STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT-OF-WAY

HIGHWAY LAYOUT COMMISSION PUBLIC HEARING

BARNSTEAD-ALTON: X-A000(208); #14121

PROPOSED RECONSTRUCTION OF NH 28,
NORTH ROAD, AND NORTH BARNSTEAD ROAD

Public Hearing held at the Barnstead Town Hall, 108 South Barnstead Road, Barnstead, New Hampshire on Tuesday, September 20, 2016, in accordance with RSA 230:14 and the Surface Transportation and Uniform Relocation Assistance Act of 1987 to discuss the above alterations to improve traffic operations and safety in the Town of Barnstead, New Hampshire, commencing at 7:00 p.m.

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PUBLIC HEARING THUS HELD BEFORE THE HIGHWAY LAYOUT
COMMISSION MEMBERS APPOINTED BY THE GOVERNOR AND
EXECUTIVE COUNCIL ON JUNE 29, 2016:

Shawn Mickelonis, Chairman

Thomas Richardson

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION MEMBERS
PRESENTING:

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

Trent C. Zanes, P.E., Project Engineer, NH Department
of Transportation, Bureau of Highway Design

Nancy L. Spaulding, P.E., Right-of-Way Engineer,
NH Department of Transportation, Bureau of Right-of-Way

Ronald C. Crickard, Environmental Project Manager, NH
Department of Transportation, Bureau of Environment
PROCEEDINGS

CHAIRMAN MICKELONIS: Hello, everyone.

Can I have people please take a seat so we can get this meeting going, please.

(There is a brief pause.)

CHAIRMAN MICKELONIS: All right. Can I have everybody take their seats, please. I wanted to say thank you for everyone coming out today. So we're going to get started with this meeting. I'm going to read something to you guys.

This meeting is called to order. I am Shawn Mickelonis of Rochester, Chairman of this Commission appointed by the Governor and Executive Council. Thomas Richardson of Durham is also a member of this Commission. One of the Commission members has resigned; however, we will proceed where we have quorum to carry out the business of this Commission.

This hearing is concerned with the reconstruction of the intersection of New Hampshire 28, North Road, and North Barnstead Road and widening a segment of New Hampshire 28 in the vicinity of this intersection to improve safety.
It is pursuant of RSA 230:14 of, you know,
RSA 230:14 and the Surface Transportation and

The purpose of this hearing is to
determine the necessity of the occasion of the
layout and hear evidence of the economic and
social effects of such location, its impact of the
environment, and its consistency of 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 the attention
of the Committee and make definite decisions
relative to the necessity of the occasion of the
layout. The Department will contact each owner
whose property is affected and discuss individual
concerns.

Therefore, it is important that all
individuals desiring to make requests and
suggestions do so tonight. I would remind you
that you have 10 days from the date of this
hearing to submit written comments or additional
material you would like to be considered by this
Commission.

At this time, I will ask Donald Lyford, Project Manager for 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 for those who wish to address the Commission. I will request that all desiring to speak signify their desire and, upon recognition by me -- so, in essence, if you come up to the podium, I will recognize you and allow you to speak. Step to the microphone, state their name and address, please, and make their statement. This hearing is being recorded, and a transcript will be prepared.

I also want to let everybody know once you come up to the podium to speak, please write your name, and fill out the information on that sheet, and make sure you write it so we can actually read it and transcript it correctly.

So I would like to invite Donald Lyford will represent the layout.

MR. LYFORD: Thank you, Chairman. Good evening, ladies and gentlemen. Thanks for coming
to the meeting. I'll just introduce a few people that are going to help with tonight's presentation from the Department. To my far left is Nancy Spaulding. She's from our Bureau of Right-of-Way. Next to her is Ron Crickard from our Bureau of Environment. And Trent Zanes is in the back. He's going to be presenting the plans in a few minutes. He's from our Bureau of Highway Design.

Just a quick update on the Peacham Road project which is just to the south of this North Road/North Barnstead Road project. We previously went to a hearing on that project, and just today we put that project out so contractors can start supplying bids on that.

We anticipate once we get the low bidder, we'll seek G and C approval of that contract, and -- which would be late this year that that will be approved, so some -- some utility relocations and tree clearing could happen this winter, but the bulk of that construction will start in the spring of 2017.

This project we'll talk about tonight was originally part of a bigger, seven-mile section of
road that was included under the Barnstead-Alton project. When we started looking at that project we recognized there wasn't enough money assigned to that project to do the entire seven miles, so we started looking at priority intersections with input from Regional Planning and from the towns.

One intersection that was recognized was Stockbridge Corner Road which we have reconstructed. The next one that was identified was the Peacham Road which will be reconstructed this coming year, and then this is essentially the third and last project from that Barnstead-Alton project.

Once these are all done there will be almost three miles of roadway improvement if you include the new bridge we built in '09 over the Merrymeeting River. That will leave some segments unimproved, which I anticipate will be put into the Ten-Year Plan over time to get those rebuilt.

Real quickly, you know, from those other meetings and from those other projects we received a lot of public input that helped us sort of formulate those projects. Certainly we're
interested in getting additional input tonight for this project that we can use as we move forward. I'll let Trent get into the description of the project.

MR. ZANES: Good evening, everyone. As you see the plans up here, this shows a segment of New Hampshire 28 with Pittsfield to the south and to the north Alton. The town line for Alton is just a little bit further up here by Halfmoon Lake. And I'll just go over a general description of the plans to help you see what it is we're trying to portray here.

What's kind of hidden underneath the yellow and the brown is there's a gray that shows the existing pavement, the dark green which shows any woods or tree lines, the red represents houses or buildings. There are some red -- light brown areas that represent gravel drives or gravel roads.

And then when we start to get into the proposed colors, the new layout shows yellow, which represents the proposed travel way or from white line to white line. The light brown next to
it is shoulders which will be paved. And then this lighter shade of green all along the project area is what we call slope work, which is matching the new roadway into the existing ground. So there might be ditches or fill slopes where we're matching, touching down to where the existing ground is.

So the existing road today has a number of deficiencies, and that's why we're out here. There's the -- there are narrow shoulders, basically one, maybe two feet in some locations. The travel lanes are from 11 to 12 feet. It really depends. And the horizontal and vertical alignment has a significant number of deficiencies.

As you know, the road is posted for 50 miles an hour. And, from a design standard, several of these crests and sags or low points, they don't meet the design speed. They're not desirable for what we would like to provide for that 50 mile an hour posted speed.

And I'll talk more about this as we go along, but another issue is stopping sight
distance. If you're traveling along 28 at 50 miles an hour and you need to see a certain distance ahead, so if something is in the road, you can stop in time to avoid a collision, some of these crests don't allow enough distance. So you're traveling along, you may not see in enough time to react and stop appropriately.

Similar to that is you'll hear me talk about intersection sight distance. So, for example, coming up on North Barnstead Road on the inside of the existing curve today, intersection sight distance means that for 50 miles an hour you should be able to look left and right and see far enough through the trees, a safe gap in traffic, and turn and to pull out, get up to speed without having somebody either hit your vehicle or come right up behind you at a high rate of speed. So we've looked at that, and that's part of our design.

Just some other statistics about 28. We have traffic data which shows that there's about 6,500 vehicles per day on Route 28, on North Road there's about 170, and North Barnstead Road has
about a thousand vehicles. So this is the heavier side road in this -- along this corridor.

Crash data. We've looked at the last 10 years of recorded crash data. We have almost 60 crashes, and the majority of those are property damage only, so it's -- there are no injuries. Thirty percent of those of course did have some injuries with a variety of severity. There have been no fatalities on this section. And several of the crashes have been intersection-related, mostly at North Barnstead Road, North Road, and 28 with a few at Danbury Road and Colony Drive.

So what we're proposing to do, first of all, if we look at horizontally to improve safety, we're going to provide four-foot shoulders on either side of the roadway. So we'll have 12-foot travel lanes. That's from the center line to the white line and then another four feet of paved shoulder. Very similar to what we did at Stockbridge Corner Road. The same kind of typical section.

Throughout this area here, in order to maintain traffic during construction we're
shifting the roadway to the west approximately six to 10 feet. It varies a little bit. The profile through here, the yellow represents the proposed profile, and we're reconstructing all of this, so there's really not a big change to the elevation today.

Up to Danbury Road the profile stays the same, but horizontally we're shifting over so that we can keep at least one lane of traffic on the existing roadway today while we're widening and constructing the new section, and then we'll shift traffic over to the new section and rebuild the other side.

One of the things I probably should have mentioned first was the job that Don had talked about before, the 14121E project that's improving the intersection at Peacham Road, extends approximately a thousand feet or less up to this point here, and it ties into the existing road.

So when this project comes out we'll have to go back and widen a little bit to the west to get a better alignment, a straighter shot, and what that will mean is just building a little
sliver of widening to the west, taking up some of
the pavement that we put down. But then we'll
take off from there and do this improvement all
the way up to North Barnstead Road, and this is
where some of the horizontal and vertical
alignment really needs to be adjusted.

Horizontally right at the intersection
there's a fairly sharp curve so that, as many of
you know, as you approach the intersection from
the south you kind of see the road start to turn a
little bit to the right, but if you're not
familiar with it, you really don't know what's
coming because there's also this sharp vertical
crest, so it's kind of a combination of two bad
elements that as you come over that crest, then
the road sharply turns to the right.

This is a -- it's an undesirable
condition, and it's exacerbated by wintertime
conditions, the steeper grade on the other side,
and so that's just one of the challenges we're
looking to improve here.

Recognizing that this crest at the
intersection is what we would say by our design
standards is good for 25 miles an hour, and the
posted speed limit is 50 miles an hour, we are
proposing a crest that would be good for 45 miles
an hour just by the design standards, but it's a
very significant increase over what's out there
today.

If we were to go further, some of these
improvements would have even more substantial
impacts and a much greater cost, so we try to
balance all of that together. So after the
intersection we're lowering the profile about
eight feet right at the intersection. So it's a
significant cut.

There potentially may be ledge in this
area, and so we expect that there may be times
where we need to close North Barnstead Road or
maybe even North Road. We know that there are
other ways to get around, at least short term,
through Peacham. North Barnstead Road can also
connect to West Prospect Mountain Road, Hamwoods
Road, but, again, this is not something we're
planning, but it might end up being part of the
project depending on what we find when our
materials and research team gets out there and does some borings.

So, in order to construct these improvements -- well, let me just back up a little bit here. I should mention in improving the horizontal curve through the intersection, we've created what's called a compound curve or two curves with different radii, but it will flatten this out and make a smoother transition. And then to tie that back into the existing roadway, we're also putting in another curve that meets a 50 mile an hour design speed.

In relocating 28 a little bit, we'll have some alternating one-way traffic. Again, similar to before. And while we're in this area, we're going to improve a sag at the base near the pizza place, and also at Kent Lane we'll be lowering that a little bit. All of this is to try to improve sight distance for the vehicles traveling and for, as I said, the intersections, trying to get out of Kent Lane or Crescent Drive.

So, with all these improvements, one of the things we'll need to do is look at water
quality. We need to collect the water that's out there and treat it properly. So, as part of the right-of-way, we'll be looking to acquire some drainage easements, permanent drainage easements where we can outlet the water and treat it properly, and those are shown on the plan here.

Also, to maintain the new roadway we will have to purchase some right-of-way on the western side and a little bit on the eastern side here to accommodate ditches and maintain slopes and that sort of thing.

In doing this work, shifting it and reconstructing the new areas, we know we're going to be impacting some wetlands. We have about .8 acres that are going to be impacted throughout the whole corridor here.

There's a large drainage structure that's going to be replaced on the very northern end of the project. It's about eight or nine feet wide. We're still working out the details. But that was added on as part of the project because we felt that it was in need of repair. We're not sure when we'll get back to this.
Throughout the entire length of the project, there are drainage structures out here that need to be replaced, and we'll be doing that and channeling the drainage again so that we can treat that properly.

We have identified that there are no historic properties along this -- along the project limits that will be impacted, so that -- that's a -- so that's one less thing that we have to be concerned about.

There are no anticipated subsurface contaminated soils, and, as I said, for the storm water treatment, we'll be collecting all of that in appropriate locations and treating it before it outlets.

Utility relocations. We've identified probably about eight poles. It's still kind of in flux right now but about eight poles that need to be relocated. We've already coordinated that with New Hampshire Electric Co-op and the cable and telephone services. There are no underground utilities to be concerned with.

And costs for the project. We're
estimating at this time 3.975 million dollars for construction. Engineering. We have that. That actually combines all of the projects together, so that engineering cost was 1.4 million. And we anticipate about 536,000 in right-of-way costs for a total project cost of 5.9 million dollars, 80 percent of which is federally funded; 20 percent of it is state funds. There are no local funds that are required for this project.

The expected advertising date is October, 2018, and with that the estimated completion date is the fall of 2020. So construction would begin in the spring of 2019 and probably take about two seasons to complete. And that's the end of my presentation, Don. Thank you.

MR. LYFORD: Thank you, Trent. Nancy Spaulding will next review the right-of-way process.

MS. SPAULDING: Thank you, Don. Members of the Commission, ladies and gentlemen, before I go into the right-of-way procedures for this project, there are a couple of things I'd like to mention.
If there are any members of the audience who do not wish to speak in front of the group but wish to comment, you may do so in writing. Anyone wishing to submit additional testimony as a result of this hearing or in regard to these plans, you may address the material to the Commission Chairman, care of Peter Stamnas, Director of Project Development, and that address and information is located on the hearing handout.

And I'd like to also comment that I have Right-of-Way agents, staff, here, and Karen is Right-of-Way staff; that after the meeting if there's any of this material that you don't have, please see one of them, and they'll be sure that you leave with this material.

Mail it to the address shown on the hearing handout. It will become part of the official record. It will receive equal consideration to anything presented tonight.

We also have with us a handout entitled, "Your Land and New Hampshire Highways," which describes the right-of-way acquisition and relocation assistance procedures that are utilized
by the State. Karen has a copy of that for you.

This booklet is especially useful for those
property owners affected by this proposed project.

If, after reviewing the information
received tonight at this hearing and within the
ten-day comment period, the Commission finds for
the necessity for this layout, several things will
happen. First, with approval to proceed with the
design of this project, appraisals will be
prepared for each of the properties affected by
the proposed construction you see on the plans.
The appraisals will determine the fair market
value of the property rights needed for this new
construction.

The appraisals are reviewed separately to
see that all are accurate and have taken into
account all applicable approaches to value. Once
this review is complete, the Department's
appraisals are given to the Commission to begin
discussions with the property owners regarding the
acquisition. The value in this appraisal will be
the offer of just compensation and used by the
Commission.
The Department will contact each property owner individually and discuss each acquisition separately. We urge owners at that time to ask questions and bring up concerns that they feel should be addressed. 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 the Commission offers, they can appeal to the New Hampshire Board of Land -- excuse me -- of Tax and Land Appeals and argue for additional compensation. It is important to understand that this can be done with or without -- with or without an attorney. Either party can appeal the Board's decision to Superior Court if they are unsatisfied.

Anytime 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 copying. The New Hampshire D.O.T. public website will also have project information located under the Project Center web page. That address is located on the lower left corner of the hearing
handout. That is all I have, Don. Thank you.

MR. LYFORD: Thank you, Nancy. Ron Crickard will discuss the environmental aspects of the project.

MR. CRICKARD: Thank you, Don. Good evening, Members of the Commission, ladies and gentlemen. Pursuant to the National Environmental Policy Act, the Department of Transportation has evaluated alternatives to the proposed project and the potential impacts this project will have upon the surrounding social, economic, and natural environments.

Coordination was established and input received from federal and state agencies, including the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, the Federal Emergency Management Agency, the Department of Environmental Services, the New Hampshire Fish and Game Department, the New Hampshire Office of Energy and Planning, the New Hampshire Department of Resources and Economic Development, the New Hampshire National Heritage Bureau, and the New Hampshire Division of Historical Resources.
In addition, input was received from town officials, regional officials, as well as concerned citizens. After evaluation of the information gathered, an environmental document was prepared. The following is a brief summary of the information contained in that document.

Completion of the proposed project is not expected to result in any adverse air quality or noise impacts at any of the adjacent properties. Temporary increases in noise and dust levels are anticipated during construction of the project. These temporary increases are expected to return to normal after construction.

The proposed project will require dredge and fill activities within areas under the jurisdiction of the Department of Environmental Services Wetlands Bureau and the U.S. Army Corps of Engineers totalling approximately 0.8 acres. The Department has been and will continue to coordinate with the appropriate agencies to ensure that all wetland impacts are minimized to the maximum extent practicable.

Halfmoon Lake, located on the northeast
of the project corridor, is subject to the Shoreland Water Quality Protection Act. As currently defined, the proposed project is located within the 250-foot protected shoreland zone. A permit from the New Hampshire Department of Environmental Services Shoreland Program will be necessary. The project will be reviewed again during the final design and permitting phase to confirm that the limits of the work are located within 250 feet of the protected zone.

In order to promote and protect water quality, the Department will incorporate appropriate treatment measures into the design of the project. The contractor will also be required to prepare a Storm Water Pollution Prevention Plan prior to commencement of construction activities.

A review of the area has determined that there are no known endangered species of plants or animals in the project area. If there are changes to the extent of the project, a new review will be necessary. The Department will continue to conduct necessary studies as appropriate.

Pursuant to Section 106 of the National
Historic Preservation Act, the New Hampshire D.O.T., in coordination with the Federal Highway Administration and the New Hampshire Historic Preservation Office, must take into account the impacts of the project on cultural resources.

The project area has been evaluated and reviewed for historic properties and archaeological sensitivity. Archaeological investigations of the project area have determined that the project should have no impact on any archaeological resources.

It has been determined that the project should have no impacts to any resources that could be eligible for listing on the National Register of Historic Places. If anyone here tonight knows of any historic or potentially historic property that they believe may be affected by this project, please contact NH D.O.T., either me tonight, or Don Lyford within the ten-day open period to let us know.

Also, any person or group with any interest in a potential eligible resource that could be impacted can contact the U.S. Federal
Highway Administration and participate in the review as a consulting party. I have the contact information that you can get after the hearing.

If the project proceeds as proposed, it should result in no historic properties affected under Section 106 of the National Historic Preservation Act. The Department will continue to coordinate with appropriate agencies if any changes to design are proposed.

If anyone has any natural, cultural or socioeconomic resource concerns associated with this project, please bring them to our attention tonight or within the comment period following the public hearing. Copies of the environmental document are available for review after the hearing. Thank you.

MR. LYFORD: Thank you, Ron. Chairman, that concludes the Department's formal presentation of this Route 28 intersection reconstruction project, and I respectfully ask this Commission to find in favor of the layout that's been presented tonight.

CHAIRMAN MICKELONIS: Thank you very
much, Don, and I want to also thank your -- the
rest of your team, the rest of the team here for
giving us information, and, you know, good work.
I appreciate it.

Before I open this hearing -- open the
hearing for comments, concerns, and questions, I
would like to know if we have any elected
officials with us this evening that would like to
be heard.

MR. HOWARD: I'm an elected official, but
I'm just here for observation.

CHAIRMAN MICKELENIS: Would you like to
be heard today?

MR. HOWARD: My only concern was already
addressed.

CHAIRMAN MICKELENIS: Could you just step
up to the mic, please, and just state your name.

MR. HOWARD: Raymond Howard. I live in
Alton, and recently we had an issue with rumble
strips on that section of 28. And I just want the
residents of this town to be aware that it's a
very noisy thing, to talk about environmental
impacts, and that they really don't want rumble
strips there, and I just wanted to make sure that
the design engineers understand that. Alton is
the only town that's in favor of them when they're
going through a residential area.

CHAIRMAN MICKELOMIS: I wanted to say
thank you very much. Could you please just sign
in on that sheet just so we have your name
documented. And I do appreciate you coming from
Alton to represent. Is there any other town
officials at all?

MR. TASKER: Thank you. My name is Ed
Tasker. I'm a Selectman here in town. Question.
Is it my understanding that this project along
with the Peacham Road project and the -- my mind
has gone blank -- the further project up in Alton
are all going to supersede the Ten-Year Plan
that's been in place since 1956?

CHAIRMAN MICKELOMIS: I'm going to pass
that on to Don, if you will.

MR. LYFORD: I don't know what you mean
by supersede the Ten-Year Plan. These projects
are all within the Ten-Year Plan.

MR. TASKER: Excuse me?
MR. LYFORD: These projects are all within the current Ten-Year Plan.

MR. TASKER: Okay. But this is not the original plan that was laid out in 1956.

MR. LYFORD: I'm sure it's not. No, no. These do supersede that, yes.

MR. TASKER: Okay. It's really immaterial because I suspect that no matter whether it is or it isn't, this is what we're gonna get, and this is all we're gonna get for quite a long time in the future.

MR. LYFORD: Okay.

MR. TASKER: There is one point that I would like to have recorded, and that is at the far northern end of the project just beyond that wet -- area shown as a wetland on the northern side, back in the 1930s when this road was originally laid out they did excavate a human skeleton right at that site. And I would like that noted, and I would like whatever precautions need to be taken when you're doing the grading there that that is something that's being looked for.
MR. LYFORD: Okay.

MR. TASKER: Thank you.

CHAIRMAN MICKELONIS: Thank you very much, sir. Okay. I will open this meeting for anyone desiring to be heard. Again, I would ask you to raise your hand and, upon my recognition by me, come to the microphone and give your name, your address, and make your -- make your statement. And, also, please do not forget to fill out that form before you leave the podium. So if anybody would like to be heard and speak, you're more than welcome to. Come on up, sir.

MR. LOCKE: Good evening. Hello. My name is Rich Locke, and I'm representing the LTL Development Company, and we have the dubious honor of owning that field right on the killer intersection. And glad you're getting to it. My only concern, the others' only concern is that currently we have two bar-way entrances onto the field for North Barnstead Road. We have another that's kind of wherever you can get over the hump from the highway. I would like to be reassured that we're not gonna lose access to those
entryways. Or is that possible?

CHAIRMAN MICKELONIS: Is there any way that you could show us on the map kind of indicating what you're talking about so we can foresee that?

MR. LOCKE: Whoa.

CHAIRMAN MICKELONIS: Without falling over.

MR. LOCKE: This is the field in question. There's always been one entryway right up here, and there's another one further down. It's around this forest here. Those are off North Road. It's -- usually where the hump goes out usually you gotta go in here with whatever. So those three entryways, that would be our only major concern.

CHAIRMAN MICKELONIS: Thank you very much for pointing that out to us. Trent, would you like to answer that question or --

MR. ZANES: Yes.

(There is feedback from the sound system.)

MR. ZANES: How about now? Okay. We are
certainly --
(Feedback is heard. Adjustments are made to the sound system.)

MR. ZANES: All right. We are certainly --
(Feedback is heard. Adjustments are made to the sound system.)

MS. RAE: Try that.

MR. ZANES: I'll give it a try.

MS. RAE: All right.

MR. ZANES: Okay.

MS. RAE: Sorry.

MR. ZANES: Our survey didn't pick up any entrances to the field that's shown here, but that's certainly something that we can look at and evaluate. It would be difficult to match anything along 28 because there's already a cut slope there, and so you're going to be perpetuating that by cutting lower, so it would be difficult to provide something there, but I think it's -- there is a field drive that shows up on North Barnstead Road, and I think that's something we can work with. And we can certainly talk with you about it.
and see what kind of arrangements we can make.

MR. LOCKE: I was going to say if you want to take that side slope and just push it towards us, that's wonderful.

MR. ZANES: Well, we can discuss that.

CHAIRMAN MICKELONIS: Thank you very much, Trent. Would anybody else like to be heard today? Please feel -- we're all amongst community involvement. I would really love to hear your guys's input. So if you do have any suggestions or any comments or anything at all, I would really like to hear it because when we're making these decisions I want to make sure your points are heard, and I want to make sure that we consider everything. Because, you know, obviously we know that when roads are being -- I'm going to finish my comment. When roads are being redone it does affect you, so, you know, it's important to us to know.

MR. ALLEN: David Allen, a resident. 474 North Barnstead Road. You said that the plan as proposed will make the road appropriate for a 45 mile per hour speed limit. It's currently
appropriate for a 25 mile per hour. And then you said it was too -- it would be too expensive to make it appropriate for the 50 mile per hour. What would be the approximate additional cost of making it meet the standards for a 50 mile per hour zone?

CHAIRMAN MICKELONIS: Would you like to answer that, Don?

MR. LYFORD: I don't have that answer. I don't know if Trent has that with him tonight or not. If not, we can certainly get it, and we can put it in the written conclusions of the project.

CHAIRMAN MICKELONIS: Thank you very much, and I appreciate you coming up to the podium. Would anybody else like to make a comment, suggestion or have any concerns?

COMMISSIONER RICHARDSON: We would certainly like to hear from you. This is the time. When the bulldozers are pushing dirt it's a bit late.

CHAIRMAN MICKELONIS: Come on up, sir. You don't have to re-sign in again because you already did.
MR. HOWARD: All right. Thank you for letting me do a follow-up. You're talking about the -- during the construction phase the road would be shifted to one side. And that is still going to allow for two-lane flow or is that going to be done in sections where it will just be single-lane traffic?

CHAIRMAN MICKELONIS: By my understanding, and you guys can correct me if I'm wrong, that will be a two-lane traffic up and down that road. They're just going to expand it out so there's kind of like a, so to speak, like breakdown lane on each side. So, you know, it would be more safer, plus it's going to fix the visual when you're coming up that long, steep hill.

MR. HOWARD: No, I'm talking about during the construction period.

CHAIRMAN MICKELONIS: I'm pretty sure it's going to go down to one lane.

MR. HOWARD: So that there it's going to be a one lane?

MR. LYFORD: It will probably be one
lane. We'll try to have it open two lanes during nonwork hours.

MR. HOWARD: Okay. Because this is -- this is a busy time of the year in the summer, and, you know, a lot of people commute that to work.

MR. LYFORD: Right.

MR. HOWARD: So is there any way that you can notify, maybe with signage, that the road will be -- you know, when they start -- before they start construction to find an alternate route? Because there are some alternate routes going towards Concord, but.

MR. LYFORD: We will have a variable message sign at the entrance of the project to notify when the work's going on.

MR. HOWARD: Okay. Thank you.

CHAIRMAN MICKELONIS: Thank you very much.

MR. LYFORD: And just sort of to reiterate that, you know, if people don't want to speak tonight, they don't have to. They do have the ten-day comment period. They can send in
comments that have the same weight as anybody that speaks tonight.

CHAIRMAN MICKELONIS: Do you have a follow-up, sir?

MR. ALLEN: Yeah. I just want to say thank you for getting to this. It's been a real concern for the residents of this town alongside this, you know, and I'm sure for a long time before that.

The question -- the issue was raised when the balance of the widening of Highway 28 between the Suncook River Bridge and the Alton Circle might happen. I believe you stated it would go -- at some point it would go into the Ten-Year Plan. That's a little vague.

MR. LYFORD: There's nothing in the Ten-Year Plan currently. Somebody would have to enter that into the Ten-Year Plan through the regional planning process. So I've been in -- some day it will be in there, but there's nothing currently in there.

MR. ALLEN: It has not been submitted? I find that a little difficult to --
MR. LYFORD: There's other priorities, I guess, over there in that section of the road.

MR. ALLEN: Okay. Thank you.

CHAIRMAN MICKELONIS: Thank you very much. If there's any other comments, questions or concerns? All right. I just want to reemphasize if you have any questions or concerns, please fill out the comment card within the ten-day period. Send any documentation or any information to these good people, and -- so they can get it over to us so we can make sure we weigh out all options.

And I want to make sure, like we said before, we want to hear your concerns and your questions and so on and so forth. That's important. So, with that being said, there being no indication of anybody remaining who desires to be heard, this hearing will be adjourned.

MR. LYFORD: One more.

CHAIRMAN MICKELONIS: Yes, sir. Come on up.

MR. ST. LAURENT: I'm Dan St. Laurent, 44 North Road. I, myself, with Mr. Locke, there is one entrance on the field down across from Danbury
Road, and the only way to access that field is off Route 28. And if -- I just want to make sure that there is something still there because that's the only way to access it without going across wetlands with anything of any size.

CHAIRMAN MICKELONIS: Absolutely. If we can just try to make sure we write that down, and --

MR. ST. LAURENT: It's pretty near. There's a pull-off. It's right across from Danbury. There's just one spot where you can drive in and out of the field.

CHAIRMAN MICKELONIS: For easy access --

MR. ST. LAURENT: Yes.

CHAIRMAN MICKELONIS: -- for yourself.

MR. ST. LAURENT: And it's back a long ways before you're gonna cut the road down, so you should be able to do something there to blend it, blend something so we can get in and out of there.

CHAIRMAN MICKELONIS: Thank you very much, sir, and I appreciate you coming up to the podium and letting us know that. I'm going to give you guys one more option. If you would like
to come up before I adjourn this meeting, you're more than welcome to. This is the time to do it if you're going to do it.

Other than that, I'll repeat. You have 10 days to submit documents and your concerns to the Department of Transportation. Okay. With that being indicated, anybody has -- remaining who desires to be heard from this hearing, I will adjourn this hearing as of -- what is the time?

THE COURT REPORTER: 7:47.

CHAIRMAN MICKELONIS: 7:47 p.m. Thank you very much, and have a safe trip home.

(The hearing is adjourned at 7:47 p.m.)
CERTIFICATE

I, Debra L. Mekula, a Licensed Court Reporter and Justice of the Peace in and for 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 public 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, LCR, RMR
Licensed Court Reporter
Registered Merit Reporter
N.H. LCR No. 26 (RSA 310-A)
September 20, 2016

Re: BARNSTEAD-ALTON X-A000(208) 14121
PUBLIC HEARING
BARNSTEAD TOWN HALL

Attention: Shawn Mickelonis, Commission Chair

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:

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: Pamela St. Laurent

Name: Pamela St. Laurent
(Please Print)

Address: 225 Dowboro Road
PITTSFIELD, NH 03263

Phone: # Home 435-6649 Work 736-9700

NH DOT Project Parcel #

T:\FORMS\HEARINGS\New Folder for Public Hearings 0209\Public Hearing\MISC\CommentSheet
Comments on new DOT project:

Access to field on Rt. 28 by present turn off.

Access to field at present bar way on North Road and access to field across road.

Any fence taken down on Rt. 28 & North Road to be replaced because of animals in fields.

Any stone walls taken down on Rt. 28 and North Road to be put back in place.

Present plan shows stock piling of material on North Road in field on left side. That is one of the better hay fields would request that it be stock piled down on Rt 28 in field with a temporary fence being put up so that the animals cannot get out.

If following the line of the road the curve is on the Locke side of the road and after North Barnstead Road, so still not sure why taking so much of field land on North Road side. When DOT did their last project on Rt. 28 that was when the dip in the road was made worse. My two sisters both can remember our grandfather & father going down to look at the project when they were doing it and they told them if they left the road as they had it, you could see, but they didn't. I realize that there is a problem but when doing these projects does the engineer actually come out and travel the road or are the sketches and plans given to him and he comes up with the design and does someone follow up to make sure that the road is as it should be before paving.

Speed limit was mentioned at hearing. Maybe the speed limit should be dropped to 40 mph from Danbury Drive to Crescent Drive. It is 40 mph on Rt. 28 in Barnstead and Pittsfield.