

## **Finding of Necessity Meeting Minutes**

**Acworth, NH #16301**

**J.O Morton Building, 7 Hazen Dr, Concord NH**

**Date April 23, 2015**

**Time 10:00 AM**

### **NAMES OF COMMISSION MEMBERS PRESENT**

JOEL MCCARTY CHAIR  
SUZANNE GOTTLING  
JAMES MCCLAMMER JR

### **NAMES OF ADDITIONAL PEOPLE PRESENT AT MEETING**

Robert Landry, Project Manager, Bridge Design  
Jennifer Reczek, Project Engineer, Bridge Design  
Marc Laurin, Environmentalist IV, Bureau of Environment  
Chuck Schmidt, Administrator, Bureau of Right-of-Way  
Stephen Bernard, Chief Appraiser, Bureau of Right-of-Way  
Trish Morrison, Chief Agent, Bureau of Right-of-Way  
Linda Smith, Agent, Bureau of Right-of-Way  
Linda Schoffield, Agent, Bureau of Right-of-Way  
Kerry Ryan, Agent, Bureau of Right-of-Way  
Julie Owen, Administrative Assistant, Bureau of Right-of-Way  
Karen Kimel, Clerk IV, Bureau of Right-of-Way  
Jennifer Mercer, GM2 Associates  
Tom Levins, GM2 Associates

### **DESCRIPTION OF SUBJECT MATTER DISCUSSED**

J. McCarty called the meeting to order and read the speech describing the commission and the project and the purpose of the meeting. He called Robert Landry, Project Manager to review the issues and the Department's resolutions to the issues.

R. Landry offered to go through the project issues quickly, but all declined.

- Regarding Mr. Morris' concern on the delayed response of emergency vehicles during the closure, R. Landry stated that the solution will be finalized during Final Design. Current options include locating emergency services on the east side of the project (Alstead agreed to house an ambulance at their East Station which would help the ambulance response time); or putting a gate across the pedestrian path and allowing ambulance-only access during that closure time frame.

M. McClammer Jr. questioned whether that meant vehicles or just the personnel.

R. Landry stated that preliminary discussions would be for the ambulance and so that they would have all equipment with them. An ambulance can't be located onsite unless it's housed because its contents need to be kept at proper temperatures. A fire truck could be located onsite on the east side of the project.

J. McCarty stated that Acworth has no ambulance; they contract for service so should there be an ambulance call from the east side, one comes from Claremont currently.

C. Schmidt asked if that was a rescue squad or an engine.

J. McCarty stated it's a 1<sup>st</sup> responder squad and engine but not for medical.

S. Gottling asked how long it takes.

J. McCarty stated it generally comes from Claremont first under this arrangement but it's a private service. He posed the question on how State Police will be able to get through for 3 weeks, as Acworth has no police force: instead they rely on State Police for 100% of the calls.

R. Landry stated the Department will coordinate with State Police during Final Design.

- Regarding Mr. Brown's concern as to why the bridge needs to be closed during the project, R. Landry stated the current width of the bridge doesn't allow you to maintain a 12' lane with traffic barrier and do the work without over-widening the bridge, which would cause greater impacts to the abutments and Bowers Brook. It was therefore determined that phased construction wouldn't work. Acworth officials decided on a pedestrian path and rapid bridge construction.
- Regarding Ms. Aron's concern whether the pedestrian path would be handicapped accessible, R. Landry stated that design of the path would be part of Final Design's efforts. There are a couple of concepts; either to pave the path or to use hard pack/stone dust to make it accessible to the handicapped. The grades will be adjusted to make sure the path stays within the guidelines of the ADA.
- Regarding Mr. Bassinne's concern about the underground gas tank, R. Landry stated that Kevin Nyhan answered that at the hearing and it is part of the official transcript, but added that any existing monitoring wells will be protected from damage during construction.
- Mr. Bassinne commented whether the committee could enter into an agreement with the Town of Lempster for temporary use of the transfer station due to the length of the detour. The Department recognizes this issue and feels indirectly that it is a town concern, but the Department will work with Acworth on a resolution during Final Design.

J. McCarty stated that during the Hearing, the possibility of placing dumpsters at the store was mentioned.

- Steve Morris asked if the 3 week closure could be shorter in good weather. R. Landry stated at the Hearing that 3 weeks was a safe estimate with time in it for any unanticipated issues. To be on the safe side and have people prepared, the Department would rather tell people 3 weeks and have it done in 2 than tell people 2 weeks and have it done in 2 1/2. There will also be an incentive/disincentive as part of the overall project to encourage the contractor to move more quickly and earn a bonus as done on other projects. There is a low volume of traffic here, but since the detour length is long, the Department expects the incentive to be meaningful based on the federal method for calculating user costs.

J. McCarty asked the volume of cars. J. Reczek stated 350 cars per day.

R. Landry stated by federal guidelines, the upper limit incentive per day is the daily traffic volume multiplied by the length of the detour multiplied by the current federal mileage rate.

- Regarding Ms. Cubberley's concern about where the utility poles were to be relocated, particularly the one that obstructs the sign to the village store. The Department has had initial discussions with the utility companies and the new pole locations to be will be 8' from the new edge of pavement.

R. Landry stated that this concluded the concerns from the Hearing and there was no input via mail or email.

S. Gottling commented that there were a number of things that can't be resolved at this time.

R Landry replied that there are things that need further work to finalize the best solution.

S. Gottling asked if Acworth would be financially responsible for Alstead and other local community's mutual aid service?

J. McCarty stated he understands that it would be mutual aid even though there is a county boundary and they would only be charged with a paramedic intercept.

J. McClammer Jr. asked if there is potential for significant impact to the river if the pedestrian bridge were designed to be able to carry a vehicle.

R. Landry stated that the pedestrian load for which the bridge must be designed is also able to carry an emergency vehicle. Using the bridge for emergency access would more than likely result in the path being paved.

J. McClammer Jr. asked if the pedestrian path would be removed after construction.

R. Landry stated that the pedestrian path is a temporary access and the construction contract would include provisions to have it removed; however, if the property owners want to keep it, then The Department could save money by not having to pay for it to be removed. This is for all but the bridge structure as the contractor will probably have salvage plans for it.

J. McCarty asked if there were any other questions or concerns. Nothing else was brought up.

J. McCarty asked for a motion.

J. McClammer Jr. moved that there was necessity for the design as proposed and S. Gottling seconded the motion. Three voted in favor of the project and none opposed.

Meeting adjourned at 10:22 AM

Minutes Taken By: Karen Kimel

Dated: April 29, 2015

Final meeting minutes approved on \_\_\_\_\_ by: \_\_\_\_\_,  
\_\_\_\_\_, \_\_\_\_\_.

Cc: Robert Landry, Project Manager

Joel McCarty, Suzanne Gottling, James McClammer Jr., Jennifer Reczek, Kevin Nyhan, Marc Laurin, Chuck Schmidt, Stephen Bernard, Trish Morrison  
File with Public Hearing Information

---

Noted by: J. Reczek, J. Mercer, R. Landry