STATE OF NEW HAMPSHIRE

DEPARTMENT OF TRANSPORTATION

BUREAU OF RIGHT OF WAY

HIGHWAY LAYOUT COMMISSION PUBLIC HEARING

BARNSTEAD X-A001(174), 14121E

INTERSECTION SAFETY IMPROVEMENTS

Hearing held at the Barnstead Fire Rescue, 305 Parade Road, Barnstead, New Hampshire on Tuesday, August 28, 2012, in accordance with RSA 230:14 and the Surface Transportation and Uniform Relocation Assistance Act of 1987 to discuss proposed safety improvements to the intersection of NH 28, Peacham Road, and White Oak Road in the Town of Barnstead, New Hampshire commencing at 7:00 p.m.

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DEPT. OF TRANSPORTATION
RIGHT-OF-WAY

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1 HIGHWAY LAYOUT COMMISSION MEMBERS:

2 Chairman Gerald Coogan

3 Anthony Giunta

4 Dick Lemieux

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9 APPEARANCES:

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

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Trent Zanes, P.E., Preliminary Design Supervisor, NH
12 Department of Transportation, Bureau of Highway Design

13 Victoria Chase, Right of Way Engineer, NH Department of Transportation, Bureau of Right of Way

14

Kevin Nyhan, NH Department of Transportation, Bureau of
15 Environment

16 Carol Spoerl, Hearing Coordinator, NH Department of Transportation

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1 P R O C E E D I N G S
2 CHAIRMAN COOGAN: I'm Gerry Coogan. I
3 want to call this meeting to order.
4 (There is a brief pause.)
5 CHAIRMAN COOGAN: This meeting is called
6 to order. I am Gerry Coogan, Chairman of the
7 Commission appointed by the Governor and Council
8 considering the layout of the Barnstead project.
9 Tony Giunta on my left and Dick Lemieux are also
10 members of the committee -- Commission. Tony is
11 from the City of Franklin. Dick is from the City
12 of Concord. I'm from the Town of New London.
13 This hearing is concerned with the layout
14 of a section of New Hampshire Route 28, Peacham
15 Road, and White Oak Road. It is pursuant to New
16 Hampshire RSA 230:14 and the Surface
17 Transportation and Uniform Relocation Act of
18 1987.
19 The purpose of this hearing is to
20 determine the necessity of the occasion of the
21 layout and to hear evidence of the economic and
22 social effects of such location, its impact on the
23 environment, its consistency with the goals and

1 objectives of such local planning as has been
2 undertaken by the town.
3 Following the hearing, the Commission
4 will evaluate all matters brought to our attention
5 and make definitive decisions regarding the
6 layout. We will conduct -- we will contact each
7 owner whose property is affected and discuss
8 individual concerns. It is, therefore, important
9 that all individuals desiring to make requests or
10 suggestions do so tonight.
11 I would remind you that you have 10 days
12 from the date of this hearing to submit any
13 material that would be considered by this
14 Commission.
15 At this time I will ask Don Lyford,
16 Project Manager, New Hampshire Department of
17 Transportation, to present in an informal
18 manner -- in a formal manner the layout which has
19 been proposed.
20 After this I will open up the floor to
21 those who wish to address the Commission. I will
22 request that all those desiring to speak signify
23 their desire to speak, be recognized by me, come

to the front, speak in the microphone, sign your name here, and then state -- and then make your presentation. If someone else has already made your comment that you want to make, just reference that other person's comment in the effort of time.

This meeting is being recorded. It's a public hearing. Again, this is a public hearing. No decisions are being made tonight. We're just getting testimony. We're providing information. We're seeking the comments of the Town of Barnstead and other local officials.

So Don Lyford will present the layout, but before I open the hearing, I would like to know if we have any elected officials here that would like to be heard. Any State officials? Okay.

MR. BOLSTER: Yeah, I might. Okay. Peter Bolster, State Representative. I don't have anything to say right now. I might have a comment later.

CHAIRMAN COOGAN: Okay. Now I'd like to have Don Lyford present the layout. Don.

1 MR. LYFORD: Thank you, Chairman,
2 Commission members. Good evening, ladies and
3 gentlemen. First, I'll introduce a couple people
4 who will be helping with tonight's presentation.
5 To my left is Victoria Chase from our Bureau of
6 Right of Way. To my right is Kevin Nyhan from our
7 Bureau of Environment, and in the front over
8 towards the boards is Trent Zanes, who's our
9 Bureau of Highway Design, who in a few minutes
10 will present the project that's on the boards.
11 This project was broken out of a bigger,
12 seven-mile Barnstead-Alton project. The
13 Barnstead-Alton project ran from the previously
14 improved section just a little bit north of here
15 all the way to the Alton Traffic Circle. And
16 knowing we didn't have funding to reconstruct the
17 entire seven miles, we met with town officials and
18 regional planning and also did a study of a big
19 section of Route 28 and identified priority
20 intersections.
21 Peacham Road was one of the priority
22 intersections. Stockbridge Corner Road is another
23 one that was identified. We've been to a hearing

on that one already and hope to have that one under construction in 2013. Another one is North Road, which is probably one of the most difficult to fix. It will be one of the later ones to be looked at as funding becomes available. The hope is if we fix some of these intersections and pieces of the roadway, then eventually we'll be able to rebuild the entire seven miles.

At the other meetings and at the regional planning meetings we received a lot of input on this project that helps us formulate this project, and we're looking for additional input tonight either for or against the project so we can proceed with a good project. At this time I'll have Trent describe the project.

MR. ZANES: Thank you, Don. First of all, just to orient you to the plans, this is an aerial plan showing Barnstead and Alton. This is Route 28 from south to north. Here from west to east. This is the area that we're talking about tonight. Located -- this is Peacham Road extending to the east. White Oak Road to the west towards Gilmanton.

1 And the way that that is represented with
2 these engineering plans, north is to the bottom
3 right corner of the plan, which is the direction
4 towards Alton. Twenty-eight continues in this
5 direction to the south to Pittsfield. Peacham
6 Road extends to the east, and White Oak Road
7 continues to the west towards Gilmanton.
8 Just to give you a quick description of
9 the plans and what they represent, this is a
10 horizontal plan or a view from above of the
11 project area. Gray represents the existing
12 pavement. Dark green would be any woods or woods
13 line within the project. Red represents
14 buildings. And this lighter brown color here
15 would be any unpaved or gravel drives or roads.
16 MR. DUNNE: Excuse me. Can you say what
17 the light green means again?
18 CHAIRMAN COOGAN: Please, he's going to
19 make the presentation, and then we can ask
20 questions afterwards.
21 MR. ZANES: On the profile plan, this
22 would be more of looking at the road from a side
23 view as the road rises and falls or, as we refer

1 to it, a crest if it's climbing and a sag if it's
2 descending into a low point. The brown on the
3 profile represents the existing ground. So if the
4 road has shifted a little bit, it may not
5 necessarily be where the pavement is. It might be
6 over existing ground.
7 And where you'll see that is in a
8 location such as here. This is near the White
9 Oak/Peacham Road intersection. There's also a
10 gray band, and that would represent where the
11 pavement would be, probably off to the side but in
12 relative elevation compared to the proposed
13 roadway.
14 The proposed roadway is the yellow on the
15 profile and also on the horizontal plan. The
16 yellow represents the pavement from white line to
17 white line. In this area here, you'll see some
18 orange in the center of the road. That's the
19 painted median. It's asphalt, but it's where the
20 yellow line would diverge to create a little
21 island. Also, throughout the plan you'll see
22 strips of brown on either side of the yellow.
23 That represents a paved shoulder or the white line

1 to the edge of pavement.
2 Outside of that is the light green, and
3 that would indicate areas of slope work or
4 landscaping or grading where we might need to
5 construct ditches to help handle the flow, the
6 drainage flow, as well as any areas where we've
7 changed the grade or adjusted the road left or
8 right, we'll need to blend back into the existing
9 ground. So that's what this green, the lighter
10 green represents.
11 The orange that seems to match in all the
12 drives. That's exactly what they are, drive
13 matches. Again, where there's a change in grade
14 or maybe a shift to the left or right of the
15 roadway, we would need to pave or gravel a match
16 into the existing drive for appropriate access.
17 Okay. So let me get into some of the
18 details of what this actually represents. Looking
19 at the existing conditions, this is Route 28 from
20 south -- south to north. Peacham Road, White Oak
21 Road, and Yield Road. And then off to the bottom
22 here, this is Lake Shore Drive and then Cove --
23 Cove Road -- Cove Drive. There's a lot going on

1 at that location. There's a lot of turns and a
2 lot of conflicting movements.
3 Route 28 is posted for 50 miles an hour
4 in this area. We know the traffic coming from the
5 south has already been on a 55-mile-an-hour road.
6 And coming up into this intersection, the sight
7 distance or the ability to see far enough ahead to
8 make a safe decision whether to make a turn off
9 the road, to avoid oncoming traffic or to enter
10 the roadway from one of the side roads is also
11 difficult and limited by the terrain.
12 The fact that Yield Road allows
13 northbound traffic to make a left turn potentially
14 before southbound traffic on 28 can see that
15 movement certainly has been a cause for a number
16 of accidents and also a number of near misses,
17 which we can't obviously calculate. But looking
18 at all of the corridor, as Don had mentioned
19 earlier, all along 28 and specifically in this
20 area we know that the crests and sags are very
21 inadequate in places for a 50-mile-an-hour
22 design.
23 And that's where vehicles get lost when

they're traveling north and south. And if you're driving along and you see a car suddenly appear over a crest, that's what's happened is it's either been hiding in the sag before it or climbing over the crest as you're approaching. That creates a very dangerous situation as well.

So in addressing the intersection, we've also identified a number of accidents along the way, along this section right up to the intersection. And we're aware of one fatality somewhere in this area here in 2005.

A little bit of the accident statistics. From 2002 through 2010, we have 43 recorded accidents. Twenty-nine of them involved property damage only where no one was injured, but 13 of them involved injuries. And these likely -- or the majority of them involved more than one vehicle, and they were -- generally the more severe accidents were at the intersection area here or at a crest that we know is a problem in front of parcel 14, which is also shown right here.

When we evaluate the horizontal and

1 vertical alignment for the center of the road, we
2 have guidelines as to what speeds are generally
3 considered safe and the threshold that we would
4 try to meet. This crest here is approximately a
5 25-mile-an-hour design, so it absolutely needed to
6 be addressed with this project.
7 What's a little harder to see with the
8 overhead plan view is it looks pretty smooth when
9 you're looking at the proposed design, and that
10 was our intent, but underneath the road itself
11 wiggles to the left and right. And if you're
12 familiar with Route 28, then you can -- you
13 probably know what I'm talking about. It shifts a
14 little bit left and right in addition to the ups
15 and downs that are going through there, and it's
16 quite a shock to people coming off a 55-mile-an-
17 hour section -- improved section to the south.
18 We're not trying to fix the road up so
19 that people can go faster. That's not the
20 intent. In fact, we're not proposing 10-foot
21 shoulders. We're proposing four-foot shoulders
22 for bicyclists and pedestrian safety, but really
23 we're trying to keep the road essentially where it

is today, just make whatever improvements are necessary so that traffic that we know is going to come through at 50 miles an hour has a safer time passing through this area. So we've kind of straightened this out.

We're showing a number of drainage locations where we're going to collect where the water runs off and try to channelize it to a proper outlet. I've already heard a few comments from people tonight that they have some issues with drainage. And so this would be a good opportunity to speak up at the end of the meeting and let us know if -- if you have an issue or if everything is fine.

A lot of this drainage was designed 78 years ago when the road was first put in, and the district has been keeping up with it, but if we're going to come through and rebuild the road, we'd like to try to address whatever concerns are out there. And, again, let us know. We'd appreciate that.

So let me get to the intersection area itself. And what we're proposing to do here to

1 make it less complicated and take out some of the
2 decision-making is to disconnect Yield Road from
3 28 and use it as an access for Lake Shore Drive
4 off White Oak Road. This will eliminate a number
5 of the turns that are happening out there, and,
6 also, we've cut back some of the slope and some of
7 the -- excuse me -- some of the woods line on the
8 eastern side of 28 to try to open it up.
9 And that -- again, that's not to
10 encourage speed. It's simply people are traveling
11 through there, and they need to be able to see
12 what's up ahead and make -- to be able to make the
13 proper decision especially when they're
14 considering turning onto or off Peacham Road or
15 White Oak Road.
16 Now, to facilitate the turns, the turning
17 movement, we want to get the traffic out of the
18 through lanes, so we're providing left-turn lanes
19 both from 28 west onto White Oak Road and then
20 southbound on 28 east onto Peacham Road.
21 There's enough traffic -- we do a study
22 with all the traffic that we've counted, and we've
23 projected out 20 years for a design year to make

1 sure that whatever we're proposing is going to
2 accommodate future traffic as well, and we found
3 that the right-turn lane -- the right turning
4 traffic from 28 onto Peacham Road warrants a
5 right-turn lane as well, so we're widening that
6 out to accommodate those turns.
7 And this will give more -- more choices
8 for drivers so if they're making their turns, they
9 can get out of that mainstream traffic. It would
10 also provide a little more refuge area so if
11 someone is coming along, and they don't -- and
12 they aren't perhaps paying attention, there's more
13 areas to go to and to avoid any kind of conflict.
14 I'm sure many of you know that Peacham
15 Road drops down at about 11 percent -- or at least
16 drops down. I know it drops at 11 percent. Right
17 to the intersection here. And on the other side
18 White Oak Road drops down at approximately 14
19 percent. I'm guessing that in the wintertime it's
20 a little bit difficult to get up White Oak Road or
21 to stop from sliding into 28 from Peacham Road.
22 So we're trying to address that as well.
23 What we would do is provide -- we're

1 raising the intersection to try to, again,
2 accommodate the profile and make it so that people
3 can see better. And in doing so, we're going to
4 have to raise White Oak Road and the intersection
5 with Yield Road and then cut Peacham Road down to
6 about nine and a half percent, which is still, you
7 know, fairly steep, but it's a significant
8 improvement to what's out there today.
9 On both sides of 28 there will be at
10 least a 20-foot platform providing a grade of
11 about three percent, not flat but enough to let
12 the water drain off. And, in addition, where 28
13 is coming through we're limiting the cross-slope
14 where the -- if you were to be traveling across
15 the intersection, we're limiting it to four
16 percent, and this allows for if there's bad
17 weather or icy roads, that you don't start out
18 into the intersection and -- and maybe start
19 spinning or have a slower time getting across the
20 road.
21 This is what we call super elevation, and
22 we have a curve like this. We'll bank the road to
23 allow for smoother traffic, but, as I said, we're

1 going to limit that to a safer amount just through
2 this area here at the intersection. So there will
3 be other work you'll see on Ripple Road and
4 Windsor Way. They're just matching in to the new
5 profile for Peacham Road.
6 We're aware that there are two properties
7 that have been identified as historic properties,
8 so those were major controls in the design. We're
9 not allowed to impact properties, and we certainly
10 try not to, and we're certainly limited by wetland
11 impacts, right of way impacts, historic
12 properties.
13 Parcel 15 here was identified as historic
14 as well as parcel 19 right inside the triangle
15 there. So we made significant efforts to try to
16 minimize impacts to those properties as well as
17 all the other properties. But it's kind of
18 limited what we can do with the design for the
19 intersection in this area. We're showing a
20 retaining wall on the northern side of the -- of
21 parcel 19.
22 Again, you can see because we're raising
23 White Oak Road significantly through here. In

1 moving the road as we're showing it, we're
2 impacting approximately nine telephone poles,
3 which will need to be relocated as part of the
4 process. We've already been working with utility
5 companies, and they're kind of eager to get going
6 with it.
7 As I said, drainage issues. We're
8 proposing -- our intent is to capture the drainage
9 and send it to a proper outlet. And, again, if
10 you have any concerns regarding where it is today,
11 this is a good opportunity to let us know. And,
12 with that, I'll turn the presentation back over to
13 Don.
14 MR. LYFORD: Thanks, Trent. I'll ask
15 Victoria Chase to review the right of way process.
16 MS. CHASE: Thank you, Don. Members of
17 the Commission, ladies and gentlemen, before I go
18 into the right of way procedures for the project,
19 there are a couple of items I'd like to mention.
20 I'd like to point out that if anyone wishes to
21 submit additional testimony as a result of this
22 hearing, there are some maps -- we call them
23 hearing handouts. Carol is holding them up.

1 Thank you very much. Over on this table. Staff
2 can give them to you.
3 There's an address in the upper right-
4 hand corner, so -- excuse me -- you can address
5 any of those issues to Chairman Gerald Coogan,
6 care of Bill Cass at the address shown on this
7 plan within 10 days of tonight's hearing. It will
8 become part of the official record. It will
9 receive equal weight to anything we hear tonight
10 as well.
11 We also have with us tonight, helpful for
12 anybody who has impacts to property -- Carol,
13 thank you very much. "Your Land and New
14 Hampshire's Highways," which describe the right of
15 way acquisition procedures that we'll be using for
16 the project, helpful to resolve any issues or if
17 you don't get a chance to talk to me or any of the
18 other staff tonight. So if you're interested,
19 please pick up a copy of that.
20 If, after reviewing the information
21 received at the hearing and during the ten-day
22 comment period, Chairman Coogan and his Commission
23 find necessity for this layout, several things

1 will happen. With approval to proceed with the
2 design of the project, appraisals will be prepared
3 for each of the properties that Trent described.
4 The appraisals will determine the fair
5 market value of the property rights needed for the
6 new construction. Each of these appraisals is
7 reviewed separately and independently to make sure
8 that they're all accurate and take into account
9 all applicable approaches to value.
10 Once the review is complete, the
11 appraisals are given to the Commission to begin
12 discussions with each of the property owners
13 regarding the acquisition necessary. The value in
14 the appraisal will be the offer of compensation
15 used by the Commission. The Commission will
16 contact each property owner and discuss each
17 acquisition separately. We encourage owners at
18 that time to be sure that all their questions and
19 concerns have been resolved and considered.
20 If the property owner is satisfied with
21 the offer, deeds are prepared, and ownership is
22 transferred to the State. If the property owner
23 is not happy with the figure of -- offer made by

1 the Commission, they can appeal to the New
2 Hampshire Board of Tax and Land Appeals for
3 additional compensation there.
4 It's important to understand that you can
5 do that with or without an attorney. It's also
6 important to understand that either party can
7 appeal the Board of Tax and Land Appeals' decision
8 to the Superior Court if they're not satisfied.
9 Anytime after the hearing and before
10 design approval, all information in support of
11 this hearing is available at the Department's
12 headquarters in Concord for your review and
13 copying. That's all I have. Thank you.
14 MR. LYFORD: Thank you, Victoria. Kevin
15 Nyhan will discuss the environmental aspects of
16 the project.
17 MR. NYHAN: Thanks, Don. Members of the
18 Commission, ladies and gentlemen, pursuant to the
19 National Environmental Policy Act, the Department
20 has evaluated alternatives to the proposed project
21 and impacts the project will have upon the
22 surrounding social, economic, and natural
23 environments.

1 The Department has coordinated with
2 federal and state environmental agencies,
3 including the Army Corps of Engineers, the
4 Environmental Protection Agency, and the
5 Department of Environmental Services, just to name
6 a few. In addition, input was received from the
7 town and regional officials as well as concerned
8 citizens.
9 After evaluation of the information we
10 gathered, an environmental document was prepared,
11 and I have that available here tonight if anybody
12 wishes to view it. This categorical exclusion
13 document is available on our Web site as well, and
14 the following is just a brief summary of the
15 environmental impacts that we've studied for this
16 project.
17 Both an air quality and noise analysis
18 were prepared for the project, and since traffic
19 volumes are not expected to change substantially
20 as a result, and the facility will be improved
21 following construction, the project will provide
22 an overall reduction in air pollution in the
23 project area, and noise levels are not expected to

1 be adversely affected.
2 The federally endangered plant small
3 whorled pogonia is known to occur in the area.
4 However, there's limited suitable habitat in the
5 project area, and it's unlikely to be present.
6 Prior to final design, however, the Department
7 will conduct a field review to determine if the
8 plant is present. Coordination will be undertaken
9 if it is, and adjustments to the design will be
10 made if necessary.
11 The project will require work within land
12 under the jurisdiction of the Department of
13 Environmental Services, the wetlands. The total
14 impacts are approximately 22,000 square feet
15 anticipated at this time, which is approximately a
16 half an acre and are primarily associated with
17 upgrading drainage structures, roadside ditches.
18 These impacts exceed the mitigation threshold
19 established by the Department of Environmental
20 Services, and mitigation will be evaluated for
21 this project.
22 To that end, the Department will continue
23 to coordinate with the appropriate agencies and

1 the Barnstead Conservation Commission to ensure
2 that all wetland impacts are minimized and all
3 permits are secured prior to construction.
4 Invasive plant species have been
5 identified in the project. In accordance with the
6 Department of Agriculture's rules regarding
7 prohibited invasive plant species, the contractor
8 ultimately selected to do the work will need to
9 take appropriate contractual precautions to avoid
10 their spread.
11 Finally, pursuant to Section 106 of the
12 National Environment -- the National Historic
13 Preservation Act, the Department, in coordination
14 with the Federal Highway Administration and the
15 Division of Historical Resources, must take into
16 account the impacts of the project on cultural
17 properties.
18 The project area has been evaluated and
19 reviewed, and it was determined that there will be
20 an adverse effect on historic properties. Like
21 Trent mentioned, parcel 15 and parcel 19 are both
22 considered historic properties and generally
23 include properties that are 50 years old or older

as well as archaeological sites.

During final design, mitigation will be developed to offset the adverse impacts to these properties, and conversations with the town relative to such will continue. A Memorandum of Agreement signed among Federal Highway Administration, the Department of Transportation, as well as the Division of Historical Resources will be signed prior to the completion of the environmental process, and we'll stipulate what that mitigation will be.

Finally, prior to construction there will be further evaluation relative to archaeological resources in the project area which primarily consist of old, stone-laid foundations on Route 28 as well as on White Oak Road.

That's all I have, Don. Thank you.

MR. LYFORD: Thank you, Kevin. The estimated construction cost for the project is about 2.1 million dollars with 90 percent of that being federal funds and 10 percent being state funds. No town funds are required for the construction.

1 If the Commission finds for the layout of
2 the project, we'll move into final design and
3 right of way acquisition and anticipate
4 construction to be in 2015.
5 And, just as a note, the project plan is
6 on our Web site. If anybody wants to look at it
7 at home or if somebody couldn't make it tonight
8 and wants to take a look at it, the address is on
9 the hearing handout in the corner. There's also
10 my phone number if anybody wants to call. And the
11 hearing handout on the Web site also is there, so
12 if anybody wants to send in a letter, they can
13 also get the address from there.
14 Chairman, that concludes the Department's
15 formal presentation of the project. I
16 respectfully ask this Commission to find in favor
17 of the layout of the project as presented here
18 this evening.
19 CHAIRMAN COOGAN: Okay. And thank you,
20 Don. Now, before I open the public hearing to
21 members of the public, I'd like to ask if we have
22 any elected officials who would like to come
23 forward and make a statement at this point.

MR. COMTOIS: Come up to the mic or can I --

CHAIRMAN COOGAN: Please go to the mic, and state your name, address, and please sign in.

MR. LABELLE: You can move that forward if you want. It's crowded.

MR. COMTOIS: My name is Guy Comtois, and I live at 107 White Oak Road. Obviously I'm going to be familiar with the hair-raising experiences that keep happening on that intersection. The main questions I had because from the last hearing was we weren't -- we weren't sure if we were going to be bothering the man on the triangle piece of land, so that's been -- that's been taken care of.

If I'm coming from the west, if I'm coming from White Oak, and I'm stopping at 28 with the truck and the trailer going to get hay, how much room do I have to take a right turn to swing onto 28?

CHAIRMAN COOGAN: Don.

MR. LYFORD: Trent, can you --

CHAIRMAN COOGAN: Trent.

1 MR. LYFORD: -- answer that in any way?
2 MR. COMTOIS: In other words, if I'm
3 coming from here, and I'm swinging on here -- I'm
4 on the corner. I mean are they going to have
5 enough room to come around, and we're not going to
6 be nose to nose, right?
7 MR. ZANES: Make sure they can hear me on
8 this. That was one of the comments that we
9 received at the last public informational meeting,
10 and we have addressed that. Those are -- the
11 radius of the turns are 50-foot radius, and they
12 will accommodate the large tractor-trailer trucks
13 making the turn and staying within their lane, so
14 the answer to your question is yes.
15 MR. COMTOIS: That's mainly most of the
16 concerns I had from the last meeting have been
17 addressed. Now, forgive me if I missed it, but
18 how long is the project expected to take?
19 MR. LYFORD: We're hoping one
20 construction season. If we can get started early
21 enough in 2015, then it will be completed by the
22 end of 2015.
23 MR. COMTOIS: Okay. And so the lights on

126, they're going to be coming before this, correct?

MR. LYFORD: Yes. Yep.

MR. COMTOIS: Because there's a lot of editorials going back and forth where this one seems -- this one and North Road seem to be much more dangerous than the 126 intersection.

MR. LYFORD: Much more costly as well.

MR. COMTOIS: That's what I figured. Okay. Thank you.

CHAIRMAN COOGAN: Guy, please sign in. So do we have any other elected officials who would like to speak? Welcome.

MR. BOLSTER: I'm Representative Peter Bolster.

CHAIRMAN COOGAN: And your address, Peter?

MR. BOLSTER: I'm from Alton right on the Barnstead line. And basically I just want to speak to the fact that at the last hearing that I think I went to a gentleman talked about the fact that he was at a hearing in 1942 talking about working on this intersection. And I think that's

1 probably just about right.
2 This is kind of the orphaned section of
3 28. The seven miles between the beautiful highway
4 on either side and the amount of traffic that
5 comes through there and increases all the time in
6 terms of people coming to the Lakes Region, and we
7 know that every year that we wait on these
8 projects they cost more money. And when you hear
9 the figure 2.1 million dollars for something like
10 this, obviously I'm sure a lot of people kind of,
11 you know, but that's the reality that we're in
12 right now.
13 And the problem is that we all know that
14 the amount of money that we have to do some of
15 these roads is very limited. And that's why we're
16 the only project still on the 10-year plan in
17 Belknap County on Route 28. And now I'm hoping
18 that once we get going with the Stockbridge Corner
19 and Hamwoods Road intersection -- I come out of
20 Hamwoods quite often, and I'm glad that that was
21 included because that's, again, one of the most
22 dangerous blind spots on the road -- and this is
23 done, I hope that this will continue.

1 And my thought is that once you get
2 started on a road like this, then it's much easier
3 for it to be continued on the 10-year plan until
4 it's done. Am I correct? That's generally the
5 case? Because you don't want to leave it -- leave
6 it half-done.
7 CHAIRMAN COOGAN: Um-hum.
8 MR. BOLSTER: And we know that it's going
9 to cost a lot more money to finish the road down
10 through the years, but at least we're getting
11 started. And I just want to thank all of you.
12 About -- oh, three years -- about three
13 and a half years ago we had a meeting with the
14 Commissioner and Bill Cass and a whole bunch of
15 folks in the D.O.T. office down there, and we had
16 some of the town officials from Belknap -- from
17 Barnstead and Alton and all the representatives,
18 and -- and Ray Burton. And we always have to have
19 Ray Burton there. In fact, we had another
20 Governor's Council person there. So I don't know
21 if that had anything to do with moving this along
22 faster. I'm not claiming that, but this is a
23 very, very important project, and I'm glad we're

moving on it.

And I know that the inconvenience -- and I will really love because I go over that road quite often and come back, and I have a standard truck. And I -- it's really tough coming up White Oak Road onto 28. I've burned -- my clutch is burned out doing that. So I'll appreciate that personally. Thanks a lot.

CHAIRMAN COOGAN: And, Peter, please sign in.

MR. BOLSTER: Yeah.

CHAIRMAN COOGAN: Do we have any other elected officials who would like to speak? Elected officials. Yes. Yes, sir.

MR. KERR: I'm David Kerr. I'm the Chairman of the Select Board this year and have been on the Select Board for a number of years and before that on the -- and I'm still on the TAC for Lakes Region. I've probably been involved -- I know I've been involved in this project longer than any other elected official in the room here.

I really appreciate that the project is moving ahead. It certainly did start out as the

1 project was to be the rebuilding of the entire
2 section from the improved part to the circle, and
3 this is what we have now, which is certainly a
4 vital part, and it's -- it's exciting on my part
5 to see that it's finally reaching the point where
6 we're about to go ahead with it.
7 I do have a question on property 19.
8 There's a wall to be built on White Oak Road. I
9 was wondering if that wall -- retaining wall would
10 affect access for driving, vehicle access to the
11 property.
12 MR. ZANES: We didn't have that
13 originally on our plan as the survey was done
14 about 2001. We had it updated recently, but we --
15 when we did our drive through tonight we noticed
16 that there was a drive off White Oak Road. That
17 would not be able to continue with the retaining
18 wall in place.
19 MR. KERR: All right. Well, that answers
20 that. All right. So thank you very much, and I
21 hope that we'll be able to continue with the
22 10-year projects, hopefully to include the North
23 Barnstead Road intersection which is later on.

CHAIRMAN COOGAN: I have a question for you, David. Is it fair to assume the Board of Selectmen of the town are in favor of this project?

MR. KERR: Yes, it is.

CHAIRMAN COOGAN: Okay. And could you please sign in. Do we have any other elected officials who would like to speak?

MR. CARAZZO: Yeah. My name is Chris Carazzo. I'm the road agent for the Town of Barnstead. The question I have is the realignment of Yield Road to Lake Shore where you have your 50-foot radiuses to come back out and come back on, but yet it's still skewed so someone could fly right through it.

Is there any way we could realign that so it's actually like a -- more of a T so they have to stop? And if someone's coming south on Yield Road to go to Lake Shore, are the lights going to shine in through the traffic coming north on 28? And how is the elevation to that is my question.

MR. ZANES: Yeah, I'm not sure if I caught -- I'm sorry. I'm not sure if I caught the

first question, so let me start with the second. There will be an elevation difference. Where we're raising Route 28, we're keeping Lake Shore Drive and Yield Road approximately where they are today, so there will be an elevation difference plus a guardrail, so we don't expect headlights to be a problem shining in anybody's face or to have any confusion as to why there are -- there might be traffic traveling on the wrong side of you. We don't expect a problem with that.

And the other question you had was about the skew of which road?

MR. CARAZZO: The actual alignment of this road being more straight on instead of a 45-degree angle.

(The court reporter asks Mr. Carazzo to repeat his comment.)

MR. CARAZZO: Yeah. My only concern is that it's not straight on as per se as it's skewed at an angle where someone could just look and go and not have to actually stop at a hammerhead.

MR. ZANES: Right. We're -- we are -- we're making a slight improvement T'ing that in at

more of a 90-degree angle and tightening up the intersection, sharpening the curve a little bit, whereas today there's a lot of pavement which allows people to make that quick maneuver. I think it will be an improvement. We wouldn't be able to do any more than that without causing additional impacts in parcel 19.

MR. LYFORD: Just as a follow-up to that, obviously there will be a lot less traffic on Yield Road because the only ones using it now will be the Lake Shore Drive people. Nobody would be coming off 28 onto Yield.

MR. CARAZZO: And I guess my other concern was is the amount of snow being plowed both directions, has that been accounted for? Would the town and the State be pushing both in the same direction?

MR. ZANES: Well, the State would still be maintaining our portion of the roadway. I guess let me ask you are you talking about this area near the cemetery --

MR. CARAZZO: Right.

MR. ZANES: -- right here? We would

1 continue to plow it, you know, and have it go over
2 the guardrail, and the town would have to manage
3 Lake Shore Drive and Yield Road as they do today.
4 MR. CARAZZO: Right. So there's a big
5 enough buffer in there for -- to the effect that's
6 an R-S zone?
7 MR. ZANES: Correct. It should be
8 manageable.
9 MR. CARAZZO: That's all. Thank you.
10 CHAIRMAN COOGAN: Okay. Thank you. And
11 please sign in. Any other elected officials or
12 town officials? Please state your name and
13 address.
14 MS. CARR: Hi. My name is Nancy Carr.
15 I'm from Barnstead, and I am Chairman of the
16 Planning Board. My question has to do with a
17 couple years ago when you first visited us we
18 talked about the traffic count of how many
19 vehicles go through on a daily basis.
20 And could you repeat that number that you
21 had at the time and what your projections are as
22 for how things have changed through the present
23 day and how that design right there will serve us

1 in the next 20 years for the number of vehicles.
2 MR. ZANES: Sure. Absolutely. Following
3 that meeting, we did have to do all new traffic
4 counts, so it was about 2012 that we got that
5 information. And the reason we needed the counts
6 was because we had -- we already had counts for
7 the existing condition with Yield Road, but we
8 hadn't captured how many people were taking a left
9 off 28 to use Yield Road. That was brought to our
10 attention that that maneuver was being used
11 frequently.
12 So we went out in 2012. We had the
13 traffic counted, and then it was adjusted so that
14 when we did our calculations for the new proposed
15 intersection all of those left turns would be
16 coming up to the intersection and turning left
17 onto White Oak Road, which is why we ended up
18 finding the need for a left-turn lane where we
19 originally hadn't planned one.
20 And, again, your question of how much
21 traffic goes through there today, there's
22 approximately 7,500 vehicles on an average day
23 traveling on Route 28 right here, and we're

1 expecting in 2035 to be about 9,500.
2 CHAIRMAN COOGAN: Any other local
3 officials?
4 MR. DUNNE: I'm not an official.
5 CHAIRMAN COOGAN: Okay. Any more local
6 officials who would like to speak? Okay. Yes,
7 sir. Come forward. Please state your name and
8 address.
9 MR. MILLER: Vincent Miller. I live in
10 that little area 19 up there on your map.
11 CHAIRMAN COOGAN: Please speak into the
12 microphone.
13 MR. MILLER: Yeah. Yes, sir. In any of
14 the work done, I would like to ask you is it your
15 intention to take any of my land? I'm in the
16 triangle there. Number 19. That section 19.
17 MR. ZANES: No.
18 MR. MILLER: That's --
19 CHAIRMAN COOGAN: No.
20 MR. ZANES: We're keeping the property
21 lines where they are. There's no new right of
22 way.
23 MR. MILLER: Thank you, sir. I'm wising

1 up to leave well enough alone. Thank you much.
2 CHAIRMAN COOGAN: Please sign in,
3 Mr. Miller. Sir, please sign in.
4 MR. MILLER: Okay.
5 CHAIRMAN COOGAN: Do we have any other
6 people who would like to make a comment?
7 Question? Yes, ma'am. And then this gentleman
8 right here. Please state your name and address.
9 MS. SWINFORD: Representative Elaine
10 Swinford. I live here in Barnstead. I'm a Chair
11 of Criminal Justice and Public Safety, and this
12 falls under public safety.
13 CHAIRMAN COOGAN: I don't want to come
14 before your committee.
15 MS. SWINFORD: Pardon?
16 CHAIRMAN COOGAN: Please continue.
17 MS. SWINFORD: I have concerns with
18 people coming out of Lake Shore Drive going down
19 Yield Road and having to make that hard turn to
20 come back up White Oak. I do have a concern with
21 that. Is there -- there will be a stop sign
22 there, I'm sure. But the people coming down White
23 Oak, I mean are we creating a hazard? Are we

1 creating a problem that we don't already have?
2 MR. ZANES: No. In fact, as Don had
3 mentioned, there will be a lot less traffic on
4 Lake Shore Drive, Yield Road, so it will be -- it
5 would be less of a concern. The sight distance or
6 the ability to see vehicles coming from either
7 direction will be somewhat improved because
8 instead of the low spot that's out there today
9 we're actually raising that up a bit as well. So
10 everyone will be sitting a little higher and be
11 able to see further in either direction. So no,
12 we don't anticipate -- we certainly don't
13 anticipate it being worse.
14 MS. SWINFORD: Okay. And are you
15 lowering or raising where 28 meets White Oak?
16 Right now we have flatbeds that get stuck.
17 MR. ZANES: Sure. We are raising the
18 elevation of the intersection, but we're also
19 raising White Oak Road. So we're actually
20 flattening the grade on White Oak Road and trying
21 to eliminate these angle points where the flatbeds
22 would be running into.
23 MS. SWINFORD: Thank you.

1 MR. ZANES: Right. That should be
2 greatly improved as well.
3 MS. SWINFORD: Should be or will be?
4 MR. ZANES: It will be.
5 MS. SWINFORD: Thank you.
6 CHAIRMAN COOGAN: This gentleman up
7 front. Please state your name and address.
8 MR. DUNNE: Hi. I'm Sean Dunne, number
9 1071 Suncook Valley Road. Parcel -- I think
10 it's -- I can't see the address of the number that
11 you have up here.
12 UNIDENTIFIED AUDIENCE MEMBER: Thirteen.
13 MR. DUNNE: Pardon me?
14 UNIDENTIFIED AUDIENCE MEMBER: Thirteen.
15 MR. DUNNE: Thirteen. Parcel 13. The
16 question I have is has there been a study on the
17 road? I mean you had mentioned earlier that the
18 road was maintained at a 50-mile-an-hour radius.
19 Has anybody done a study on dropping the road to a
20 40-mile-an-hour speed limit?
21 MR. ZANES: Yeah, we've -- no. We've
22 discussed with the entire corridor whether it
23 would be maintained at 50 miles an hour, and the

1 Department's position is to keep it at 50 miles an
2 hour. And that's -- again, that's why our efforts
3 were to bring all of the geometric concerns of the
4 roadway up to a 50-mile-an-hour design.
5 MR. DUNNE: Well, why wouldn't -- I mean
6 if you've got this type of curve here, and you're
7 trying to get them slowed down to stop the
8 accidents, why would the money be spent to keep it
9 at 50 miles an hour in a residential zone when you
10 can drop it to 40 and stop a lot of the problems
11 right there?
12 MR. ZANES: Well, from our perspective,
13 keeping the traffic flowing on 28 and knowing that
14 the traffic is moving at the speed that it is, by
15 opening it up and allowing everyone to see better,
16 that's how we're intending to address the crashes
17 and reduce the likelihood of those events.
18 MR. DUNNE: Yeah. I just can't
19 believe -- the question that I have is by opening
20 it up it's just -- you know, I spoke a little
21 earlier here. By opening it up right now, I think
22 it's going to create more crashes because more
23 people are just going to go that much faster on

1 the roadway there.
2 MR. ZANES: Well, we know they're doing
3 that today --
4 MR. DUNNE: Right.
5 MR. ZANES: -- with the condition of the
6 road.
7 MR. DUNNE: Right. But we don't have it
8 maintained at 40 miles an hour. If we maintain
9 the 40 miles an hour, we can get the local police
10 to go out, you know, and go out there and maintain
11 that and citizens going out there at 40 miles an
12 hour. Even if you changed the radius -- right now
13 you have it suggested at 35, but a suggested speed
14 limit. Well, if it's suggested, nobody is going
15 to follow the suggestion of it, but they're going
16 to follow it at 50, 55 miles an hour. They're not
17 going to get pulled over until they're over 60.
18 So you're coming around that corner.
19 That's where the accidents are coming. I'm
20 telling you. But if you're at a 40-mile-an-hour
21 radius, now you're pulling them over at 50, so the
22 road is maintained at what it's supposed to be
23 at. When this road was designed 78 years ago it

1 wasn't designed for a 50-mile-an-hour roadway.
2 That was raised later on.
3 MR. ZANES: That's true.
4 MR. DUNNE: Right.
5 MR. ZANES: And, you know, this is a
6 condition we'll find on any road in the state is
7 if you open it up, are you going to increase
8 speeds? Well, it's a balancing act. You need to
9 open it up to improve safety, and with the posted
10 speed limit at 50 miles an hour, traffic coming
11 off the 55-mile-an-hour into the 50-mile-an-hour,
12 they may be traveling at a higher rate of speed,
13 but at least now it's in a safer condition. And
14 your -- your recommendation to lower the speed
15 limit, that's something we would take under
16 advisement.
17 CHAIRMAN COOGAN: That's something that
18 we'll consider. Will you please sign in.
19 MR. DUNNE: I actually have another
20 question if that's okay. Can I ask one quick one
21 about the right of way?
22 CHAIRMAN COOGAN: Please.
23 MR. DUNNE: You said that there would be

1 appraisals that are completed by the Department of
2 Transportation. Will the appraisal be made
3 available prior to? And will they be able to be
4 inspected by their own independent appraiser?
5 MS. CHASE: You will get a copy of the
6 appraisal when the offer is made. And when you
7 get the initial letter from the appraiser before
8 they begin their appraisal, you can have your own
9 appraisal done as well.
10 MR. DUNNE: I am an appraiser --
11 MS. CHASE: Um-hum.
12 MR. DUNNE: -- you know. My question is
13 that are they going to come back out? And how
14 long do they take before they are coming back at
15 you to make it an offer to you before the
16 construction is getting going on? I mean do we
17 have 10 days to get an appraisal back out before
18 arguing what they have been working on for months
19 to complete an assignment?
20 MS. CHASE: You have a statutory period
21 of time once the offer is made, yes.
22 MR. DUNNE: And do you know what that
23 statutory time is?

1 MS. CHASE: There's an initial time of 45
2 days to review the appraisal.
3 MR. DUNNE: Okay.
4 MS. CHASE: And then if it -- if it
5 cannot be an amicable settlement, there's 30 days
6 before we would take title by eminent domain.
7 MR. DUNNE: Okay.
8 MS. CHASE: So a minimum of 75.
9 MR. DUNNE: Okay.
10 MS. CHASE: But yeah, we give you a copy
11 of our appraisal. It has to be a certified
12 appraiser. It's a narrative appraisal,
13 condemnation appraisal.
14 MR. DUNNE: Yep. Okay. All right.
15 Thank you.
16 CHAIRMAN COOGAN: Thank you. Yes, sir.
17 UNIDENTIFIED AUDIENCE MEMBER: Eminent
18 domain.
19 MR. JAKUBAUSKAS: I'm Bruce Jakubauskas.
20 I live at 1026 Suncook Valley Road, represented
21 by, I think, number nine. I have three lots there
22 with one driveway, and I'm wondering if this
23 project is going to continue to limit the access

1 status that exists down south.
2 MR. LYFORD: Well, we're not going to
3 extend it through this project. This will remain
4 just a regular right of way. We're not going to
5 change the status of anything that's already been
6 purchased.
7 MR. JAKUBAUSKAS: And I also have two
8 driveways pending. What impact will this project
9 have if I get those in before or after?
10 MS. CHASE: Pending with a permit
11 process?
12 MR. JAKUBAUSKAS: Right.
13 MR. LYFORD: It shouldn't have an
14 impact. I don't know what the status is or where
15 they're going to be. As long as you meet the
16 requirements, you shouldn't have any problem.
17 MR. JAKUBAUSKAS: Okay. That's it.
18 Thank you.
19 CHAIRMAN COOGAN: Thank you. Do we have
20 any other questions or comments? Yes, sir.
21 MR. GRANVILLE: My name is Michael
22 Granville. I live in parcel 14. My parents
23 actually own the property. I'm in the midst of

1 purchasing it right now. The concerns of my
2 parents that received this letter, and I'm here
3 representing them, is by widening the road you're
4 going to be impacting the drainage system that's
5 on the road right now. The State of New Hampshire
6 last year put a new drainage at the top of the
7 hill right there.
8 Right now every time we have the heavy
9 rain, spring, floods out our cellar. Now, by
10 straightening this road out and making it wider
11 we're going to have more traffic on the road. The
12 road's now going to be closer to our property
13 lines. All of our wells on that side of the road
14 are in front of the house.
15 Now this is going to impact our wells.
16 Who's going to be responsible to have to be
17 drilling new wells? We've already had to put
18 almost $18,000 into a system to be able to test
19 the water now because we got so much salt and
20 everything since the new drainage was put in.
21 Who's going to be responsible for when you widen
22 the road even more and going to be causing even
23 more problems with drainage on that side of the

1 road and wells on that side of the road?
2 As well as access trying to get out
3 because our concern is going all the way back to
4 the Globe, which is a commercial area, speed limit
5 was reduced to 40 miles an hour. Here we are down
6 in the residential area. Increase it back up to
7 50. Why is not that speed limit enforced if
8 that's a commercial area where you can see well
9 within a quarter mile distance in front of you?
10 Why is it 40 miles an hour there and down all the
11 way through here is 50?
12 CHAIRMAN COOGAN: Okay. So you have two
13 questions. One deals with the wells. The second
14 one deals with the speed.
15 MR. GRANVILLE: And the drainage.
16 CHAIRMAN COOGAN: And the drainage.
17 MR. GRANVILLE: Because the drainage the
18 way you've got it right now floods out our
19 cellar.
20 CHAIRMAN COOGAN: Okay.
21 MR. GRANVILLE: And if you're going to
22 change it to the direction you have it now, it's
23 now going to be pointing right at my well and

1 right at my foundation.
2 CHAIRMAN COOGAN: Thank you.
3 MR. ZANES: Yes. Thank you. Throughout
4 the process we will be redesigning the drainage
5 and looking to capture as much of the runoff as
6 possible and send it to designated outlet areas.
7 Again, by speaking up, that allows our design team
8 to put a little more effort, put a little more
9 attention in those areas where the need is called
10 for. And -- and we'll -- we'll look into that,
11 and we'll probably be working with you as time
12 goes on.
13 MR. GRANVILLE: That still doesn't answer
14 the question regarding the wells. Who is going to
15 be responsible for redrilling and moving wells
16 because of the road drainage -- I mean or the salt
17 runoff onto our properties? Who's going to be
18 responsible for moving those wells? Because our
19 water will no longer be drinkable. You're not
20 answering the question.
21 MR. LYFORD: I can answer that sort of.
22 We do have a well replacement program. I'm not
23 certain what the requirements are, but that's

1 certainly something we'll -- we'll bring to them
2 to see -- we'll monitor it. Certainly before we
3 start this project we'll monitor the existing
4 conditions.
5 MR. GRANVILLE: Okay. And what about the
6 drainage problems where we're getting water? I
7 know my neighbors just had to repave the whole
8 back of their property. When the drainage was put
9 in last year it washed out the whole back of their
10 property and had to pay thousands of dollars to
11 put a driveway in there to keep that from being
12 washed out because of the State's drainage plan.
13 And if you're going to be changing it again, all
14 that money they just dumped in there has gone to
15 waste.
16 MR. LYFORD: As Trent just stated, we'll
17 be taking a closer look at that drainage. Now
18 that we know of your problem, we'll be taking an
19 even closer look at that along with your neighbor.
20 CHAIRMAN COOGAN: Okay. Thank you. Yes,
21 ma'am.
22 MS. ADKINS: Hi.
23 CHAIRMAN COOGAN: Excuse me for a

1 minute. Did you sign in, sir?
2 MR. GRANVILLE: Yes, I did.
3 CHAIRMAN COOGAN: You did. Thank you.
4 MS. ADKINS: I'm Lyla Adkins. Our
5 address is 6 Pine Ridge Road, but we're actually
6 lot 18 on the map. And I have a couple of
7 comments and two questions. First of all, I would
8 like to say that my husband and I are in favor of
9 this project. We do have drainage issues on both
10 sides of our driveway, the upper and the lower,
11 from runoff from the road. My first question is
12 could you show me where the cemetery is?
13 (Mr. Zanes points on the map.)
14 MS. ADKINS: Okay. All right. I wasn't
15 clear on it. I thought you were saying it was
16 going to be between the two roads. All right.
17 And I also have a question about the medians that
18 you mentioned earlier. Is that an area that just
19 kind of -- it widens the road, and you don't --
20 it's not there for turning purposes? A
21 nondrivable purpose?
22 MR. ZANES: Yeah, the intent is just to
23 shift the traffic -- shift the traffic that's

1 proceeding through over so that we can create the
2 left-turn lane.
3 MS. ADKINS: Okay. All right. And
4 Mrs. Swinford already addressed my other concern
5 where the truck had gotten hung up on -- turning
6 left onto White Oak Road a number of years ago.
7 That was a mess for many hours. And I also want
8 to say that I understand your -- your wanting to
9 keep traffic flowing, but I would also be in favor
10 of a reduced speed limit in this area. It's
11 dangerous.
12 CHAIRMAN COOGAN: Okay. Can you please
13 sign in.
14 MS. ADKINS: Yep. Thank you.
15 CHAIRMAN COOGAN: Do we have any other
16 questions? Yes, sir.
17 MR. GREY: Bruce Grey, and I live at the
18 other end of the speedway that you're
19 redesigning. I am very much in favor of seeing
20 you drop that speed limit because by opening this
21 up, it not only is going to increase the speed
22 from Barnstead but from the other end coming from
23 Alton.

1 And another very dangerous intersection
2 is just two up. When you get to North Barnstead
3 Road and North Road. I happen to live on
4 Danbury. You pull out of there, you take your
5 life in your hands. They come over the top of
6 that hill at 60, 65 miles an hour and think
7 nothing of it.
8 Now you're going to open this up and make
9 it easier to see. All of a sudden, the speeds are
10 going to increase right there. I know that's
11 another one of your plans is to do something at
12 North Barnstead Road, but that's a way in the
13 future because that's one that's going to be very
14 difficult to take care of. I understand that.
15 But I am definitely in favor of reducing that
16 speed limit even though you can see better because
17 coming from Alton they still -- that will increase
18 just as much as it is now.
19 CHAIRMAN COOGAN: Okay. Thank you.
20 MR. GREY: Thank you.
21 CHAIRMAN COOGAN: Do we have any other
22 questions, comments, concerns? Any other?
23 MR. DUNNE: Yes, sir, I have. Would --

1 CHAIRMAN COOGAN: Please stand up and
2 speak into the microphone.
3 MR. DUNNE: I'm just asking if he'd still
4 be available to talk about the plan afterwards?
5 That's my question.
6 CHAIRMAN COOGAN: Yes. Okay. Any other
7 comments? Yes, sir. This lady and then you.
8 MR. INGRAM: Oh.
9 MS. LAVIGNE: That's okay. He can go.
10 CHAIRMAN COOGAN: Ladies before
11 gentlemen.
12 (Laughter.)
13 MS. SWINFORD: That just means you're a
14 gentleman.
15 MS. LAVIGNE: Okay. So I just --
16 CHAIRMAN COOGAN: Please state your name
17 and your address.
18 MS. LAVIGNE: Jessica, and I live at 6
19 Ripple Road.
20 CHAIRMAN COOGAN: Your last name,
21 Jessica?
22 MS. LAVIGNE: Lavigne.
23 CHAIRMAN COOGAN: Okay.

1 MS. LAVIGNE: I understand the whole
2 clearing it out. I don't feel that speed is going
3 to be an issue. However, living on a back road,
4 there's tons of accidents. I understand that and
5 anything to stop it. But I know people are going
6 to still speed, so reducing the speed limit is
7 just going to cause more drama.
8 Oh. Cleaning out my backyard, though, of
9 the trees, I'm concerned about the noise. I'm
10 just wondering how that's going to work out. If
11 they're going to be putting up a fence or even a
12 retaining wall or something to --
13 CHAIRMAN COOGAN: And your address again
14 is?
15 MS. LAVIGNE: Six Ripple.
16 CHAIRMAN COOGAN: Six Ripple. Okay.
17 MS. LAVIGNE: Right here.
18 CHAIRMAN COOGAN: Okay.
19 MR. LYFORD: You can talk about that.
20 MR. NYHAN: One of the things that the
21 Bureau of Environment does look at is the impacts
22 of highway noise on abutting properties, so if
23 you'd like to leave me your phone number after the

1 meeting, we'll -- somebody will contact you about
2 your concern.
3 MS. LAVIGNE: All right.
4 CHAIRMAN COOGAN: This gentleman had a
5 question.
6 MR. INGRAM: Yeah.
7 CHAIRMAN COOGAN: Yes, sir. Please state
8 your name and address.
9 MR. INGRAM: Dick Ingram, 33. It's a
10 nice plan you got. But if you widen this thing
11 up -- I drive truck through there, and it is a
12 racetrack. You open that up, they're just going
13 to fly. Why don't you put a stoplight there and a
14 stoplight at the other end further up north and
15 enforce the speed limit? Have you guys ever been
16 to Goffstown? They enforce their speeds. Why
17 don't we do that here?
18 CHAIRMAN COOGAN: Okay. Do we have any
19 further questions, comments? Yes, sir, in the
20 back.
21 MR. CORBETT: My name is Dave Corbett. I
22 live at 15 Belmont Drive in Locke Lake. I must be
23 the third person to talk about the intersection of

1 North Barnstead Road and 28. I understand that
2 that is going to be addressed years from now. In
3 the meantime, is there any way that we could put
4 up one of those convex mirrors that I see at some
5 intersections that at least would allow you to
6 look over the hill?
7 Because you're coming out on North
8 Barnstead, you want to take a left or go south on
9 28, the hill is here, and you're here. And it's a
10 crapshoot every time you come out of there. So as
11 an interim solution, can you think about putting
12 something there that would -- that we could see
13 over the hill or anything of that sort? And I'll
14 sign in.
15 CHAIRMAN COOGAN: It's something we'll
16 consider. Thank you. This gentleman.
17 MR. BOYD: Rodney Boyd, and I live at
18 1051 Suncook -- 1061 Suncook Valley Road. I've
19 lived here for 56 years, well before any of these
20 houses or anything else has been here. But what
21 I'm -- you mentioned all the accidents and stuff
22 that we've had. I've been to most of them,
23 including the fatal ones, but most of them are

1 snow-related, speed, failure to stop, pulling out
2 in front of people. Some local people, some not
3 local.
4 But if you're going to raise the road,
5 the intersection here where the old schoolhouse
6 is, instead of the people hitting the guardrail,
7 they're going to go over the guardrail into the
8 roof instead of inside of the side of the
9 building. Because we've had a lot of accidents
10 there.
11 But I'm in favor of slowing it down to 40
12 miles an hour because that hill coming out of my
13 house, I have to wait three to five minutes to get
14 out of my driveway unless I put my red lights on.
15 Then they all stop.
16 (Laughter.)
17 MR. BOYD: But the original plan back in
18 1956 was to go behind my property, which my house
19 which does not show, and none of Locke Lake was
20 ever there, which is, in my opinion, shouldn't
21 have been put there. But they could have -- they
22 could have gone on the other side of the road and
23 straightened it all out, but now it's kind of too

1 late. They never stuck to their original plan.
2 That's why I built my house way back there, so if
3 they decided to put the road where it was supposed
4 to go, I wouldn't be affected that much.
5 But I'm in favor of the 40-mile-an-hour
6 zone. That will bring the speed limit down to
7 50. Instead of 55, it's 60, which is -- you know,
8 is a real pain. And if you get the police
9 department to slow down from 70 to 60 would be all
10 right, too, when they go on a call.
11 CHAIRMAN COOGAN: Okay. Thank you.
12 Could you please sign in, sir. Do we have any
13 further questions, comments? One last shot.
14 There being no indication of anyone remaining who
15 desires to be heard, I'm going to adjourn this
16 hearing right now at eight o'clock, but I want you
17 to know you have 10 days from now to write a
18 letter to D.O.T. if you have any further
19 questions, comments, concerns that you wish to
20 share, and then this Commission will be receiving
21 all the information, analyzing it, making a
22 decision at some point in the next few months. So
23 thank you very much.

1 (The hearing is adjourned at 8:02 p.m.)
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1 ERRATA SHEET

2

3 PAGE NO._____ LINE NO._____ CHANGE_____

4 TO_____REASON:_____

5 PAGE NO._____ LINE NO._____ CHANGE_____

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7 PAGE NO._____ LINE NO._____ CHANGE_____

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20 TO_____ REASON:_____

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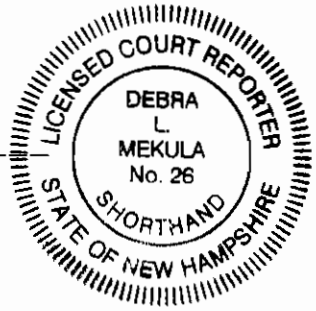
22

23 _____ _____
DATE

1 **C E R T I F I C A T E**

2

3 I, Debra L. Mekula, a Licensed Court
4 Reporter and Justice of the Peace of the State of
5 New Hampshire, do hereby certify that the
6 foregoing, to the best of my knowledge, skill and
7 ability, is a true and accurate transcript of my
8 stenographic notes of the New Hampshire Department
9 of Transportation, Bureau of Right of Way
10 Highway Layout Commission Public Hearing, taken at
11 the place and under the circumstances present on
12 the date hereinbefore set forth.
13 I further certify that I am neither attorney
14 or counsel for, nor related to or employed by any
15 of the parties to the action in which this
16 hearing was taken, and further that I am not a
17 relative or employee of any attorney or counsel
18 employed in this case, nor am I financially
19 interested in this action.
20
21 Debra L. Mekula
Debra L. Mekula, LCR, RMR
22 Licensed Court Reporter
Registered Merit Reporter
23 N.H. LCR No. 26 (RSA 310-A)



AUGUST 28, 2012

Re: BARNSTEAD 14121E
PUBLIC HEARING
BARNSTEAD FIRE-RESCUE BUILDING

Attention: Gerald Coogan, Chairman of the 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:

(1) Move house at intersection of Beacham Rd. and move road to West wont affect as many residents
(2) drainage on 28 between Parcel 5 + 16?
(3) Moving over 300ft historic rock wall? thought law against moving.
(4) Lowering road at Parcel 12 – 15 for better visibility
(5) who's paying for ~~upgrade~~ upgrade well clarification systems to filter out all road salt from taking away 10' of road eitherside.
(6) house on Parcel 15 oldest house in Barnstead is historical, how can take that away?

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: [signature]

Name: A. Martin Granville
(Please Print)

Address: 1080 Suncook Valley Rd.
Suncook valley Rd.
Ctr. Barnstead N.H. 03225

Phone: # 603-231-8290

NH DOT Project Parcel # 14

Dear William Cass,

RECEIVED
COMMISSIONERS OFFICE
SEP 10 2012
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

I am writing you to formally ask that we (Richard and Janel Burns) are notified of all work around our property as well as to our property on 2 Ripple Rd Center Barnstead N.H. 03225. We respectfully request to be contacted regarding the loss of our property and our trees. We will need to discuss the sound barrier issue that will be created from the loss of our trees as we are the corner property of Rte. 28, Peacham Rd, and Ripple Rd.

Thank You

Janel Burns

JANEL BURNS
2 RIPPLE RD
Ctr. Barnstead NH 03225

Carol Spoerl

From: Donald Lyford
Sent: Friday, September 21, 2012 9:09 AM
To: Carol Spoerl
Subject: FW: 14121E

IMAG0356.jpg IMAG0355.jpg

Carol,
Please include this e-mail in the transcripts for the Barnstead, 14121E public hearing.

Don

-----Original Message-----
From: Mary_Calise@dhhs.state.nh.us [mailto:Mary_Calise@dhhs.state.nh.us]
Sent: Tuesday, September 04, 2012 9:59 AM
To: tzames@dot.state.nh.us
Cc: Donald Lyford
Subject: 14121E

Hi Trent,

I just wanted to put in writing some of the concerns we discussed at the public hearing last week.

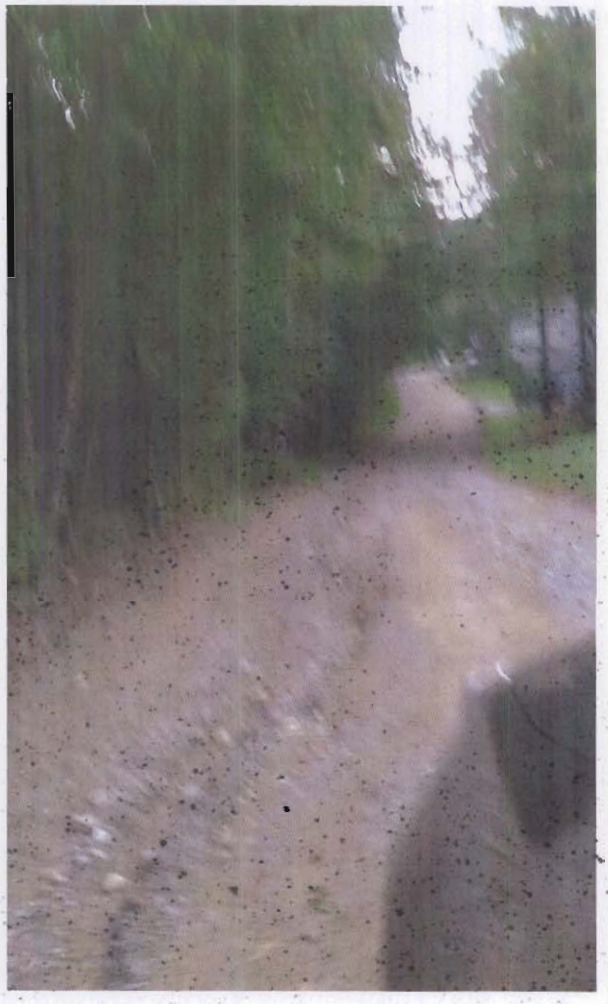
I'm concerned about the pitch of Ripple Rd. where it intersects with Peacham. I feel it is too steep and will cause problems especially in the winter both going up and coming down the road.
I'm also concerned about the drainage of Ripple Rd. The entire road has drainage issues now and my concern is that work on one end of it could make the drainage worse on the other end. Or perhaps it is better said that the continued poor drainage on the upper end may not mesh well with the planned new drainage on the lower end.
I also feel that a lower speed limit in the area, that is enforced, would be better for that stretch of road.

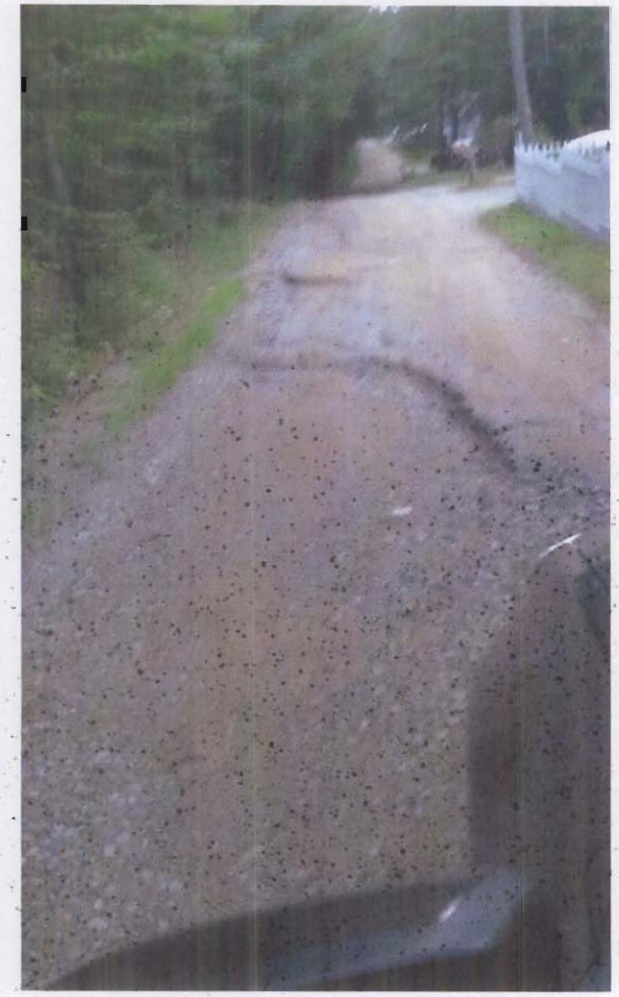
I have attached 2 pictures of the road the morning after rain. One of them is a little blurry but it was taken before our neighbor filled the road back in, which is what you saw when you were up there last week. The only way to avoid it was to drive onto part of his lawn.

(See attached file: IMAG0356.jpg)(See attached file: IMAG0355.jpg)

Thanks

Mary Calise





RECEIVED
COMMISSIONERS OFFICE

SEP 10 2012

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

OFFICE OF THE SELECTMEN
TOWN OF BARNSTEAD
P. O. Box 11
Ctr. Barnstead, New Hampshire 03225
603-269-4071 * Fax 603-269-4072

September 5, 2012

Chairman of the Commission
C/o William J. Cass, Director of Project Development
N.H. Department of Transportation
P.O. Box 483
Concord, N.H. 03302-0483

Re: Project, Barnstead x-a002 (174), 14121E

Dear Mr. Cass,

As a result of information gained from your August 28, 2012 public hearing, the Town of Barnstead would like to have two features added to the project.

The first is to have the pavement on Yield Road, which will connect with Lake Shore Drive, extended approximately one hundred fifty feet (150 ft.). In your proposal, pavement ends on a downgrade and at the beginning of a curve; that location will complicate our snow removal and road treatment practices and it may hasten the flow of water run-off from the pavement to the lower gravel roadway. By extending the pavement, the approximate 150 feet would place the juncture with the gravel roadway beyond the curve and below the steepest part of the grade. The area of Yield Rd. / Lake Shore Dr. may be seen in the attached photographs 1-3.

The second feature we would like to include in the project is to have the work extend five hundred feet (500 feet) beyond the proposed end on White Oak Road. Grade reduction and alignment work in the 500 feet would reduce or eliminate an ongoing maintenance issue caused by water flow down hill. This water would continue to flow onto the projected roadway under your project without the extension (photograph 4 shows the area from the approximate start of 500 feet). In addition, the

curve included in the 500 feet is at the end of over two miles of basically straight eastbound travel on White Oak Road (an eastbound view of this curve is in photograph 5).

During the winter, this downgrade curve has been the location of vehicle accidents where the eastbound traffic encounters an icy road surface after leaving the long straight road section (a view towards Route 28 from the curve is photograph 6).

Your consideration of these project additions and your comments relative thereto would be greatly appreciated.

Sincerely,

David Kerr, Chairman

Priscilla Tiede, Vice Chairman

James Barnard

Francis Vardaro

Barnstead Board of Selectmen

08/31/2012

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08/31/2012

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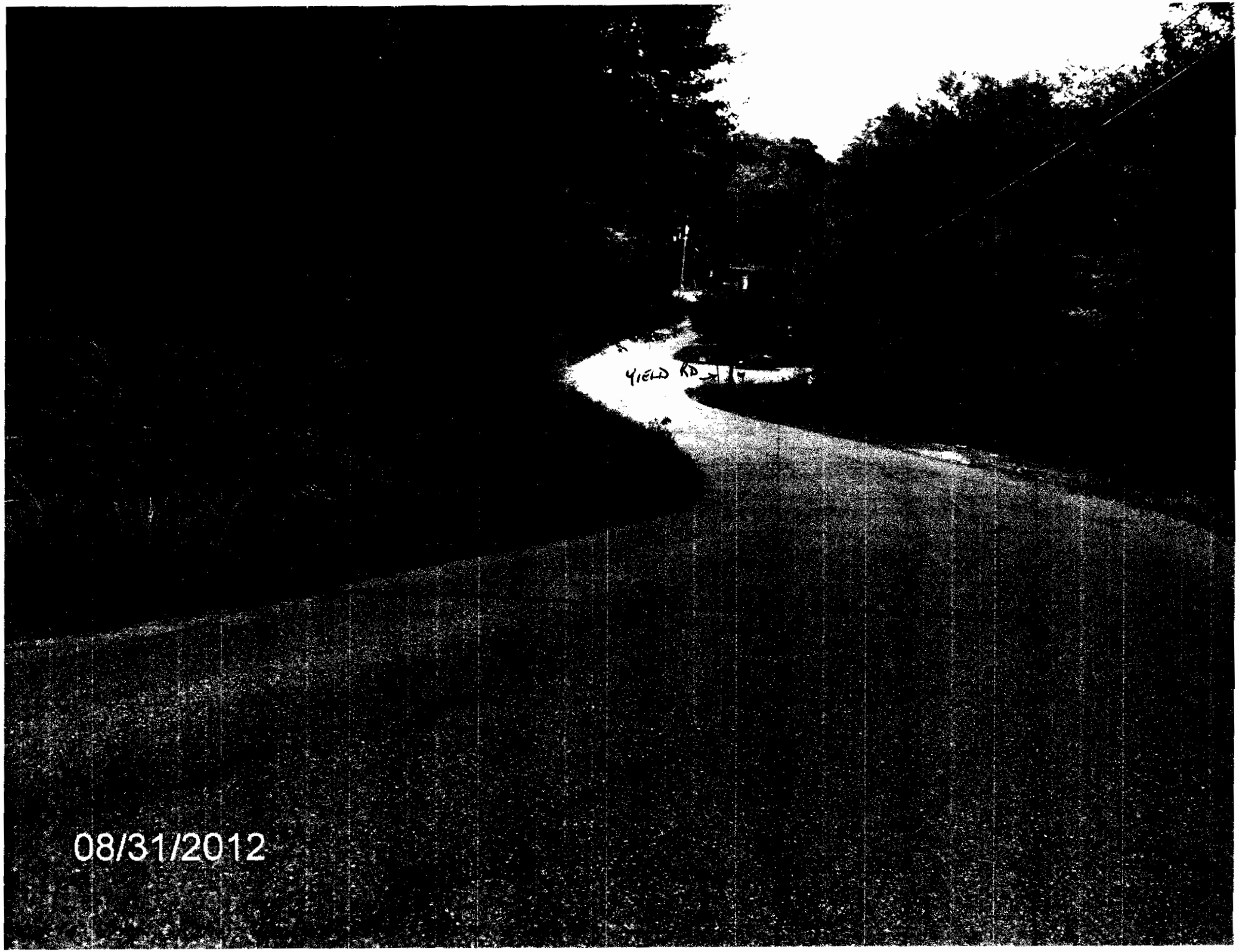
08/31/2012

LOOKING NORTH ON FIELD RD / LAKE SHORE DR FROM CURVE

08/31/2012

08/31/2012


YIELD RD
08/31/2012

Barnstead X-A001 (174)

Speed Limit and R.O.W

Sean Dunne, Parcel 13 on said plan

1071 Suncook Valley Road, Ctr, Barnstead NH, 03225

William Cass
Director of Project Development
The State of New Hampshire, Department of Transportation
P.O. Box 483, Concord N.H. 03302-0483

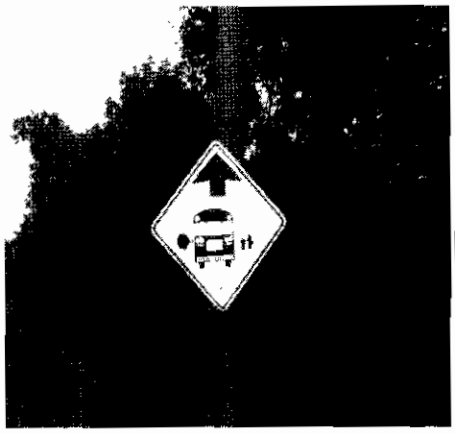
Victoria Chase
R.O.W Engineer
The State of New Hampshire, Department of Transportation
P.O. Box 483, Concord NH, 03302- 0483

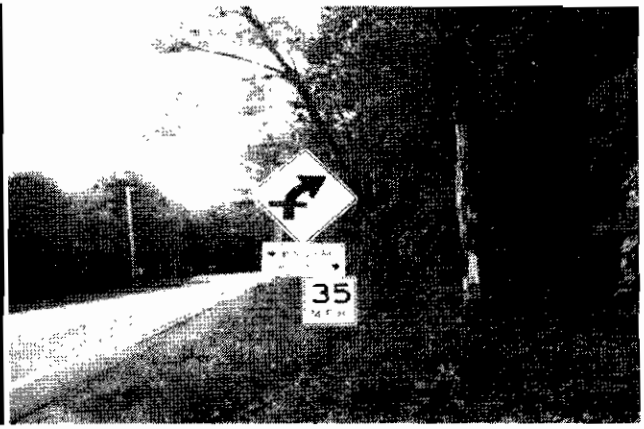
Mr. Cass;

My name is Sean Dunne, I live at the home described in your plan (X-A001 (174) 14121E) as Lot 13.

Speed Limit:

At the Meeting Held at the Barnstead Parade Fire Station it was discussed in length by many homeowners regarding the Speed Limit. I would like to reiterate those comments by stating that by reconstructing this road "although it is necessary" will become more troublesome with speed. Within that stretch of roadway, there are 4 School bus stops, it is concerning that we are maintaining and building a roadway for a 50 m.p.h speed limit when in fact we will be maintaining a 60 M.P.H. speed limit. I feel strongly, not only as an abutter but as a town resident that this stretch of road should be at 40 M.P.H. currently it is suggested to be at 35 m.p.h, because of the corner.





In your final decision, please consider the speed limit on this small stretch of roadway to be 40 and not 50 M.P.H. In many areas, such as Pittsfield along 28, Belmont and Gilmanton along route 140 and Epsom along Route 4 the Speed limit will change from 50 (sometimes 55) to 35 and 40 M.P.H. The Town and its residents do not plan on using this stretch of road for commercial purposes and therefore a speed limit of 40 should be applied.

Mrs. Chase;

It was explained to me that my property is subject to a R.O.W in which 18' of width along the whole stretch of my property will be taken. In This Proposed R.O.W. there is a large landscape rock wall and 2 (Mr. and Mrs.) trees. (Below is a photo of my rock wall that contains 2 different grape vines that are used to make family Jelly and Jams and the other is the Photo of the 2 Mr. and Mrs. Trees).

This landscape is important to me and my family for a number of reasons:

1) When we considered the home for purchase we spent many hours considering the noise and came to a conclusion that these trees give us a large buffer from the noise of the traffic.

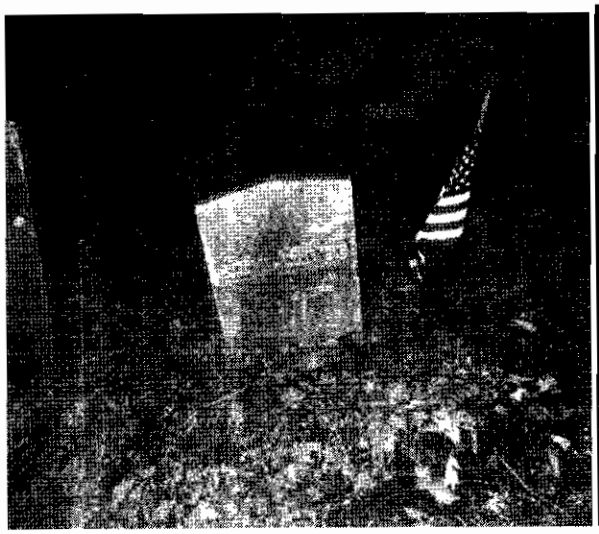
2) They provide a shade to the home that helps us keep the home cool in the summer months as they provide the only shade for the home.

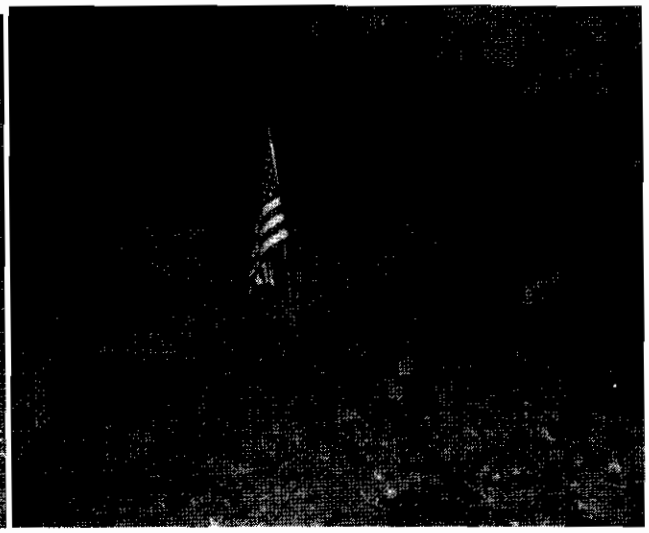
3) The landscape wall provides us with a separation from the street to our property (which gives us a sense of security when our children and animals are playing outside.

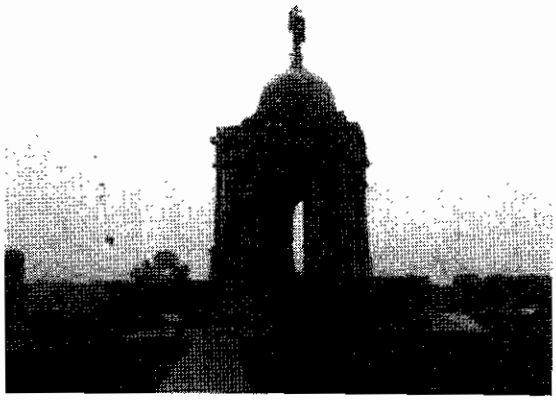
4) When we purchased the home we understood that the home was very old and that there was a cemetery out back. This cemetery is a resting place for John Aikens a Civil war veteran who fought in the Battle of Gettysburg for NH.

This past August my family and I went on Vacation to Gettysburg to show our children the meaning and value of that war. We learned that many veterans when they built their homes planted trees on either side of the front door to bring their family home luck.

Our Home with the Two Mr. and Mrs. Trees planted on either side of the front door and the Headstones for 3 Civil War Veterans.







Dated pictures of my Family in Gettysburg overlooking the battlefield and the Pennsylvania Monument They have been presented only to show that we took our family to Gettysburg PA as stated above).

I was told at the Meeting (forgive me but I do not remember his name, but he presented the project) that my Home lost its Historic preservation, since I Vinyl Sided my home. I would like it to be put on Record that I have not vinyl sided my home, but just spent thousands of dollars preserving the clapboards and having them repainted. (We have been told by many townspeople and town employees that the home is looking better than it has in a decade).

At the Meeting I had a conversation with Victoria Chase from the Bureau of Right of Way; she stated that it would be necessary for these trees and landscape to be taken in order to install proper drainage from the roadway. I understand this to be necessary, however in doing so not only will we lose these beautiful trees that were planted by a civil war veteran, we lose our sense of Privacy, Our shading. The landscape around the front of the home will no longer add to the design and appeal of the home itself. Victoria stated that we will be compensated for Market value differences; however I do not see how someone can put a value through market sales on this.

I would hope that consideration would be taken to the cost that would be placed upon me to bring the design and appeal to the home back, which would include High efficient windows, noise barrier, replace the landscape wall behind the proposed r.o.w. Reconstruct the front entryway that would be appealing in the market as it is now. The current Market does not keep in line with current cost to construct, which is why home building is down. It should be considered in the R.O.W taking what my actual costs would exceed their market value in the current market. These items as well as others that could arise so held without prejudice I would like these at a minimum discussed within your Appraisal on my Property.

Thank you for taking the time to speak with me at the meeting and your continued consideration

Respectfully submitted,

Sean & Heather Dunne
1071 Suncook Valley Road
Ctr. Barnstead, NH 03225

RECEIVED
COMMISSIONERS OFFICE

SEP 06 2012

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

4 September 2012

RECEIVED
COMMISSIONERS OFFICE
SEP 06 2012
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

1066 Suncook Valley Rd.
Center Barnstead, NH 03225

State of New Hampshire
Department Of Transportation
Chairman of the Commission
C/O William Cass
Director of Project Development
P.O. Box 483
Concord, NH 03302-0483

Mr. Chairman,

I am writing in an effort to encourage the state engineers to take a few concerns into consideration as they move forward with the project to improve the Peacham road and 28 intersection in the Town of Barnstead. I currently reside at 1066 Suncook Valley Rd. in Barnstead and have an adjacent rental property at 1068 Suncook Valley Rd. Based on the drawing we received from your agency, we are aware that the project has plans to take a ROW of what appears to be 12 feet. Based on this plan I wanted to outline a few of our concerns as property owners. If the project moves forward, the effect on our livelihoods as citizens and property owner is substantial considering the recent investment of over $80,000.00 in the last two years. Although we appreciate the effort to make the intersection safer, I have to question if 43 crashes in a 10 year period justifies the disruption in our lives let alone our investments especially since 29 of them were single car crashes without involvement of another motor vehicle. I am also involved with public safety. I have lived in these homes over 10 years and I have not observed a safety concern at this intersection. At least not one that merits the disruption of our livelihood as well as our adjacent neighbors as this project proposes. I have listed below my concerns that I feel need to be considered and addressed before the project moves forward.

The plan involves taking frontage alongside route 28 that is immediately adjacent to the front of both of these residences. Currently the fronts of these houses are only 65 feet from this very busy roadway. Taking 12 feet and building a wider road in this area will bring the traffic dangerously closer to our front doors. We have invested into additions to the rear of both properties to allow a safer and quieter area to relax in each and every day. Bringing the motor vehicle traffic closer to our residence not only changes our quality of life, but also will significantly increase the hazard to our family as we not only try to live a quality life, but also as we attempt to exit our driveway. We have a 40 fifth wheel that we frequently use and getting in and out of the driveway now is a challenge. Can you imagine the safety concerns when we lose 12 feet of frontage.

For the last 17 years of ownership, we have struggled with sink holes at the head of the driveway as well as continually having to invest hard earned monies to repair the rock wall that currently serves as a retaining wall and supports the crown of the current roadway. In previous conversations with DOT, they

have always stated that the rock wall as well as the very poor drainage on 28 was not their problem. Consequently, we have borne the cost of the repairs year after year as the motor vehicle traffic and storms have wreaked havoc on the property. Now all of sudden you want to take the very same property we have maintained at our cost that you refused to deal with previously. Let's not forget the very poor contract plowing that occurs that continually damages my property and cost me money each and every year. Now you want to bring that same problem even closer to our residence and well.

The current drainage on route 28 directs the water flow from the roadway directly into my paved driveway. There is no real drainage on the slope of roadway that runs directly in front of our residences. The resulting damage has required that I invest $8000.00 into the paving of the right of way at the rear of my property. The paving was expensive due to the requirement to pave it in such a way to channel the water runoff to prevent significant rutting of the gravel and dirt right away. These ruts were sometimes up to 28 inches deep and required replacement of the materials in the right of way each and every year. I can only imagine what bringing the roadway closer without a drainage plan will do to my property.

As stated earlier, the existing well that feeds both properties is located in front of 1066 Suncook Valley Rd. It is located approximately 62 feet from the existing roadway. I have a grave concern for the impact that the modification of this roadway on the existing quality of the well. The leach fields for both homes are located directly to the rear of the residences. This prevents the moving of the well to the rear of the residences. Couple the leach fields with the drainage of the roadway runoff and you have a recipe for a potential health disaster.

Lastly, what is the impact on my rental property. Moving the roadway closer will discourage renters with children or pets from renting the property. Families have in the past expressed concerns about the close proximity of the front of the residence to the roadway. Bringing the roadway and subsequent traffic closer to the front of the residences will surely have a significant economic impact on our investment. This impact goes well beyond the current value of the right of way square footage you propose to purchase. If the project moves forward, the economic impact over our lifetime of ownership and potential inability to sell due to these changes must be considered.

I will close by saying the people who chose to live in Locke Lake and those who live on Peacham road made a conscious decision to do so knowing the terrain of the roadway when they did. Now in an effort to appease them, you want to effect in a negative way the lives of those who live on and adjacent to route 28. All this is being done with little evidence that there is a traffic problem at the intersection of route 28 that cannot be addressed in my professional opinion by reducing the speed limit and proactive enforcement by local and state law enforcement. Perhaps just changing the topography to enhance the ability to see oncoming traffic in both directions would improve the safety of the intersection.

Sincerely,

William and Darlene Haynes

1066 & 1068 Suncook Valley Rd.

Center Barnstead, NH 03225

Chairman of the Commission

C/O William Cass, Director of Project Management

State of NH, Department of Transportation

P.O. Box 483

Concord, NH 03302-0483

2320 W Via Venado

Chino Valley, AZ 86323

August 30, 2012

RECEIVED
COMMISSIONERS OFFICE
SEP 04 2012
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Dear Sir:

My name is A. Martin Granville and I own property, 1080 Suncook Valley Rd (Rt. 28) in Center Barnstead, which is adjacent to the proposed roadway expansion /construction.

My concerns are as follows.

1. The appraiser for the land to be taken is a state employee. Conflict of interest ?

2. My house and well must be a certain distance from the road, and taking twelve (12) feet of my roadside will probably violate that requirement

3. The drainage from the road is proposed to be straight towards my house and well. This condition is unacceptable due to water in my cellar, and contamination of the well water due to the inadequate drainage. Obviously the well water treatment will have to be upgraded, at whose expense?

4. I have a beautiful spruce tree in my front yard, which is within the twelve feet the state wants to take. What is the state's plan for that?? And don't say just cut it down.

5. By moving the road closer to the house, road noise will be increased inside the house. Again, what is the state's plan to alleviate that.

6. In lowering the road by four (4) feet, a great hump will be created at the head of the driveway. Is the state going to redo the driveway?

7. It really does not make much sense for the speed limit to be 40 MPH from Globe Industries northbound where the visibility is good, and then raise it to 55 MPH where the visibility is really bad as well as being in a residential area. Why not just make it 40 MPH all the way to Alton, for safety reasons?

8. The 10 year plan calls for redoing Rt.28 once the intersections are done. Will more land be taken?

These are the concerns that have come to mind so far. And I'm sure I can come up some more,, if you want.

My son Michael Jon Granville is living at that house and has my permission to act and speak for me.

Respectfully

A. Martin Granville