to the
14 address shown on that map within the 10-day
15 comment period. Excuse me. I'm sorry. It will
16 become part of the official record, and it will
17 receive equal consideration to anything presented
18 this evening. The maps are available from anybody
19 in here or on the table.

20 We also have with us, and I think each
21 person that is abutting the property was -- had a
22 mailing of this as well, but if you didn't receive
23 it, a handout entitled, "Your Land and New

1 Hampshire's Highways," which describes the right
2 of way acquisition and relocation procedures that
3 will be used as we progress with the acquisition.
4 The booklet is especially useful for people who
5 are impacted. Again, they're on the table if you
6 didn't receive it in the mail.

7 If, after reviewing the information
8 received at the hearing and during the 10-day
9 comment period, Chairman Giunta and his Commission
10 find necessity for the layout of the project,
11 several things will happen. With approval to
12 proceed with the design of the project, appraisals
13 will be prepared for each of the properties
14 affected by the proposed construction. The
15 appraisals will determine the fair market value of
16 the property rights needed for the new
17 construction.

18 Each of these appraisals are reviewed
19 separately to see that all are accurate and have
20 taken into account all applicable approaches to
21 value. Once the review is complete, the
22 Department's appraisals are presented to the
23 Commission to begin discussions with each of the

1 property owners. The value in the appraisal will
2 be the offer that the Commission offers for
3 compensation.

4 The Commission will compen -- will --
5 excuse me -- will contact each property owner and
6 discuss each acquisition separately. We encourage
7 you at that time to be sure that all of your
8 questions are answered and that all of your
9 concerns have been addressed that you feel should
10 be considered relative to the impact.

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

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

23 Anytime after the hearing and before

1 design approval, all information in support of the
2 hearing is available at the Department's
3 headquarters in Concord for your inspection and
4 copying.

5 That's all I have, Mike. Thank you.

6 MR. DUGAS: Thank you, Victoria. As part
7 of this project, the Department must consider how
8 the project will affect the natural and cultural
9 environment. Amy Lamb will now describe the
10 environmental study that has been completed for
11 the project. Amy.

12 MS. LAMB: Thank you, Mike. Chairman
13 Giunta, Members of the Commission, good evening,
14 ladies and gentlemen. Pursuant to the National
15 Environmental Policy Act, the New Hampshire
16 Department of Transportation's Bureau of
17 Environment has evaluated the alternatives to this
18 proposed project as well as the potential impacts
19 the project would have on the surrounding social,
20 economic, and natural environments.

21 The D.O.T.'s Bureau of Environment has
22 coordinated with and received input from several
23 federal, state, and local agencies and

1 organizations, including the U.S. Fish and
2 Wildlife Service, the U.S. Environmental
3 Protection Agency, the New Hampshire Department of
4 Environmental Services, and the New Hampshire
5 Division of Historical Resources, town officials,
6 and others.

7 After evaluating this information, an
8 environmental document was prepared to summarize
9 the findings. This document is available for your
10 review following the hearing at the table at the
11 front. The following summarizes the information
12 that's contained in this document.

13 Number one. In accordance with
14 Section 106 of the National Historic Preservation
15 Act, the NH D.O.T., in coordination with the
16 Federal Highway Administration and the Division of
17 Historical Resources, must take into account the
18 impacts of the proposed project on cultural
19 resources which include historic properties and
20 archaeological sites.

21 A property is considered historic if it
22 is older than 50 years and meets certain
23 eligibility criteria for listing on the National

1 Register of Historic Places. The Department has
2 reviewed the project area and is currently in the
3 process of determining whether or not there are
4 historic properties present and whether or not the
5 project will adversely impact these properties.

6 The Section 106 procedure offers owners
7 of historic properties and agencies with direct
8 interest in historic resources an opportunity to
9 become a consulting party. Consulting parties
10 take on an advisory role in the project
11 development process.

12 There's a pamphlet available that details
13 the Section 106 process for anyone that would like
14 more information. Those interested in becoming
15 consultant parties -- consulting parties should
16 indicate so in writing to Mr. Jamie Sikora at the
17 Federal Highway Administration. His contact
18 information is available after the hearing as
19 well.

20 Number two. This project is located
21 within or adjacent to several sensitive water
22 resources. The Route 140, Jamestown Road, South
23 Road intersection is within a drinking water

1 source protection area, several wellhead
2 protection areas, and is situated over the Lake
3 Winnepesaukee Aquifer and is also close to several
4 public and private wells.

5 The New Hampshire Department of
6 Environmental Services' Drinking Water and Ground
7 Water Bureau was consulted for comment regarding
8 the proposed construction of infiltration trenches
9 along the quadrant -- four quadrants of the
10 intersection. To protect water quality, New
11 Hampshire Department of Environmental Services has
12 directed the use of best management practices and
13 appropriate storm water treatment throughout
14 construction. Once constructed, the infiltration
15 ditches are not anticipated to have an adverse
16 effect on water quality.

17 Number three. The reconstruction of the
18 existing roadway, the addition of left-hand turn
19 lanes, and the construction of infiltration
20 trenches are expected to result in approximately
21 3.7 acres of land disturbance. Projects
22 disturbing an acre or more of land are required to
23 obtain coverage under the EPA's National Pollutant

1 Discharge Elimination System or NPDES Construction
2 General Permit or CGP. CGP coverage will require
3 the contractor of this project to submit a Storm
4 Water Pollution Prevention Plan to prevent erosion
5 and sedimentation and to appropriately treat storm
6 water during construction.

7 Number four. The project is currently
8 being reviewed for potential wetland impacts which
9 are regulated by the New Hampshire Department of
10 Environmental Services and U.S. Army Corps of
11 Engineers. If wetland impacts are required, all
12 appropriate permits will be acquired prior to
13 construction.

14 Number five. The project has been
15 reviewed for impact to air quality and noise
16 levels. It's not expected that this project, once
17 complete, would result in substantial changes to
18 air quality or noise levels at any of the adjacent
19 properties. Temporary increases in noise and dust
20 levels are to be expected during construction;
21 however, these levels are expected to return to
22 normal after completion of the project.

23 Number six. Through consultation with

1 the New Hampshire Natural Heritage Bureau and the
2 U.S. Fish and Wildlife Service, it's been
3 determined that this project is not likely to
4 impact state or federally-endangered plant or
5 animal species.

6 And, finally, number seven. The project
7 site and the surrounding area have been
8 investigated for the presence of remediation sites
9 and other potential contamination. Upon review,
10 it's been determined that this project is unlikely
11 to encounter hazardous substances, and
12 contamination should not be an issue.

13 Thank you, Mike. That's all I have.

14 MR. DUGAS: Thank you, Amy. Nancy
15 Spaulding will now explain the details of the
16 proposed improvements, and I'll mention that
17 Nancy's presentation will be referring to the
18 projection on the screen in front of the room,
19 which are the same plans that are displayed on the
20 wall to the side of the room. Nancy.

21 MS. SPAULDING: Thank you, Mike.

22 Mr. Chairman, Commission Members, members of the
23 audience, thank you for coming tonight. I had the

1 pleasure of meeting several of you last August,
2 and --

3 MR. DUGAS: Excuse me, Nancy. If I may
4 interrupt, I think your microphone is off.

5 MS. SPAULDING: I have to turn myself
6 on. Hello.

7 MR. DUGAS: Thank you.

8 MS. SPAULDING: Ha. I had the pleasure
9 of meeting several of you at the public
10 informational meeting last August, and I started
11 the presentation by saying that I not only use
12 this road frequently because my children actually
13 come to school here, but my children drive through
14 this intersection every day because they come up
15 the interstate from Exit 17, so I have a really
16 special interest in making sure that this is a
17 safe improvement that we're proposing tonight.

18 And, with that, I'd like to just --
19 excuse me -- familiarize you with our color scheme
20 that we're proposing to use tonight. As you see
21 on the screen is the existing conditions. The
22 abutters were given a colored map, and I'm also
23 going to refer to the map that's on the wall. So

1 if you could follow with -- if you have your color
2 presentation, if you can follow with me for a
3 moment.

4 On the wall you'll see that there's a
5 legend. The existing conditions for the roadway.
6 The pavement that's out there today is a light-
7 colored gray. You'll see that on both ends of our
8 proposed work for both 140 and the two side roads,
9 South Road and Jamestown Road.

10 As you come traveling eastward on 140,
11 you're going to be coming into a section of
12 yellow. That's our proposed pavement area. The
13 yellow travels through the intersection and also
14 onto South Road and Jamestown Road. That yellow
15 represents where you will be driving in the
16 future. Alongside of that yellow you'll find that
17 there's areas of light -- or brown. Those areas
18 are indicating the shoulder that we're going to be
19 putting out there for you to use in the future.

20 There are areas of orange within the
21 roadway on Route 140. That area is indicating the
22 area that we're going to be widening the road in
23 order to put in the left turn lane in both

1 directions on 140. And, also, the orange is also
2 used to indicate the matching of the edge of
3 roadway to the driveway.

4 So if you have a particular -- if you
5 have a particular interest along 140 or the two
6 side roads, you'll see where your driveway is
7 today needs to be improved, and that orange that
8 you see is the improvement.

9 We also have alongside of that shoulder
10 area a lighter green that indicates the earthwork
11 that's required for taking the new edge of 140 and
12 the new edges of Jamestown and South Road and
13 matching that back into the existing.

14 After that you'll see that there's areas
15 of existing trees that are a darker shade of
16 green, and those areas are represented -- will be
17 the areas that are not impacted.

18 And then, finally, you'll see some of the
19 dwellings and residences along 140 and the two
20 side roads. Those are indicated in the red.

21 If you have not had an opportunity to
22 take a look at our map that's on the wall before
23 the hearing, I -- please go and take a look

1 afterwards if you are having difficulty looking at
2 the smaller scale of the map that's in your
3 hands.

4 Originally set in the 1940s, this section
5 of 140 has not been significantly improved since
6 that time. There have been improvements made to
7 the easter -- westerly side as you're approaching
8 from Tilton, and there have been improvements --
9 moderate improvements as you're heading towards
10 the Village of Belmont, but this section of 140
11 has pretty much stayed the same. And, with that,
12 the two side roads, Jamestown and South Road,
13 have -- has met this intersection and has been in
14 place for quite some time.

15 The existing conditions that you have out
16 there today on 140 in through here is essentially
17 two 11-foot travel lanes, and that's the area
18 where you drive today. It's approximately 11
19 feet. And your shoulder out there today is
20 approximately 15 inches. It's very small.

21 I would like to draw your attention
22 across the room to the profile. What this is is
23 the rise and fall of 140. And then you have the

1 rise and fall for South Road and Jamestown Road.
2 The profile today, as you're coming from Tilton --
3 there we go -- is very flat as you're approaching
4 the intersection, and then as soon as you go
5 through the intersection you're going up a
6 somewhat steep grade of about five percent, and
7 then it flattens out as you travel past and head
8 towards the mobile homes and heading towards the
9 Village of Belmont. Excuse me.

10 Drainage today along -- excuse me.
11 Drainage today along 140 is done -- carried --
12 storm water is carried by a paved swale indicated
13 along this area of 140, and what that does is that
14 picks up the rainwater that falls and carries it
15 down towards the intersection. But once it gets
16 to the intersection there's really nowhere to go
17 except for into the ground.

18 As you know, the ground alongside of the
19 roadway, there are no ditches on either side of
20 140 in through here. There are some ditches and
21 dry culverts as you head down South Road towards
22 Tioga Drive, and then Jamestown Road has some
23 catch basins in front of the Kennedy property that

1 carries the water across an outlet into this field
2 which is owned by Mr. Ellis.

3 The side roads, South Road, has
4 approximately 20 feet of width, and it's
5 approximately two 10-foot lanes, and there's no
6 shoulder. Jamestown Road is pretty much the
7 same. There's approximately two 10-foot lanes
8 with no shoulder. The side roads today come in
9 and stop at the intersection with 140 with a stop
10 sign control.

11 We are projecting that, based on our
12 traffic volumes, approximately 7,800 cars a day
13 travel through this intersection. Our 20-year
14 design of 20 thou -- 2032 -- that's a tough one --
15 is approximately 9,500 cars.

16 As Mike indicated earlier in the
17 presentation, there were 17 accidents that were
18 recognized at this intersection. Three of them
19 were severe, required hospitalizations, and 10 of
20 them were injury-related with what was indicated
21 as a nonincapacity, which means there were
22 injuries, but they were not hospitalizations. But
23 an interesting fact is that over 50 percent of

1 those accidents at this location are multiple
2 vehicles.

3 The posted speed limit through 140 is 45
4 miles an hour, and, as you know, it's traveled
5 much faster than that. The two side roads are at
6 30 miles an hour. As Mike indicated, we did come
7 before the Board of Selectmen, and we did have a
8 public informational meeting. And, as a result of
9 that, we went back to Concord with some
10 information that was pertinent to this
11 intersection design.

12 The Board of Selectmen were concerned
13 with installing lighting. They felt that there
14 was -- because there's no lighting out here
15 currently, that the intersection is very dark and
16 difficult to maneuver if you're not familiar with
17 the area. And if you're traveling on 140 and not
18 familiar with the area, it's difficult to see.

19 They were concerned with South Road and
20 the fact that over time and paving, there's been a
21 creep of the pavement so that when you're coming
22 out of South Road to make that right-hand turn
23 onto 140 your car is actually in a position where

1 it's very difficult. You have to look very hard
2 over your left shoulder in order to make that
3 maneuver.

4 As I indicated with my two children
5 traveling through here, the Board of Selectmen was
6 also very concerned with the number of high school
7 students traveling through this intersection. And
8 we also heard at the public informational meeting
9 that vehicle speed is an issue.

10 So what did we have to do when we got
11 back to Concord to take a look to see what we're
12 going to do for improvements? We take a look at
13 the traffic numbers, and what the traffic numbers
14 indicated and what we knew from experience was
15 that this intersection was not eligible for a
16 traffic signal.

17 So what it did meet was the threshold and
18 the requirement for left turn lanes, and it met
19 the requirement for a left turn lane in both
20 directions, which means that the number of
21 vehicles that want to turn left off of Jamestown
22 or left onto South Road had to wait and often
23 caused backup on 140.

1 What we did not find was that there was a
2 requirement for the right turn lane -- or there
3 was no requirement for a right turn lane. And
4 that's as you're coming and heading towards
5 Jamestown, you can easily make that right turn
6 maneuver, but what we did find and heard at the
7 public informational meeting was because of the
8 angle that you have to turn heading onto South
9 Road was difficult.

10 We provided an extra wide curb corner
11 through here, and we're also providing an
12 additional eight feet of shoulder area for you to
13 be able to take your vehicle and move it out of
14 the travel lane and make that corner safer.

15 As you can see on the plan on the wall
16 and also the plan behind me on the screen, we're
17 proposing about 1,700 feet of improvement on
18 Route 140 and about 300 feet of improvement on
19 South Road and 350 feet of improvement on
20 Jamestown Road.

21 In order to minimize property impacts, we
22 took a look at shifting the alignment, which is
23 the center line of the road. We're making the

1 road actually flatter in that you're going to be
2 maneuvering through this intersection almost as if
3 it's a straight line because the curve that we're
4 putting in is very flat. And what that allows us
5 to do is improve the profile and smooth that out,
6 as you can see on the wall.

7 The yellow indicates the new roadway, so
8 we're going to be matching into the new roadway at
9 the ends of each of the project, matching back
10 into the existing, and that's going to give us two
11 11-foot travel lanes through the intersection and
12 a 12-foot left turn lane in both directions with
13 an overall width at the intersection of 42 feet.

14 Based on the condition of the pavement on
15 Route 140 and South Road and Jamestown Road, it's
16 been recommended from our Materials and Research
17 Department that we do a complete reconstruction,
18 and what that means is we're going to be taking
19 all -- excuse me. We're going to be taking all of
20 the existing pavement that's out there today and
21 removing it all. And what you'll end up having is
22 a brand new roadway -- brand new roadway for 1,700
23 feet of 140, and then the yellow that's indicated

1 on Jamestown and South Road that will all be brand
2 new pavement as well.

3 As Mike indicated earlier in his
4 presentation, we are going to be -- excuse me --
5 and Amy as well, we're going to be proposing an
6 infiltration drainage system for the four
7 quadrants of this intersection. And what that
8 means is we're not going to be putting in a lot of
9 roadside ditches. We're not going to be putting
10 in a lot of catch basins and underground pipes.

11 On a typical section, which is just below
12 this colored plan -- if you're not familiar,
13 you'll see that on both sides of the road we're
14 proposing what is basically a stone in pipe
15 underground ditch, and what that is going to allow
16 us to do is have a shallow area alongside of the
17 roadway that's going to collect the rainwater, and
18 it's going to put it back into the ground.

19 We are also proposing introduction -- or
20 putting back into place on this driveway a small
21 piece of the paved swale that's out there today.
22 The other -- another piece that we're also
23 introducing to 140, there's going to be a short

1 section of curbing along with this frontage
2 property.

3 If you are familiar with the property, it
4 rises very quickly up from the side of the
5 roadway, and in order not to create a major impact
6 to that piece of property, we're going to be
7 putting in a piece of curbing along through here
8 and then also on South Road in between these two
9 driveways for the same reason. We're going to be
10 putting a piece of curbing in there so we're not
11 going to have to do a lot of ditching and
12 disturbance.

13 As you can see alongside of the roadway
14 on 140 and the two side roads, this green area
15 indicates the earthwork that's required for
16 matching the new edge of pavement down into
17 existing ground. And, as a result of that, we're
18 looking at impacts to property throughout the
19 whole section of 140 and throughout South Road and
20 Jamestown Road.

21 So the impacts that I'm talking about for
22 this earthwork are going to be what we call
23 temporary construction easements. And what that

1 means is we're going to just seek permission to
2 use -- to match in and to also match your driveway
3 on a temporary basis.

4 And what that will allow is the
5 construction of the matching from the edge of the
6 roadway to your property for the driveways and
7 also allow us to put in a grass panel and the
8 earthwork and whatever is required for the
9 drainage along 140.

10 Also, as a result of the drainage, we're
11 seeking permanent drainage easements as indicated
12 by this line on both sides of 140 and on a segment
13 of Jamestown Road and the easement through the
14 Ellis field. And then on South Road we're also
15 seeking drainage -- permanent drainage easements
16 on both sides of South Road. And that permanent
17 easement is a result of putting in the
18 infiltration system and also requiring the right
19 to come in and maintain the system in the future.

20 As a result of widening for the turn
21 lanes, we're also looking at acquiring the right
22 for four -- three quadrants out of the four at the
23 intersection. This piece of property here that's

1 owned by Mr. Ellis, and we're also seeking to take
2 a small corner off of the field property. And
3 then Mr. Kennedy -- Mr. and Mrs. Kennedy's
4 property here, we're also seeking to gain the
5 right to access to that corner.

6 And that concludes my presentation. Back
7 to you, Mike.

8 MR. DUGAS: Thank you, Nancy. Following
9 the public hearing, a transcript will be prepared
10 that will include all the testimony from tonight's
11 hearing as well as any testimony received during
12 the 10-day comment period following this hearing.
13 The Department will study all of the issues that
14 are raised and make recommendations on how they
15 should be addressed.

16 These recommendations will then be
17 presented to this Hearing Commission at a future
18 public meeting in a document called "Report of the
19 Commissioner." The Hearing Commission will then
20 decide on the necessity for the project. Should
21 the Commission decide in favor of the project, the
22 project will then move into the final design
23 phase, and the right of way procurement process

1 will begin.

2 Once the design is complete, all of the
3 necessary approvals have been received, and the
4 right of way has been procured, the project will
5 advertise for construction, which we are
6 anticipating for the summer of 2015. Then
7 allowing time for utility relocations,
8 construction should be finished in the fall of
9 2016.

10 The project construction cost is
11 estimated at one million dollars. One hundred
12 percent of that cost of the project will be funded
13 by federal and state funds. There are currently
14 no town funds anticipated to be needed for the
15 project unless the project impacts any town
16 utilities such as water or sewer. We've already
17 begun coordination with the town regarding those
18 elements.

19 This concludes the Department's
20 presentation. I thank all of you for your
21 attentiveness and patience. I also thank the town
22 staff for their time and effort in assisting us
23 with this project.

1 I would now formally request,
2 Mr. Chairman, that the Commission find occasion
3 for the necessity for the layout of the project as
4 presented this evening. Thank you.

5 CHAIRMAN GIUNTA: Thank you, Mike, and
6 thank you to your team for your presentations.
7 Before I open up the hearing for comments,
8 concerns, and questions, I'd like to know if there
9 are any elected officials with us here this
10 evening. Any elected officials? Yes. Will you
11 please come forward. Would you like to give --
12 would you like to give comment this evening?

13 SELECTMAN MOONEY: I would, but I'll --
14 I'll wait.

15 CHAIRMAN GIUNTA: Oh, no. You're first.

16 SELECTMAN MOONEY: Oh, no.

17 CHAIRMAN GIUNTA: You're first. I ask,
18 please, that you sign in. And I know it will seem
19 as an eternity with the silence in the room.

20 SELECTMAN MOONEY: I'm Ruth Mooney. I'm
21 a Selectman, and I also live at 428 South Road.

22 CHAIRMAN GIUNTA: Welcome.

23 SELECTMAN MOONEY: Thank you. Obviously

1 I'm here for two reasons. One being the traffic
2 on South Road. That is -- my feeling, is a -- you
3 know, a back road. It's not a back road but a
4 secondary road. And what is this -- when we took
5 the -- um -- the count, the traffic count, did we
6 take the traffic count as to what was turning onto
7 those side roads? And, you know, I guess my
8 question is -- is -- is it pretty equal, one road
9 versus the other, count wise?

10 (Mr. Dugas nods his head.)

11 SELECTMAN MOONEY: All right. What we
12 have found in the last few years -- we've lived on
13 South Road forever. Obviously, as every place has
14 grown up, Canterbury, they use it as a pass-
15 through, all right. And that even though there is
16 no trucks allowed, they come through, also, okay.
17 And it's becoming really very loud, very busy,
18 okay.

19 And obviously our biggest concern is
20 that -- not that I'm against the improvements. I
21 mean I understand that, but my biggest concern is
22 I travel the Main Street of Belmont two, three,
23 four, five times a day, and I can't tell you how

1 many times a week your intersection -- this is the
2 Main Street of Belmont and 140 -- I do not come
3 close to being hit or rear-ended at that
4 intersection, all right.

5 And I feel that if we're looking at this
6 one, where are we standing with the major one on
7 the Main Street? Obviously we have major
8 improvements going on on our Main Street.
9 Obviously to the better. And my obviously
10 question and will be following through, what's
11 going to happen at your intersection on 140 and
12 Main Street? Okay.

13 CHAIRMAN GIUNTA: Very good. And
14 recognize that the Department may not have
15 answers --

16 SELECTMAN MOONEY: I understand that.

17 CHAIRMAN GIUNTA: -- to all of your
18 questions, but we will after it concludes and they
19 have a chance to look at it. But, Mike, can I
20 come back to you? Because the first question I
21 heard was about the traffic count on both side
22 roads, and it seems like you knew the answer to
23 that question.

1 MR. DUGAS: I don't know the answer off
2 the top of my head --

3 SELECTMAN MOONEY: No.

4 MR. DUGAS: -- but when we collected our
5 count we did collect not only the through traffic
6 but the turning traffic, too.

7 SELECTMAN MOONEY: Um-hum.

8 MR. DUGAS: And we can provide that to
9 you.

10 SELECTMAN MOONEY: And is that
11 something -- I guess my question to you is
12 obviously you did that in the last year or so.
13 How many years before that did you do that? Has
14 it ever been done before?

15 MR. DUGAS: Good question. I -- I would
16 guess the last time it was done before this
17 project might have been when the bypass study was
18 being done through the village.

19 SELECTMAN MOONEY: Okay. Um-hum.

20 MR. DUGAS: I don't know if it would have
21 been done in the meantime.

22 SELECTMAN MOONEY: It would be
23 interesting if it had been done to see the number

1 difference now compared to -- that was probably
2 what?

3 MR. DUGAS: At least 10 years ago.

4 SELECTMAN MOONEY: I would say 10 years
5 anyway. It might be interesting to look at those
6 two numbers just to see, because our feeling is
7 that we're finding -- and we've had people tell us
8 that they use those secondary roads now to avoid
9 that intersection on the Main Street and 140.
10 Okay.

11 CHAIRMAN GIUNTA: Very good. Thank you.

12 SELECTMAN MOONEY: Thank you.

13 CHAIRMAN GIUNTA: You're quite welcome.
14 Are there any other elected officials here this
15 evening who would like to come forward? If not,
16 how about town officials who would like to make
17 comments? Are there any town officials here?

18 (A man approaches the podium.)

19 CHAIRMAN GIUNTA: Good evening.

20 MR. FORTIN: Good evening. I'm the
21 Public Works Director in town, and I also live in
22 town.

23 CHAIRMAN GIUNTA: Great. And you need to

1 sign in, please. I'm sorry.

2 MR. FORTIN: There's nothing to sign in
3 with. You stole the pen.

4 (Laughter.)

5 SELECTMAN MOONEY: No, I didn't. That's
6 my pen.

7 CHAIRMAN GIUNTA: And I'll say that a lot
8 tonight. I don't mean to be rude or
9 disrespectful, but we have to have your name and
10 your address.

11 MR. FORTIN: Okay. I have met with
12 several of you people before and especially with
13 Nancy down in meetings down in Concord. Um -- the
14 drainage scheme you guys have come up with
15 concerns me a little bit -- um -- the infiltration
16 aspect of it all and working with some of your --
17 the local D.O.T. maintenance sheds. The lack of
18 money to have to work with in this maintenance
19 type of thing, and that seems like a fairly --
20 looking down the road 10, 20 years from now, how
21 is that system going to be maintained and fully
22 functional?

23 It's great when it's new, but as you go

1 down the road with all the -- all the treatments,
2 sand treatments and everything else they do to
3 that road through there in the wintertime, how
4 that affects that down the road, you know. We --
5 I don't think anybody anticipates any big
6 windfalls for the D.O.T. to be getting any huge
7 amounts of money to do more maintenance. It seems
8 to be getting worse and worse, and their hands are
9 fairly tied in what they can do.

10 So this is a pretty intense system to
11 maintain in the future. In ground, out of sight,
12 out of mind until it becomes a problem, and then
13 it's a lot of work to restore that. So that's my
14 main concern with that.

15 CHAIRMAN GIUNTA: Okay. Thank you. Any
16 other town officials? All right. Seeing none,
17 then I'll now open the meeting to anyone who
18 desires to be heard. Again, I would ask you to
19 raise your hand. Upon being recognized, please
20 come forward. Come up to the microphone, give
21 your name and address. You'll hear that again and
22 again. Print the information on the sheet, and
23 make your statements.

1 So who would like to go first if you have
2 any comments? Yes.

3 MS. KENNEDY: Hi. My name is Camille
4 Kennedy.

5 CHAIRMAN GIUNTA: Good evening.

6 MS. KENNEDY: I live on the corner of
7 Jamestown.

8 CHAIRMAN GIUNTA: Go ahead and pull that
9 microphone right down so everybody can hear you.
10 There you go. Great.

11 MS. KENNEDY: So I would like to disagree
12 with item number five that Amy discussed -- um --
13 with the noise level, the study being done that it
14 would not impact the noise level. With what
15 you're proposing, taking our tree line away from
16 our property, that is our only privacy and noise
17 level. And, as you cited, having 7,800 cars a day
18 on that road, that will significantly increase the
19 noise level of our property and surrounding
20 properties. And that's all I have.

21 CHAIRMAN GIUNTA: Very good. Thank you.
22 Next. Who would like to come forward? Please.

23 MS. COLPRIT: Hi. My name is Andrea

1 Colprit, and I live at 365 Depot right in the
2 middle of this whole construction. I've owned
3 this property for nearly two and a half years. We
4 have a large family. I have seven children.
5 Luckily we have a fenced-in yard.

6 Forty-five miles an hour. Too high. Too
7 high for traffic coming and going in either
8 direction. I do like the turn lane for South
9 Road, only that scares the heck out of me because
10 usually when the people are turning left or right
11 to go into South Road that gives everybody behind
12 me a chance to slow down so that after South Road
13 I can turn my directional on to slow down to turn
14 into my driveway that, hopefully you'll eliminate,
15 has a huge dip, so I have to slow to almost a
16 complete stop before I can turn into my driveway,
17 which 45 miles an hour is just too high. Too high
18 for that stretch of road.

19 There's too many trucks. There are
20 numerous -- there's at least four bus stops right
21 where we live. With high school, middle school,
22 and kindergarten -- um -- my neighbors -- not yet
23 but next year they're going to have kindergarten

1 for -- you know, elementary level. We have
2 elementary across the street. Those vehicles
3 travel too fast at 45 miles an hour.

4 You come across that knoll past the Pine
5 Gardens Trailer Park, and you start to come down,
6 buses, cars that live in that area are starting to
7 slow down. Those big trucks, those big vehicles,
8 those people that aren't paying attention have no
9 clue that those are going to stop, that those are
10 going to turn.

11 It's 30 through town. It hits 45 as soon
12 as you round about to Weeks's field, and it's 45
13 straight through until you hit the transfer
14 station which turns to 50. I think that it should
15 be 35 miles an hour through that section of
16 property for the safety of our animals, our
17 children.

18 I, too, have teenagers that travel that
19 road each and every day, and it's a pain in the
20 ass to pull out of that driveway when you have
21 vehicles coming and going. My driveway is a
22 hazard, but it's -- it's very hard to have a clear
23 line of sight in either direction and safely pull

1 out of your driveway without almost causing an
2 accident. Thank you.

3 CHAIRMAN GIUNTA: Thank you. Yes. Way
4 in the back.

5 CHIEF LEWANDOSKI: I will sign in first.
6 Hi. My name is Mark Lewandoski. I'm the Chief of
7 Police here in Belmont. I have just two comments
8 to make. First of all, this intersection upgrade
9 has been a long time coming. It should have been
10 done many, many years ago. I will agree with
11 Selectman Mooney, the intersection upgrade at Main
12 Street and 140 has got to be taken care of as well
13 as the roadside parking along that immediate area
14 because it -- it's just creating too much of a
15 hassle.

16 In regards to your proposal here, the
17 concern I have, which is a concern that's
18 occurring right now, is South Road and Jamestown
19 Road, exiting both of those roads. Is the width
20 of the roadway coming up to the stop sign going to
21 be such so that cars can pass on the right side so
22 a vehicle that's going to exit straight because of
23 basically visual restrictions? If you have a

1 vehicle that's going to go across that
2 intersection, and you put a car on its other side,
3 they're not going to have the visibility they need
4 to make sure they can cross that intersection
5 safely.

6 Some of those 19 accidents you're talking
7 about were caused just by that, because of a
8 visual impairment. So my concern would be that
9 when vehicles come up to those stop signs at
10 Jamestown and South, that it is a single lane up
11 to the stop sign, and it's one car at a time.
12 Neither one of those roadways has enough traffic
13 to warrant an immediate access onto the roadway,
14 so in talking safety, I think that needs to
15 happen.

16 CHAIRMAN GIUNTA: Very good. Thank you,
17 Chief.

18 MS. CHASE: There's someone over here.
19 Maybe you can't see her. Beyond the podium.

20 CHAIRMAN GIUNTA: No, I see that hand,
21 but before I saw a hand over here that was in
22 front of the Chief. Yes. And we'll come back to
23 you behind the podium, okay.

1 MS. KNOWLTON: We got all kinds of pens
2 now. My name is Regina Knowlton. I live at 339
3 Depot Street, and I have similar concerns about
4 adding a lane there. I have a very petite car, so
5 if I am in a position where I need to go straight,
6 and someone's to my right, it really doesn't
7 matter what the make or model is, I'm not going to
8 be able to see.

9 And the other concern I have is that I
10 think the consensus is that traffic's moving too
11 fast through there. I think we all can agree on
12 that. And the concern that I have is that in
13 every instance coming from Concord wherever they
14 add a lane in, you know, hopes to make things
15 safer, it makes the traffic move faster. You
16 know, so instead of slowing everything down, it's
17 just going to speed things up and, I would think,
18 be more dangerous.

19 And I didn't quite understand what Nancy
20 meant when she said that there wasn't -- for
21 whatever reason they decided that the intersection
22 didn't qualify for having a signal. Is that a
23 traffic light?

1 CHAIRMAN GIUNTA: Right.

2 MS. KNOWLTON: Well, they have stop
3 signs, and I mean one way to slow traffic down
4 would be a four-way, and that would be so much
5 cheaper than what -- you know, this is a huge
6 project. I don't -- that's just my thoughts.

7 CHAIRMAN GIUNTA: Very good. Thank you.
8 Now, yes.

9 MS. JOHNSON: Hi. My name is Heidi
10 Johnson. I live at 363 Depot Street. Andrea is
11 my neighbor. A couple things I wanted to
12 mention. I also have three teenage boys that are
13 just recently learning how to drive, and when I
14 bought this house five years ago I hadn't really
15 thought of the impact of them driving out of my
16 driveway until I tried -- I sat down and watched
17 them at the end of the driveway waiting and
18 waiting and afraid to turn -- turn left because
19 that elevation.

20 That elevation is so scary. Regardless
21 of -- trying to turn into my driveway when I come
22 from town going towards Tilton, and I want to turn
23 into my driveway, the people behind me don't know

1 that I'm turning. And at 45 and even 50 as an
2 acceptable speed, that's too fast to be
3 approaching me, and I'm sitting still waiting to
4 turn to get into my driveway.

5 I've lost -- in the five years I've lived
6 there, I've lost several pets. That's neither
7 here nor there, but it's just -- people are just
8 crazy. They keep driving. We have -- between the
9 aggregate and the Coca-Cola and Waste Management,
10 we have the huge trucks that are coming in both
11 directions at all hours.

12 And the whole -- the concept of removing
13 trees and that the noise isn't going to be
14 impacted, there's recently been a clear-cut
15 through a private decision on the corner there of
16 South Road and 140, and it has drastically
17 impacted how much I hear of my neighbors now. So
18 any more clear-cutting, really, honestly, I truly
19 believe is only going to make that worse. I
20 didn't even know that my neighbors had children
21 until now we have a clear view of their yard.

22 I don't like the idea of opening it up
23 and making more noise. I don't like the idea. I

1 agree with what she was saying. Coming from
2 Concord and taking Exit 20, adding a third lane
3 going into town, you're not going to slow anybody
4 down. You're only going to make it worse, and
5 it's the same thing coming from -- from town. I
6 really, really think that the best way to fix this
7 is really to try and -- and lighten the
8 intersection. More lighting.

9 I do agree that that is a fear. I walk
10 this road all the time. I walk my dog every
11 night, and I fear my life on this road walking
12 him. I do it as quickly as I can onto Jamestown
13 where I'm a little bit safer. It does need more
14 lighting, and people need to slow down, and that
15 needs to be enforced. That's -- that's my
16 recommendation.

17 CHAIRMAN GIUNTA: Thank you.

18 MS. JOHNSON: Thank you.

19 CHAIRMAN GIUNTA: Thank you. I saw this
20 gentleman on the backside. Please come forward.

21 MR. LAWRENCE: My name is Vaughn
22 Lawrence, and I live at 340 Depot Street.

23 COMMISSIONER MILLHAM: Would you repeat

1 your name, please.

2 MR. LAWRENCE: What?

3 COMMISSIONER MILLHAM: Would you repeat
4 your name.

5 MR. LAWRENCE: Vaughn, V-A-U-G-H-N,
6 Lawrence.

7 COMMISSIONER MILLHAM: Okay.

8 MR. LAWRENCE: My main concern is how are
9 you going to make that wider? The trucks don't
10 have to slow down now when the cars are going to
11 go by, so things are going to go faster, right?
12 It's 45 miles an hour. So traffic is going to go
13 faster. They're not going to slow down at all.

14 So now when any of the one ladies or
15 other older people down on the lower end of 140
16 have to go across the street to get their mail,
17 now they're going through three lanes of traffic.
18 So how is that going to make it easier for them
19 getting their mail? Are you going to change the
20 mailboxes so they're on both sides of the road? I
21 mean -- or are we just going to put a target on
22 each pedestrian going across the road? You know,
23 that's my main concern.

1 CHAIRMAN GIUNTA: Thank you. All right.
2 I saw -- yes, please.

3 MR. DEWARE: John Deware. Depot Street.
4 A few changes to the roadway, the pavement, some
5 lighting, stuff like that, that's really all you
6 got to do there. Just open it up a little bit.
7 But the extra lanes, they're going to create more
8 hazards. Slow the people down. Thirty miles an
9 hour from the Coke plant past the trailer park.
10 Slow them down, enforce it, and you're all set.
11 Everything else that you guys are trying to do
12 there is going to get more complicated for no
13 reason. Thank you.

14 CHAIRMAN GIUNTA: Thank you. Is there
15 anyone else who would like to come forward this
16 evening? Yes, the gentleman in the front.

17 MR. ELLIS: Ken Ellis, 9 Weston Road. I
18 have two concerns basically. One, my property on
19 South Road. My concern is the taking of it, if
20 it's going to be part of it or all of it. And the
21 property on the corner of Jamestown Road, the
22 extent of the drainage, and my concerns about the
23 right of way and being able to dig it up at any

1 time. I think that was mentioned. And it goes
2 across the field that we had reseeded and cleared,
3 and I'm concerned about what happens if
4 something -- a spill of some sort, and it goes
5 down into my back land. Basically that's all.

6 CHAIRMAN GIUNTA: Very good. Thank you.
7 Yes, sir.

8 MR. MITCHELL: My name is Ron Mitchell.
9 I live at 586 Union Road. I'm also Chairman of
10 the Budget Committee. One of my concerns, of
11 course, you're talking about the speed of the
12 vehicles going through that intersection. A lot
13 of places along the state highways. In the
14 meantime -- you know, it's going to be, you know,
15 2016 that this project is going to be done, but in
16 the interim period if it's a problem, installing a
17 flashing yellow light, you know, suspended up over
18 the highway, and red, you know, towards Jamestown
19 Road and South Road would probably slow the
20 traffic down.

21 And, also, the -- going to 35 miles an
22 hour or 30 miles an hour. Many times when I'm
23 traveling and I want to turn up to Jamestown Road,

1 and you're always worried about getting rear-ended
2 because -- especially in the winter months, and
3 it's dark because of the amount of traffic that's
4 on that road.

5 And the other concern I had was you're
6 talking about the drainage as it percolates back
7 down into the ground. You're not running, you
8 know, underground piping. But if there is a
9 incident or accident at that location, and there's
10 an oil spill, does that permeate down through
11 there? How do you control the spillage as opposed
12 to going down in? Because there is an aquifer
13 there. So, as a town, we need to protect that
14 aquifer and to have the drainage -- all the
15 drainage to go down in the ground. You never know
16 what the spillage is there. I have a concern with
17 that.

18 CHAIRMAN GIUNTA: Thank you.

19 MR. MITCHELL: Okay. Thank you.

20 CHAIRMAN GIUNTA: My pleasure. No.
21 Anyone else? And what I'll do is -- and that's
22 fine. I can have people come back up again. No
23 problem. But if there's anyone else who hasn't

1 spoken yet for the first time, we'll go to them
2 first. Yes, sir.

3 MR. KNOWLTON: My name is Guy Knowlton.
4 I'm at 339 Depot Street. And it seems -- it seems
5 as though large statements from the people in the
6 area is that yes, you need lighting. Drainage is
7 good, but it needs to be maintained. And we need
8 to slow people down. I think widening this road
9 and putting more burden on the police department,
10 which I'm sure they're short of funding, it seems
11 we're putting in an infrastructure that will speed
12 things up and make it more difficult for the town
13 officers and the town fire department and, when
14 accidents happen, the ambulance.

15 It just seems to go against everything
16 that the residents are concerned about. We're
17 concerned about lighting. We're concerned about
18 speed. Lighting is great, but the speed is the
19 main issue. We have to slow things down. If you
20 put in the infrastructure to speed things up and
21 put more burden on the police department, it's not
22 going to be helpful for us.

23 Fortunately I'm in a situation where I

1 have a horseshoe driveway. I can turn into my
2 driveway at about 25 miles an hour, and generally
3 I have somebody coming up right behind me. I
4 don't have to slow down to 10 or 15. I'm sure
5 that the day will come that I'll get rear-ended
6 pulling into my driveway, and you can help me
7 avoid that. Thank you.

8 CHAIRMAN GIUNTA: You're welcome. Thank
9 you. I see a hand in back. Please come on up.

10 MS. LAWRENCE: My name is Brenda
11 Lawrence, and I live at 340 Depot Street. And my
12 concern is yeah, I do agree that something needs
13 to be done at the corner because it's very
14 difficult to pull out either direction from
15 Jamestown or South Road. But I work in
16 Northfield, and I have to drive 140 every day, and
17 every evening when I go to pull in my driveway I
18 worry about being rear-ended because people just
19 don't like stopping.

20 People don't like stopping when you're
21 going 35 or 45, 50 miles an hour, and so it is a
22 concern because I have to make a left-hand turn,
23 which means I have to most of the time stop

1 traffic to make that left-hand turn because
2 there's so much traffic coming the other
3 direction. And in the morning it's very difficult
4 to pull out of my driveway because of the number
5 of cars that are traveling to the highway.

6 I have to give myself a lot of space
7 between the car coming down the road and -- and
8 for me to pull out safely, and they still speed
9 right up. And I think uh-oh, this is going to be
10 the day. So that is my concern.

11 And the other thing I thought of is -- my
12 other concern is that if we're spending a million
13 dollars on this project, I would rather see that
14 million dollars go towards a project to fix the
15 140/Main Street corner, and that is -- to me, you
16 wait for a very long time even to make a right-
17 hand turn off of that intersection, and that seems
18 to be a bigger problem than this road.

19 And my other -- actually I have a third
20 concern. My other concern is that in order to
21 pull left, turn left, I often stop traffic.
22 People don't like to stop. So they whip out
23 around you into the shoulder. So in your proposal

1 you're proposing to widen the shoulder or create
2 shoulders, and that is only giving them more right
3 of way and more ability to pull out around you,
4 which is a lot -- a lot more unsafe. So those are
5 my concerns. Thank you.

6 CHAIRMAN GIUNTA: You're welcome. Thank
7 you. I think the Department gets it that speed is
8 a concern here. I know I certainly do. All
9 right. Is there anyone else who hasn't spoken yet
10 for the first time who would like to come, come
11 up. If not, is there anyone who would like to
12 come back up?

13 MS. COLPRIT: All right. Can you all
14 hear me?

15 UNIDENTIFIED SPEAKER: Yeah.

16 MS. COLPRIT: All right. I'm pretty
17 loud. I have a lot of Girl Scouts in this town.
18 So you're hearing from our neighbors that live in
19 here, and some I know by name, and some I just
20 know by face. I tell you that the lady who just
21 spoke lives right here. And her driveway -- her
22 driveway is pretty close to the road. Her parking
23 is right there. When you pull into Christine

1 Bolduc's driveway, you have to slow down to pull
2 up over a little knoll. So that should be fixed
3 if it's a part of the right of way.

4 And Mr. Phillips, his front door is 140.
5 He drives a station wagon that barely fits in
6 between 140 and his garage. His car bumper rests
7 on that garage. I sit and listen to him every day
8 when he pulls out of his driveway. He backs out
9 onto 140 every day. I have seen him almost get
10 hit more times than I can count. Fix a lot of
11 things, but don't widen that damn road. Mike --
12 Mike has a lot of trees in front of his yard.

13 MR. LAWRENCE: They're cutting them
14 down.

15 MS. COLPRIT: Well, that's here. Okay.

16 CHAIRMAN GIUNTA: Let's not get back and
17 forth because it can't be recorded. We can't hear
18 what you're saying. Stay on point.

19 MS. COLPRIT: But the Johnsons, the
20 Johnsons here, which are my abutting neighbor,
21 their driveway is pretty decent to drive into.
22 They can drive at a good, decent speed into their
23 driveway. Mine dips. I have to almost stop to

1 turn into mine, and I don't care if I am traveling
2 from Tilton or from town, and I put my directional
3 on up here -- um -- where the Knowltons live,
4 that's where I put my directional on to come all
5 the way down to 365, and those people are still on
6 me, on my kids, on my husband. We need to turn
7 slower into our driveway so we don't bottom out.

8 The trees that are our other abutting
9 neighbors, they've cut along this whole area. It
10 did take a lot of the noise that we never used to
11 hear away. We have a lot more winds in our yard.
12 We have a lot more noise. I can clearly see that
13 intersection and clearly hear the screeching of
14 tires. It's not fun. It's hit or miss. You
15 never know what you're going to see or hear when
16 you're sitting at home on my porch. So Mike has a
17 whole tree line to not hide him from the road but
18 give him a little bit of privacy and to reduce
19 some of that speed.

20 And then the Kennedys, it's a bad
21 intersection. I don't think even if you cut her
22 trees down she's going to have any privacy, like
23 she's already said, but if you come to the end of

1 speed. What I want to ask, Mike, is when you were
2 identifying some of the areas, which is the
3 different comment which I would like you to move
4 onto, which is a different comment other than
5 speed, is the trees. You were pointing to trees,
6 but I want to know, Mike, did you make notes so
7 you can address where those trees are that she's
8 concerned about?

9 MR. DUGAS: Yes.

10 MS. COLPRIT: This is an old picture.
11 Because a lot of these trees aren't here anymore.
12 They've been cut down and reduced -- um -- to help
13 the neighbors in -- with their yard to take down
14 those old trees to save their home. So I live
15 here. A lot of these trees are gone. Now, I can
16 set on my porch, and I can see that intersection.
17 I can feel the wind stronger. We lost a lot of --
18 a lot of tree limbs this winter because the other
19 trees didn't have the support. I hear more
20 noises. Um -- Mrs. Johnson doesn't realize that
21 she had kids living here until the trees were
22 gone. Well, the Johnsons here, they do have
23 kids. We have a ton of kids. This noise from the

1 traffic -- how many cars? 7,800?

2 MR. DUGAS: 7,800 per day, yes.

3 MS. COLPRIT: That's a lot of cars. The
4 Kennedys have a -- have a beautiful tree line, and
5 I agree that when you come here that the tree line
6 may obstruct, but I also think that lighting in
7 this area, flashing yellows, flashing red, more
8 signage about that intersection, lowering that
9 speed, fixing the driveways along the way, and
10 trying not to cut down any more of -- of those
11 trees that are -- that are in this area.

12 It's -- it's not fair. We want to sit in
13 our yards, and we want the enjoyment. We do hear
14 the traffic. The traffic is okay. We'd like it
15 at a gentler speed so that we can enjoy being in
16 our yards without the screeching of tires,
17 without -- what do they call those big trucks? J
18 brakes? Jake brakes?

19 UNIDENTIFIED SPEAKER: Jake brakes.

20 MS. COLPRIT: Those are annoying. We
21 probably wouldn't have to use them if they weren't
22 going so fast. Okay.

23 CHAIRMAN GIUNTA: All right. Come on

1 back up again, sure.

2 MS. KNOWLTON: I just have a quick thing
3 to add about the -- the trees. In front of our
4 house --

5 CHAIRMAN GIUNTA: Just go ahead and
6 identify yourself.

7 MS. KNOWLTON: Yeah. Regina Knowlton,
8 339 Depot.

9 CHAIRMAN GIUNTA: Thank you.

10 MS. KNOWLTON: In front of our property
11 we don't have any trees yet. We're working on
12 getting some. And to give you an idea what the
13 noise level is like, my husband and I can't talk
14 to each other in our front yard. Sometimes we
15 have a hard time talking in the back yard. That's
16 how loud that traffic is through there. Just to
17 give you, you know, a sense of the noise level.

18 CHAIRMAN GIUNTA: Thank you. Have we got
19 anyone else?

20 SELECTMAN MOONEY: Can I just say one
21 more thing?

22 CHAIRMAN GIUNTA: Sure. Selectman, yes.

23 SELECTMAN MOONEY: Miss Mooney again. Do

1 don't have to be (demonstrating). You know, they
2 can be something --

3 MR. DUGAS: Yeah. It won't be junipers.

4 SELECTMAN MOONEY: Right. And I mean
5 it's obviously going to fill in and grow, you
6 know, arborvitaes or something that's more --

7 MR. DUGAS: That's correct.

8 SELECTMAN MOONEY: My other comment would
9 be flashing yellow light, red light. I mean I'm
10 all for that. A few years ago we went to the
11 State on Route 106 and Plummer Hill Road to have a
12 light put in. The State refused. They said there
13 was -- that there was enough -- there was not
14 enough traffic on 106 to put the money in to
15 putting a light.

16 We went to the local businesses. We --
17 the local businesses purchased those lights that
18 are on 140 and Plummer Hill -- 106 and Plummer
19 Hill Road, and I think that you can -- the general
20 consensus, and as well as maybe the Police Chief
21 will comment that that was one of the best things
22 we ever could have done for Mile Hill, Plummer
23 Hill, those type of things.

1 So I think a caution light would be --
2 and it is dark there. It definitely is dark. You
3 know, when you're coming from Tilton to town,
4 which we then turn right onto South Road.
5 Sometimes it's guess, and God forbid if it's
6 foggy, okay. So sometimes that's an aid, if
7 nothing else.

8 And -- and I'll make another comment to
9 get back to the Main Street and 140. Obviously I
10 would be highly in favor of a light there. I mean
11 something's got to happen there. Okay?

12 CHAIRMAN GIUNTA: Thank you.

13 SELECTMAN MOONEY: Thank you.

14 CHAIRMAN GIUNTA: You're welcome. Thank
15 you. All right. I see a hand but no body, but
16 I --

17 (Laughter.)

18 CHAIRMAN GIUNTA: -- do see the hand.
19 Come on back up again.

20 MS. JOHNSON: Heidi Johnson, 363. I just
21 had a quick question. As I had mentioned that I
22 do -- I walk my dog frequently on 140. With your
23 proposal, is there going to be a safe area for me

1 to walk on the side of the road? I'm just still
2 trying to grasp the layout of the -- what the
3 proposal entails, and I'm wondering if there is
4 going to be a safe area for me to walk on 140
5 anymore.

6 MR. DUGAS: Well, the one main change
7 that you'll see as far as the pedestrian goes is
8 that there will be a paved shoulder. Of course
9 you'll be right next to the travel lane, so it's
10 not going to be that much different than what's
11 out there today.

12 MS. JOHNSON: So the sandy part of the
13 road that I walk on now is going to be --
14 basically the same area is going to be available
15 to me. It's just going to be paved instead of
16 sandy.

17 MR. DUGAS: Yes.

18 MS. JOHNSON: Is that right?

19 MR. DUGAS: Yes.

20 MS. JOHNSON: Am I understanding that
21 correctly?

22 MR. DUGAS: Four feet wide.

23 MS. JOHNSON: Okay. I was just curious.

1 MR. DUGAS: Um-hum.

2 MS. JOHNSON: Thank you.

3 MR. DUGAS: You're welcome.

4 MS. JOHNSON: Am I supposed to sign in
5 again?

6 CHAIRMAN GIUNTA: No.

7 MS. JOHNSON: Okay.

8 CHAIRMAN GIUNTA: No, that's fine.

9 MS. JOHNSON: I didn't put my address
10 before.

11 CHAIRMAN GIUNTA: Yes, sir.

12 MR. HUTCHINS: My name is Mark Hutchins.
13 I live on the corner of South Road and 140. 3
14 South Road. One point that I wanted to bring up
15 is I have people come to find my house, and I tell
16 them about the intersection of 140 and South
17 Road. And the only thing that actually indicates
18 it is a sign quite a ways up the road -- um --
19 that shows a cross with an intersection, and then
20 there's another one down toward Tilton with a
21 cross and an intersection.

22 And I would say that so many people have
23 driven right by that intersection and not even

1 known there was a road there and gotten all the
2 way down to Tilton, and they're like well, I
3 didn't see a road. So it is not very well-
4 marked. So when people do come down, and they go
5 to take a turn, if they don't put on their turn
6 signal soon enough, the people behind them don't
7 have time to react.

8 CHAIRMAN GIUNTA: Um-hum.

9 MR. HUTCHINS: Pretty much that's all I
10 have to say.

11 CHAIRMAN GIUNTA: Okay.

12 MR. HUTCHINS: May I add one other thing?

13 CHAIRMAN GIUNTA: Certainly.

14 MR. HUTCHINS: Just for the record, when
15 you're coming from Tilton going to take a right
16 onto South Road, that turn is over 90 degrees, so
17 most people have to slow way down and try and make
18 that corner without trying to get in the other
19 lane for people that are coming out of South
20 Road. So you're coming to almost a stop, and I've
21 done that many times and looked in my rearview
22 mirror and saw I was going to get plowed from
23 behind, so.

1 known there was a road there and gotten all the
2 way down to Tilton, and they're like well, I
3 didn't see a road. So it is not very well-
4 marked. So when people do come down, and they go
5 to take a turn, if they don't put on their turn
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20 lane for people that are coming out of South
21 Road. So you're coming to almost a stop, and I've
22 done that many times and looked in my rearview
23 mirror and saw I was going to get plowed from

1 CHAIRMAN GIUNTA: Thank you. Anyone
2 else? Well, remember if you think of something,
3 you've got 10 days to get your comments to me, and
4 they'll be addressed as if you came up this
5 evening. You've still got that window of
6 opportunity as well.

7 So, with that, and being no indication of
8 anyone remaining who desires to be heard, this
9 hearing is adjourned.

10 (The hearing is adjourned at 8:15 p.m.)
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ERRATA SHEET

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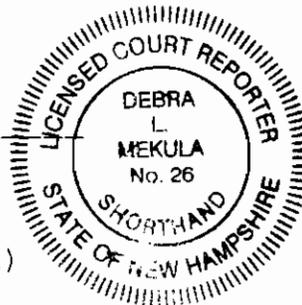
C E R T I F I C A T E

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



May 13, 2013

The State of New Hampshire
Department of Transportation
PO Box 483
Concord, NH 03302-0483

To Whom It May Concern:

Ref: Belmont X-A001 (182) 16202 Route 140, Jamestown Road and South Road Project

Thank you for the informative meeting of May 8, 2013.

Is your proposal for the betterment of all?

We would like to know what the criteria is for redesign of Route 140, Jamestown Road, and South Road, is it number of cars, or number of accidents? Have accidents decrease since the trimming of trees on the corner of Jamestown Road and Route 140? Did the town of Belmont meet minimum requirements for redesign?

While safety is upper most in our minds, we are not certain that you design is the answer, nor do we have all the answers but we feel more consideration should be taken.

Our family has invested a lot of time and money into the property on the corner of Jamestown Road and Route 140, with the express thought of using it for a Farm stand or other farm related business. We along with our children do organic farming and hay production; no pesticides have been used on this property.

We are very concerned that the main run off will be on our property that is not the design at the present time. This we feel will greatly decrease the value of our property.

Sincerely,





Cheryl and Ken Ellis
9 Weston Road
Belmont, NH 03220

Michael Kennedy
8 Jamestown RD
Belmont, NH 03220

May 15, 2013

RECEIVED
COMMISSIONERS OFFICE

Re: Public Hearing
Belmont 16202 Parcel Number 010

MAY 17 2013

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Dear Anthony Guinta, and Commission Members,

I'd like to address a number of project concerns I have with this proposed project.

1. Speed limit through this intersection.
2. Creation of another lane at this intersection.
3. Blinking traffic signal at this intersection.
4. Property specific concerns.
5. Data presentation and interpretation.

The speed limit through this intersection has been excessive as long as I lived here. Access to 140 is difficult at best, at 45 mph a 1 percent increase would not be a ticketed offense in most courts. That said numerous cars and trucks drive at 50 mph through this intersection. Creating a left turn lane would allow drivers to not have to slow down, making access to 140 even more dangerous. Reducing the speed to 35 mph would make this intersection safer.

Creation of another lane for left turning vehicles would only lead to more accidents. Access from Jamestown road and South road is difficult now for impatient or unskilled drivers, creating another lane would only make this process even more difficult.

A traffic signal that blinks would help to identify this intersection and would alert drivers to slow down and be safe through this intersection. The design engineer stated that a traffic signal was not warranted for this intersection, yet, at a previous meeting I brought up a blinking signal light and it was agreed that such a signal would be acceptable. I feel it is highly recommended for safety to add this addition to the intersection.

I have numerous site specific concerns, which I would like addressed prior to any finalized decisions being made. I like to start with our concerns with this intersection. We had a car drive through our house October 2007, which caused 60,000 dollars worth of repairs. We decided to not rebuild our solarium / solar room and instead opted for a reinforced heightened foundation, for safety. We do not wish to have 140 roadway any

closer to our residence than necessary. Based on my observation of maps since the beginning of the proposed expansion of roadway, there is not an equitable distribution on both sides of 140, in fact the roadway expansion is entirely committed to my property. This burden should be shared by all parties at the intersection and not one property that makes it convenient or cost effective to infiltrate. If telephone poles or under ground pipes are an issue they should be moved. The telephone poles are too close to the roadways anyways. The telephone pole in front of our house has been hit twice.

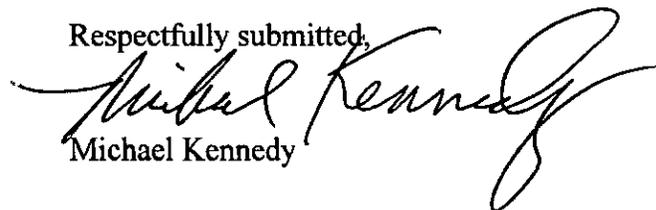
Trees on our property not only provide a privacy barrier but also provide a noise barrier and provide additional safety against vehicles which have left 140. Trees have been hit numerous times, in fact the vehicle which drove into our house went through one of those trees, which slowed the vehicle somewhat.

I allowed the trees along 140 to be pruned up on one side, in order to provide a clear vision up 140 while stopped at Jamestown road. I constantly make sure any tree branches that extend into the field of vision are pruned back. If you sit in a vehicle at Jamestown road waiting to take a left turn onto 140 you will see a clear unobstructed view of oncoming traffic well beyond my property line. When we purchased this property there was not a setback on my side of 140 and it was 10 feet on the other side of 140, please refer to old maps. I own this property and any decision involving acquisition of my property needs to take all facts under consideration. I've been paying taxes for 25 years on this property, and my property rights are very important to me. I acquired this property using my VA loan, for having served my country honorably.

Data presentation has changed or has been confusing at times. The traffic count was stated to be 700-900 vehicles a day, yet at the end of the meeting it was 7,800. The dates for accident analysis have also changed. I've heard 17 accidents from 2008 -2010 and 17 for 2002 - 2009. We have lived at this intersection and witnessed numerous accidents here. In the past you could count on an accident a week. I'd like the data to be complete and accurate, when this data is being used as a premise for intersection improvement. It would be nice to see more recent data compared to earlier years' data. The earlier data will show a higher number of accidents, Police and Fire could shed light on accurate crash records. We have witnessed a dramatic decrease since a light was put on a telephone pole on 140. I would like to see data for 2011 and 2012.

Properly addressing drainage is also important, flooding my property is not a good solution and taking my property is not a good solution. Thank you for all considerations.

Respectfully submitted,



Michael Kennedy