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DEPARTMENT OF TRANSPORTATION

BUREAU OF RIGHT OF WAY

HIGHWAY LAYOUT COMMISSION PUBLIC HEARING

ALTON X-A001 (051), 14121-D

NH 28 AND STOCKBRIDGE CORNER ROAD

HEARING held at the Alton Town Hall, Second Floor Meeting Room, at One Monument Square, Alton, New Hampshire, on Wednesday, July 6, 2011 in accordance with RSA 230:14 and the Surface Transportation and Uniform Relocation Assistance Act of 1987 to discuss proposed alterations to NH 28 and Stockbridge Corner Road in the Town of Alton New Hampshire, commencing at 7:00 p.m.

HIGHWAY LAYOUT COMMISSION MEMBERS:

Chairman Mel Borrin

Commissioner Russell Dumais

Commissioner Donna Sargent

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APPEARANCES:

Trent Zanes, Preliminary Design Supervisor, New Hampshire Department of Transportation, Bureau of Highway Design

Kevin T. Nyhan, Senior Environmental Manager, New Hampshire Department of Transportation, Bureau of Environment

Donald A. Lyford, P.E., Project Manager, New Hampshire Department of Transportation, Bureau of Highway Design

Victoria Chase, Right of Way Engineer, New Hampshire Department of Transportation, Bureau of Right of Way

Carol Spoerl, Hearing Coordinator, New Hampshire Department of Transportation

P R O C E E D I N G S

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

MR. BORRIN: Good evening. Welcome. This meeting is called to order. I'm Mel Borrin, Chairman of this Commission appointed by the Governor and Executive Council. Donna Sargent, on my right, and Russ Dumais are also members of the Commission. Russell is on my left.

The hearing is concerned with the layout of a section of New Hampshire 28 in the Town of Alton. It's pursuant to 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 location of the layout and to hear evidence of the economic and social effect of such a location and 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, the Commission will evaluate all matters brought to our attention and will make definitive decisions relative to the

layout. We will contact each owner whose property is affected and discuss individual concerns. It is, therefore, important that all individuals desiring to make requests or suggestions do so tonight.

I would remind you that you have 10 days from the date of this hearing to submit any other material you'd like to be considered by the Commission.

At this time I'm going to ask Donald Lyford, Project Manager, New Hampshire Department of Transportation, to present in a formal manner the layout which he has -- which has -- which he has proposed. After this I will open the floor to those who wish to address the Commission. I will request all desiring to speak, signify their desire and, upon recognition by me, step to the microphone, state their name and address and make their statement.

This hearing is being recorded, and a transcript will later be prepared. Also, when you step to the microphone we are going to ask you to print your name. Print your name on the sheet

that is next to the microphone.

Donald Lyford will now present the layout.

MR. LYFORD: Thank you, Chairman. Members of the Commission. Good evening, ladies and gentlemen. Thanks for coming out tonight. I'd first like to introduce a couple people that have been helping with tonight's presentation.

To my left is Victoria Chase. She's with the Bureau of Right of Way. Next to her is Kevin Nyhan. He's with the Bureau of Environment. And in the back row is Trent Zanes. He's with the Bureau of Highway Design, and he'll be doing the presentation with the plan and with the computer.

We'll go through the presentation. Trent has a slide show for the agenda. I'll do an introduction. I'll do the background, and Trent will do the existing road conditions, proposed improvements, and I'll talk some more about schedule and funding. And right of way, Victoria will talk about that, and the environment will be something that Kevin will talk about.

Tonight we are presenting the project to

reconstruct Stockbridge Corner Road and the Route 28 intersection. There's also some sight distance improvements at Ham Woods Road. This project is in the State's 10-year plan. It was originally part of a larger project, seven-mile-Barnstead-Alton project to upgrade Route 28 from a previously improved section in Barnstead to the Alton Circle.

Unfortunately, there's not enough money to do that entire seven-mile stretch, so we've broken out some intersections. One of them is this one, which the town also recommended, and it was also part of a Route 28 corridor study that was spearheaded by the Lakes Region Planning Commission. And it's also the intersection that we brought to the April meeting last year.

Since last year we've been updating additional information as well as updating property owners' names so we can get ready for tonight's meeting, and at that April meeting we also got input that helped us make some changes to the project, and we welcome any additional input that might come from tonight's meeting. So with

that quick introduction, I'll turn it over to Trent, and he can explain the project.

MR. ZANES: Good evening. Can everyone -- you can hear me okay? All right. First of all, what I'd like to do is just give you a quick explanation of some of the deficiencies that we found with Route 28 and the two intersections that we're talking about tonight.

At Stockbridge Corner Road, the slip ramp that connects New Hampshire 28 to Stockbridge Corner Road on the eastern side, it poses as a kind of a conflict point that as you're traveling northbound coming around that corner, the road appears to split, and it causes some indecision among drivers. And it's also difficult especially when there are cars coming along that slip ramp facing the driver or at nighttime when there's headlights coming from both directions, and a northbound driver has to try to decide which way they need to stay on the road. So there's some confusion in that area there.

Then we know that there are steep grades on Stockbridge Corner Road when you approach

from -- either from the -- from the east or from the west. Approaching from the east, the road drops down at a fairly steep grade. There's a crest, a sharp crest in the road here (pointing), which kind of obscures the intersection from the approaching driver.

And on the western side it's kind of the opposite. It drops off from the road, and ideally what we would like to see is a platform where a vehicle can sit and then have a better idea of looking left and right whether they can enter the stream of traffic. And I'll go into a little more detail with that in a moment.

That leads to the inadequate sight distance on 28. I'm sorry. On the approaches for Stockbridge Corner Road and for Ham Woods Road. Right now vehicles as they're approaching they're not able to see far enough or what we would use as a guide would be about 555 feet to the left or the right in a 50-mile an hour zone to determine if they can safely enter without having an approaching vehicle have to slow down too much or actually have enough time to stop if the

approaching vehicle needed to.

So we identified those areas, and we're also aware that the condition of the road is pretty poor. It was built in the 1930s. The drainage system that's out there, the ditches on the side of the road and the culverts are inadequate to handle the flow that's coming down from the hillside up here and trying to get across the road to the low points on the other side. So we have some remedies for that.

And before I get too far into the presentation, let me give you a quick explanation of what the plans show because there's a lot of colors up here, and certainly if you're not familiar with it, it can be a little confusing.

The handouts or the maps that were sent out to the abutting property owners, and some of them are here tonight, just a note. Some of the colors may not match exactly with this plan. They should be pretty close, but they may not match exactly. And, also, when I -- if I show some of it on the projector, the colors might, again, be a shade off. So if you have any questions or

there's any confusion, please feel free to ask about that.

But, in general, the existing roadway shown here is in gray. The existing trees are in dark green. Buildings are shown in red. Any water areas, there's a pond up here (pointing) that's shown in blue. And then we have several gravel driveways shown in a brown, a light or a dark brown.

And then the proposed work includes yellow for the travel way which is from white line to white line. The brown represents the shoulder. So from the white line to the edge of pavement. And then this lighter shade of green (pointing) would be slope work or if we have changed any part of the road, the edge of pavement, and we need to match into the existing ground by providing a ditch on either side or to cut in, that's the associated work that goes along with that. And then, finally, you'll see some little orange areas, and those are paved driveway matches or driveway matches to help transition existing drives into the new roadway itself.

Okay. So I'm talking about the connector road. I'm not sure if everyone can see this. I hope so. What I was talking about before was northbound vehicles coming around this corner and then presented with the road splitting in front of them. A number of the accidents that we have recorded are northbound vehicles that are either crashing in this area or at an intersecting road or possibly from the curve coming around.

So what we're proposing to do is actually remove that slip ramp so that vehicles traveling northbound would come up to the intersection and make a right-hand turn, and with the proposed design here, we show that northbound we have a separate right-turn-only lane, which the traffic, the turning volumes were high enough that it warranted having its own turning lane.

And we looked at that in all the directions, for southbound, northbound, left-turn lanes, right-turn lanes. This was the only one that by 2032, which is our design year, there's definitely enough traffic to warrant having that extra turn lane.

So this will allow vehicles that are turning right onto Stockbridge Corner Road to proceed up and pull out of the stream of traffic, slow down and then the right-hand turn.

And I have also mentioned sight distance. Just to give a little more detail about that. So a vehicle that's approaching from the west really needs to be able to see this far back, about 555 feet to the right, if they want to make a left-hand turn, and this -- the same distance, 555, to the left if they want to make a right-hand turn or a crossing move.

Right now the -- this -- this area was restricted by a lot of tree growth in this area. The recent tornado took out a lot of those trees, and it opened up some of that sight distance which actually improved it for the intersection safety.

And looking at it westbound, vehicles approaching in this direction, again, it's the same distance looking left and right, but in this case it's more of an unobstructed view so there's less that we need to address with that.

The bulk of our work is from about 2,000

feet south of Stockbridge Corner Road up to the intersection, but we also recognize that there was a problem with Ham Woods Road with the sight distance as well. Approaching from the north or from the west, we found that it's pretty clear. There's not so much of a concern there as when you're approaching from the east or from the south.

Looking left or right, what you can see is the embankment on both sides of Ham Woods Road. It actually -- it comes right up to the road, and it makes it difficult for a driver to look right or left and see past the tree growth.

And so what we've decided to do in that area was we're not doing a lot of roadwork. We're not -- we're not able to carry the 12-foot section that far to the south at this time, but we are going to widen that ditch line out to what the future typical would be. If we were to build the 12-foot lanes and a four-foot shoulder and then the appropriate ditch, that's where we're putting it today so that when a future project comes through to rehabilitate the road, we're not going

to have to go further into those properties for that.

Accident history. We have about 10 years of data there, and we found that there were 20 crashes at Stockbridge Corner Road. Fifteen of those accidents were property damage only, and five did have injuries. The most -- as I said earlier, most of the accidents involve northbound traffic coming around this corner. And, again, it's most likely because of this slip ramp, the indecision by the drivers or what we call more conflict points where instead of someone just turning left out of Stockbridge Corner Road or turning right into it, now there are another series of options that people have to choose so it gets a little more difficult to predict where someone is coming from or where they're going to.

On Ham Woods Road, we noted that there were nine crashes with four property damage only; five with injuries, and these seem to indicate that it's mostly northbound traffic having a conflict with, again, the north -- well, the northbound and the westbound approach on Ham Woods

Road.

So the proposed safety improvements, I kind of touched on that a little bit. Ham Woods Road. We're looking to -- this is kind of a closeup with the light green shows where we will be cutting in the new ditch line. And the yellow shows just where we'd be paving, maybe widening out the approach a little bit to accommodate larger vehicles like buses or fire trucks.

Now, the bulk of the work, as I said, is rehabilitating or reconstructing Route 28 to provide those 12-foot lanes, four-foot shoulders, coming up to the intersection, as I said, with a right-turn lane northbound. And this also gives us the opportunity to fix those grades coming in at Stockbridge Corner Road.

So it's a little bit difficult to see here on this profile. What we've actually done is 20 feet on either side of Route 28 there will be a platform or about three percent grade where a vehicle can sit up a little higher and be able to look further left or right and see clearly if there's approaching traffic and make a good

judgment as to whether to enter the road or not.

We're then matching into the existing roadway, which is fairly easy on this approach to the west. To the east we found that we would have to chase the grade back a little bit and try to flatten out that crest as much as we could without getting into too much reconstruction.

We're going to replace a box culvert that carries the intermittent stream under Stockbridge Corner Road. And let's see. So along with this proposed construction, we're going to have some right of way impacts, mostly permanent drainage easements where we're going to provide improved pipe crossings so that all the drainage that's coming down the hillside now that's kind of eroding the roadway and creating a mess on this side, some of it already today that's passing underneath the road, and we're going to take a full drainage review study of the area and provide improved drainage so that we're collecting it in the right areas and treating it where necessary.

One area that we noted, as I said, was the box culvert here on Stockbridge Corner Road.

And then on the western side of 28 along the Fraser property, we were informed that there's some drainage issues going on there. So what we're going to try to do is rechannel some of that along 28 and then down Stockbridge Corner Road into an existing drainage area.

Temporary slope and drive easements. Those are what we would need beyond the right of way to just go in and construct a match. So any of this light green that you see and the orange drives, if we need to access the property just to either match the drive in better or some of the slope work, the ditch work, that would be a temporary easement. Once the construction is done, we wouldn't be back.

The permanent drainage easements. We do have -- I'm sorry. We do have a proposed right of way adjustment to Ham Woods Road just on the -- just on the corners here. We'll try to accommodate this larger radii for the approach coming in.

And then, finally, there's a permanent sight line easement. Because we identified this

area facing south from Stockbridge Corner Road eastbound, those trees are gone, and it opened up so that vehicles could see approaching traffic better, we recognize that we need to try to maintain that as much as possible. And so we're proposing a permanent sight line easement to keep that area clear of vegetation so that drivers can continue to see approaching vehicles from the south.

Environment. We were aware that there's 13,000 square feet of wetlands impacts. About half of that is existing wet areas from drainage ditches that are out there today, so we'd be reestablishing those with the new ditches. And then the remainder of that is mostly up in this area here on the northwest quadrant of Stockbridge Corner Road intersection where we're widening out to put this four-foot shoulder here.

The slope work would continue down at a safe grade of four to one, a safe slope, and we would be filling in a small area of wetlands here. There are no impacts to historic properties, so there are no properties within the

project limits that were identified as being historic and where we have any impacts on those parcels.

And utilities. We know that there are four utility poles that we're currently coordinating for their relocation to allow for the widening of 28, and those lines carry power, telephone and cable services. And then I'll hand this back over to Don.

MR. LYFORD: Thank you, Trent. As you can see, the overall estimated cost is about $1,400,000. This project is funded with 80 percent federal funds and 20 percent state match. There aren't any town funds required for the project at this time. There's no water or sewer lines out here.

One thing the town will have to do or think about doing is possibly reclassifying that connector road or slip ramp that Trent talked about. There won't be any roadway surface there other than the driveway to the Husseys' property, so whether that gets abandoned or classified as a Class VI for the town to maintain it, we can work

with the town to figure out what they want to do with that. Once the project is complete, obviously that becomes just the access for the Hussey property.

Construction is programmed and planned, as I mentioned earlier. Right now it looks like the funds will be available. So we'll find out more when we get into the next calendar year. So if they are available, we're going to build the project. But there is a possibility they won't be available, and we'll have to delay, but at least we'll have the project ready so when funds are available we can build it.

If there is support for the proposal tonight, and the Commission finds for the layout, we will move into final design, begin right of way acquisition. This includes development of more detailed contract plans, purchase of needed property rights, permitting and putting the project out for the contractors to bid on.

We are hopeful we'll be able to get to that point probably late summer of 2012 and then have a contractor on board by late 2012, and the

project would be completed by the fall of 2013. At this time I'll have Victoria Chase talk about the right of way process.

MS. CHASE: Thank you, Don. Members of the Commission, ladies and gentlemen, before I go into the right of way procedures for the project, there are a couple of things I'd like to mention. I think most everybody picked up a map at the table. If you didn't, you can get it on your way out.

But if you want to submit additional testimony beyond what is presented here tonight, you can -- excuse me -- regarding the plans and the presentation, you can address the material to Chairman Mel Borrin, care of Bill Cass and mail it to the address that is shown on this handout within 10 days of tonight's hearing. It will become part of the official testimony for this record of this hearing. It will receive equal consideration to what we hear tonight as well.

We also have with us tonight, most helpful for property owners that are impacted, a booklet titled, "Your Land and New Hampshire

Highways," and that is available on the table as well.

If, after reviewing the information received at the hearing and during the 10-day comment period, Chairman Borrin and the Commission find necessity for the layout of this project, several things will happen. With approval to proceed with the design, appraisals will be prepared for each of the parcels impacted by the proposed construction that we heard presented tonight.

The appraisals will determine the fair market value of the property rights needed for the construction. Each appraisal is reviewed separately to see that all are accurate and have taken into account all applicable approaches to value.

Once the review is complete, the Department's appraisals are given to the Commission to present to each of the property owners regarding the acquisition. The value in the appraisal will be the offer of compensation used by the Commission.

The Commission will contact each property owner and assess each acquisition separately. We encourage owners at that time to ask any questions, any concerns that they might have. If the property owner is satisfied with the offer, deeds are prepared, and ownership is transferred to the State. If the property owner is not happy with the figures that the Commission offers, they can appeal to the New Hampshire Board of Land and Tax Appeals and argue for additional compensation there.

It's important that you understand that this can be done with or without an attorney. It's also important to understand that either party can appeal the Board of Tax and Land Appeals' decision to the Superior Court if they're not satisfied.

Any time after this hearing or before design approval, all information in support of the hearing is available at the Department headquarters in Concord for your inspection and copying. That's all I have.

MR. LYFORD: Thank you, Victoria. Kevin

Nyhan will talk about the environmental aspects of the project.

MR. NYHAN: Thank you, Don. Good evening, members of the Commission, ladies and gentlemen. Pursuant to the National Environmental Policy Act, the Department has evaluated alternatives to the proposal that Trent's proposed tonight as well as the potential impact that this project will have upon the surrounding cultural, social and economic and natural environments.

The Department has coordinated with federal and sate environmental agencies, including the Army Corps of Engineers, the Department of Envrionmental Services, Environmental Protection Agency, and the New Hampshire Division of Historical Resources to name a few.

In addition, input was received from the town and regional officials as well as concerned citizens. After evaluation of the information we gathered, an environmental document was prepared. This categorical exclusion document is available on our Web site. The following is a brief summary of the information contained in the document.

Both an air quality and noise analysis were conducted for the project. Traffic volumes are not expected to change substantially as a result of the project, and the facility will be improved following construction. As such, the project will provide an overall reduction in air pollution in the project area, and noise levels are not expected to be adversely affected. However, temporary increases in noise and dust levels are anticipated during construction but are expected to return to normal following.

One property in the project area has been identified by the Department of Environmental Services as having previous spillage of oil resulting from an overfilling of a residential fuel tank, however, the site has been remediated, and DES review has been closed on that site, and it is not expected that any material of this sort will be encountered during construction of this project.

The federally-endangered plant small whorled pogonia is known to occur in the county, however, there is limited suitable habitat in the

project area, and it is unlikely to be present. Prior to final design, the Department will conduct a review to determine if this plant is present. If it is, additional coordination will be undertaken.

The proposed project will require work within areas under the jurisdiction of the Department of Environmental Services, like Trent said, totalling approximately 13,000 square feet and are primarily associated with upgrading the drainage structures and roadside ditches.

Although these impacts might require mitigation by the Department of Environmental Services, it is not expected since roadside ditches would be recreated by construction. The Department will continue to coordinate with the appropriate agencies to ensure that all permits are obtained prior to construction.

Invasive plant species have not yet been delineated for this project. However, in accordance with the Department of Agriculture's rules, prohibited invasive plant species will be identified prior to construction. The contractor

will then need to take appropriate contractual precautions to prevent their spread if they are identified.

Finally, pursuant to Section 106 of the National Historic Preservation Act, the Department of Transportation, in coordination with the Federal Highway Administration and Division of Historic Resources, must take into account the impacts of this project on historic properties.

The project area has been evaluated and reviewed for historic properties and archaeological sensitivity, and it was determined that there will be no historic properties affected by the project. However, areas surrounding the intersection have been identified as sensitive for archaeological resources. Prior to construction, further evaluation will be conducted as necessary to determine their extent and potential for disturbance. Thank you, Don.

MR. LYFORD: Thank you, Kevin. Chairman Borrin, that concludes the Department's formal presentation of this New Hampshire Route 28, Stockbridge Corner Road intersection project. If

anybody wants to view the plan or knows of anybody that couldn't make it to tonight's meeting that would like to view the plan, it is available on the Department's Web site that's shown there on the screen.

At this time, I respectfully ask the Commission to find in favor of the layout of the project as presented here this evening.

MR. BORRIN: Thank you, Donald. Before I open the hearing for comment, concerns or questions, I'd like to know if we have any elected officials with us this evening who would like to be heard? Elected officials. If not, do we have any town officials here that would like to be heard? Town official's waving.

I will now open the meeting to anyone desiring to be heard. Again, I would ask you to raise your hand, and upon recognition by me come to the microphone, give your name and address, make your statement, and please, once again, print your name on the sheet available next to the microphone.

Is there anybody that wishes to be

heard? Yes, sir.

MR. FRASER: Hi. My name is Wayne Fraser. My address is 574 Stockbridge Corner Road. It's identified on the map as 131. It's the property that meets Stockbridge Corner Road and Route 28 on the western side and proceeds south along Route 28.

Just a couple of quick questions right off the top of my head. You mentioned in your presentation about making the road into 12-foot lanes and four-foot shoulders. What's there presently?

MR. ZANES: Currently there are 11-foot lanes and one-foot shoulders.

MR. FRASER: So you need four feet between the two sides of the road? Or no. You want four-foot shoulder on either side.

MR. ZANES: Correct.

MR. FRASER: And 15 on each side. So about eight feet.

MR. ZANES: Right. And actually we'd be widening a little bit -- widening a little further on the opposite side.

MR. FRASER: The opposite side from my property is what you're referring to?

MR. ZANES: Yes.

MR. FRASER: My question is do you have any idea -- and you can see what I'm going to reference on the very first slide that you had up because that's a picture of my property. Beyond the road when you come off the road, there's some rocks that have been put in place. There's a line of some 60 trees that are there.

There's a drainage swale that's there that runs along the property to help to keep that culvert that you mentioned out, all of which we paid for because, frankly, we spent the better part of the last three years recovering from that tornado. And I'm just wondering what impact we're looking at on any of that.

MR. ZANES: Right. That would be these -- these symbols here. The stones are right here on the edge of the slope work that we're showing. And then these smaller symbols would be the small trees. The boulders themselves don't look like they would be disturbed significantly. I mean

they could remain.

Our concern at least would be the smaller trees, and what we would probably be looking to do would be to relocate those trees beyond that sight line or at that sight line.

MR. FRASER: Well, the sight line and the road are two different things. The sight line as well as -- well, the sight line and easement that you're looking for are well into the property as opposed to the stones that are 12 foot and four foot from the actual road and shoulders.

MR. ZANES: Right.

MR. FRASER: Because those -- I can tell you that those -- what you're indicating are the trees are way off line. They do not in any way go back on the other side of what you're looking for. They're all right up next to the stones. The only thing between the stones and those trees is the drainage swale that we had dug.

And, by the way, I've never been out there personally, but it does exactly what you mentioned you wanted it to do. It does run the whole length of the property along 28 and goes

right into the town side on Stockbridge Corner Road. You know, it's what we could afford for a drainage swale. It's probably not what the State would build, but it is there, and it does work.

MR. ZANES: Right. And I think we heard those comments at the last hearing about the drainage, and we're trying to address that here by trying to help -- you know, we have to further design that, but we would like to help that roadway drainage continue up to Stockbridge Corner Road and away from the property.

What our concern is now is with those trees right now, they're short, but obviously they're going to grow, and our concern is that vehicles sitting at that approach when the trees are taller, they're going to have the same problem they had back before the tornado came through. They won't be able to see to the right.

MR. FRASER: And I'm not as concerned about the trees and the relocation of the trees possibly deeper into the property. I'm trying to figure out if the road is going to get any closer to the house is the bottom line because it used to

be a quiet, private lot. I mean that entire lot was wooded, and now it's empty.

MR. ZANES: Right.

MR. FRASER: So it's -- you know, it's a lot different.

MR. ZANES: I'm not sure if you can see here. There's a dashed line or a dotted line here.

MR. FRASER: Yeah.

MR. ZANES: That's the existing edge of pavement today. So, as you said, there's another four feet, and probably in the -- the greatest location here, it's about six feet. Maybe six or seven feet here, but the travel way itself is only maybe three feet so that white line would only be about three feet closer to the property.

We didn't change the alignment of the road itself. We just -- it was built in the thirties, so it's kind of -- the center line of the road has moved a little bit. We're formalizing it horizontally. So the edge of the pavement shifts a little bit. But by reconstructing it, as I said, most of the travel

way itself is pretty much staying where it is today except for this area here.

It resulted in shifting about three feet at its greatest part. So -- I'm sorry. There would be more pavement definitely with the four-foot shoulder, but it's not -- the vehicles themselves shouldn't be traveling closer.

MR. FRASER: Well, the pavement is part of my question, too, because pavement leads to more water. The longer the water is on pavement, the less it gets absorbed. It needs to be on the dirt and tree roots.

But, also, and I'm sure you probably know. I'm sure you've been out there enough. If you move any of those things, except the trees, you're going to end up moving all of those things because the trees are right on the other side of the culvert, and the rocks are just on the roadside of the culvert. So there's not a lot of room in there.

If you're going to move the rocks, and they get closer to my house, they're going to be in the culvert so you're going to have to redo the

culvert, too. It sounds like you were planning on doing that anyway.

MR. ZANES: We would definitely work with you on that to try to provide the proper drainage that we're looking at as well as trying to accommodate what your needs are in the landscaping you have out there. Our concern with the drainage is just as straightforward. Because we're reconstructing the roadway, and that's part of the problem originally the road hasn't been maintained so well over the years, and with inadequate drainage it's washing over the road or washing out the side of the road, and the materials underneath aren't holding up to time the way that they should be.

So if we're going to reconstruct it, we're going to improve the drainage so the road lasts properly. We can get a good time period out of it, so -- but our final design team in progressing towards contract plans would be working with you as well to try to accommodate that.

MR. FRASER: Where does the 200 feet that

the written material mentions come from? It says the project will be -- I think it was 1,800 feet up and down, north and south, on Route 28 and 200 feet on either side, east and west. Where is that being measured from? And if we're talking about three to six feet now, where does the two to 400 feet come in?

MR. ZANES: I'll try to get my screen back here, but I believe that 200 feet is east and west on Stockbridge Corner Road.

MR. LYFORD: Show him on the big plan.

MR. ZANES: Yeah.

MR. FRASER: So that's on Stockbridge Corner, not along 28.

MR. ZANES: That's correct.

MR. FRASER: Okay.

MR. ZANES: It wouldn't be along either side of 28. It would be east and west up here (pointing). That's a little bit just over 200 feet to Stockbridge Corner Road to the east.

MR. FRASER: Does anybody know what the square footage and the acreage of that proposed sight line is yet? I mean I'm assuming you've had

it surveyed. I've got a notice that the whole property has been surveyed. Does anybody know what the square footage of that piece of property is or does that come later?

MR. LYFORD: It will come later. We haven't computed it.

MR. FRASER: The only other thing I would just add, I don't know if anybody considered it, about closing that -- we call it the spur road commonly. I don't know. You referred to that slip ramp.

MR. ZANES: Slip ramp, right.

MR. FRASER: It also makes things safer if you're coming north, and you know where you are, because when we're coming north if we want to turn left to get onto Stockbridge Corner Road to get home, you -- you're a sitting duck in the middle of 28. And about 20 years ago it cost us a car. If you take that spur road, you then come around -- I don't know if anybody is familiar with right outside the high school in Peterborough on Route 202.

In order to make that left-hand turn, you

have to go through that right-hand circle and come to a complete stop, and in that instance there's even a light there, but you're actually at a pretty good sight line, and, you know, you'd be improving that if you level 28.

You're the experts on the engineering. I'm not saying that the turning lane won't help, but you still have a car sitting in traffic. If somebody's judgment fails them or they see the taillights too late at night, because I understand it is confusing if you're headed northbound and you're not traveling that road frequently, especially in the winter when it's darker earlier, to see headlights coming at you from both directions, but making it one way and just kind of -- so that you had to if you were going to exit there, even if you wanted to make a left turn, so that the traffic coming through there at 50 miles an hour, it was a given that it was going to keep going.

I just throw that out as a consideration. I'm not sure, you know, what it's worth, but it is -- right now it's actually a

benefit for safety to have that road there the way the road is configured.

CHAIRMAN BORRIN: Thank you.

MR. FRASER: Thank you.

MR. BORRIN: Is there anyone else that wishes to address the items we've come here to present to you this evening?

(There is a pause.)

CHAIRMAN BORRIN: There being no indication of anybody remaining who desires to be heard, this hearing is adjourned. The hearing is adjourned at 8:45 -- 7:45 p.m. We thank you for being here. And, as mentioned earlier, written testimony for 10 days is allowed.

(The hearing is concluded.)

ERRATA SHEET

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# C E R T I F I C A T E

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

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

Debra L Mekula

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

LICENSED COURT REPORTER
DEBRA L. MEKULA No. 26
SHORTHAND
STATE OF NEW HAMPSHIRE

DEBRA L. MEKULA
JUSTICE
MY COMMISSION EXPIRES MAR. 24, 2015
OF THE PEACE
NEW HAMPSHIRE