



STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT-OF-WAY
HIGHWAY LAYOUT COMMISSION PUBLIC HEARING
LOUDON-CANTERBURY: X-A004(201); 29613

PROPOSED WIDENING OF NH ROUTE 106

Public Hearing held at the Loudon Community Building, 29 S. Village Road, Loudon, New Hampshire on Monday, October 23, 2017, 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 Towns of Loudon and Canterbury, New Hampshire, commencing at 6:30 p.m.

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1 PUBLIC HEARING THUS HELD BEFORE THE HIGHWAY LAYOUT
2 COMMISSION MEMBERS APPOINTED BY THE GOVERNOR AND
EXECUTIVE COUNCIL ON JUNE 7, 2017:

3 Thomas Richardson, Chairman

4 George Saunderson

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8 NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION MEMBERS
9 PRESENTING:

10 Keith Cota, P.E., Chief Project Manager, NH Department
of Transportation, Bureau of Highway Design

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

13 Stephen LaBonte, Assistant Right-of-Way Administrator,
NH Department of Transportation, Bureau of Right-of-Way

14 Ronald Crickard, Environmental Chief Project Manager,
15 NH Department of Transportation, Bureau of Environment

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P R O C E E D I N G S

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2 CHAIRMAN RICHARDSON: This meeting is
3 called to order. I'm Tom Richardson, Chair of
4 this Commission appointed by the Governor and
5 Executive Council. Jack Brady and George
6 Saunderson are also members of this Commission.
7 And Mr. Brady is not present this evening, but we
8 do have a quorum.

9 Before we begin, please familiarize
10 yourself with the locations of the exits of this
11 room in case of an emergency. In addition, please
12 silence cell phones. Thank you.

13 This hearing is concerned with New
14 Hampshire Route 106 improvements to enhance
15 traffic operations and safety from Soucook Lane to
16 Ames Road. It is pertinent to RSA 230:14 and the
17 Surface Transportation Uniform Relocation
18 Assistance Act of 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, and its consistency with the goals

1 and objectives of such local planning as has been
2 undertaken by the towns.

3 Following the hearing, the Commission
4 will evaluate all matters brought to our attention
5 and make definite decisions relative to the
6 layout. The Department will contact each owner
7 whose property is affected and discuss individual
8 concerns. It is, therefore, important that all
9 individuals desiring to make requests or
10 suggestions do so tonight.

11 I would remind you that you have 10 days
12 from this date of this hearing to submit any other
13 material you would like considered by this
14 Commission. At this time, I will ask Keith Cota,
15 Project Manager for the New Hampshire Department
16 of Transportation, to present in a formal manner
17 the layout which he has proposed.

18 After this I will open the floor to those
19 who wish to address the Commission. I request
20 that all desiring to speak signify their desire
21 and, upon recognition by me, step to the
22 microphone, state your name and address, record
23 your name and address on the sheet provided on the

1 podium over near the screen, and then make your
2 statement. This hearing is being recorded, and a
3 transcript will later be prepared.

4 Mr. Cota, would you now please present
5 the layout.

6 MR. COTA: Thank you, Mr. Chairman.
7 Members of the Commission, ladies and gentlemen,
8 good evening. It's a pleasure this evening to be
9 here on behalf of the Department of Transportation
10 to present the proposed layout for the widening of
11 New Hampshire Route 106 beginning approximately .1
12 miles south of the Soucook Lane in the Town of
13 Loudon and extending northerly approximately 3.4
14 miles to a point about half a mile north of Asby
15 Road in the Town of Canterbury.

16 My name is Keith Cota. I'm the Chief
17 Project Manager assigned to oversee and administer
18 the project on behalf of the Department.
19 Tonight's meeting is a public hearing to present
20 the Department's layout for the widening of New
21 Hampshire Route 106 to add a continuous 12-foot
22 center turn lane while maintaining the 12-foot
23 wide travel lanes and the 12-foot wide shoulders.

1 This will require a typical widening of
2 approximately six feet on each side with some
3 minor alignment shifts to minimize impacts to
4 wetlands and reduce some property impacts.

5 To assist me in the presentation of the
6 layout, I would like to introduce several of my
7 colleagues from the Department who -- who are here
8 this evening.

9 Located near the presentation plans is
10 our design engineer, Trent Zanes. He is a
11 Preliminary -- he is a Preliminary Design
12 Supervisor within the Bureau of Highway Design.
13 He will be -- he will be presenting the detailed
14 aspects of the proposed layout.

15 On my right is Ron -- Ronald Crickard.
16 He is the Environmental Chief Project Manager
17 within the Bureau of Environment. Ron will be
18 provide -- will provide an overview of the
19 environmental categorical exclusion that has been
20 completed for the project.

21 On my left is Stephen -- Stephen LaBonte.
22 He's the Assistant Right-of-Way Administrator
23 within the Department's Bureau of Right-of-Way.

1 Because we cannot accomplish the improvements to
2 the existing right-of-way and will need to obtain
3 property rights for permanent slope and drainage
4 easements as well as temporary construction
5 easements, he will provide a summary of the right-
6 of-way process for the -- for the project.

7 I would also like to acknowledge other
8 members of our Right-of-Way staff who are present
9 this evening and assisting in the recording of the
10 proceeding and who have also been instrumental in
11 setting up the public hearing.

12 Karen Kimel is around the back table, I
13 believe, Chip Johnson, Linda Schoffield, and Diane
14 Demakis. We will try to be as succinct as
15 possible in the presentation of the project. Our
16 presentation is anticipated to take about 45
17 minutes.

18 Following the presentation, Chair --
19 Commission Chairman Richardson will open the floor
20 for your comments and/or questions for the
21 record -- for the hearing record. We do ask that
22 you use the mic set up near the plans for your
23 testimony so it can be recorded accurately.

1 The original roadway was constructed in
2 1954. In 19 -- in the 1990s at the time of the
3 speedway expansion, the shoulders along Route 106
4 near the track's entrance northerly to Shaw Road
5 in Canterbury were widened to 12 feet.

6 Following, in 1997 and also in 2008, two
7 State projects completed 12-foot wide shoulder
8 widening. It involved the widening from the New
9 Hampshire Speedway southerly to Clough Pond Road
10 in 1997, and from the speedway facility northerly
11 through the Route 140 intersection in the Town of
12 Belmont in 2008.

13 In addition to the construction
14 activities, New Hampshire Route 106 was also --
15 also had a long history for design evaluation. In
16 1995, the Department completed a 21-mile corridor
17 evaluation starting at the junction of
18 Interstate 393 in the City of Concord to
19 U.S. Route 3 and New Hampshire 11 Bypass in the
20 City of Laconia.

21 As part of the 1995 corridor assessment,
22 recommendation for improvements included access
23 management and proposed driveway consolidations,

1 layout of access controlled right-of-way, the
2 installation of a 20-foot wide raised median, and
3 multiple through lanes, two northbound and two
4 southbound lanes, with 10-foot shoulders to meet
5 the traffic needs over the next 20 years through
6 2015.

7 Because the Department was seeing lower
8 traffic volume than projected in the 1995 study, a
9 reassessment of Route 106 corridor was completed
10 in 2012 with the assistance of the Town of Loudon
11 under the State Highway Aid Program.

12 New Hampshire Route 106 Interim Corridor
13 Study was published in March of 2012. This
14 document is available on the Department's Project
15 website. The reanalysis concluded that a
16 three-lane typical, single -- single, 12-foot
17 through lanes, northbound and southbound, and
18 12-foot dedicated center turn lane would meet the
19 20-year traffic along this corridor through 2032.

20 So, as a result of this report, this
21 section of Route 106 roadway was identified in
22 the -- in the 2015 to 2024 Transportation
23 Improvement Program as the first priority segment

1 for construction.

2 In our current program, 2017 to 2026
3 Ten-Year Plan, the project is split into two
4 construction contracts. The first construction --
5 the first contract is about a mile in length
6 situated to the -- situated near the southern
7 access of New Hampshire's Speedway. It is
8 targeted to start construction in 2018 right after
9 the July race series.

10 The second contract will construct the
11 remainder of the 3.5 -- 3.4-mile corridor. It is
12 targeted to start construction in 2020. Trent
13 will highlight the two construction contract areas
14 in his project overview.

15 The plans being presented this -- this
16 evening are preliminary plans. Based upon your
17 input as well as our final geotech
18 recommendations, these plans will be refined to
19 develop the right-of-way plans for the property
20 appraisals.

21 Tonight's meeting is a significant
22 milestone in the project's development. With the
23 approval of the layout, the project will

1 transition into the final design and right-of-way
2 procurement phase as well as ultimately
3 construction.

4 I would now ask Trent Zanes to present
5 the plan in more detail. Trent's presentation
6 will refer to the plans on the display board.
7 Trent.

8 MR. ZANES: All right.

9 UNIDENTIFIED SPEAKER: I think it's on.

10 MR. ZANES: Can you hear me now? Okay.
11 Okay. So, as Keith said, Route 106 is -- right
12 now has 12-foot lanes and 12-foot shoulders
13 heading all the way up past almost to Ames Road
14 and Shaw Road.

15 There's about 17,000 vehicles per day
16 that travel on 106, and, looking at some of the
17 crash statistics which kind of led -- helped lead
18 and identify this area was that in the last 10
19 years we've had 168 crashes on 106 just within
20 this project area.

21 About 24 percent of those involved
22 injuries, and 76 percent were property damage
23 only. And, from what we're able to pull from the

1 statistics, about 62 percent of those were
2 vehicles that were involved with other vehicles, a
3 multivehicle collision.

4 This can include improper lane use,
5 following too close, rear-end accidents, and
6 turning in and out of driveways and intersections,
7 which helped lead us to the solution which was
8 identified in the corridor study.

9 So what we're proposing to do is create a
10 two-way left turn lane in the center of the
11 existing roadway, and that will push the shoulder
12 work out about six feet on either side.

13 So, if you can imagine where the edge of
14 the pavement is today, and it moves over six feet.
15 And then it's going to be at a different elevation
16 than it is today, so you'll see a lot of this
17 light green on either side of the road, and what
18 that is is just slope work or landscaping to
19 create a ditch or to blend into the ground what's
20 there today.

21 So I've already talked about the green
22 color. Let me fill you in on the rest of it in
23 case some of this is just kind of a good coloring

1 book to you. The light gray that's shown on the
2 plan is existing pavement or concrete areas as it
3 applies.

4 The light brown that you see here, like
5 in this location here, would be gravel areas, and
6 then the dark green is the wooded or treed areas.
7 We have water in some locations, which is a --
8 kind of an aqua blue. And then all the red
9 squares are buildings here in the project area.
10 So those are existing features.

11 The proposed features include the center
12 turn lane, which is the yellow line that moves
13 down the center of the road. And then the yellow
14 color, the bright yellow color, are the travel
15 lanes where the cars would typically be traveling
16 north and south.

17 And then up to each side of that is a
18 12-foot shoulders which is shown in a little bit
19 of a darker brown. And outside of that is the
20 green that I already mentioned, which would be the
21 landscaping where we -- we're just blending into
22 the existing ground.

23 So starting here south of Soucook Lane,

1 we would be widening the pavement out to create
2 that center turn, two-lane left turn lane. And
3 then when we get up into this area here, you have
4 the mobile home park on the west side.

5 This is one curve today. We're actually
6 creating what's called a compound curve where we
7 put a flatter radius in here to shift this a
8 little bit further to the east because that
9 property sits a little lower, and that helps us
10 avoid getting into impacts along that parcel.

11 So when we get to Shaker Road we're right
12 back on the existing alignment, and then we carry
13 through down to Mudgett Hill Road, Clough Hill
14 Road, past the speedway. We can start to see the
15 speedway in red up there. It's the biggest
16 building on the map.

17 And then we get past Asby Road, and about
18 3,000 feet past Asby Road that's where we'd be
19 stopping this work. You'll see a little bit
20 further to the north we have a section here where
21 we're proposing to push this guardrail back about
22 six feet, and I'll explain that in just a moment.

23 The other plan, which is a bigger scale

1 and probably easier for you to read, is a blowup
2 or a 50-scale versus a 100-scale plan, which
3 represents this red line of about nine-tenths of a
4 mile.

5 That section of roadway will be
6 constructed first in what we're calling phase one,
7 and that's the part that Keith mentioned would be
8 constructed in 2018. We would then come back in
9 2020 and build the bookend to the project to the
10 north and the south of that.

11 Um -- okay. So -- um -- what this will
12 involve is, as you can imagine -- so we're
13 widening six feet on either side, and that -- what
14 that means is some of the slope work will extend
15 past the right-of-way line, which may require some
16 easements to get out there and just do that
17 landscaping work that I mentioned.

18 There's some water treatment that we have
19 to address because we're adding additional
20 pavement, so you'll see that there are some places
21 where we have potential treatment areas.

22 This is one here. Another one along here
23 in front of the greenhouses. A section up here on

1 the State property between Mudgett Hill Road and
2 106. There's another one that we're looking at up
3 here on State property adjacent to the VFW --
4 um -- the former VFW property.

5 Um -- so, as I said, there's drainage
6 improvements that will go along with this, and
7 then I forgot to mention all the bright orange
8 marks here, those are drives to all the properties
9 along 106.

10 So, as I said, we're moving that pavement
11 out. It's going to be at a slightly different
12 elevation. So to make sure that all the drives
13 match in with a decent grade -- um -- we'll be
14 extending the work just to -- to, like I said,
15 improve the drive, and we can match in properly.

16 And so to do that work, because it
17 extends a little bit past the right-of-way, we
18 would be looking to purchase rights to go in and
19 just do that construction work and then leave.

20 The drainage easements would be permanent
21 easements so we can come back and maintain the
22 pipes that are crossing the road and any treatment
23 areas that we have.

1 We also know that there are utilities of
2 course that run north and south along the roadway.
3 So any utility poles that are now closer to the
4 road because of widening the road, to remove that
5 hazard, there may be some poles that need to be
6 relocated further away from the road.

7 Uh -- there's some underground utilities.
8 Everyone's aware that Liberty Utilities came
9 through and put a new line up to Shaker Road.
10 Um -- so we'll be working with them. And there's
11 some underground telephone, I believe, further
12 north near the track and beyond, so we're aware of
13 that.

14 And -- um -- there are no historic
15 properties that we've identified in here. We have
16 about 1.1 acres of wetlands that will be impacted
17 and mitigated for with the work of this project.
18 Uh -- so that concludes my presentation, and I'll
19 hand it back to you, Keith.

20 MR. COTA: Trent, thank you for the
21 detailed presentation of the layout. As Trent
22 noted, the improvements will benefit the movement
23 of through traffic -- of traffic through reducing

1 delay and improving safety by separating the
2 turning traffic from the through traffic.

3 The added width will also improve the
4 management of New Hampshire Speedway event traffic
5 by allowing increased capacity for entering and
6 exiting -- exiting traffic. This improved
7 management of the race day traffic will assist to
8 reduce the short-term restriction of northbound
9 traffic in the AM and the southbound traffic in
10 the PM along the Route 106 corridor.

11 As part of this project evaluation, the
12 Department must consider and determine -- consider
13 and document environmental impacts that will
14 result from the proposed actions. At this time
15 I'll ask Ron Crickard to provide a summary of the
16 environmental study completed for the project.

17 Ron.

18 MR. CRICKARD: Thank you, Keith. Good
19 evening, members of the Commission, ladies and
20 gentlemen. Pursuant to the National Environmental
21 Policy Act, the Department has evaluated
22 alternatives to the proposed project and impacts
23 the project will have on surrounding

1 socioeconomic, cultural, and natural resources.

2 The Department has coordinated with
3 federal and state environmental agencies,
4 including the Army Corps of Engineers, U.S. Fish
5 and Wildlife Service, Environmental Protection
6 Agency, and New Hampshire Department of
7 Environmental Services, just to name a few. In
8 addition, input was sought from town officials as
9 well as concerned citizens.

10 After evaluation of information gathered,
11 an environmental document was prepared, and I have
12 a copy available here tonight if anybody would
13 like to review it. This document is also
14 available on the Project website. I will give you
15 a brief summary of just some of the environmental
16 impacts that we have studied for this project.

17 The proposed project is expected to
18 improve flow of traffic. Therefore, the completed
19 project is not expected to noticeably increase
20 noise levels or impact air quality at any adjacent
21 residences. Temporary increases in noise and dust
22 are anticipated during construction of the
23 project, but these temporary increases are

1 expected to return to normal following
2 construction.

3 The project is located along two parcels
4 protected by conservation easements held by New
5 Hampshire Fish and Game. Trent, if you could
6 point out those two easements for me.

7 MR. ZANES: If I can find those here.

8 MR. CRICKARD: One is at the far north
9 end of the project.

10 MR. ZANES: Oh. Mudgett Hill.

11 MR. CRICKARD: Yeah.

12 MR. ZANES: Yeah, it was right along here
13 and then to the north in this area.

14 MR. CRICKARD: Thank you. Thank you,
15 Trent. The Department has been coordinating with
16 Fish and Game and has minimized impacts to these
17 properties to the maximum extent possible. This
18 coordination will continue as the project moves
19 forward.

20 The proposed project will require impacts
21 to wetlands and surface waters under the
22 jurisdiction of New Hampshire Environmental
23 Services and U.S. Army Corps of Engineers.

1 Preliminary impacts have been calculated,
2 and the total 1.1 acres for the overall project.
3 The Department will continue to coordinate with
4 the appropriate agencies to ensure that all
5 wetlands impacts are minimized and all permits are
6 secured prior to construction.

7 To promote and protect water quality, the
8 Department has incorporated appropriate storm
9 water treatment measures into the design of the
10 project. The contractor will also be required to
11 prepare and implement a Storm Water Pollution
12 Prevention Plan during construction.

13 Finally, pursuant to Section 106 of the
14 National Historic Preservation Act, the
15 Department, in coordination with the Federal
16 Highway Administration and New Hampshire Division
17 of Historical Resources, must take into account
18 impacts the project has on historic resources.

19 The project area has been reviewed for
20 potential historic resources, which can include
21 structures over 50 years old as well as
22 archaeological sites. No such resources will be
23 impacted by this project. Thank you.

1 MR. COTA: Thank you, Ron. As this
2 project will involve property acquisitions for
3 easements, I'd like to ask Steve LaBonte to talk
4 about the right-of-way process. Steve.

5 MR. LABONTE: Thank you, Keith. Ladies
6 and gentlemen, before I go into the right-of-way
7 pro -- procedures for this project, there are a
8 couple of things I'd like to address.

9 First, as Chairman Richardson had said,
10 if anyone wishes to submit any additional
11 testimony as a result of this hearing or in regard
12 to these plans, you can address the material to
13 Chairman Richardson and mail it to the address
14 shown on the hearing handout map within 10 days of
15 tonight's hearing, and it will become part of the
16 official record.

17 Just to point that out, when you look at
18 your map it is the address written in red over on
19 the right-hand side. And the information will
20 receive equal consideration to anything presented
21 tonight. These maps are available from -- from
22 any of the Department staff or on the table
23 outside the room.

1 We also have with us tonight copies of a
2 booklet entitled, "Public Projects and Your
3 Property," which is the green book that you may
4 have received as you walked in. Again, these are
5 still out on the table.

6 This addresses and describes the right-
7 of-way acquisition and relocation assistance
8 procedures that are utilized by the State. The
9 booklet is especially useful for those property
10 owners affected by the proposed project. And,
11 again, these are available from the Department
12 staff or on the table outside.

13 After reviewing the information received
14 at this hearing and the 10-day comment period, if
15 the Commission finds necessity for the layout,
16 several things will happen.

17 First, the Layout Commission, which has
18 been appointed by the Governor and Executive
19 Council, will negotiate with -- with the owners of
20 property for property rights needed for the
21 project.

22 Next, with approval to proceed with the
23 design of this project, the Department will be

1 preparing appraisals for each of the properties
2 affected by the proposed construction you see on
3 the plans.

4 An appraiser from either the Department
5 of Transportation or a contract appraiser
6 contracted by the Department will contact each of
7 the owners to appraise their property.

8 Appraisals will reflect the fair market
9 value of the property rights needed for the new
10 construction and will be the offer -- the value
11 offered for compensation used by the Layout
12 Commission.

13 Prior to starting negotiations, the
14 appraisals are reviewed separately to see that all
15 appraisals are accurate and have taken into
16 account all applicable approaches to value.

17 The Commission will visit each property
18 owner and discuss each acquisition separately. We
19 urge owners at this time to ask questions and
20 bring up concerns they feel should be considered.

21 If the property owner is satisfied with
22 the offer, deeds or conveyance documents will be
23 draft -- will be prepared, and ownership will be

1 transferred to the State. If not, the matter will
2 be brought to the New Hampshire Board of Tax and
3 Land Appeals and argued -- uh -- the property
4 owner will have the opportunity to argue for
5 additional compensation. This can be done with or
6 without an attorney. After the Board issues its
7 decision, either party can appeal the decision to
8 the Superior Court if they are unsatisfied.

9 Anytime after this hearing or before the
10 design approval, all information in support of
11 this hearing is available at the Department's
12 headquarters in Concord for your inspection and
13 copying. There is relocation assistance
14 available, and a Right-of-Way agent will be
15 assigned to this project if necessary.

16 That's all I have. Keith, I'll turn it
17 back over to you.

18 MR. COTA: Thank you, Steve. As Steve
19 has noted, following this public hearing a
20 transcript will be prepared to include all the
21 testimony from this public hearing as well as the
22 written statements received during the 10-day
23 comment period. I want to draw your attention

1 again to the -- to the address on the handout for
2 written -- written comments.

3 The Department will evaluate the complete
4 testimony and make recommendations on how to --
5 how those requests and issues can be -- can be or
6 cannot be addressed. These recommendations will
7 be presented to the hearing commission at a future
8 public meeting in a document called, "The Report
9 of the Commissioner." At that time, the hearing
10 commission will judge the sufficiency of the
11 Department's resolution of the hearing issues and
12 decide on the necessity for the project.

13 If the hearing commission favors -- finds
14 in favor of the necessity of the project, the
15 project will proceed into the final design and
16 right-of-way acquisition phase. The plans will be
17 developed in more detail to determine elements
18 such as final grading, slope drain -- drainage
19 design, water quality treatment basins, utility
20 relocations, and wetland permitting.

21 Once all the necessary approvals and
22 permits are obtained and the right-of-way
23 procured, the project will be advertised for

1 construction. The first priority segment for
2 design and right-of-way acquisitions will be the
3 one-mile section. It is expected that the right
4 of way acquisition will proceed over the winter
5 and spring of 2018 followed by the remaining
6 segment in the spring and summer of 2019.

7 Under the schedule, the traveling public
8 could see construction and contract workers along
9 Route 106 for the first construction contract in
10 the fall of 2018 and through the spring and early
11 summer of 2019. The second construction contract
12 will follow in 2020 with the completion of the
13 work in the spring of 2021 with a final pavement
14 overlay and pavement markings and slope
15 landscaping.

16 The first one-mile construction contract
17 is estimated to cost 2.5 million dollars, and the
18 second construction contract for the completion of
19 the remaining 3.4-mile improvement area is
20 estimated to be -- to cost about six million
21 dollars. The total construction estimate -- cost
22 estimate is 8.5 million dollars and will be funded
23 through the Federal Aid Program. At this time

1 no -- no Town funds are required for this project.

2 This concludes the Department's
3 presentation. I would like to thank all of you
4 for your attentiveness and patience. I would also
5 like to thank the Town of Loudon officials for
6 their time and effort in assisting us in this
7 project.

8 At this time, Mr. Chairman, I formally
9 request the Commission to find occasion for the
10 necessity for the layout of the project as
11 presented this evening. Thank you.

12 CHAIRMAN RICHARDSON: Okay. Thank you,
13 Keith. Before I open the hearing for comments,
14 concerns, or questions, I would like to know if we
15 have any elected officials with us this evening
16 who would like to be heard. If you are an elected
17 official and would like to be heard, please speak
18 at this time.

19 COUNCILOR PAPPAS: Thank you very much.
20 My name is Chris Pappas. I'm the Executive
21 Councilor for District 4. And I just wanted to
22 thank the Commission for its work and thank all of
23 you for turning out here. This is obviously a

1 very instructive process for us all to get this
2 public feedback.

3 Right now the Governor and Council are
4 working on the State's Ten-Year Transportation
5 Plan. This is one of the projects that's
6 contemplated within that plan, but there are a
7 number of other priorities, local and regional,
8 that we're considering for that plan as well.

9 So I just wanted to put in a plug for
10 that. And if you have any feedback for us on
11 anything else you would like to see happen beyond
12 the scope of this one project, please see me
13 afterward. I'd love to take your feedback on
14 that.

15 CHAIRMAN RICHARDSON: Thank you. Yes.

16 REPRESENTATIVE HOWARD MOFFETT: Thank
17 you, Mr. Chairman. I'm Howard Moffett, one of the
18 two State Representatives from Merrimack
19 District 9, which is Loudon and Canterbury. I
20 don't have any comments here, except to thank the
21 Commission and the D.O.T. for its work on this. I
22 may have some questions later, so I'll hold my --
23 hold my comments or -- or my questions for that,

1 okay.

2 CHAIRMAN RICHARDSON: All right. Any
3 other elected officials? Yes, sir.

4 REPRESENTATIVE MIKE MOFFETT: Yeah, I'm
5 Mike Moffett. I live in Loudon on Green View
6 Drive just up off of Mudgett Hill, so I -- I'm a
7 neighbor, and I have one question. I can -- I'll
8 ask it now seeing as I'm -- I'm up here.

9 The volume of traffic on 106, as you
10 mentioned, is -- is considerable, and you might
11 have touched on this before. You've given us the
12 dates of -- the dates of planned construction, but
13 I know sometimes, like on 93 they'll do evening
14 construction, so I guess my -- my question, if I
15 could ask this, is do you anticipate the
16 construction happening during rush -- the rush
17 times in the morning or is evening construction a
18 possibility? And thank you for being here for
19 having this -- this hearing.

20 CHAIRMAN RICHARDSON: Okay. I'd like to
21 request the three of you to please sign in on the
22 paper up there. And, future speakers, please use
23 the microphone to make sure everyone hears. Thank

1 you.

2 Any other elected officials? Then any
3 town officials? Fire chiefs? Police chiefs?
4 Anyone, town officials that would like to speak?

5 Okay. Then at this time I will now open
6 the meeting to anyone desiring to be heard.
7 Again, I would ask that you raise your hand and,
8 upon recognition by me, come to the microphone,
9 give your name and address, record your name and
10 address on the sheet provided on the podium, or
11 the little table up there, and make your
12 statement. Thank you. Who would like to -- yes,
13 sir.

14 MICHAEL HARRIS: I -- I happen to be a
15 disabled senior citizen, and going over there is
16 not --

17 CHAIRMAN RICHARDSON: Sir, might it be
18 possible to go up to the microphone, sir?

19 MR. COTA: We can bring the microphone to
20 him.

21 CHAIRMAN RICHARDSON: Okay.

22 (Councilor Pappas hands the microphone to
23 Mr. Harris.)

1 MICHAEL HARRIS: Thank you.

2 COUNCILOR PAPPAS: Sure.

3 MICHAEL HARRIS: I'm a former elected
4 Planning Board official here in Loudon. I've
5 lived in Loudon for most of my life. And I am
6 very concerned as to the approach of what you
7 folks at New Hampshire D.O.T. are calling the
8 Route 106 corridor with the assumption that from
9 the greater Concord area to the greater Laconia
10 area Route 106 is a corridor, and you are going to
11 treat it and improve it as such.

12 Okay. What has happened in our Town of
13 Loudon, and I've seen this most of my life living
14 here, is that Route 106 has basically bisected the
15 town; that there's no reasonable way that you can
16 get from the east side of the town to the west
17 side of the town or vice versa because of this,
18 what New Hampshire D.O.T. views as the 106
19 corridor.

20 Now, I will tell you honest and true that
21 myself and unfortunately my young sons have viewed
22 multiple fatalities on Route 106. We were -- we
23 weren't involved in them directly. We didn't have

1 any direct connection with it, but we were within
2 sight of multiple fatalities on 106 and
3 intersection with Chichester Road.

4 We also one, two years ago -- I forget
5 when -- a separate fatality in the same general
6 facility, I believe, standard story. Okay. The
7 thing is this. New Hampshire D.O.T. may say well,
8 this is the corridor that we've got to improve
9 because we're going to run traffic between Concord
10 and Laconia, and we've got the thing going on, but
11 when people want to go from the country road and
12 they want to go to the dump, they have no choice
13 to go on Route 106.

14 When people want to go to Dunkin' Donuts
15 or people want to go to some farm or whatever else
16 is going on, because of what 106 has become
17 there's no alternative. And I have spoken with
18 the Commissioner of the Department of
19 Transportation at some length to ask for simple
20 crossings at one or two places on Route 106 where
21 it would be pedestrian-controlled traffic
22 crossings so that people could go, for example,
23 from the village where we are now to the new

1 Dollar General Store being built to the bank and
2 go crossing and walking.

3 And, long story short, while you all get
4 this souped up thing about how we're going to
5 build this corridor, you don't have any provision
6 whatsoever for local people to have a safe
7 crossing.

8 You know, my children, when they get off
9 the school bus, take the late bus, they go to Bean
10 Stalk General Store. That's where they drop them
11 off. Well, there ain't no place for them to go.
12 There's no crossing. There's no walking. There's
13 no nothing.

14 Now, I just happened to be at Route --
15 Route 4 in Chichester several days ago, and they
16 have almost the identical crossing situation on
17 Route 4 in Chichester that we have in Loudon
18 Village across Route 106, and they've got a
19 pedestrian-controlled crosswalk, all the right --
20 proper lights and all the rest of the things,
21 crossings and everything else.

22 And almost the identical situation
23 crossing. If you want to cross out of the

1 village, if you want to go to the general store,
2 if you want to go to the bank, if you want to go
3 to the restaurant, we have nothing. Okay. You
4 hold your breath. You run across the highway, and
5 you see if you're gonna like survive.

6 So I think that any concept of continuing
7 on this highway development which you call the
8 thoroughfare between Concord and Laconia ought to
9 consider the access of individual Loudon residents
10 who need to go to the dump, need to go to the
11 store, want to go to the library, want to ride --
12 the kids want to ride their bikes. They want to
13 do their thing and -- and whatever. I think you
14 ought to consider this.

15 Now, the last thing I'll say, and I'll
16 keep it short. The last thing I'll say is, as I
17 said, I've lived here a long, long time, and I've
18 seen extraordinarily terrible driving behavior on
19 Route 106.

20 Now, I know the Department of
21 Transportation generally can say well, you know, I
22 can't control these drivers, what they do. And I
23 reported this to the Department of Motor Vehicles

1 at the highest level, but you have people who are
2 using the breakdown lane as a passing lane at like
3 60, 70 miles an hour. You've got a tremendous
4 abuse, people passing on the double line, all
5 these other kinds of things going on.

6 And if you're going to open this up as a
7 corridor and you're going to say well, we're going
8 to expand the corridor, and we're going to have
9 more traffic over here, if you don't have enhanced
10 enforcement, you are putting our people in danger,
11 okay.

12 My sons and I have seen people covered in
13 sheets on Route 106, and I think you ought to
14 consider very seriously what you're doing to the
15 local people before you go on to this
16 transportation corridor business. Thank you very
17 much for your consideration, and thank you for
18 your public service.

19 CHAIRMAN RICHARDSON: State your name.

20 MICHAEL HARRIS: Michael Harris, 485
21 Lower Ridge Road, a long-time resident. Thank
22 you.

23 CHAIRMAN RICHARDSON: Thanks. Yes. Go

1 ahead, sir.

2 ORA GEORGE: My name's Ora George. I'm a
3 resident of Loudon. We own a -- the business by
4 the Shaker Road there at the Brookside Mall. I
5 guess I'm kind of concerned about -- he said it.
6 He's going to be moving telephone poles back and
7 stuff like that. Them businesses right there now
8 are right -- right on the road. You know, right
9 close to that corner. I -- I don't know --
10 understand.

11 Years ago when they used to build
12 highways they used to straighten corners. I don't
13 know why they don't pull the road back a little
14 bit towards the other side to give them businesses
15 more room because it's gonna really be approaching
16 on them businesses because they're so close
17 together right there there's hardly any room to do
18 what they want to do. I mean if they're gonna do
19 it, do it properly anyway.

20 But how are they gonna -- how are they
21 gonna set the poles back? They're gonna be right
22 in my parking lot. You know. I mean, you get --
23 I mean you get this whole area here. Like years

1 ago when they got a corner like this, they
2 straighten the corner. They take some of it, and
3 they pull it back towards the other side of the
4 road.

5 You know, I don't understand why they
6 want to push everything into the face of them
7 buildings right here, you know, when they got
8 plenty of room on the other side to take a little
9 bit and straighten that corner just a little bit,
10 you know, and make the road better and more room
11 for everybody, you know, more room for the
12 traffic, the turn, and -- and more room for, you
13 know, the people that come in and out.

14 It's -- it's not a good design as far as
15 I'm concerned. You know, I mean you got plenty of
16 room right there to pull a little bit to the other
17 side of the road and straighten that corner out
18 instead of pushing everything in the face of them
19 buildings.

20 CHAIRMAN RICHARDSON: Okay.

21 ORA GEORGE: Thank you.

22 CHAIRMAN RICHARDSON: Thank you, sir.

23 Yes, ma'am.

1 MARY GEORGE: I am Mary George. We own
2 the Brookside Mall. My only concern is right now
3 lighting on that corner sucks. We need to get
4 better lighting on that corner. It's just bad.
5 There's not enough light in there.

6 On a -- on a -- you know, we've -- we've
7 had this issue in the past. They did put light up
8 there, but it's not enough. It's not bright
9 enough. It's a bad corner. And, like they said,
10 they don't slow down much, and it's just hard to
11 see.

12 And they do -- we do have people walk
13 from the gas station over to our restaurants and
14 vice versa. The people across Penny's walk across
15 that road. It's -- it's just not -- it's just not
16 lit well. It really needs some serious
17 consideration for some lights.

18 CHAIRMAN RICHARDSON: Would you state for
19 the record which intersection that is you're
20 concerned about.

21 MARY GEORGE: Shaker Road.

22 CHAIRMAN RICHARDSON: Shaker Road. Thank
23 you.

1 MARY GEORGE: At 106. Brookside Mall is
2 right there.

3 CHAIRMAN RICHARDSON: Okay.

4 MARY GEORGE: Yeah. It needs more -- it
5 needs more lighting.

6 CHAIRMAN RICHARDSON: Okay. Next. Just
7 as you know, being Executive Councilor involves
8 carrying that microphone around.

9 (Laughter.)

10 GIL ROGERS: Thank you, Councilor. It's
11 great to be recognized by the Chair. Good
12 evening, Mr. Chairman, Mr. Saunderson, members of
13 the Board of D.O.T. Thanks very much for bringing
14 these plans to us tonight.

15 My name is Gil Rogers. I'm the Director
16 of Traffic and Parking for the New Hampshire Motor
17 Speedway. I've been in that position since 2003,
18 and prior to that I worked with the State of New
19 Hampshire Department of Transportation for a
20 little over 30 years. And I'm quite familiar with
21 the background of 106, and I'd like to add a
22 little bit to the record beyond what Keith Cota
23 said earlier this evening as relative to the

1 history.

2 Back in 1985, Governor John Sununu came
3 up with what's called a Ten-Year Plan, and to
4 address the Ten-Year Plan they established the
5 group called the Governor's Advisory Committee on
6 Intermodal Transportation and called them GACIT.
7 There were five Councilors and the Commissioner
8 that was supposed to make the decisions,
9 recommendations to the Governor and to the
10 Legislature of what was in the Ten-Year Plan.

11 Now, the reason I give you that
12 background is back in 1985 when the Governor
13 proposed the Ten-Year Plan, he also came up with
14 something called the Select System of Highways for
15 the State of New Hampshire, meant that interstates
16 of course and the major roads would all be
17 designated for attention and inclusion in the
18 Ten-Year Plan.

19 And, as part of the Select System, 106
20 was chosen as the commuter route to be parallel to
21 I-93 from Concord to Laconia. So the Concord --
22 93 through that area, that was -- that takes care
23 of the recreational traffic and heavy trucking and

1 things of that nature.

2 106 was intended to be a commuter route
3 between the communities of Concord and Laconia,
4 and all the improvements over the years that have
5 been done to that corridor were intended to
6 provide for that.

7 So that's the background of why we're
8 here tonight and why that 20-mile project that
9 Keith referred -- that's in this document was --
10 was first dreamed up. It wasn't someone --
11 someone's idea. It was an important part of the
12 plan of New Hampshire to serve its citizens.

13 So this -- this project here is intended
14 to make things better for the commuters, and, as I
15 mentioned, there have been significant accidents
16 that have occurred in that corridor.

17 The geometry of the road is generally
18 very good. It's relatively flat, curves are mild,
19 so there aren't any issues with the road itself
20 being a contributor. It's mostly the people that
21 drive that make mistakes and unfortunately get
22 themselves and others hurt.

23 So it's our job here to try to come up

1 with an improvement on the -- for the Ten-Year
2 Plan that will be a step forward in trying to
3 provide safety. And on page 11 of the document in
4 here, I could -- I could read it to you, but I'm
5 just gonna say that there's a statement in there.

6 The Transportation Research Board has
7 shown that accidents of the type that occur on the
8 type of road like this can be reduced between 20
9 and 65 percent by the addition of a center left
10 turn lane. The obvious thing is you don't have to
11 wait at your driveway while someone is bearing
12 down on you. You'd be in the center lane with
13 your blinker on waiting to make that turn.

14 The speedway has -- I think it's like 48
15 people that come to work every day, and it doesn't
16 matter what time of year it is. And I speak on
17 behalf of those employees that attempt to turn in
18 and out of our driveway to get onto that busy
19 highway during the commuting hours. It's
20 extremely heavy. 17,000 vehicles a day. That's a
21 lot of cars.

22 We're not too far away from where we
23 could warrant for a four-lane highway, which is

1 what 106 was originally anticipated back when
2 there was -- it was on the Select System. The
3 first Ten-Year Plan intended it to be a four-lane
4 highway with a center turn lane.

5 Because, as Keith had mentioned, the
6 traffic dropped off, there's no need for the
7 additional lanes for sometime in the future, and
8 that's fine, but now it's another step interimwise
9 that can provide some more safety for the folks
10 that travel that road every day.

11 So I know I speak for the New Hampshire
12 Motor Speedway. This is an extremely important
13 project for this corridor, and I imagine you might
14 hear from other abutters on the road that say that
15 yes, they have the same issues of trying to get in
16 and out of their driveways.

17 If I went too fast, and if there's any
18 questions, I'd be happy to try to answer them.
19 Thank you, Mr. Chairman.

20 CHAIRMAN RICHARDSON: Thank you, sir.
21 Another speaker? Yes, sir.

22 REPRESENTATIVE HOWARD MOFFETT: Thank
23 you, Mr. Chairman. This may be a good time for

1 my -- my question. Again, I'm Howard Moffett.
2 Address, 2 Baptist Road in Canterbury, but I
3 represent Loudon as well as Canterbury.

4 I'm -- I'm interested in the design here,
5 and I want to just ask about this table right
6 here. It looks to me as if the -- the designers,
7 the engineers who have designed the improvement,
8 have concluded at least at the moment, given the
9 17,000 cars a day on that route, there's no
10 particular need for additional travel lanes under
11 normal conditions but that the biggest safety
12 improvements are going to be created by taking
13 cars that are turning across the highway and
14 putting them in a center lane going -- going both
15 directions.

16 If that's -- if that's the case, then I
17 can -- I can understand, I think, the reasoning,
18 but I'd like to get somebody to confirm that. My
19 real question is, as I understand it, this would
20 be under normal operating conditions.

21 I'm interested in having somebody explain
22 what's gonna happen, for example, on a big race
23 weekend in -- in the summer or a concert weekend

1 in the fall. I'm -- I'm assuming that these
2 shoulder lanes will serve as additional travel
3 lanes during those periods.

4 Is that going to be true for the center
5 lane as well? Would somebody just explain what's
6 going to go on during those times of high use.

7 MR. COTA: Commissioner?

8 CHAIRMAN RICHARDSON: Yes.

9 MR. COTA: I certainly can,
10 Representative Moffett. Your -- your assessment
11 as to the -- as to the widening of the roadway,
12 creating that center turn lane is correct.
13 Basically it's widening the road, facilitating the
14 avenue through traffic so you make the turn safer
15 with the -- with the approach -- with the
16 approaching vehicle finding a gap but also
17 allowing the vehicles behind you to move past you
18 without -- without any further incidents. So your
19 assessment is correct.

20 REPRESENTATIVE HOWARD MOFFETT: Thank
21 you.

22 MR. COTA: The -- as for operation of
23 track -- of special events through this corridor,

1 Trent is very much aware of the process. We
2 have a -- the Department of Transportation has a
3 very long, long relationship with the motor
4 speedway as to how we manage traffic coming
5 from -- to and from special events that occur at
6 the -- at the motor speedway.

7 And I will tell you that over the years
8 we've learned a lot. As part of that learning
9 curve, we also recognize that the additional width
10 that occurred today, the 12-foot shoulders that we
11 have along this corridor, aids in that management
12 of that traffic.

13 Now, with the additional width of another
14 12-foot lane, the center turn lane area, that
15 actually provides even greater benefits. As I
16 noted in my presentation and overview, with the
17 additional center turn lane it's going to allow
18 for the capacity going into the track -- into the
19 race track parking lots as well as coming out of
20 the race track parking lots during these high
21 events more -- another lane in order to move
22 traffic.

23 When you do that you're adding the

1 ability to move vehicles faster from the facility.
2 Ultimately at the end of the day or beginning in
3 the morning as well as the end of the day we'll be
4 able to open the Route 106 corridor roadway
5 facility back up to -- to a full access to
6 northbound and southbound.

7 So, Trent, do you want to give a kind of
8 overview of what is envisioned as for traffic --
9 for management of large race -- large events at
10 the motor speedway?

11 MR. ZANES: Sure. Currently today, as
12 Keith said, the 12-foot shoulders in part were
13 created to help the mass exodus of traffic that
14 leaves after a NASCAR race. And, like any other
15 major event, like at a football game even or a
16 concert, everybody wants to leave at the same
17 time, and that's when you have the greatest demand
18 for traffic.

19 And so what happens typically at the
20 speedway now is two lanes will exit from the south
21 gate, two lanes will be coming from the north, and
22 that will continue up until -- you know, for about
23 an hour or so, and then it will switch to one lane

1 from the north and three lanes from the track.
2 And that just is a surge of traffic that continues
3 south all the way to 393. It merges into three
4 lanes, and then three lanes all the way down to
5 393.

6 And in order to accomplish that we have
7 to close the traffic northbound, which I'm sure
8 many of you are aware of, from about 2:30 in the
9 afternoon until we can get traffic cleared on 106,
10 which typically is around eight, 8:30, sometimes
11 nine o'clock. The faster that we can get traffic
12 out of -- off 106, the faster we can open
13 northbound traffic.

14 One of the benefits of having this center
15 turn lane would be instead of having to switch
16 that from two lanes north and two lanes out of the
17 track and then one lane from the north and three
18 lanes out of the track, it would just be three
19 lanes out of the track and two lanes from the
20 north all the way through this intersection. Then
21 it would merge into three -- four lanes and then
22 back down to three lanes all the way down to the
23 393.

1 So, in addition to all the safety
2 improvements, it will also help get traffic out of
3 there. And, as a side note, it also helps -- as I
4 say, everybody is leaving at the end of the race
5 trying to get out of there. If there were ever an
6 incident where people needed to get out of the
7 track at a -- at a high rate of speed, this would
8 also be -- help in assisting getting traffic away
9 from the track.

10 MR. COTA: Thank you, Trent.

11 CHAIRMAN RICHARDSON: Okay. All right.
12 Additional speakers? Anyone wishing to speak?
13 Yes, sir.

14 REPRESENTATIVE MICHAEL MOFFETT: Mike
15 Moffett, State Rep, spelled M-O-F-F-E-T-T, same as
16 Howard. And, as Michael said, the -- the safety
17 thing, the traffic and the speed, I travel 106
18 every day, and it sometimes gets a little wild
19 there. I can agree I think some -- maybe a bit
20 more enforcement here and there would -- would
21 make a difference.

22 Anyway, I asked my question earlier. I
23 posed my question earlier. I'm just curious. As

1 to when this starts, the construction starts,
2 should we anticipate Monday through Friday seven
3 to five?

4 I -- I don't know if it's realistic to
5 expect nighttime construction like they do with
6 93, but if somebody could speak a little bit to --
7 um -- the time of day that this is gonna happen
8 because it gets -- it's -- it's very busy going
9 into Concord early and coming back from Concord in
10 the afternoon.

11 CHAIRMAN RICHARDSON: Again, Mr. Cota.

12 MR. COTA: Yes, Representative Moffett,
13 we can. This corridor through here certainly is
14 the high traffic volume commuter corridor. You
15 see a peak in the morning, and you see a peak in
16 the evening.

17 We recognize that any construction work
18 that is occurring along this corridor would have
19 to be accomplished after the peak or before the
20 peak comes in. We do see if there's a time period
21 in between the peak, somewhere around 10 o'clock,
22 9, 10 o'clock through to probably around three or
23 four o'clock where the traffic volumes are

1 sufficient to allow us to use -- use the shoulder,
2 do some widening, do some adjustment work and so
3 on.

4 We did that same -- same construction
5 sequencing as part of the Staniels Road
6 intersection. We had to do a bit of widening
7 along Staniels Road, and certainly did -- we had
8 the contractor do that work outside of the peak
9 traffic flow.

10 Typically we work Monday through Friday.
11 We do allow contractor work on Saturdays. We also
12 allow contractors to work the evenings through to
13 a certain time. I believe it's seven o'clock in
14 the evening. But sometimes we allow greater --
15 greater length of time, mainly because of that --
16 again, that peak traffic, doing the work outside.

17 In this area, too, I anticipate as part
18 of our contract conditions the final paving of
19 this project will certainly be done outside the
20 peak, possibly even during some -- some nighttime
21 operation. So we -- our intent is to construct
22 this project to minimize the disruption to the
23 traffic along Route 106.

1 REPRESENTATIVE MICHAEL MOFFETT: Thanks.

2 CHAIRMAN RICHARDSON: Are there any
3 additional speakers? Go ahead, sir.

4 KEN WARDEN: Hi. My name is Ken Warden,
5 and I'm a representative for the mobile home park.
6 I guess one of my concerns is so it impacts our
7 property minimally. Um -- I really would like to
8 see -- my recommendation would be to see a
9 guardrail through there because that road
10 basically is the top of the mobile homes.

11 I guess I'm a little concerned that maybe
12 cars would happen to veer off that shoulder.
13 There have been instances in the past where that
14 has happened, so I'm thinking like from Spring
15 Street down to beyond where the -- where the homes
16 are closest to the road, that that may be
17 something you could consider.

18 CHAIRMAN RICHARDSON: Okay. Thank you.
19 All right. Yes, sir.

20 CHRIS RICHARDSON: I'm Chris Richardson,
21 and I live on 106. And I -- I realize this --
22 this project has got some momentum, and there's
23 probably nothing that's -- that's going to alter

1 the -- the State's intention to do it, but if I
2 could throw a few comments out there.

3 To the extent that this is to relieve
4 traffic from the race track when they have a major
5 event, because I'm a half a mile from the track I
6 get to see the tie-ups when they happen. The most
7 recent race in September lasted about 20 minutes
8 as far as the tie-up went, and then after that
9 traffic was proceeding pretty close to normal.
10 I've -- I've never seen the stop and go traffic go
11 much past eight or 8:30.

12 And to the extent that this project is
13 based upon race traffic, two weekends, two Sundays
14 a year -- um -- I think is ridiculous that you do
15 it. I also think that a lot -- it's my
16 understanding that a lot of the tie-ups occur not
17 because of 106, but when you get down to Concord
18 and they're trying to get on 393 and from 393 to
19 get onto 93, and once that backup starts, it comes
20 all the way back up to the track. So, again, the
21 problem isn't here. It's down there.

22 My third thought is that the more
23 attractive you make a road, the more people are

1 going to want to use it. Right now traffic that's
2 coming north on 93 and heading to the Lakes
3 Region, if they get off at Exit 20, Route 3 is
4 kind of a bear getting into Laconia.

5 If 106 becomes a very -- a -- a more
6 desirable route than what it is now, we're gonna
7 get more traffic coming over 393 and up 106, and
8 it's going to negate the work that you did because
9 now you're dealing with more traffic. It's not
10 just the commuters. It's not just the -- some of
11 the tourists that we have on weekends. You're
12 gonna have even more of them to deal with.

13 CHAIRMAN RICHARDSON: Okay. Thank you,
14 sir.

15 REPRESENTATIVE HOWARD MOFFETT: Want to
16 sign in.

17 CHAIRMAN RICHARDSON: Yes. Would you
18 please put your name on the paper. Thank you.
19 All right. Any additional comments? Yes, ma'am.

20 LYNN TRUDEAU: Hi. My name is Lynn
21 Trudeau. I live on 106 in front of the golf
22 course, and my well will be very close to the
23 extension when you widen the road. I'm worried

1 about pollution of course, and basically that's my
2 issue.

3 CHAIRMAN RICHARDSON: Thank you.
4 Additional speakers? If there are no additional
5 speakers, I'll be ending this hearing. So last
6 chance. A reminder of course, you can send in
7 written material for the next 10 days.

8 There being no indication of anyone
9 remaining who desires to be heard --

10 MICHAEL HARRIS: I would like to make a
11 comment, and I can't very well get to the
12 microphone, but I can speak loudly, so if -- I
13 think as any precondition for doing any further
14 development on what you all call the Route 106
15 corridor and what we find in our two towns is to
16 be the place we have to drive to go to the dump,
17 to go to the school, to go to the library, that
18 you should, as a precondition, create safe
19 crossings so that we can pass across Route 106
20 with pedestrian-controlled lights at appropriate
21 places such as the intersection on Shaker Road,
22 such as the intersection down in the village so
23 that people can actually live their lives in the

1 town instead of it becoming a bisected corridor
2 through Loudon. Thank you.

3 CHAIRMAN RICHARDSON: All right. Would
4 you please state your name once again for the
5 record.

6 MICHAEL HARRIS: Michael Harris.

7 CHAIRMAN RICHARDSON: Michael Harris.
8 Thank you, sir. Okay. Once again, any final
9 comments? There being no indication of anyone
10 remaining who desires to be heard, this hearing is
11 adjourned. Thank you.

12 (The meeting is adjourned at 7:31 p.m.)
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ERRATA SHEET

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C E R T I F I C A T E

I, Debra L. Mekula, a Licensed Court Reporter and Justice of the Peace 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

Debra L. Mekula, LCR, RMR
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