



STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT OF WAY
HIGHWAY LAYOUT COMMISSION PUBLIC HEARING
NH ROUTES 123/124 BRIDGE REPLACEMENT 14465

Hearing held at the Mascenic High School Cafeteria, at 175 Turnpike Road, New Ipswich, New Hampshire on Wednesday, December 15, 2010 in accordance with RSA 230:14 and RSA 4:30a and the Surface Transportation and Uniform Relocation Assistance Act of 1987 to discuss proposed alterations to NH 123/NH 124 in the Town of New Ipswich, New Hampshire, commencing at 7:00 p.m.

HIGHWAY LAYOUT COMMISSION MEMBERS:

Chairman Ed Lecius
Commissioner Terry Clark
Commissioner Steven Lindsey

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APPEARANCES:

1
2 Donald A. Lyford, P.E., Project Manager, NH Department
3 of Transportation, Bureau of Highway Design

4 J.B. Mack, Senior Planner, Southwest Region Planning
5 Commission

6 Matt Urban, NH Department of Transportation, Bureau of
7 Environment

8 Jon Hebert, NH Department of Transportation, Bureau of
9 Highway Design

10 Mike Dugas, NH Department of Transportation, Bureau of
11 Highway Design

12 Jason Tremblay, NH Department of Transportation, Bureau
13 of Bridge Design

14 David Scott, NH Department of Transportation, Bureau of
15 Bridge Design

16 Carol Spoerl, NH Department of Transportation, Hearing
17 Coordinator

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P R O C E E D I N G S

(The hearing commences at 7:00 p.m.)

CHAIRMAN LECIUS: I call the meeting to order. My name is Ed Lecius. I am the Chairman of this Commission, having been appointed by the Governor and Executive Council. Terry Clark to my right, and Steve Lindsey to my left are also members of this Commission. This hearing is concerned with the layout of the section of New Hampshire Route 12 in the Towns of Walpole and Charlestown. That's not right.

COMMISSIONER CLARK: That's the wrong speech.

(Laughter and multiple speakers.)

CHAIRMAN LECIUS: They gave me the wrong speech. However, I brought the right copy. This hearing is concerned with the layout of the section of New Hampshire Route 12 -- no, this is the wrong one.

CHAIRMAN CLARK: It's 124.

CHAIRMAN LECIUS: It's 123 and 124. I apologize to you for that. And the purpose of this hearing is to determine the necessity of the

1 occasion of the layout and to hear evidence of the
2 economic and social effects of such a location,
3 its impact on the environment, and its consistency
4 with the goals and objectives of such local
5 planning as has been undertaken by the Town.

6 Following this hearing, the Commission
7 will evaluate all matters brought to our attention
8 and make definite decisions relative to the
9 layout. We will contact each owner whose property
10 is affected and discuss individual concerns. It
11 is, therefore, important that all individuals
12 desiring to make requests or suggestions do so
13 tonight. I would remind you, also, that you have
14 10 days from the date of this hearing to submit
15 any other material that you would like considered
16 by this Commission.

17 At this time I will ask Donald Lyford,
18 the Project Manager from the New Hampshire
19 Department of Transportation, to present in a
20 formal manner the layout which he has proposed.
21 After this, I will open the floor to those who
22 wish to address the Commission. I will request
23 that all desiring to speak signify that desire,

1 and upon being recognized by me step to the
2 microphone in the front of the room, state your
3 name and address, and make your statements. This
4 hearing is being recorded, and a transcript is
5 also going to be prepared.

6 Mr. Lyford, would you please introduce
7 your team and make your presentation.

8 MR. LYFORD: Thank you, Chairman.
9 Members of the Commission. Welcome, ladies and
10 gentlemen. First, I want to introduce a few
11 people who are helping with tonight's
12 presentation. J.B. Mack is here from the
13 Southwest Region Planning Commission. Eric Smith
14 had been involved with us throughout the process
15 to help us get to this point, facilitating the
16 committee meetings that we had previously. He's
17 been a big help doing that.

18 Next to him is Matt Urban, who's with our
19 Bureau of Environment. At the computer is Mike
20 Dugas. He's going to be helping with the
21 presentation. And over on the side over there
22 in -- the guy in the purple -- maroon shirt is Jon
23 Hebert. He's going to be making the presentation

1 in a couple minutes. We'll go through the
2 presentation, explain the plan, explain the
3 impact, and then turn it back to the Commission
4 afterwards if you have questions.

5 Tonight, as Ed noted, we are presenting
6 this project on Route 123 and 124 to replace the
7 bridge, also known as High Bridge, and we hope to
8 get through tonight's meeting successfully. We'll
9 see how it works out, and get the project
10 advertised for construction in 2012 and
11 construction in 2013. The plan is in the 10-year
12 plan. Um -- the project is in the 10-year plan
13 slated for 2012 construction, and -- um -- we
14 think that based on the input we have so far we
15 have a good proposal. We also welcome additional
16 input here tonight from you.

17 At this time I'd ask J.B. Mack. Welcome.

18 MR. MACK: Thank you.

19 UNIDENTIFIED WOMAN: I think it's on.

20 MR. MACK: It's on. Um -- I just wanted
21 to stand up so I can talk to you a little bit
22 about the process that we went through. I wasn't
23 personally involved. As Don mentioned, Eric Smith

1 from our office was involved, and he has since
2 moved on, but I've been involved in these -- these
3 processes before. It's called -- uh -- Context
4 Sensitive Solutions where you involve a community,
5 not only the town officials, but also you try to
6 get law -- law enforcement involved.

7 In this particular project, we had the
8 Warwick Mill owner involved. We tried to get
9 people involved that are concerned about the
10 historic district that this bridge is in, and it's
11 about getting all these different people with
12 different expertise together around the table to
13 talk about what's the best vision for the bridge.

14 And in the end, it's really about
15 gathering consensus on what's the best way to move
16 forward with the bridge. Everybody -- it's not
17 always the case and usually not the case that
18 everybody gets exactly what they want, but
19 everybody sort of can live with the proposal, and
20 it's something that -- um -- that -- um -- meets
21 everyone's expectations.

22 The Context Sensitive Solution process is
23 a series of steps, sometimes starting out with a

1 placemaking workshop. I think with this
2 particular project we started, that wasn't
3 necessary. We started out with a problem
4 statement where you identify what -- what's going
5 on here, what are exactly the problems. New
6 Hampshire D.O.T. comes in and asks the community
7 members what do you think the issues are here.
8 They determine they can get it right the first
9 time.

10 And -- whoops. Actually could we go back
11 a little bit? And we go through a variety of
12 steps. Creating the problem statement, a vision
13 statement. We ask -- this Committee develops a
14 screening criteria which it looked at and compares
15 to different alternatives proposed by the D.O.T.
16 to grade different alternatives, screening those
17 alternatives, talking about what the preferred
18 alternative might be, and eventually getting to
19 the point we are here tonight at the public
20 meeting.

21 We -- um -- this Context Sensitive
22 Solutions Group is also called a Project Advisory
23 Committee. Um -- as I said before, started out

1 with a problem statement. What's wrong? What's
2 going on here? What do we need to fix? I'm not
3 going to go through -- it's a very long problem
4 statement. I'm not going to go read the entire
5 thing, but I'll talk about the key points.

6 Essentially the bridge is in very poor
7 condition and needs replacement. It's a
8 red-listed bridge. Um -- and it's a unique bridge
9 because of the historic stone arch, as many of you
10 know, underneath the bridge actually, I believe,
11 supporting the steel bridge above it. Um -- the
12 bridge is narrow. It lacks shoulders. It --
13 there's not a lot of width for turning vehicles.
14 There's a lot of traffic passing through the
15 area.

16 And if you look at the bridge, if you
17 stand off to the side and look at it, it's kind of
18 skewed. It doesn't actually follow the path of
19 the road itself when you're approaching it. When
20 you're coming from Greenville heading towards the
21 bridge, and you look to the left-hand side, sight
22 distance isn't very good. And it's an important
23 bridge. It's sort of a key to getting where you

1 need to go in this neighborhood. There aren't a
2 lot of detours in the area.

3 After we assembled the problem statement,
4 we came up with a vision statement. And a vision
5 statement is essentially what do we want to see.
6 What do we want to come out of this project? And
7 I'm going to talk to you a little bit about that
8 again, hitting on the key points, not reading
9 through the vision statement itself.

10 And essentially we know that it's not
11 only an important route for local traffic but also
12 regional traffic. It was very important to this
13 community to preserve the historic arch bridge and
14 also -- and complement the historic features with
15 a -- with a bridge that's going to be
16 accommodating traffic. Um -- there is a -- a
17 vision to design the approach to the bridge, to
18 optimize -- you know, to fix a lot of the problems
19 that I just stated earlier, optimize the width.

20 Um -- the school is just up the street
21 and making that accessible for the kids that want
22 to bike or to walk to school and really respecting
23 the historic district that the bridge is placed in

1 and next to the -- in one of the oldest -- one of
2 the first textile mill areas in New England, is my
3 understanding.

4 We went through this process with the
5 vision and problem statement, created screening
6 criteria, looking at how do people access
7 resources through this project, aesthetically do
8 we -- how -- we want this to be aesthetically
9 pleasing. We want to maintain -- um -- um -- we
10 talked earlier about -- um -- having visual access
11 to the stone arch. You can't really see it very
12 well right now.

13 Preserving the river, obviously,
14 preserving this important historic district,
15 making sure that people can get from point A to
16 point B, making sure it's safe and making sure
17 it's within budget really. There's -- the State
18 of New Hampshire -- um -- we have limited funds to
19 reconstruct our roads and bridges and making sure
20 that it's within the realm of what we can afford.

21 I'm going to stop there. Um -- and we
22 can, I think, answer more questions later, but I'm
23 going to turn it over to Don Lyford, who will

1 then, I think, turn it over to Matt Urban to make
2 his presentation.

3 MR. LYFORD: Thank you. We certainly
4 appreciate all the time that Southwest Region and
5 the Advisory Committee put into this project. We
6 think it's a good process to use to get to a
7 preferred alternative, and we look forward to
8 using them on other projects in the future. Matt
9 will review the environmental aspect at this time.

10 MR. URBAN: Good evening, members of the
11 Commission and ladies and gentlemen. Pursuant to
12 the National Environmental Policy Act, the
13 Department has evaluated alternatives to the
14 proposed project to determine the impacts this
15 project will have upon the surrounding social,
16 economic and natural environments.

17 Coordination was established and input
18 received from federal and state agencies,
19 including the Federal Highway Administration, Army
20 Corps of Engineers, Environmental Protection
21 Agency, Department of Environmental Services,
22 Office of Energy and Planning, and Division of
23 Historical Resources. In addition, input was

1 received from Town and regional offices as well as
2 concerned citizens.

3 After evaluation of the information
4 gathered, an environmental document was prepared.
5 The following is a brief summary of the
6 information contained in that document, which is
7 available for review after the hearing, and I have
8 a copy here if you would like to see it.

9 Both an air quality and noise analysis
10 were conducted for this project. Traffic volumes
11 are not expected to change substantially as a
12 result of this project, and since the facility
13 will be improved following construction, the
14 project will provide an overall benefit to the air
15 quality in the project area. Noise levels are not
16 expected to be adversely affected once
17 construction is completed.

18 One site in the vicinity of the area has
19 been identified as previously having petroleum
20 impacted soils. However, the site has been
21 remediated. It is not expected that any materials
22 of this sort will be encountered during
23 construction of the project. If any indications

1 of contamination are discovered, the Department
2 will halt operations in the area and address the
3 situation as appropriate prior to resuming
4 operations.

5 The proposed project will require work
6 within -- within areas under the jurisdiction of
7 the Department of Environmental Service's Wetlands
8 Bureau, Shoreland Program, and Army Corps of
9 Engineers.

10 Souhegan River is located within the
11 project area and has been identified by the
12 Department of Environmental Services as impaired
13 for dissolved oxygen and E-coli. However, the
14 proposed project will not contribute -- contribute
15 to these impairments. In order to protect water
16 quality during construction, the contract will be
17 required to prepare a Storm Water Pollution
18 Prevention Plan prior to the commencement of the
19 construction activities.

20 The project area lies in an area
21 identified as "Zone A" in the 100-year floodplain
22 of the Souhegan River. The project as proposed is
23 not anticipated to increase the potential for

1 flooding.

2 Pursuant to Section 106 of the National
3 Historic Preservation Act, the Department of
4 Transportation in coordination with the Federal
5 Highway Administration must take into account the
6 impacts of the project on cultural and historic
7 resources. The project area has been evaluated
8 and reviewed for historic properties and
9 archeological sensitivity, and it's been
10 determined by the Division of Historical Resources
11 and the Federal Highway Administration that the
12 project will have no adverse effect on the
13 cultural resources and/or the Historic District
14 that this project is put in, thereby satisfying
15 Section 4(f) compliance. Thank you.

16 MR. LYFORD: Thank you, Matt. Victoria
17 Chase normally would have been here from the
18 Bureau of Right of Way to evaluate the property
19 impact because she's involved. She's ill today,
20 so I'll have a few things I'll read that she
21 normally would have read.

22 The first thing -- um -- anybody who
23 wants to submit additional testimony can do so

1 design of the project, appraisals will be prepared
2 for each of the properties affected by the
3 proposed construction you see on the plans. The
4 appraisals will determine the fair market value of
5 the property rights needed for the new
6 construction.

7 These appraisals are reviewed separately
8 to see that they are all accurate and have taken
9 into account all applicable approaches to value.
10 Once this review is complete, the Department's
11 appraisals are given to the Commission to begin
12 discussions with property owners regarding the
13 acquisition. The value in this appraisal will be
14 the offer of compensation used by the Commission.

15 The Commission will contact each property
16 owner to discuss each acquisition separately. We
17 urge owners at that time to ask questions and
18 bring up concerns that they feel should be
19 considered. If the property owner is satisfied
20 with the offer, deeds are prepared, and ownership
21 is transferred -- transferred to the State. If
22 the owner is not happy with the figures the
23 Commission offers, they can appeal to the New

1 Hampshire Board of Tax and Land Appeals and argue
2 for additional compensation there. It is
3 important you understand that this can be done
4 with or without an attorney. Either party can
5 appeal to court -- to the Superior Court if they
6 are unsatisfied with the result.

7 Any time after this hearing or before
8 design approval, all information in support of
9 this hearing is available at Department
10 headquarters in Concord for your inspection in
11 Concord.

12 Now I'll have Jon Hebert explain with
13 more detail the plan.

14 MR. HEBERT: Thank you. All right. I'll
15 start with the orientation of where we are. The
16 aerial is right here. This is the mill. This
17 structure here. This is 122 and 123, known as
18 Turnpike Road. This is the stone arch bridge with
19 the bridge crossing that we're looking at today.
20 And you have Highbridge Road in this area.

21 Our project limits basically are going to
22 be about 250 feet west of the Souhegan River and
23 about 800 feet -- um -- or about 550 feet east of

1 the Souhegan River for a total of about 880 feet.
2 There's about 300 feet of work on Highbridge Road
3 as well as part of this project, and that really
4 is the project limits for the actual replacement
5 of the bridge.

6 I'll talk a little bit about the existing
7 conditions. New Hampshire 123/124 bridge,
8 Turnpike Road, was built in 1957, the steel and
9 concrete portion. It's 24 feet wide. It has a
10 sidewalk. It's in poor condition. And it is
11 supported today by the stone arch bridge.

12 The stone arch bridge, which is below it,
13 was built in the 1820s. A historic structure.
14 It's dry laid stone. Um -- the -- the main
15 bridge -- or the 1957 bridge is structurally
16 deficient. It's in the Department's red list. It
17 needs to be replaced.

18 Existing conditions. This is -- you can
19 see the stone arch itself. The 1957 bridge is
20 above it. Again, this is just from a side view.
21 You actually can see the beams -- whoop. You can
22 see the beams in this area that are actually
23 running perpendicular to the roadway, and there's

1 actually a concrete structure underneath that
2 supporting the bridge itself on top of that stone
3 arch.

4 The stone arch's stone has had prior work
5 to stabilize it done in the footing area. Down in
6 this area. And right here I'm showing a existing
7 downstream elevation view. You can see the old
8 bridge underneath, the 1957 bridge here, the green
9 rail, and the concrete and the steel and the
10 stone -- and the stone arch.

11 We had our CAD people do a rendering to
12 see what it would kind of look like after we'd get
13 done. This is our intent. And this is a photo --
14 photo rendering, but it should -- it will be -- it
15 will have weathering steel underneath, and there
16 will be brown rail on top. And the reason we do
17 that is to kind of give it a more historical --
18 um -- it blends better with the area. It gives it
19 more of a historical look rather than the green
20 rail.

21 Existing conditions for the roadway. You
22 can see a little bit. And this one, this is
23 the -- approaching the bridge from the east.

1 Highbridge Road is here on the right. And
2 looking -- and this is looking at -- looking east
3 from the bridge. Warwick Field Office on the
4 left. And that is River Road on the right.

5 The key design issues. One of the things
6 that, you know, through the CSS process is that we
7 wanted to make sure that -- um -- what came --
8 basically because of the Historic District in this
9 Town, we wanted to minimize the impact as much as
10 possible. Houses and buildings are really close
11 to the road. The historic bridge and the Historic
12 District with historic buildings, but the other
13 key was trying to maintain traffic while we were
14 doing this, so.

15 Preliminary alternatives. All right.
16 Context Sensitive Solutions. The Project Advisory
17 Committee suggests alternatives. The alternatives
18 are defined through discussion. They have various
19 packages. I think there were six in this
20 project. NH design -- the Department of
21 Transportation designs the alternatives to meet
22 appropriate design standards, so we take what
23 happens in the discussions at the PAC meeting and

1 try to give it the geometry, try to make it so
2 that it meets our design standards.

3 Of the -- there was three different
4 alternatives that were screened. They shared
5 elements. They all shared 11-foot lanes, four-
6 foot paved shoulders, and a five-foot sidewalk
7 across the bridge.

8 Alternative one. A new bridge beside the
9 existing upstream. We looked at this, and this is
10 the simplest one to build in theory from a
11 vehicle -- or a -- from a traffic perspective
12 because we can build the new bridge at the
13 existing, keep the old traffic on -- old traffic
14 on the existing bridge and just bypass it and then
15 push traffic back over. The problem with that is
16 if you do something like that in this area, we
17 have impact to existing property, and it doesn't
18 work. So that was removed. That was -- we looked
19 at it. It didn't make a lot of sense.

20 Alternatives two and three were to keep
21 the new bridge in the existing location, and that
22 seemed to make the best -- that seemed to be the
23 best choice. One of those alternatives. Um --

1 the issue with that is we need to close that
2 existing bridge to be able to work on it. And so
3 that means we need a detour for traffic to get
4 around that.

5 And we ended up looking at, like I said,
6 alternative two and alternative three. I think
7 alternative two was a slightly moderate alignment
8 shift. Alternative three was a much bigger -- or
9 was -- um -- no alignment shift or the same
10 alignment shift. We did choose alternative three,
11 so the road will stay in the location it is in
12 today. It is tweaked a little bit, but not much.
13 We did look at the profile and tried to make some
14 small improvements to it.

15 As far as the detour situation, where
16 the -- alternative three, we were looking at a
17 detour, and we looked at a couple of different
18 opportunities of what we'll do with a detour. We
19 looked at a one-lane detour. I'll put up the plan
20 view over here.

21 In this area, do a one-lane detour around
22 this area. Unfortunately, we still have property
23 impact, and it's still very difficult. And a

1 one-lane detour would force us into two
2 construction scenes. Two construction scenes, you
3 would have that detour through the winter, and
4 you'll have people coming down that steep slope
5 with thru traffic, and you would have possibly icy
6 conditions. Um -- it didn't make a lot -- it just
7 didn't seem like the best alternative.

8 One suggestion that came up was closing
9 the roadway or was -- um -- you know, what to do
10 for emergency vehicles -- the vehicles. Because
11 if we look at closing this roadway, what were we
12 going to do? So the option we looked at and
13 that -- that -- that the Committee looked at was
14 using Mill Street as a detour through here.

15 And I'll talk a little bit more about
16 that later, but that was the option that the
17 Committee seemed to think made the most sense and
18 could use it -- you know, at least we could get
19 emergency vehicles and school buses and that kind
20 of stuff in there. That's fine. I'll talk about
21 that a little bit more.

22 And just a -- quickly to orient you
23 within the plan, what you see here in red are

1 buildings. If it's dark red, it's considered
2 historic, and if it's a pinkish, it's not
3 considered historic. The yellow is the travel
4 way, the roadway. The brown one on the edge is
5 actually the shoulders. Right through there. The
6 orange is the drive -- or drive impact where we
7 tend to drive off the roadway. And the bright
8 green are impacts to the property. Usually slope
9 impact would be to lawn or whatever happens to be
10 there, and the dark green is tree line.

11 And profile. We do the profiles over
12 here. And we have for Mill Street, Ypya Road. We
13 have Turnpike Road, Highbridge Road, Ypya Drive,
14 and River Road. The yellow on the profile is
15 considered proposed. The brownish is existing,
16 and really -- what that really is is an elevation
17 view of that roadway. It -- it gives you a feel
18 for how much of a change in the profile in that
19 area, how much is going to change or how much fill
20 we're putting in or taking out.

21 And we'll look at Turnpike Road. We're
22 going to build an 11-foot travel way with a four-
23 foot shoulder. We're going to put in a five-foot

1 sidewalk. That will widen the bridge out
2 slightly, about six feet or so from what it is
3 today. Um -- we will have granite curbing along
4 the bridge itself, and there will be some curbing
5 up in here and up in this area as well. And
6 that's just for better matches for the project
7 itself. There will be guardrail added in this --
8 um -- adjusted -- or put into this area and up
9 through here as well. That's very overlaid, so
10 we'll just -- going to have to put new railing.

11 As part of this, we did adjust the
12 profile in this area a little bit. You can kind
13 of see it on the Turnpike Road over here. It's
14 just a little bit above the existing, maybe a foot
15 or so, to try to take -- to make that profile a
16 little bit better, a little bit cleaner. We also
17 adjusted the horizontal and made that curve a
18 little smoother so it wasn't quite as abrupt as
19 you came to that corner.

20 We also moved -- um -- we moved
21 Highbridge Road out, the intersection itself.
22 Today it's actually put over about 25 feet or so.
23 What that's going to do is help the turning

1 vehicles in that area. Right now traffic in that
2 area has difficulty -- from the bridge, traffic
3 has difficulty making that turn. Also, we will
4 regrade the profile in this area and Highbridge,
5 too, so that will help with the tightness in that
6 area, as I mentioned before.

7 We'll maintain existing drainage that you
8 see through here. We are going to do a little
9 more closed drainage, so we'll have basins along
10 the curb line which aren't there today, and that
11 will outlet into the Souhegan.

12 For the bridge, the new bridge itself is
13 going to be about 140 feet long. It will span the
14 existing stone arch. So right now the bridge that
15 we're replacing sits on top of the stone arch.
16 This new bridge will have abutments on either side
17 of the stone arch and span the whole thing, so it
18 will not be supported by the stone arch. And it
19 will be a -- a concrete bridge like you saw in the
20 rendering. It will be -- um -- steel and a brown
21 painted rail. Huge rail. And the bridge itself
22 will have an 11-foot lane and a four-foot shoulder
23 and a five-foot sidewalk.

1 And I just want to mention, too, the
2 Department is working with various resource
3 agencies, especially to determine the best course
4 of action for a new footing for this bridge. We
5 know that there obviously are some issues in the
6 footing area for this bridge itself, the stone
7 arch, and we want to continue to make sure that
8 that bridge stays up for a while, so we'll do our
9 best to take -- looking at that to see what we can
10 do for that.

11 All right. Highbridge Road. Eleven-foot
12 lanes. Um -- basically the same shoulder as it is
13 today. We're putting -- widening a little bit of
14 shoulder in this area, but it will be tapered
15 down. There will be some curbing at the
16 intersection. The shift, 25 feet to the east,
17 which I mentioned before.

18 Um -- the nice thing -- the one thing
19 that was mentioned during one of the previous
20 slides was that they would like a viewing area to
21 kind of enjoy looking at that bridge. It's a very
22 nice-looking bridge -- or the stone arch, I should
23 say. So we kind of built -- or proposed an area

1 here, okay. You can see it better over there.
2 Basically all it is is a 12-foot shoulder,
3 somewhere where people can pull off, maybe stop,
4 get out of their car safely, look at the bridge.

5 We will rebuild this bridge. This will
6 be opened up a little bit more because the street
7 corner is going to go away because we're -- we
8 have to rebuild, so you're going to be able to see
9 the bridge much better. They can stop, look at
10 it, take pictures and whatever and that kind of
11 thing. It should be -- we felt that this -- we
12 didn't really want to do it with a parking area.
13 We felt a widened shoulder was the best way to do
14 it, give people a chance to stop, not for too
15 long.

16 And I will talk a little bit more about
17 the detour at this point. The area you see up
18 here, Ypya Road and Ypya Drive and Mill Street
19 area here. It's in yellow. This is permanent
20 changes. We plan to upgrade these roadways
21 permanently. And the reason we're upgrading those
22 portions is because of the detour -- proposed
23 detour of that area. So we will upgrade those and

1 adjust the profile slightly, not much. Just
2 enough -- we want to be able to get traffic
3 through there safely.

4 There could possibly be some curbing at
5 this intersection. We are intending on doing this
6 intersection over here at Mill Street and Turnpike
7 Road, and make that turning a little bit better,
8 and we'll do our best to adjust these areas as
9 well.

10 And all of this work that you see in
11 yellow does require drainage work. The drainage
12 itself will stay where it's going, so wherever the
13 drainage is going today it will remain -- drain in
14 the same location. We will upgrade pipes and
15 clean it up and other issues and make it better,
16 but we're not proposing anything new per se.

17 This area here in this kind of light
18 blue, we'll call it, on Mill Street, that is a
19 temporary detour and bridge. The intent is to
20 build it and then take it back out. Right now
21 today there's a -- is a historic jack-arch bridge
22 there. A bridge with a jack-arch. And it has
23 stone abutments, so what we're going to do is span

1 the abutments and existing or historic bridge.
2 We'll probably end up spanning both of those, put
3 a new bridge over top temporarily. We'll take it
4 back out and then restore the -- the arch -- or
5 the historic -- or the jack-arch at that point.

6 I'll talk a little bit about right of
7 way. This project, because we chose alternative
8 three, it was really designed to minimize property
9 impacts. Because of the historic nature of this
10 area, we wanted to minimize impact as much as
11 possible. There are minor right of way
12 acquisitions at Mill Street. A little piece of
13 right of way here to maintain that roadway.

14 Um -- buying a little bit of right of way
15 in this area adjacent to the bridge, again,
16 because we are widening the bridge by six feet.
17 We want to make sure we open it up for that area,
18 and because of the abutment work that we're doing
19 over here to this bridge, we're widening it.
20 We're widening a little bit here.

21 When you look at that bridge, permanent
22 drain -- well, the bulk of the easement -- we'll
23 start there. The bulk of the easements are

1 temporary in nature, so most of the easements you
2 see are temporary easements. There's -- there's
3 drive easements that you see. There's work on the
4 drive easements they're called. Stuff that will
5 happen. We do have the permanent easements that
6 we're looking at for drainage and at locations,
7 and they're existing outfalls. We're just
8 acquiring rights to maintain those outfalls
9 throughout this project.

10 And this is a point of reference. The
11 right of way itself does vary. It's around 50
12 feet for Mill Street's right of way in this area.
13 Um -- Ypya Road and Ypya Drive are around 33 feet
14 wide right of ways. Highbridge is about 50 feet,
15 and Turnpike varied. It goes up to 100 feet in
16 spots, and it goes back down to 50, more or less,
17 in this area right here. All right.

18 And I guess I'll talk a little bit more
19 about the maintenance of traffic and the detour at
20 this point. The existing bridge will be closed
21 during construction. And during the CSS process,
22 one of the concerns was what to do with emergency
23 vehicles and school buses. So that's -- that's

1 how the Mill Street detour came about is through
2 that process. We wanted to do something where we
3 could get emergency vehicles and school bus
4 traffic through that area. Um -- and -- however,
5 we still need to do detours because there's a fair
6 amount of traffic. We're looking at probably
7 5,600 cars a day on 123/124. Sorry.

8 So we're looking at a regional detour,
9 and what that will do is essentially people down
10 in Massachusetts, in that area coming up, thru
11 traffic that's trying to go through who wish to
12 get to Peterborough or wherever, thru trucking and
13 regular traffic, so we'll divert them around.
14 Take 119 or take, you know, 124 to 31 and just
15 bypass that area. So we're trying to get as much
16 traffic out of here as we can regionally with
17 signage in that process.

18 The other issue is secondary and local
19 detouring. So we're also looking at -- you know,
20 we have this regional detour. We're trying to get
21 as much traffic out of here as we can through this
22 area. So the next thing is to take a look at what
23 we can do closer to this area, and we'd like to be

1 able to pull -- um -- and to use -- you know, as
2 we get closer to like Route 31 -- um -- you know,
3 not too far from this area, more signing and just
4 to let people know that this place -- that the
5 bridge is closed, to use an alternate route.

6 The Department will do signing on
7 appropriate State -- the Department will do
8 signage on appropriate State routes to alert
9 motorists during the bridge closure, and we'll
10 work with the Town to determine the appropriate
11 options for local traffic. And we are still
12 working with the Town in that effect, and -- um --
13 and with that, I will turn it back over to Don.

14 MR. LYFORD: Thank you, Jon. As you can
15 see, the costs are up there. The construction is
16 estimated at 2.75 million dollars, which includes
17 the cost of the Mill Street detour.

18 The schedule. As I mentioned earlier,
19 the final design, if we receive approval after
20 tonight's meeting, advertise the project in late
21 2012, possibly do some work on that detour in late
22 2012, so it's available early in 2013 for us to
23 close the roadway and start construction in 2013.

1 Most of the work will be done in 2013 and possibly
2 some cleanup work, removal of the detour, things
3 like that in late 2013 and 2014.

4 The project is funded with 80 percent
5 federal funds, 20 percent State funds. At this
6 time we're not aware of any Town funds that are
7 required. Probably the Town will only have to do
8 with the project -- um -- the only thing the Town
9 will need to do is after the sidewalk is
10 constructed they'll need to maintain that sidewalk
11 as the Department does not maintain sidewalks.

12 The intent, also, is to keep some sort of
13 Project Advisory Committee involved during the
14 project. Either the same committee or some
15 fashion of that committee that will allow us to
16 work through some of the issues with the -- the
17 local detours and how we're going to sign and
18 enforce the Mill Street detour and also let them
19 know other decisions that are being made and relay
20 it to other people in the town.

21 Chairman Lecius, that concludes the
22 Department's formal presentation of this New
23 Hampshire 123 and 124 bridge reconstruction

1 project. I respectfully ask this Commission to
2 find in favor of the layout and the project
3 proposal this evening.

4 CHAIRMAN LECIUS: Thank you, Donald and
5 members of the team from D.O.T. Before I open
6 this hearing for comments, concerns and questions,
7 I'd just like to remind you that this hearing is
8 being conducted pursuant to RSA 230:14 and the
9 Surface Transportation and Uniform Relocation
10 Assistance Act of 1987. That being said, I would
11 like to know if we have any elected officials with
12 us this evening who would like to be heard. Any
13 Town officials?

14 I'll now open the meeting to anyone
15 desiring to be heard. Again, I would ask you to
16 raise your hand, and upon recognition by me come
17 to the microphone in the front, give your name and
18 address, and make your statement. Anyone wish to
19 be heard on this? Sir.

20 MR. MICHAEL HERR: Come up here?

21 CHAIRMAN LECIUS: Yes, please.

22 MR. MICHAEL HERR: My name is Michael
23 Herr, and I live at 16 Mill Street. Can I take

1 this out? All right. My concern is the detour
2 and how are -- how are you going to stop the
3 majority of the traffic from going there? This is
4 my house right here. And, as it stands now, this
5 road is pretty narrow, so the only traffic going
6 down there is for the employees of the mill and
7 the people who live on this road. So when two
8 cars have to go by, one car usually has to pull
9 over to let the other one go by, and then the
10 other one can go.

11 And there's -- there's a -- 5,000 people
12 going down there, and what is going to stop these
13 guys from going down this road and pretty much
14 through my living room? Because I'm like 20 feet
15 from the road. And the traffic for the mill now,
16 a lot of people, I see 'em there. They seem to go
17 a bit too fast, and during the wintertime pretty
18 much turns to a one-lane road.

19 CHAIRMAN LECIUS: And I also had that
20 question when I met with the team last week. They
21 have been in discussions with the Chief of Police
22 and the Town officials. Right now the plan is
23 initially for emergency vehicles and school buses

1 only. As far as anything beyond that, that's
2 still being discussed amongst the planning staff
3 and the Town, and no final decision has been
4 made.

5 Obviously, one consideration that would
6 be taken under advisement, if it's going to be
7 open beyond that, how would we address -- how
8 would we monitor it? So that's -- that's still
9 open to discussion.

10 MR. MICHAEL HERR: All right. Thank you.

11 CHAIRMAN LECIUS: Thank you, sir. Is
12 there anyone else who wishes to be heard? Ma'am.

13 MS. ROBERTA ANDRES: Hi. I'm Roberta
14 Andres, 267 Turnpike Road, and I have a similar
15 concern because I live here. And I drive through
16 there every day --

17 CHAIRMAN LECIUS: Can you take the
18 microphone with you, please.

19 MS. ROBERTA ANDRES: I'm sorry. I live
20 here, and I drive this way to work every day. And
21 if I'm not allowed to use that bypass, that
22 detour, what is the plan for me to get from here
23 like to the center of town or to my job every day?

1 CHAIRMAN LECIUS: The detour alternatives
2 are still being reviewed, and there's nothing
3 that's been made permanent. It will be widely
4 publicized prior to the construction if we in fact
5 approve this project to go forward.

6 MS. ROBERTA ANDRES: Okay. Thank you.

7 CHAIRMAN LECIUS: Is there anyone else
8 who desires to be heard? The gentleman over here
9 in the green shirt.

10 MR. DOUG CAMPBELL: I'm Doug Campbell. I
11 live -- I own a unit next to Mike on Mill Street,
12 and I would just like the Commission to
13 consider -- um -- I see all the yellow over there
14 for the -- um -- you know, the fixing of the
15 roads. I think, as you consider alternatives,
16 certainly acquiring our property is an
17 alternative.

18 I'll also propose that, as Mike said,
19 5,000 vehicles -- every unit here has children.
20 Somehow bringing this -- swaying it out, doing
21 something to give us a little space. We've been
22 parking our cars there for decades, so.

23 CHAIRMAN LECIUS: Thank you. Anyone

1 else? Sir.

2 MR. GEORGE LAWRENCE: Yes, sir,
3 Mr. Chairman. My name is George Lawrence. I am
4 one of the Town officials, and one of the things
5 that I've noted that hasn't been brought out yet
6 is the Town officials, the Police Chief, the road
7 agent and so forth, haven't viewed all these
8 plans. Yes, they're still in -- in the temporary
9 work, but the most logical detour that we could
10 find when we went through these discussions at the
11 meetings and so forth was this, the most part away
12 rather than allowing traffic to go both ways
13 here.

14 That detour, incidentally, and it was
15 brought out, also, was that it -- it cuts down on
16 the construction time by approximately six months,
17 I believe, instead of a year and a half. It's now
18 considered a year. Am I right, Donald?

19 MR. LYFORD: That's correct.

20 MR. GEORGE LAWRENCE: Yeah. So the
21 inconvenience to the people who feel that they're
22 being inconvenienced is going to be lessened by
23 that. Now, one of the other key things, also, is

1 that one of these detour options that were
2 discussed, as you probably are well-aware, was
3 High Street and Greenville. That was one of the
4 discussion topics, but now it's now been closed
5 off because of the landslide or the mud slide, I
6 should say. And as of right now I don't know when
7 it's going to be reconstructed or fixed, so that's
8 the reason why Mill Street was chosen.

9 I know these people are upset because
10 they've indicated it because other people probably
11 there, also, but for the inconvenience of the --
12 to cut down that six months to a year is well
13 worth it to the Town, and I think all the Town
14 officials and everybody agreed at the meetings
15 with Donald and his group that that was probably
16 the right way to go, so that's why that detour is
17 there right now, and there are some other outlying
18 options. The regional detour is also a big asset
19 to deterring traffic. Thank you.

20 CHAIRMAN LECIUS: Thank you. With
21 respect to Greenville, should this be approved to
22 go forward, construction would not start until
23 2013, and the Department is hopeful that the

1 Greenville situation will be cleared up long
2 before that.

3 Anyone else have a desire to testify,
4 make comment? Ma'am.

5 MS. AMIE VEILLEUX: My name is Amie
6 Veilleux. I own property on Mill Street as well.
7 If that ever became an alternative for detour,
8 would we have plenty of notice of that?

9 CHAIRMAN LECIUS: Yes, that would be the
10 case.

11 MS. AMIE VEILLEUX: All right. Now,
12 unless you've been down this road before, the way
13 you park you're literally in the road. So if you
14 were to have any kind of traffic coming through
15 there, basically in order to fit people in you'd
16 have to drive literally through the front steps of
17 our property. I mean I just think that if that
18 was an option -- is there ever an option for the
19 State to buy the building?

20 CHAIRMAN LECIUS: Everything is under
21 consideration. As I say, we're working very
22 closely with your Town officials, your emergency
23 officials in town. We will do what is best, the

1 best of our ability.

2 MS. AMIE VEILLEUX: A -- a couple of the
3 buildings versus thousands of people, but for
4 those people who are on that road literally you
5 would have to like drive over a vehicle to get
6 through. It's literally that tight. And I would
7 be more than happy to sell my property.

8 CHAIRMAN LECIUS: Thank you. Chief.

9 CHIEF GARRETT CHAMBERLAIN: Thank you.
10 My name is Garrett Chamberlain. I'm the Police
11 Chief here, and I've been part of the Project
12 Advisory Committee since its inception. If I can
13 put your mind at ease at all for the people who
14 live on Mill Street and in that immediate area, it
15 is never and never was our intent for that to
16 become a detour for all 5,000 vehicles that travel
17 that road each day. The intent of that detour
18 with Ypya Drive and Ypya Road and Mill Street was
19 to provide access for us to be able to get fire as
20 well as buses to the schools.

21 As you know, by the time this project
22 starts the new school will be open up here. So
23 essentially every student that goes to school in

1 the Town of Milford will be on this side of the
2 bridge, and for us to utilize an alternative
3 detour, like Mason Road, like going all the way
4 around into the Town of Greenville and coming back
5 isn't suitable in the event of a serious matter up
6 here. So for anybody that thinks that --
7 personally that I would even consider allowing
8 Mill Street to be utilized as a full detour, so to
9 speak, for all vehicular traffic, it wouldn't --
10 it wouldn't be a feasible alternative.

11 It's only our intent to keep it to
12 emergency vehicles the best that we can, and I
13 would actually, if need be, ask the Board of
14 Selectmen through their authority to enact
15 restrictions on the vehicles that are allowed to
16 use it, and we would have to enforce it, so we got
17 compliance.

18 What you're going to find is that most
19 vehicular traffic is going to find -- it's like
20 water. It's going to find a different route. You
21 know, hopefully High Bridge, we'll be opening it
22 by then, and -- and people will be able to come in
23 through that way or -- or they'll -- they'll find

1 their own detour down Ashby Road to 119, so on and
2 so forth. So those of you who think you're going
3 to see 5,000 vehicles a day pass your house on
4 Mill Street, I pretty much assure you that that's
5 not going to be the alternative that comes to
6 fruition.

7 CHAIRMAN LECIUS: Thank you, Chief.

8 CHIEF GARRETT CHAMBERLAIN: Thank you.

9 CHAIRMAN LECIUS: Does anyone else wish
10 to address the Committee? There being no
11 indication of anyone remaining who desires to be
12 heard, this hearing is adjourned at 7:51 p.m.
13 Thank you.

14 (The hearing concludes at 7:51 p.m.)
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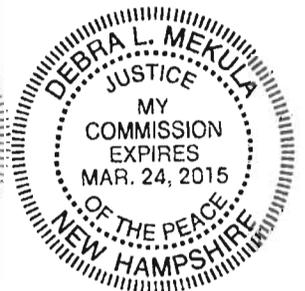
C E R T I F I C A T E

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

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

Debra L. Mekula

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





THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



GEORGE N. CAMPBELL, JR.
COMMISSIONER

January 6, 2011

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

New Ipswich
X-A000(403)
14465
NH Route 123/124 reconstruction

Bureau of Highway Design
Room 200
Tel: (603) 271-2165
Fax: (603) 271-7025

DEPT. OF TRANSPORTATION
RIGHT-OF-WAY

Jennifer Schwartz
9 Cutter Road
New Ipswich NH 03071

JAN 07 2011

RECEIVED

Dear Jennifer Schwartz,

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of December 6, 2010 regarding the proposed NH Route 123/124 reconstruction project in New Ipswich.

Your concern regarding embankment excavation, loss of trees and the potential for damage to your house will be included in the official transcript of the Public Hearing, and will receive the consideration of the Commission.

As discussed with you previously we will be looking more closely at the need for the additional work at Cutter Road and are hopeful we can eliminate or greatly reduce that impact.

Sincerely,

Donald A. Lyford, P.E.
Project Manager

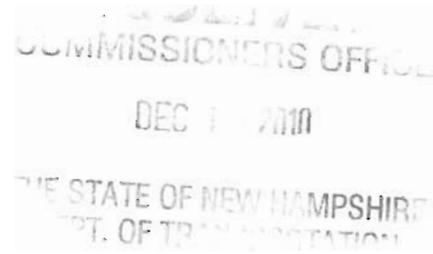
DAL/dal

Parcel 34

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
William Oldenburg, NHDOT Administrator Bureau of Highway Design

6 December 2010

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



Dear Mr. Cass,

This letter is in reference to the New Ipswich bridge project, number 14465. I am the current owner of 9 Cutter Road, building number 34, and will be affected by this project and hence have some questions and concerns.

I purchased this property in August 2010, without knowledge of this project. One of the main reasons I purchased this property was its privacy and beauty. As per the preliminary plans, a large portion of my front bank will be removed in order to provide greater turning clearance for the temporary bridge/road that will be necessary while the Turnpike Road bridge is repaired.

I have many concerns about this bank removal. First, it is considered "mixed woods," with a variety of mature trees. These trees provide privacy, stabilization of the bank itself, a buffer to the road noise below (particularly important since High Street in Greenville, NH remains closed since the landslide in April), and increase the value of this property. The removal of this bank will greatly affect the value, pleasure, and possible stability of this property. How will the removal of this land be stabilized? What will prevent the remaining bank from weathering and subsequent erosion? Will the foundation of my house be in jeopardy? Will trees be replanted to maintain the stability of the hillside? Will a retaining wall be built? Hearing directly from a certified geologist would help explain to me if the removal of this bank will compromise the stability of my home. I can only assume that a subsurface geologist had already been consulted before making plans for this project. Have you a geologist who can address the concerns of mine and of others?

In addition to the concerns about the stability of the bank, the loss of privacy, the loss of a buffer from the road noise, and the loss of the property's value, to where will the power lines be relocated? Currently they reside at street level and are mostly below the line of sight. Will street lights be installed at this intersection, thus increasing the level of light pollution at my home? Presently, there is very little light pollution in this area. Finally, what is the expected time frame for both the construction of the temporary road/bridge, as well as the Turnpike Road bridge work?

I am not in favor of this preliminary plan. Bridges are repaired daily and remain open to traffic. I do not understand how the Turnpike Road bridge cannot be repaired one lane at a time, as most are.

Thank you for your time. I look forward to speaking directly to someone about the aforementioned issues.

Sincerely,

Jennifer Schwartz
9 Cutter Road, New Ipswich, NH 03071
(603) 291-0218



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



GEORGE N. CAMPBELL, JR.
COMMISSIONER

January 5, 2011

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

New Ipswich
X-A000(403)
14465
NH Route 123/124 reconstruction

Bureau of Highway Design
Room 200
Tel: (603) 271-2165
Fax: (603) 271-7025

DEPT. OF TRANSPORTATION
RIGHT-OF-WAY

JAN 07 2011

RECEIVED

Michael Herr
16 Mill Street Unit 2
New Ipswich NH 03071

Dear Michael Herr,

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of December 15, 2010 regarding the proposed NH Route 123/124 reconstruction project in New Ipswich.

Your concern regarding the use of Mill Street as a detour will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Sincerely,

Donald A. Lyford, P.E.
Project Manager

DAL/dal

Parcel 28

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
William Oldenburg, NHDOT Administrator Bureau of Highway Design

DECEMBER 15, 2010

Re: NEW IPSWICH 14465
PUBLIC HEARING
MASCENIC HIGH SCHOOL CAFE

RECEIVED
COMMISSIONERS OFFICE

DEC 23 2010

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

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

Dear Sir:

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

The road project will pose a significant danger to our family. Our living area is directly on Mill St. Our home is over 120 yrs old. We have concerns related to strength of foundation with the frequent traffic. Our biggest concern is that to exit our home we have to enter directly on Mill St. We are concerned about our children's safety exiting the home and getting to and from vehicles directly on Mill St. In front of our home the road is a one way. One car must pull over to let another pass. As it is Mill traffic poses a hazard. It is estimated that this project will take 1-3 years. We can't live in this home safely for that time. When we spoke to Linda Smith RW-RAC at the meeting she reported she drove down Mill St and felt it was not wide enough and not meant for detour. The Police can't monitor the road 24/7 for 3 yrs. to ensure only buses and emergency vehicles. This project will devalue our home value. Please seriously consider purchasing our home for the amount we owe on our mortgage so that we may move to a safer environment. Thank you.

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

Signed: _____



Name: _____

Michael J. Herr
(Please Print)

Address: _____

16 Mill St Unit 2
New Ipswich NH 03071

Phone: # _____

603-878-2427

NH DOT Project Parcel # New Ipswich X-A000(430) 144 65



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



GEORGE N. CAMPBELL, JR.
COMMISSIONER

January 5, 2011

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

New Ipswich
X-A000(403)
14465
NH Route 123/124 reconstruction

Bureau of Highway Design
Room 200
Tel: (603) 271-2165
Fax: (603) 271-7025

Douglas Campbell
PO Box 899
Derry NH 03038



Dear Douglas Campbell,

On behalf of William Cass, Director of Project Development I would like to acknowledge your letter of December 15, 2010 regarding the proposed NH Route 123/124 reconstruction project in New Ipswich.

Your concern regarding the use of Mill Street as a detour and suggestion to widen the roadway in front of 16 Mill Street will be included in the official transcript of the Public Hearing, and will receive the consideration of the Hearing Special Committee.

Sincerely,

Donald A. Lyford, P.E.
Project Manager

DAL/dal

Parcel 28

cc: William Cass, NHDOT Director of Project Development
Victoria Chase, NHDOT Bureau of Right of Way
William Oldenburg, NHDOT Administrator Bureau of Highway Design

DECEMBER 15, 2010

Re: NEW IPSWICH 14465
PUBLIC HEARING
MASCENIC HIGH SCHOOL CAFE

RECEIVED
COMMISSIONERS OFFICE
DEC 21 2010

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

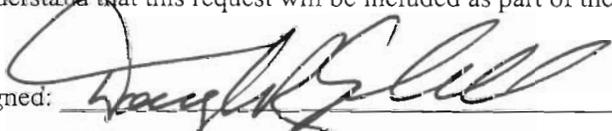
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Dear Sir:

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

As an owner of one of the condo units at 16 Mill St (#3) I recommend that actions be taken to widen the road in front of our building - it is just too tight for an increase to the volume of road traffic, especially in winter time. See attached.

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

Signed: 

Name: Douglas R Campbell
(Please Print)

Address: Marlborough PO Box 899
Derry NH 03038

Phone: # 603 548 4987

NH DOT Project Parcel # _____

PUBLIC HEARING

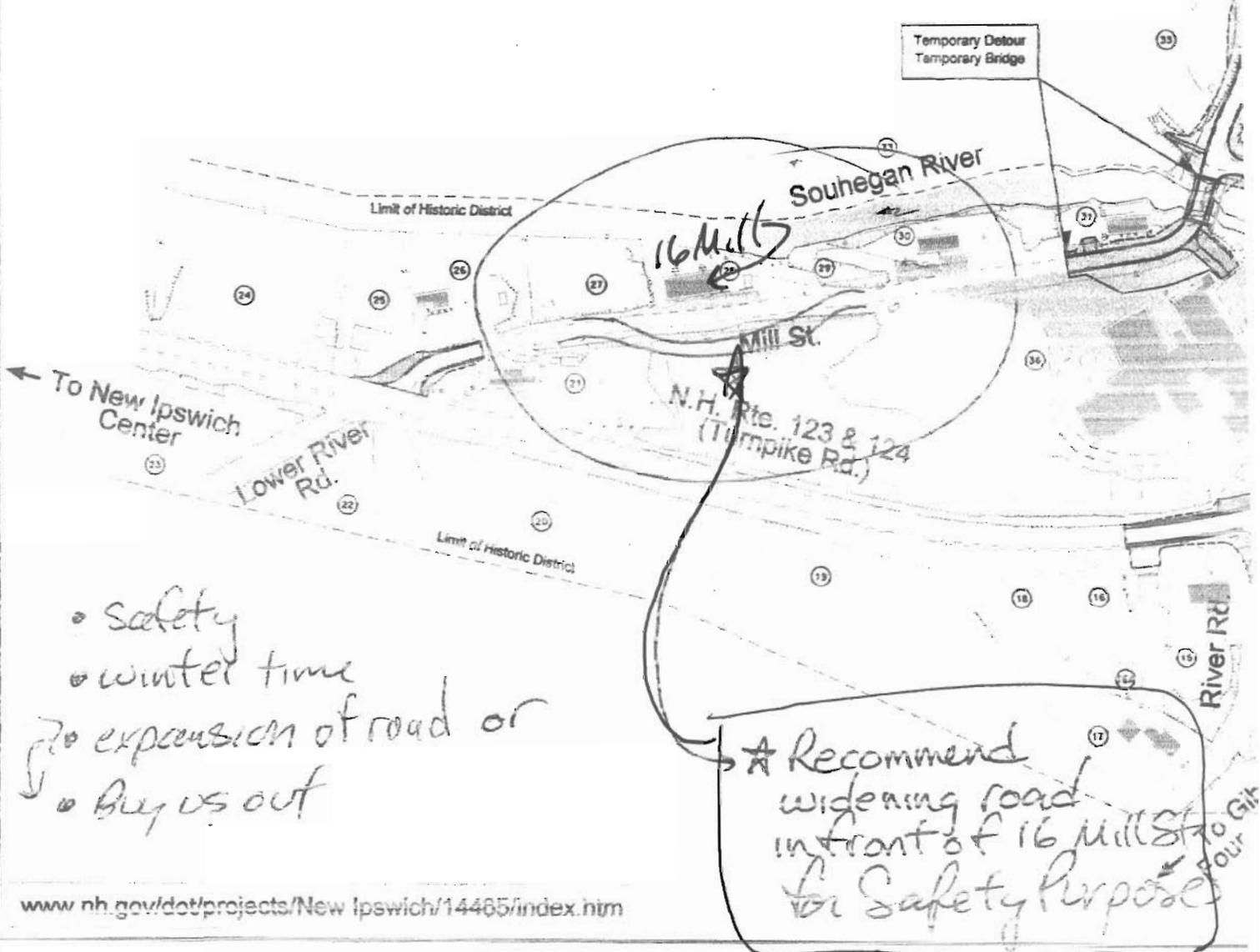
MASCENIC HIGH SCHOOL CAFETERIA

175 TURNPIKE ROAD, NEW IPSWICH, N.H.

WEDNESDAY, DECEMBER 15, 2010

7:00 P.M.

To Greenville



www.nh.gov/dot/projects/New Ipswich/14465/index.htm

	Proposed Work		Trees		Property Lines
	Existing Pavement (Roadways, Drives, Sidewalks, etc.)		Water		Existing Easement Lines
	Existing Drives		Buildings		Proposed Easement Lines
	Proposed Sidewalk		Existing R.O.W. (Right-of-Way)		Buildings (Shaded)
	Proposed Drives, Parking Areas, or Paved Islands		Proposed R.O.W.		Temporary Detour and Temporary Bridge