

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN**

**CONFERENCE REPORT**

**PROJECT:** Ellsworth 40874  
X-A004(514)  
Stinson Lake Road

**DATE OF CONFERENCE:** November 14, 2018

**LOCATION OF CONFERENCE:** Ellsworth Town Hall (Old School House)

**ATTENDED BY:**

**NHDOT**

Jennifer Reczek (Project Manager)	Meli Dube (Environmental Coordinator)
Chris Turgeon (D2 Assistant Engineer)	Matt Healey (Final Design)
	Kathy Corliss (Final Design)

**TOWN OF ELLSWORTH**

Selectmen: Steven Taves - (Chair), Michael O'Brien, Anthony Landroche  
Donna O'Brien - Administrative Assistant  
Jay Wagner - Emergency Management Director  
Russell Ux - Deputy Emergency Management Director

Residents:

George and Sandra Nichols	Stinson Lake Road
Richard "Terry" Williams	Stinson Lake Road
William Sawyer	Stinson Lake Road
Roy Sabourn	Surveyor and Thornton Selectman

**SUBJECT:** Public Informational Meeting

**NOTES ON CONFERENCE:** J. Reczek explained that the project proposes paving 4200' of existing gravel road located between the Sucker Brook bridge and the existing winter maintenance turnaround just north of Brown Brook. District 2 initiated the project to reduce winter maintenance time and cost because currently, a separate sand-only truck must be dispatched to treat the road after the regular salt truck plows the road. Since the roadway provides access for the Three Ponds Trail head, FLAP (Forest Land Access Program) funds will be utilized to construct the project on this non-Federal Aid eligible roadway, and no town funds will be required. The plan, developed to about 50%, depicts a minimally engineered solution intended to fit the existing character of the road, and was presented to the public to gather feedback, suggestions, or concerns on the proposed design.

M. Healey explained what each color represented on the plan. The average daily traffic is 150 vehicles per day and the road is posted for 30 mph. Proposed work includes paving an 18' wide travelway with 1' gravel shoulders; installing formal stabilized (vegetated or stone lined) ditches; replacing or upsizing

culverts and drive pipes as needed; paving aprons at intersecting roads and driveways; stone stabilization of steep slopes; replacing guardrail and extending one run 400' along the steep embankment approaching Brown Brook bridge. One utility pole behind the guardrail at Sucker Brook bridge will be relocated.

M. Dube provided an overview of the environmental coordination addressing NEPA, Section 106, and Natural Resources. The primary impacts of the project are to wetlands and the White Mountain National Forest (WMNF). Coordination with NHDES, WMNF and other agencies is ongoing. Under Section 106 of the National Historic Preservation Act, interested Town Officials or Historical Societies have the opportunity to become involved in an advisory role as "Consultant Parties" by indicating such in writing to the Federal Highway Administration. Contact M. Dube for further information.

J. Reczek reiterated that the design presented is the preferred alternative, but it is dependent on feedback and available funding. The cost of the proposed improvements, \$890,142.00, currently exceeds the available funding, \$518,010.00. Should additional funds not be available, the scope of work will need to be reduced or the project delayed until sufficient funding is available.

### **Public Input:**

**Turnaround:** A majority of the discussion focused on the proposed paving of the turnaround area. This area has been repeatedly damaged, most recently in 2011 during Tropical Storm Irene, the July 2017 storm, and washed out again during the October 29, 2017 storm. A large amount of gravel and sand has washed onto the abutting property. People wished to know if the project addressed the issue, felt paving the area may worsen the situation, or be a waste of money.

Additional concern was expressed about the turnaround expanding over the years and infringing on the abutting property. The Department explained that options were being looked at to pull the turnaround off the property and possibly move it to an easement the State has on WMNF property on the opposite side of the road.

The Department will review the design in this area and work with the abutting property owner to address these concerns during the Final Design process.

### **Other Concerns:**

- Will ROW bounds be established? No plans to establish bounds
- Will culvert be installed at snowmobile trailhead across from Three Ponds trailhead? No but the ditch will be graded to allow access.
- Doetown Road entrance: Loose gravel exposes culvert, tree with signs is a problem, corner radius is tight.
- There was a question about state's classification of this road, the matter could be investigated further, but it will not affect this project.

Submitted by:  
Kathy Corliss,  
Highway Design

KSC/ksc

NOTED BY: JER, CT, MD

cc: file