

WINCHESTER-SWANZEY 12906

OCTOBER 26, 2010

Debra Pignatelli:

Good evening everyone, this meeting is called to order. My name is Debra Pignatelli, and I am the Governor's Councilor representing District 5, and I happen to be the Chair of the Special Committee appointed by the Governor and the Executive Council. On my right we have a member of the Committee, Mike Hafer, and to my left we have John Shea who is another Executive Councilor with me. Bev Holligsworth is the other Councilor appointed as well, but she lives over on the Seacoast and I don't think she is going to be with us tonight. We, also, have with us Ray Zamaris, who is another member of the Committee, and welcome to all of you.

This Hearing is concerned with the layout of a section of NH Route 10 in the towns of Winchester and SwanzeY. It is pursuant to RSA 230:45 and RSA 230:14 and the Surface Transportation and Uniform Relocation Assistance Act of 1987. The purpose of this Hearing is to determine the necessity of the occasion of the layout and to hear evidence of the economic and social effects of such a location, its impact on the environment, and its consistency with the goals and objectives of such local planning as has been undertaken by the town.

Following the Hearing, this Special Committee will evaluate all matters brought to our attention, ("Is there an echo in here? Okay, I'm going to back up a little bit.") and make definite decisions relative to the layout. It is, therefore, important that all individuals desiring to make suggestions do so tonight. I would also remind you that you have 10 days from the date of this Hearing to submit any other material you would like considered by this Special Committee.

Before opening the floor to questions, I will first ask Mr. Don Lyford, Project Manager of the New Hampshire Department of Transportation, to present, in a formal manner, the layout which he has proposed. After this, I will open the floor to those who wish to address the Special Committee. I will request that if you desire to speak, that you raise your hand, I will recognize you, and you come up to the microphone and state your name and your address and then tell us what you have to say. This Hearing is being recorded and a transcript will be prepared.

So that being said, Mr. Lyford will now present the layout. Thank you.

Thanks, Don.

Don Lyford:

Thank you Chairman Pignatelli, members of the Special Committee and Commission. Good evening ladies and gentlemen.

I would first like to introduce some other people who will help with tonight's presentation. From the Southwest Regional Planning Commission is J.B. Mack. He has been involved throughout the process by getting us to the hearing tonight. From the Department next to me is Victoria Chase with the Bureau of Right-Of-Way. Over in the front chair here is Jon Hebert, from the Bureau of Highway Design who is going to be explaining the plans in just a few minutes, and at the computer is Mike Dugas who will be helping with the slide show and John Hebert with this presentation. As Debra said, we will go through this presentation and then turn the meeting back to her to take questions and comments.

Tonight we are presenting a project to reconstruct the NH Route 10 Bridge over the Ashuelot River in the vicinity of Westport Village Road intersection. This project is in the State's 10-year Transportation Improvement Plan. This project has been reviewed at many Project Advisory Committee meetings which several of you have attended, and we've also had a couple of public informational meetings which have been well attended and in each of those meeting we received a lot of input that helped us develop the plan we have here tonight. We also welcome additional input from tonight's meeting.

At this time I would ask J.B. Mack to discuss the public involvement process.

J.B. Mack:

Hi everyone, my name is J.B. Mack. I am the Senior Planner at Southwest Regional Planning Commission. Thanks everyone for coming out tonight. We've got a good turnout, the Regional Planning Commission assisted New Hampshire DOT and the towns in evaluating this project through what is known as a "Context Sensitive Solution Process". The idea behind this process is that we are looking at improving the safety and mobility of the roadway, but we want to balance that with what community needs and interests are for the particular project and location. So, that's sort of a balancing act that we go through to make sure that we get this project right and get the local input that we need before we set ahead with plans for the project.

There are a lot of steps that are involved. We had a Project Advisory Committee from the town of Winchester and Swanzey, the Department of Safety and others who were involved in what we call "Project Advisory Committee", and our first meeting was back in December, 2008. We have been meeting regularly, on and off, every two months or so to develop, identify the problem, create a vision for what we want this bridge to look like and then advise the DOT on a range of alternatives and what is the preferred alternative for the Bridge project. It involved everything from creating the problem statement all the way up to where we are now, today, at this public hearing.

I am not going to go into depth in what our problem statement was but essentially this crew went through an exercise where it defined what are the problems associated with this particular area and I am going to call out some of the main issues here.

First of all it was obvious that the Bridge was in poor condition: it's a bridge from the 1930's, it is in need of a replacement, it is narrow, lacks adequate shoulders, it is not safe for people who have to pull off the side of the roadway; site distance at Westport Village Road, which is within the project limits, is very poor and we want to address that issue. There's a lot of shading in the area and locals noted that there is an issue with icing in the area.

Another interesting input item was that there was no access to Ashuelot River and this is where the "Context Sensitive Solutions" comes in, that it would be nice to have access to the River, if possible, and make that part of this project.

After the problem statement this Project Advisory Committee put together a Vision Statement. Instead of defining the problem, now we said what do we want? Again, it is a fairly long statement that I won't go into in detail, but I will bring up the key elements here, which essentially addresses the problems; widen the roadway, improve turns and site distance at Westport Village Road, provide for all roads - we are not just talking about vehicles - there was some recognition that there might be pedestrians around the River, improve roadway drainage, that icing issue I discussed earlier, and then finally provide access to the Ashuelot River.

And with the Vision Statement, what we did is moved on and with those ideas and concept given to the design people at the DOT, they put together some alternatives and we looked at those alternatives based on the problems of what we call screening and it is looking at everything from how is this project going to affect access to good services, access to abutter's driveways, to esthetics; is it going to effect views or improved views to Ashuelot River. For instance, is it going to have adverse effect on the run-off into the River as an environmental concern? How is construction going to be on the road? Is it going to disrupt traffic, disrupt the flow of business? Mobility, safety and an overall grade. We gave a grade for each of the alternatives; we graded them from poor to excellent, and we came up with an alternative that will be presented to you all tonight.

Just want to mention that if anyone after this hearing wants to take a look at the process within the context of the solution process, elements of the design plan, you can go to the website at the bottom of the screen.

With that, I think I would like to turn it over to Don Lyford who will take it from there.

Don Lyford:

Thank you, J.B., we certainly appreciate all the time J.B. and the Advisory Committee put into developing this project. We feel it is a worthwhile process, the CSS process and look forward t using it on other projects in the future.

Laurel Kenna from the Bureau of Environment was unable to attend tonight's meeting , so I will read a statement that she put together regarding the environmental aspects of the project.

(Don Lyford reading for)  
Laurel Kenna:

The Bureau of Environment of the New Hampshire Department of Transportation has the responsibility of investigating the potential impacts that our projects will have on the surrounding natural, cultural and social environments. Identifying key resources early in the project development process enables the Department to avoid or minimize impacts as design proceeds.

In accordance with Section 106 of the National Historic Preservation Act, the Department reviewed the project area to determine if there would be any historical or archaeological resources within the area that would be impacted by the construction of this project. The Department has recognized the significant historical value of the Bridge itself, and several areas that include archeological resources. Historic properties can include buildings and structures fifty years or older as well as archaeological sites. In complement to this review, we are asking that if any one has concerns about historical and/or archaeological resources in or immediately adjacent to the project that they bring them to our attention tonight or contact Laurel Kenna, Environmental Manager assigned to this project, at 271-3226.

Section 106 regulations offer owners of historic properties directly affected by the project or agencies that possess a direct interest in the historical resources, an opportunity to become more involved in an advisory role during project development. They may become what are known as Consulting Parties to the Section 106 process. Those interested should indicate so in writing to Mr. Jaime Sikora at the Federal Highway Administration. We have a hand-out that explains the Section 106 process. If anybody wants one of those, it also has Jaime Sikora's contact information.

We have completed a draft of the study which is available, if you would like to review it. We have one here tonight and we can send a copy through the mail, if anyone would

like. It should be posted on the same DOT website that J.B. noted in the next couple of days.

Potential impacts to resources are made available in the study. This project is expected to impact the Ashuelot River and its banks during the construction of the new bridge and the removal of the old bridge. The Department does not anticipate substantial impacts to noise levels, air quality, invasive species, floodplains, threatened or endangered species and/or hazardous materials. As part of the project, the Department will secure all necessary environmental permits prior to construction, taking into consideration erosion and sediment controls. We are asking that if anyone has concerns about the above-mentioned resources in or immediately adjacent to the project area, they bring them to our attention tonight or contact Laurel Kenna, Environmental Manager assigned to this project at 271-3226.

I'll turn it over to Victoria Chase to review the Right-Of-Way or property acquisition process.

Victoria Chase:

Thank you, Don.

Good evening members of the Special Committee, ladies and gentlemen. Before I go into the Right-Of-Way procedures for this project, I would like to mention a couple of items. As Councilor Pignatelli mentioned, if anyone wishes to submit additional testimony as a result of this hearing or in regard to the plans that you will be hearing more details about, you can address the issues to Councilor Pignatelli to this hearing hand out which is on the table, as you came in the door, and the address, too, is on that. It will become part of the official record. It will receive equal consideration to anything presented. We also have with us tonight copies of a handout entitled "Your Land and New Hampshire Highways" which is also on the table, as you come in the door, which describes the Right-Of-Way acquisition and relocation assistance procedures that we utilized. The handout is important for the property owners that are affected. It gives you a brief overview of the process.

If after reviewing the information received at this hearing and during the 10-day comment period, Chairman Pignatelli and the Special Committee find necessity for the

layout, several things will happen. First, the Department will be preparing appraisals for each of the properties affected by the proposed construction that you'll see tonight. The appraisals will reflect the fair market value of the property rights needed for the new construction.

Prior to starting negotiations, the appraisals are reviewed separately to see that all are accurate and have taken into account all applicable approaches to value. The value in the reviewed appraisal will be the offer of compensation used as a basis for negotiations.

A Right-Of-Way agent will contact each property owner and discuss each acquisition separately. We encourage owners at that time to ask questions and bring up concerns that they feel should be considered. If the property owner is satisfied with the offer, deeds are prepared and ownership is transferred to the State. If the owner is not happy with the figures offered, they can appeal to the New Hampshire Board of Tax and Land Appeals and argue for additional compensation there. It is important to understand that this can be done with or without an attorney. It is also important to understand that either party can appeal the Board's decision to the Superior Court, if they are not satisfied.

Any time after this Hearing or before design approval, all information in support of this Hearing is available at the Department's headquarters in Concord for your inspection and copy. The project will be administered according to the requirements of title VI of the Civil Rights Act of 1964 and related statutes to ensure nondiscrimination.

That's all I have, Don.

Don Lyford:

Okay, thank you Victoria. At this time Jon Hebert will explain the proposed layout.

Jon Hebert:

On the screen you see over there is the project area. Just south of the rail trail, probably 1200 feet south of the Ashuelot River is where the project starts. It goes about 2900 feet north of that point and stops just north of the Winchester/Swanzey town line.

These are the visions for this project, and I'll give you a little bit of a background. Obviously the Bridge in question is deficient. It was built in 1935, it's about 180 feet long, 24 feet wide; it's three spans, it's in poor shape, as you can see by the picture there, it has some concrete issues, and steel issues; it's narrow and lacks adequate shoulders. It is on the Department's red list for bridges as well.

The existing conditions for the highway are about 6800 vehicles per day, 4% of those are trucks, which is a fair amount. The speed limit in the project area is 50 mph; there is variable shoulder width through the area, at this time, and there is also a variable right-of-way width south of the Ashuelot river. The project was started in 1959, and we have right-of-way in that area about 150 feet wide. North of the River we have right-of-way about 66 feet wide. There is poor sight distance at the Westport Village Road and there is frequent icing on the highway, north of the River itself because of the tree cover and drainage issues as well.

When we went through the CSS process, the Committee came up with a bunch of different alternatives. It was our job at the Department to take those ideas and try to form plans to come up with something that would be useful so that we could lay it out to everybody and they could screen them.

We came up with nine alternatives for this project. Most of the alternatives were either online detour or offline. Online projects maintain where the bridge is today, and build a detour bridge around it or we build offline and keep the existing bridge as a detour, temporarily.

The shared elements for these preliminary alternatives there were 12 foot lanes there were 10 foot shoulders they all had three-span bridges they all were assuming that we would do a controlled access right-of-way, north of the Ashuelot River.

Concerns we had were extensive property impacts, potential structure removal and extensive roadway reconstruction. These were concerns when we looked at all the different alternatives, I'm sure some people have seen some of those from previous meetings, we wanted to make

sure that we, or the Committee wanted to make sure that during the screening process that we picked the right one.

The alternatives.....and I'm probably going to work from the board, although Mike, I think, is going to maybe zoom on some stuff on the screen itself...we'll do our best here.

I will take a second to talk about the plan itself. You see different colors. The plan itself, you can see, as far as the plan view goes, you've got houses are in red, the dark green are trees or tree cover, light green is slope work so we'll have all that disturbed after we do the construction the yellow is the travel way and the brown is the shoulder. Anything you see in orange, right there, would actually be a driveway. This shows an access point to the river in orange as well, ah...so...

The profile itself, that you see down here, we have the old ground that is showing in this brown, the proposed ground will be in the yellow, in this area, and as far as the proposed improvements, we are going to replace the bridge, we are going to replace it offline and it will be downstream of the existing bridge. The span will be about 225 feet, so it's going to be a little longer than the existing which was a 180 feet. It's going to be about 10 feet higher than the other bridge as well. As you can see the change in the profile down below where we're gaining a little bit of ground there. We're going to construct the piers closer to the embankment to give the Ashuelot River a bit more birth as it goes through, a little wider, and by raising the profile we also have the sight distance in that area, so the distance will be good for 50 mph which it isn't today, it's closer to 35 mph. and you can see a little bit in the gray area, right along the bridge itself, in the water there is stonework, and that will be needed after we get through to kind of secure that area and support those slopes.

Westport Village Road intersection, which is in that general area right there, we will shift that about 50 feet to obviously line up with the bridge. The road itself will be 24 feet of pavement. It will be elevated to meet the roadway itself, you can kind of see that in the profiles over here. Also, we are going to construct a gravel recreational area that has been proposed to do that and it will be right next to the

Ashuelot River. It's going to be pretty much in the old road bed, as it's shown today. In order to make that Ashuelot recreational area accessible as far as being able to get down there with a canoe or kayak or something like that we chose to put a path in there, or we'll show a path going through there so that it would basically be a path through the stonework itself going down to the river where you'll be able to carry a kayak or something like that down. It wouldn't be a motorized boat access, per se, because you wouldn't be able to get a boat down there. It's going to be fairly steep, five to one slope, so it's easier to walk down with a boat, but not something you could drive down to or anything like that.

The Ashuelot rail which, we're looking at, the intent is to perpetuate that rail crossing. We need to work with the approaches a little bit, and try to clean these up a little bit, put a little pavement out there because it preserves the roadway and just makes the trail look a little better, so, just like a 12 foot by a 20 foot piece pavement out there adjacent to the roadway just to clean it up.

Drainage. We're going to be maintaining the existing drainage patterns which we have today, so what's happening today is drainage is basically going down the hill, going into the River and the drainage over here is going into the River as well because we weren't going to do that you know there's really no way we can change that in any way. We are looking at treatment areas in this area, in this area and maybe over here as well. We will have to replace culverts, and obviously when we construct a roadway we make wider ditches as well so it will benefit snow storage and help get the water out of that area into the river where it needs to go.

I'll talk a little bit about the Right-Of-Way. The plan, we're good about controlled access right-of-way north of Ashuelot River. Control right-of-way, and what that basically means is that, the number of access points granted to each parcel will be formally defined. The intent is to limit the number of driveways to preserve the capacity of the highway. We already have controlled right-of-way south by the River, and we're just going to continue that north to basically the Town line. Currently the existing points of access in this area down here. This has one access point, this has one access point, no access points for parcel

18, no access points for state parcel, as well. we are...I shouldn't say that, the State parcel does show two access points today based on the grant in the 1960's. Our intent is to discontinue those access points because they have no access. From this point on access to Westport Village Road, so you don't need access on route 10.

Proposed. We're proposing two points of access on parcel 23 and parcel 22 will also include these last two parcels here 24, 25, towards the end of the project, we're proposing no points of access. We're not going to close the driveways, but we're just not going to propose any access to the right-of-way which basically stops just over the town lines and there's no reason to have access to the right-of-way at that point. The access will remain the same as it is today.

Westport Village Road, when.... probably in the 1970's, I believe, the Westport Village Road was realigned. The intent at this point for whatever reasons no right-of-way was purchased, most likely because it was State parcel, we didn't. It just wasn't done at the time. As part of this project, we're going to formalize that Right-Of-Way. It will be 66 wide. There will be some impacts as far as the parcels themselves as far as drainage and temporary easements, most of that is in the intersection area itself, in this area here, will need some easements to be able to deal with drainage and to be able to have access to and the right to maintain it.

There are a couple of drainage easements shown on this property here, parcels 24 and 25. Again, there's a pipe crossing and we need access to maintain that pipe.

We'll briefly talk about construction quickly. The intent is to we'll have to relocate some utility poles most likely. We do not have any underground utilities so it should be pretty quick and pretty simple to do that. We will have a two-lane traffic maintain on the existing bridge during the new bridge construction. Once they build that bridge, they can shift traffic and construct the approaches to the new bridge on either side and shift the traffic over. Once the traffic is shifted over, they'll be able to open, they be able to construct the improvements to Westport Village Road to New Hampshire Route 10 on the other side. Up in this area and down in through here.

It is anticipated that it will take two construction seasons to do this because of relocation of moving things around. I think that when ...well, thank you...and I think at this time I'll turn things back over to Don.

Don Lyford:

Thank you Jon. If there is support for the proposal and the Special Committee finds for the layout and we gain Federal Highway approval, we will move into final design and Right-Of-Way acquisition. This includes development of detailed contract plans, purchase of needed right-of-way, permitting and putting a project out for contractors to bid on. We are hopeful if all goes well, we could have the contract ready for bids by contractors in the Spring of 2012. They are given most of 2012 to do construction, starting with the new bridge and then continue construction into 2013 ending sometime late Summer or early Fall of 2013.

This project is funded with 80% Federal funds and 20% State funds. At this time the only potential expenditure of Town funds is if the Town continues to pursue a dry hydrant at the gravel parking area, the Town will need to provide us with the plans and specifications that we can include in our contract and the Town would pay for the actual construction of that as part of our project.

We also need someone to maintain the ground around the parking area, river access and driveway and the recreation path to the River, as we are not in the business of maintaining this kind of a facility. So we are looking for the Town, or some portion of the Town to maintain that. If we don't find someone to maintain we won't include it as part of the project, but I am confident that we will be able to work out some agreement for maintenance of that area.

There is an old section of Westport Village Road right-of-way as Jon noted is about in the 1970's the road was moved and the old right-of-way that had Westport Village Road in it was never abandoned or reclassified. So, as part of this project we will be reclassifying that section of road; there is some pavement there still, when we move that pavement and reclassify it, what that will do is revert to the Town at that time. If the Town does not want that section of abandoned road, which it probably won't, you can bring it up at Town meeting by going through the process of abandoning it as well. Once the Town has abandoned it completely, then it reverts back to the abutters, so half of it

would go back to the Francis Towne property parcel 18 and half of it would actually come back to us as we would be the abutter on the other side. We will certainly work with the Mr. Towne to go through that process.

The intent is also to keep the Project Advisory Committee or some fashion of the project Advisory Committee that worked with us through the process to keep them intact, to keep them involved. That will give us additional input as we develop different pieces of the project and also gives us a chance to relay information back to the Town so they know where we are in the project.

Chairman Pignatelli, that concludes the Department's formal presentation of this NH Route 10 Bridge Reconstruction Project. I respectfully ask this special committee to find in favor of the layout of the project as presented here this evening.

Debra Pignatelli:

Thank you, and before we can find in favor, we need to hear from you if you have any concerns or questions that need to be answered. So what I would like to do is open the meeting up for any comments and I see there are some local elected officials here and also some State elected officials, and if you would like to make a comment, if you want to raise your hand now, I will recognize you and you can come up and comment, but we're going to have to have that microphone go back there.

So are there any local or State elected officials that...yes? certainly, and just say your name and your address.

Gus Ruth:

My name is Gus Ruth, I am presently a Selectman in the Town of Winchester and also the Chairman of the Conservation Commission, and we are very concerned about the access to the River – that was one of our points from the Commission, and also, I am interested in having a dry hydrant put in there because I am a Selectman and I think the fire protection in that area both for Winchester and Swanzey is important. I know there is a problem with the draw height from the River, at low levels of the River, I was wondering if that could be solved by a sloped roadway that would tend to go down toward the landing area for the kayaks and canoes or car-top carriers?

The other thing I have a concern with is parking there and I was wondering if you all would consider maintaining that

section on the other side of what was Westport Village Road as a possible parking area for commuters in the future, and I think the commuters will be using the parking area that is there now during the week as a commuter lot. If that parking area is maintained as a gravel parking lot, we had talked about it in our Commission meeting that we would be able to maintain the ramp area and keep the grass mowed and possibly do anything that may be graded as far as gravel on that parking lot, but maintaining it in the wintertime would be a problem for us. If it's being used as a commuter lot, I would think the State would be able to go in there and remove the snow so that the commuters could use that in the future.

The other thing I would say is that it would be nice to use the old bridge there as a parking area. I know the State doesn't want to do that, but if they could leave it there for a few years and see what happens with it rather than taking it out right away, that would be nice, also. Thank you.

Debra Pignatelli:

Thank you for your comments. Don, do you want to address or have one of your staff members to address the comments?

Donald Lyford:

I can address a couple of them....

The dry hydrant, we are also concerned about the height from the gravel parking area down to the river. We certainly can look at alternatives to try to get the hydrant down lower. We are a little concerned about getting too much of a road down adjacent to the River, but we certainly would be interested in working with the Town and see if could make that better.

Keeping the surplus land south Westport Village Road for future parking lot, it's something we can keep in mind and we'll see what happens when it goes through the surplus. If it becomes surplus land...you know, if the gravel parking area does get used by the commuters, and it essentially becomes a parking lot, we'll talk about who does maintain that. It's not the intent of it right now, it's to be an informal gravel parking area to access to the river and access to the dry hydrant. So, we'll see how that works out.

What was the last? Oh yeah, keep the bridge. I can say that we're not interested in keeping anything that we don't need

to, so given it's condition, I'm quite sure we will be removing it and actually DRED has some interest in using portions of the beams for some recreational bridges they have in the area.

Debra Pignatelli:

How's that?

Gus Ruth:

Okay! Also one other thing I would like to bring up is that when we were talking about this in our initial meetings, it was one of the ideas I brought to have a Bridge there on the south, on the downstream side with a curve in it, but I visualized a little sharper curve on the Bridge and not have the road extend so far as far as reconstruction goes on the Bridge itself, but that's what your engineers and safety people will require, I believe, so.

Debra Pignatelli:

Thank you. Are there any other? Yes! Representative Carr. Welcome.

Daniel Carr:

My name is Representative Daniel Carr and I live in Ashuelot and I want to reiterate the suggestion of Selectman Gus Ruth of the access to the River, partly also as a member of the Ashuelot River Local Advisory Committee, which is very concerned with recreation access throughout the entire Ashuelot river watershed. I think this would provide a really excellent point for entry and/or egress that is complemented by the Winchester Conservation Commission's own pavilion further down the river. So, I think it would be a real asset.

I also want to raise one question which is, with raising the level of the road, there may be issues, I was looking at it yesterday, there may be issues of drainage on abutters properties or on the driveways and I was wondering if you have thought about that and if you had made some plans for keeping water from backing off the road into people's yards?

Debra Pignatelli:

Thank you, Representative Carr. Don, any comments?

Donald Lyford:

Jon, can you answer that drainage?

Jon Hebert:

We have looked at that and we've done quite a bit of drainage study on this project and the intent, basically, is once we widen out these ditches, we will put in drive pipes, whatever that we would need to get through. The in grade

itself is mostly in the bridge area, it's not so much up here, so you are still going to have your drainage running down towards the River. Once you get to the River itself, there is a pretty good raise in grade, but there is very little drive over there, there is a drive over there in Westport Village Road, obviously and that looks pretty good from our cross sections and I think we could shift the bulk of the water out of there. So, it's going to be bigger than it is today, as far as drainage goes, so..

Debra Pignatelli:

Thank you. Any other local or state elected officials care to comment?

All right, I am going to open it up to everyone else who is here tonight and thank you very much for coming out tonight, by the way, and is there anyone else in the room that would like to comment or ask a question? going once..oh, Henry, yeah...welcome...Representative Parkhurst.

Henry Parkhurst:

Henry Parkhurst and I live in Winchester. The only concern I have is for the homeowner who might balk at the prices you might offer. Is Eminent Domain in the picture if you cannot settle it? In other words, can people's properties be taken away by Eminent Domain for this project?

Victoria Chase:

Yes.

Henry Parkhurst:

Thank you

Debra Pignatelli:

Any other comments? Okay.

Victoria Chase:

I could elaborate, if you want to. That is part of what I was referring to relative to the compensation. If they don't feel it's adequate, title is still transferred, but the discussion about the quantity of money is held before the Board of Tax and Land Appeals if we can't reach an agreement. But we do our best to try and reach an agreement between the Commission and the property owners. But, yes, Eminent Domain is there. That's the process we're doing tonight.

Debra Pignatelli:

Yes, welcome.

Whitney Linnenbringer:

My name is Whitney Linnenbringer and I live on Clark Road here in Winchester, and as somebody who commutes to Keene, my concern lies in the length of the construction

project and how exactly is that going to effect traffic flow between Winchester and Keene and Swanzey?

Donald Lyford:

I'll refer that to Jon, I think.

Jon Hebert:

Our intent is to maintain two-way traffic pretty much at all times that we can. Obviously when we're doing work on the approaches, we're going to have to do one-way traffic, but we'll limit the hours, most likely, so that commuter traffic and heavy traffic times on the road will not interfere too much with that. There is always, obviously, an issue with construction. sometimes you may have a day or two that we do have some impacts, but what we'll do is we tend to do temporary message signs, we'll try to warn people prior, maybe a week before that, the road may be tied up just so people have an idea what's going on. But our intent is to make is to keep the traffic impacts to a minimum and that's we'll try to do. I think on this job, it's going to be you're not going to notice a huge difference just because we're off line for a lot of it, and we will do one lane traffic if we have to, but..

Debra Pignatelli:

Any other comments, questions from the audience? Welcome.

Robert Snyder:

My name is Robert Snyder. I am here representing Mitchell Sand and Gravel. I think that's 51 Payne Road. Probably the longest abutter through here and the largest impact in the road is getting shifted over on to that property. One of the things that screens that quarry, excuse me, gravel pit, and all of its activities from both the road and eventually Westport and some of the other things is pretty good, near the Bridge, a dip in the road and up top a pretty good depth of trees, and even a little bit of berm. What I see there is the road moving into that and even they show, in the light green, an area where they're cutting trees right up to a gravel embankment which that really doesn't show the best. That gravel embankment that is shown there is shown about that wide of the frontage and actually runs, probably runs almost all the way to that orange inlet at the town line, if those trees are cut down and would give a pretty good full view of what is an open gravel pit that has rock crushing and things. One of the luxuries of the existing pit is that it's screened pretty well and it doesn't seem to, the plan at this point, from what I understand it, doesn't seem to address that all that well. Is there any way

that there could be a berm placed, maybe some trees screened on top of berm, maybe the combination of the two. It's kind of a the first curiosity. The second curiosity is that at this point there is not truck access allowed at the inlet/outlet next to the River from the property and if they, and I believe the reason that they brought that up was for the lack of sight line, I believe on southbound traffic, does this all make sense? And would it be okay, then, to bring truck traffic in and out that inlet/outlet if they're raising the grade of the road and bridge, it would actually help quite a few planning issues they're going through at this point with property. These are just some questions and concerns.

Donald Lyford:

Okay I can answer and comment on some of those. Certainly the berm, we'll investigate that and planting of trees, either on a berm, or if we can't built a berm so we look at planting of trees that's also something look at. One thing we want to be careful about and part of the reason for removing some of the trees is to let some sunlight into the road, so we don't want to put all trees back that are eventually going to be cut down and put back into the road. So, we'll work with the property owner to see what we can do. Whether the berm may put our lines onto the property, but obviously they would be of benefit because then you would have to berm to help block some of the visual and some of the noise. So, we would certainly work with the property owner on that.

As far as the truck traffic, we are probably a safe distance. We will work with our district four office to see why that was and if trucks could be allowed in the after situation.

Robert Snyder:

Okay, one of the things that I want to bring to your attention is that I don't know if it's a state or town ordinance, but there is supposed to be a certain berm for that type of operation. If you plan to remove what is there, just for the ordinance that has to be there. The other thing that happens on this particular property is that if you push the right-of-way further into the property, they have, what they have what's called a Highway Commercial Zone so many hundred feet off of that. That will squeeze the agricultural district quite a bit on that property and it changes the way zoning works on the property.

There are some impacts there that may be beneficial to the sand and gravel or may not be. Certainly that road opening

near the Ashuelot River is cutting off when you move the right-of-way over someone else's property, which is not shown there is his access, so. There's just some things going there to study.

Debra Pignatelli:

Thank you. Anyone else?

All right, I don't see anyone else that would like to make comments at this point. Please keep in mind that you have 10 days to submit comments and to ask questions and I encourage you to do that, if you have any comments and questions.

And there being no one else who would like to speak, I am going to close this hearing at 7:55 p.m.

Thank you again, so much, for coming out tonight.

10 days

OCTOBER 26, 2010

RECEIVED  
COMMISSIONER'S OFFICE

1

Re: WINCHESTER-SWANZEY 12906  
PUBLIC HEARING  
WINCHESTER TOWN HALL

NOV 01 2010

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

Attention: Debora Pignitelli, Chairman of the Special Committee  
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 intersection of Route 10 and the south end of Westport Village Road badly needs lighting to see where the turn is. Even long-time residents have difficulty seeing the turn + making the turn safely.

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: Carol D. Cooper

Name: Carol D. Cooper  
(Please Print)

Address: 110 Westport Village Road  
Swansey NH 03446

Phone: # 603-352-6218

NH DOT Project Parcel # ? 12906

10 days

2

OCTOBER 26, 2010

Re: WINCHESTER-SWANZEY 12906  
PUBLIC HEARING  
WINCHESTER TOWN HALL

RECEIVED  
COMMISSIONERS OFFICE  
NOV 01 2010  
THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

Attention: Debora Pignitelli, Chairman of the Special Committee  
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:

I would like to request that some form of street  
lighting or illumination be installed at the intersection  
of route #10 and westport village road (south).  
This tends to be a very dark area and it makes it very  
difficult to ascertain just where to negotiate this.  
Any assistance you may render in this matter will be  
most helpful and greatly appreciated.

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: F.V. Thompson, Jr.

Name: F.V. Thompson, Jr.  
(Please Print)

Address: 117 Westport Village Road  
Swanzy, New Hampshire 03446

Phone: # (603) 352-5903

NH DOT Project Parcel # DPR-PRF-X-0111(00) 12906