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STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT-OF-WAY
HIGHWAY LAYOUT COMMISSION PUBLIC HEARING
OSS�PEE: X-A000(490); #14749

PROPOSED REPLACEMENT OF THREE BRIDGES AND
REHABILITATION OF NH 16/NH 25

Public Hearing held at the Ossipee Town Hall,
55 Main Street, Center Ossipee, New Hampshire
on Thursday, December 8, 2016, in accordance with
RSA 230:14 and the Surface Transportation and
Uniform Relocation Assistance Act of 1987 to
discuss the above alterations to improve traffic
operations and safety in the Town of Ossipee,
New Hampshire, commencing at 6:00 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 29, 2016:

3 Ron Adams, Chairman

4 Brad Harriman

5 Jessica Williams

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9 NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION MEMBERS
PRESENTING:

10 Victoria H. Chase, P.E., Project Manager, NH Department
11 of Transportation, Bureau of Highway Design

12 Jennifer E. Reczek, P.E., Bridge Engineer, Project
13 Manager, NH Department of Transportation, Bureau of
Highway Design

14 Gerard R. Bedard, P.E., Preliminary Design Engineer,
15 NH Department of Transportation, Bureau of Highway
Design

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

18 Rebecca A. Martin, Environmental Project Manager, 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 ADAMS: I call the meeting to
3 order. I'm Ron Adams of Ossipee, Chairman of this
4 Commission appointed by the Governor and Executive
5 Council. I'm joined here by Brad Harriman of
6 Wolfeboro, a Public Works Director for Ossipee,
7 and Jessica Williams of Ossipee are also members
8 of the Commission.

9 This hearing is concerned with the
10 replacement of three red listed bridges and road
11 resurfacing of New Hampshire 16 and New Hampshire
12 25. It is pursuant to RSA 230:14 and the Surface
13 Transportation and Uniform Relocation Assistance
14 Act of 1987.

15 The purpose of this hearing is to
16 determine the necessity of the occasion of the
17 layout and to hear evidence of the economic and
18 social effects of such a location, its impact on
19 the environment, and its consistency with the
20 goals and objectives of such local planning as has
21 been undertaken by the Town.

22 Following the hearing, the Commission
23 will evaluate all matters brought to its attention

1 and make definitive decisions relative to the
2 necessity of the occasion of the layout. The
3 Department will contact each owner whose property
4 is affected and discuss individual concerns.
5 Therefore, it is important that all individuals
6 desiring to make requests or suggestions do so
7 tonight. I would remind you that you have 10 days
8 from the date of this hearing to submit written
9 comments or additional material you would like to
10 have considered by this Commission.

11 At this time, I will ask Victoria Chase,
12 Project Manager for the New Hampshire Department
13 of Transportation, to present in a formal manner
14 the layout which she has proposed. After this, I
15 will open the floor to those who wish to address
16 the Commission. I will request that all desiring
17 to speak signify their desire and, upon
18 recognition by me, step to the microphone, state
19 their name and address, and make their statements.
20 This hearing is being recorded, and a transcript
21 will be prepared. Victoria will now present the
22 layout.

23 MS. CHASE: Thank you, Chairman Adams,

1 Members of the Commission. Good evening, ladies
2 and gentlemen. I'd like to introduce other people
3 that we have brought with us tonight to help with
4 the presentation. To my left is Rebecca Martin.
5 She's going to talk to us about environmental and
6 the cultural aspects of the project later on.
7 Nancy Spaulding is the Right-of-Way engineer.
8 She'll talk about the right-of-way process. And
9 then waiting to go up to the boards in the
10 audience are Jennifer Reczek and Gerry Bedard that
11 will talk to us more about the specifics of the
12 plans we're showing.

13 Overall, the intention of the project is
14 to replace three bridges, the Lovell Bridge and
15 two bridges at the Bearcamp River, and then
16 resurface about three and a half miles of Route 16
17 from just south of the Lovell River Bridge
18 northerly.

19 The project has some history and age. I
20 know we've been out here quite a few times. I
21 think we were here in July for an open house. I
22 don't know whether I see many faces that came and
23 joined us, but before that we were here in the

1 winter of 2013, so we've been working on this
2 project for quite a while. But the bridges are in
3 critical need of replacement, and we are on track
4 to advertise the project in 2018.

5 So we have heard some public input
6 historically and then more specifically this
7 summer and some concerns with intersections, so
8 the design that you see is quite similar to the
9 design that was presented at the open house and
10 has been posted on the Project web page.

11 The additions are in response to public
12 input. We've widened the shoulder at Newman Drew
13 to help the left turners, to help people bypass
14 anybody who might be going to left turn into
15 Newman Drew Road. Same thing at Deer Cove,
16 similar southbound, but a little bit of a wider
17 pavement so people can bypass if they need to.

18 We heard the shoulder width along
19 Route 16, so in this design we've incorporated a
20 wider shoulder. And then on a local level there
21 is an informal boat launch below the Bearcamp
22 River, so I've worked locally with some people who
23 are trying to help that be maintained in similar

1 order, I guess. And then the Town is interested
2 in having a dry hydrant. We're working with them
3 at the Lovell River Bridge.

4 As anyone who lives here knows, it's a
5 pretty challenging area, a lot of traffic on
6 Route 16. And this one is especially complicated
7 by lots of wetlands and rivers and campgrounds,
8 and it's been a balance of creative ideas to make
9 it happen.

10 There -- on everyone who received a
11 letter and notification, there's a link to the
12 Project website that has some historic data and
13 then the plans that we showed at the open house.
14 After tonight the plans from tonight will be
15 posted as well as the transcript from the
16 recordation, and then as the project progresses
17 more information, so I'd encourage you to look
18 there for the details.

19 And we'll start with some project
20 details, and I'm going to ask Gerry Bedard to talk
21 about the roadway portion. Thank you, Gerry.
22 They're going to trade off the mic, so let's be
23 patient, please.

1 MR. BEDARD: As Victoria said, my name is
2 Gerard Bedard. I'm an engineer for the Highway
3 Design Bureau from the Preliminary Design section.
4 And I'm just going to explain the plans here to
5 you in front -- on the plans here tonight. I'm
6 going to start with this plan in the middle, which
7 is an aerial photograph of the project area.

8 This plan has a scale of one inch equals
9 200 feet, which means one inch on this plan is
10 equal to 200 feet on the ground. North. North.
11 You can see north there in the middle. North is
12 to the right. So that means Center Ossipee would
13 be at this end. West Ossipee would be to the
14 right of the plan. The Lovell River is here
15 flowing into Ossipee Lake. The yellow line down
16 the middle is Route 16, Route 25. And the
17 Bearcamp River is here.

18 As Victoria said, the main purpose is to
19 replace three bridges that are in poor condition.
20 The first is the bridge over the Lovell River,
21 which is located here, and the other two are the
22 New Hampshire 16/25 Bridge over the Bearcamp River
23 and the 16 -- just 600 feet further north is the

1 bridge over the flood relief area.

2 In addition to replacing the bridges,
3 Victoria said, the pavement from just north of the
4 Lovell Bridge to just south of where Route 16/25
5 crosses over the Chocorua River, that pavement
6 will be rehabilitated.

7 Now I'll get into this plan here, which
8 is a more detailed plan of the construction
9 proposed at the Lovell River Bridge. That was a
10 200 scale plan. This plan is a 50 scale plan,
11 meaning one inch on this plan is equal to 50 feet
12 on the ground. North, again, is still to the
13 right. The blue is the Lovell River flowing from
14 the top of the sheet to the bottom. And just off
15 the plan is Ossipee Lake.

16 The colors you can probably see
17 hopefully. The darker yellow would be the --
18 where the pavement is, the travel way, and will
19 get fully reconstructed. The darker brown colors
20 would be the shoulders that will get fully
21 reconstructed.

22 The paler yellow in this area, that's
23 where the pavement will just be rehabilitated.

1 Orange is points of access to the roadway,
2 driveways. The light green is the earthwork
3 needed and landscaping to build the roadway, and
4 the darker green just represents the tree line. I
5 already mentioned the river. And the red,
6 anything in red is existing buildings.

7 Now, this bridge is going to be replaced
8 in its existing location. So to do this a
9 temporary bridge is proposed just to the west of
10 the existing bridge. So a temporary roadway or a
11 temporary diversion will be constructed to the
12 west of the existing bridge, and that is signified
13 by, again, some of the same colors but because
14 it's temporary these are hatched. So this hatched
15 yellow area would be where the traffic will be
16 diverted while the new bridge is constructed. The
17 old bridge is demolished; the new bridge
18 constructed.

19 This orange line here represents --
20 excuse me -- the easement. This is a temporary
21 construction easement, so this is the land that
22 would be needed to construct this portion of the
23 diversion. The land on the southwest side of the

1 bridge is already State land in through here.

2 Just staying on this plan for a minute,
3 as Victoria said, across from Deer Cove Road,
4 based on input we received at the public
5 information meeting, people were saying how there
6 was a lot of traffic driving on the shoulder, and
7 visiting the site it was evident that the gravel
8 shoulder was being used as -- by cars to bypass,
9 and the pavement has signs of deteriorating. So
10 in order to maintain the integrity of the roadway,
11 we are proposing to widen the shoulder just across
12 from Deer Cove Road.

13 The whole project will be striped when
14 we're done with 11-foot travel lanes and a
15 five-foot shoulder, except right here at the Deer
16 Cove Road where it will be a 10-foot shoulder for
17 about 300 feet.

18 Now, similar to this plan is the detailed
19 plan for the Bearcamp River area. Again, north is
20 to the right. The Bearcamp River is in blue
21 flowing from the top of the page down to the
22 bottom. Again, it's the same scale, 50 scale, and
23 the color scheme is basically the same.

1 The darker yellow, as I said, represents
2 the full reconstruction of the roadway, and that
3 begins just south of Newman Drew Road and ends at
4 about Nichols Road. The bridges are going to get
5 reconstructed in their current location. There's
6 very little change in elevation of the roadway,
7 except for the bridge at Bearcamp, which will be
8 about three and a half feet higher than what it is
9 today.

10 Now, you'll notice, unlike the Lovell
11 River Bridge, there's no -- there's no temporary
12 bridge diversion for this project. That's because
13 the construction method that's being proposed, and
14 Jennifer will explain it in more detail, is a new
15 construction method called slide-in-place bridge
16 construction, which we don't need a temporary
17 roadway or diversion.

18 So what you see here in this plan is
19 there's an orange line here which goes along here,
20 follows along to the east of the road, and there's
21 another one which runs along the west side of the
22 road. That represents the temporary construction
23 easement. That's the land that will be needed for

1 relocation of utilities as well as staging area
2 for the contractors to be able to build -- get in
3 there and build the bridges.

4 Also are -- there's some drainage
5 easements. There are six locations. Two here,
6 two here, one here, and one here. These are
7 permanent drainage easements where the State needs
8 to get in there and maintain the pipes that are
9 outletting those locations. Just need to access
10 pipes to get in there.

11 There's one additional drainage easement
12 on this project. It's located about 1,000 feet
13 south of the Newman Drew intersection, and this is
14 a proposed vegetated swale which is needed in
15 order to meet environmental regulations. So
16 there's an easement shown here which will allow us
17 to get in there and maintain the swale, if need
18 be, clean it out if -- if we have to.

19 Victoria also mentioned the shoulder
20 across from Newman Drew Road. Some input we
21 received at the public information meetings was a
22 lot of crashes in this area, so what we're
23 proposing, again, for only about a distance of

1 about 300 feet we're going to widen the shoulder
2 from five feet out to 10 feet.

3 This is just going to provide a margin of
4 error for that inattentive driver that comes --
5 all of a sudden comes up to that car waiting to
6 turn left onto Newman Drew Road. So that's what
7 this widened ground area is in through here.

8 Now, back to the aerial plan. There's
9 two smaller inserts. When we rehabilitate the
10 roadway we go out and look at all the existing
11 culverts so that if we're going to replace the
12 culvert the time to replace the culvert is when
13 the road is torn up, and we've identified two
14 drainage pipes and culverts within this
15 rehabilitated portion of the roadway that are
16 going to get replaced as part of the project.

17 The first is located just north of the
18 abandoned railroad crossing. Right here just
19 south of the Pizza Barn. So right at the old
20 railroad crossing. This culvert when it gets
21 replaced, we're proposing a drainage easement on
22 the inlet side. Again, just in order to get in
23 there and maintain the culverts. It's a 36-inch

1 existing pipe here.

2 The other location is about 2,000 feet
3 north of Nichols Road. This is a 24-inch culvert
4 that will get replaced, and, again, we're showing
5 a permanent drainage easement on the west side of
6 that pipe.

7 And, unless I've forgotten something
8 else, I'll turn it over to Jennifer Reczek, who
9 will explain in more detail the bridge
10 construction.

11 MS. CHASE: Thank you, Gerry. Thank you,
12 Jennifer.

13 MS. RECZEK: All right. Thank you,
14 Gerry. So I'm going to start down here at the
15 Lovell River end. As Gerry mentioned, the bridge
16 is in poor condition, the deck is in poor
17 condition, the girders and the abutments are
18 satisfactory.

19 As we started looking at this location,
20 there were two other issues that were brought to
21 our attention. The first is that this bridge
22 has -- or controls the ability for overweight
23 loads to move up and down the Route 16 corridor.

1 It's the controlling structure between Portsmouth
2 and Berlin, so to be able to remove that
3 restriction would be helpful for the corridor.

4 The other thing that was brought to our
5 attention is that there is overtopping of Route 16
6 south of the bridge near the Captain Lovewell
7 Lane, so that was also a concern. That
8 overtopping currently happens approximately once
9 every 10 years at the 10-year storm level. So, in
10 looking at our options in this location, it became
11 obvious that a bridge replacement would be the
12 only way to address both that load restriction and
13 the overtopping of the roadway.

14 The existing bridge was built in 1950.
15 It's a 58-foot span, single-span bridge. And so
16 what we looked at was opening up the span, in turn
17 raising the roadway, and balancing how much water
18 passes through or over the road during flood
19 events.

20 And so in those calculations we've
21 determined that a 97-foot span bridge was as large
22 as we could go. It really made economical sense,
23 and that allows us to raise the low point of the

1 road about a foot and a half, and that would
2 change the frequency of inundation from once
3 approximately every 10 years to somewhere between
4 the 50 and the 100-year storm.

5 In that work, Gerry's done a lot of good
6 work here, and we were able to keep the low point
7 generally where it is today. So as water comes
8 over the road right now it's generally coming
9 north of Captain Lovewell Lane. The "Announcer"
10 shows that in the 100-year storm that much of this
11 golf course was underwater, but we wanted to make
12 sure that the water in the proposed condition
13 would be sort of mirroring its current -- the
14 actions that it has today.

15 Gerry mentioned we'll be using a
16 traditional construction. New bridge will be
17 online, we'll have the diversion, and we expect
18 the traffic will be on that diversion for about a
19 season.

20 And moving down to the Bearcamp River
21 end. So right now the river bridge is a five-span
22 bridge. It's about 396 feet long. Two of those
23 piers are in the river. Two of them are in the

1 overflow area. These two bridges were built
2 together in 1955 when the Route 16 was relocated
3 to this area.

4 The relief structure is currently a
5 four-span structure. That's about 168 feet long.
6 These are the two bridges that you're probably
7 familiar with, the metal grates along the shoulder
8 and sort of the open-grate sidewalk. Those
9 features have contributed to the deterioration of
10 those, so the decks and the girders on those
11 bridges are in poor condition, severe condition.
12 The substructure to the piers and abutments are in
13 poor condition. So they are really in need of
14 replacement at this point in time.

15 So in looking at the project we realized
16 the roadway is really in the best location for the
17 roadway. And to figure out how to economically
18 replace those bridges where they are today, we
19 arrived at the slide-in bridge construction
20 method.

21 And so how that works is that the new
22 girders and deck are built alongside the existing
23 bridge, so either to the west or east of the

1 existing. They'll be on temporary supports, and
2 then we will have a period of time where we will
3 do some work in the roadway with alternating
4 one-way traffic in the off-season, February,
5 March, April, to get new piles and supports for
6 the new bridge in place in the roadway.

7 Once the new superstructure, so that's
8 the deck and the girders that are built alongside
9 the road, are complete, we'll be shutting down
10 Route 16 for one weekend for each bridge, so a
11 total of two weekends on the project. And in that
12 weekend we'll demolish the existing bridge, slide
13 the new bridge over in place, and the road will be
14 open to traffic at the end of the weekend.

15 Obviously Route 16 is a pretty busy
16 corridor, so in working through this process we
17 looked at the traffic volumes, and we got the
18 records of traffic counts in the area. So we're
19 proposing two times of year where the traffic
20 volumes are lower, and that's what this graph
21 represents. You see some peaks and vacation
22 weeks.

23 The first window that we would be looking

1 at would be a period of time in the spring in
2 April and May before traffic really picks up. So
3 that's this area in May, and then you can see the
4 traffic volumes come up in the summer. And
5 there's this little bit at the end of September
6 between Labor Day and when fall foliage picks up,
7 and so that was the other window that we would be
8 looking at possibly having one of those closures
9 occur.

10 The other piece that goes along with that
11 is where do people go while that's happening? And
12 so this map here shows our proposed detour. So
13 for regional travel, we would assign state detour
14 routes, either using 25 and 153 up to Conway or 28
15 and 171 and 109 over to Moultonborough.

16 There are a few intersections on those
17 routes that people have expressed concern about.
18 One that was brought up is in Moultonborough here
19 where 109 and 171 meet, so there will probably be
20 some increased traffic control at those locations
21 during those detour weekends.

22 For the local residents, we have Newman
23 Drew Road. That will be open and available to

1 folks in the area and during the entire closure.
2 Okay. So, also, emergency services, the fire,
3 EMS, police during that time, they will have
4 access through there.

5 And so I think a big benefit -- the other
6 thing I wanted to touch on, the benefit of this
7 closure is really saving us money by not having to
8 construct and clear one side of the road or the
9 other to construct that temporary roadway.
10 Because of the flooding and FEMA regulations to do
11 the temporary off-line road, we would have to put
12 in bridges that mimic the bridges that are there,
13 and so those temporary structures are quite
14 costly.

15 So by using this method we're able to
16 save money, and we're also minimizing the
17 environmental impacts by not, again, constructing
18 that roadway in some sensitive areas. We've got a
19 lot of wetlands on the east side of the project.
20 So we're not moving these closer to anyone's home
21 on the west and wetlands on the east. And that's
22 all I have, Victoria.

23 MS. CHASE: Thank you, Jennifer. So on

1 the website, we had it in our rolling presentation
2 this summer at the open house, but on the
3 website there's -- I don't know, Jennifer. Is it
4 a two-and-a-half-minute video?

5 This is the first time this is being done
6 in the State of New Hampshire, but it's been done
7 nationally for 10 or more years, so there is a
8 really short video on the website that, if you are
9 interested, shows an example of how Oregon did the
10 sliding bridge construction in a weekend. So it's
11 time-lapsed. Two minutes. It's worth your while.
12 It's kind of a creative and exciting thing to have
13 happening. And, as Jennifer said, it saves a lot
14 of money, and it saves a lot of environmental
15 impacts.

16 I'm going to ask Nancy Spaulding to talk
17 a little bit about -- you heard from Gerry and
18 Jennifer that there are places where we need to
19 step outside our right-of-way, so Nancy Spaulding,
20 our Department of Right-of-Way engineer is going
21 to talk about the topic of how we get acquisition
22 of those rights.

23 MS. SPAULDING: Thank you, Victoria.

1 Members of the Commission, ladies and gentlemen,
2 before I go into the right-of-way procedures for
3 this project, there are a couple of things I'd
4 like to mention. If there are any members of the
5 audience who do not wish to speak in front of the
6 group but wish to comment, you may do so in
7 writing.

8 If anyone wishes to submit additional
9 testimony as a result of this hearing or the
10 plans -- in regard to these plans, you can address
11 the material to Chairman Ron Adams, care of Peter
12 Stamnas, Director of Project Development, and mail
13 it to the address shown on this hearing handout
14 map within 10 days of tonight's hearing.

15 It will become part of the official
16 record, and it will receive equal consideration to
17 anything presented tonight. These maps are
18 available at the back table where Karen is
19 standing.

20 We also have with us tonight a handout
21 entitled, "Your Land and New Hampshire Highways."
22 This describes the right-of-way acquisition and
23 relocation assistance procedures that are utilized

1 by the State. This booklet is especially useful
2 for those property owners affected by this
3 proposed project. These are also available on the
4 back table.

5 So if, after reviewing the information
6 received tonight at this hearing and within the
7 10-day comment period, the Commission finds for
8 the necessity for this layout, several things will
9 happen. First, with approval to proceed with the
10 design of this project, appraisals will be
11 prepared for each of the properties affected by
12 the proposed construction you see on the plans.

13 The appraisals will determine the fair
14 market value of the property rights needed for the
15 new construction. The appraisals are reviewed
16 separately to see that all are accurate and have
17 taken into account all applicable approaches to
18 value.

19 Once this review is complete, the
20 Department's appraisals are given to the
21 Commission to begin discussion with the property
22 owners regarding the acquisitions. The value in
23 these appraisals will be the offer of just

1 compensation used by the Commission.

2 The Department will contact each property
3 owner and discuss each acquisition separately. We
4 urge owners at that time to ask questions and
5 bring up concerns that they feel should be
6 considered. If the property owner is satisfied
7 with the offers, deeds are prepared, and ownership
8 is transferred to the State.

9 If the owner is not happy with the
10 figures that the Commission offers, they can
11 appeal to the New Hampshire Board of Land and
12 Tax -- excuse me -- Tax and Land Appeals and argue
13 for additional compensation there. It is
14 important you understand that this can be done
15 with or without an attorney. Either party can
16 appeal the Board's decision to Superior Court if
17 they are unsatisfied.

18 Anytime after this hearing or before
19 design approval, all information in support of
20 this hearing is available at the Department's
21 headquarters in Concord for your inspection and
22 copying. The New Hampshire D.O.T. public website
23 will also have project information located under

1 the Project Center web page. That's all I have,
2 Victoria.

3 MS. CHASE: Thank you, Nancy. I think
4 we've heard from most everyone about the challenge
5 of balancing money, time, and impacts, so I left
6 the best for last. Rebecca Martin is going to
7 talk about the environmental concerns within the
8 project and the process that surrounds that.

9 MS. MARTIN: Good evening, Members of the
10 Commission, ladies and gentlemen. Pursuant to the
11 National Environmental Policy Act, the New
12 Hampshire Department of Transportation has
13 evaluated alternatives to the proposed project and
14 the potential impacts this project will have upon
15 the surrounding social, economic, and natural
16 environments.

17 Coordination was established and input
18 received from federal and state agencies,
19 including the U.S. Army Corps of Engineers, the
20 U.S. Fish and Wildlife Service, the New Hampshire
21 Department of Environmental Services, the New
22 Hampshire Fish and Game Department, the New
23 Hampshire Natural Heritage Bureau, the New

1 Hampshire Department of Resources and Economic
2 Development, and the New Hampshire Division of
3 Historical Resources. In addition, input was
4 received from both the Town of Ossipee as well as
5 concerned citizens.

6 After evaluation of the information
7 gathered, an environmental document and
8 Programmatic Section 4(f) evaluation were
9 prepared. The following is a brief summary of the
10 information contained in that document.

11 Completion of the proposed project is not
12 expected to noticeably increase noise levels or
13 impact air quality at any of the adjacent
14 residences. Temporary increases in noise and dust
15 levels are anticipated during construction of the
16 project, but these temporary increases are
17 expected to return to normal following
18 construction of the project.

19 The proposed project will require dredge
20 and fill activities within areas under the
21 jurisdiction of the Department of Environmental
22 Services Wetlands Bureau and the U.S. Army Corps
23 of Engineers, totaling less than one acre. The

1 Department has been and will continue to
2 coordinate with the appropriate agencies to ensure
3 that all wetland impacts are minimized to the
4 maximum extent practical.

5 The proposed project will require impacts
6 within the floodplain of the Bearcamp and the
7 Lovell Rivers. The Department has been and will
8 continue to coordinate with the New Hampshire
9 Floodplain Management Program and the U.S. Army
10 Corps of Engineers in order to ensure that the
11 area flooding conditions will not be adversely
12 affected by the proposed project.

13 The Bearcamp River is subject to the
14 Shoreland Water Quality Protection Act. As
15 currently defined, the proposed project is located
16 within the 250-foot protected shoreland zone. A
17 permit from the New Hampshire Department of
18 Environmental Services Shoreland Program will be
19 necessary. The project will be reviewed again
20 during the final design and permitting phase to
21 confirm the work areas located within 250 feet of
22 the Bearcamp River.

23 In order to promote and protect water

1 quality the Department has incorporated
2 appropriate treatment measures into the design of
3 the project. The contractor will also be required
4 to prepare a Storm Water Pollution Prevention Plan
5 prior to commencement of construction activities.

6 The project area has been evaluated and
7 reviewed by the New Hampshire Division of
8 Historical Resources for the presence of cultural
9 resources. From these reviews, it was established
10 that the Bearcamp River and the Bearcamp River
11 Relief Bridge are eligible for the National
12 Register of Historic Places.

13 As the proposed action requires removal
14 of these bridges, it was determined by the New
15 Hampshire Division of Historical Resources and the
16 Federal Highway Administration that the project
17 will have an adverse effect on the bridges.
18 Appropriate documentation of the bridges will be
19 prepared prior to their removal.

20 A review of the project area has
21 determined that there is potential habitat for the
22 northern long-eared bat, which has been listed as
23 threatened under the Endangered Species Act. The

1 Department will continue to conduct coordination
2 with the U.S. Fish and Wildlife Service to
3 determine if measures to reduce impacts to the
4 habitat are appropriate.

5 There are conservation properties
6 abutting Route 16 within the project area,
7 including the Bearcamp Memorial Forest and
8 University of New Hampshire wood lots. However,
9 these properties will not be impacted by the
10 current project design.

11 The Bearcamp River is designated as
12 essential fish habitat for all life cycle stages
13 of Atlantic salmon. The Department has
14 coordinated with the National Marine Fisheries
15 Service and determined that the project's impact
16 on essential fish habitat would not be
17 substantial. The National Marine Fisheries
18 Service did not recommend essential fish habitat
19 conservation measures due to the minimal nature of
20 the proposed project's adverse effects on
21 essential fish habitat.

22 If anyone has any natural, cultural, or
23 socioeconomic resource concerns associated with

1 this project, please bring them to our attention
2 tonight or within the comment period following the
3 public hearing. Copies of the environmental
4 document and Programmatic Section 4(f) evaluation
5 are available for review after the hearing. Thank
6 you.

7 MS. CHASE: Thank you, Rebecca. So we've
8 heard some complicating factors and the size of
9 the project, three and a half miles long. The
10 cost at this point is a preliminary cost estimate,
11 but we think it's about 16 million dollars. It,
12 you know, could change a little bit as we get into
13 final design but about 16 million dollars.

14 Federal will be the primary source with
15 some state funds. Town funds may be involved if
16 we do move forward with the dry hydrant or if
17 there are any other municipal utilities that we
18 impact, those will need to be town funds, but at
19 this point that's limited to that.

20 The schedule for what happens next, Nancy
21 alluded to it, is we take the testimony tonight
22 and during the 10-day comment period. Then we
23 will develop a report that responds to any issues

1 raised. We'll present the report to the Hearing
2 Commission that you have here at the table. If
3 they vote to move forward with the project, we
4 move into final design.

5 My hope is that exercise of the report
6 and the presentation to the Commission will be
7 later this winter, early spring. Once we move
8 into the final design, plans are developed, and
9 Nancy's team takes over appraising and beginning
10 to talk with property owners.

11 And our plan now is to advertise in the
12 summer of 2018. The construction will begin
13 primarily with utility relocations. There are
14 substantial and complicated utility relocations
15 along this route, so a good part of the initial
16 construction period will be getting utilities out
17 of the way so that we can do our work. We
18 anticipate it will be two or three construction
19 seasons depending on how the utility relocations
20 go.

21 So at this time this concludes the
22 Department's presentation of the New Hampshire
23 Route 16 reconstruction. I respectfully ask the

1 Hearing Commission to find in favor of the layout
2 that we've presented here tonight. That's all I
3 have.

4 CHAIRMAN ADAMS: Thank you, Victoria.
5 Before I open the hearing for comments, concerns
6 or questions, I'd like to know if we have any
7 elected officials with us this evening that would
8 like to be heard.

9 REPRESENTATIVE MCCONKEY: Two
10 representatives here, Representative McConkey and
11 Representative Avellani.

12 CHAIRMAN ADAMS: Yes.

13 REPRESENTATIVE MCCONKEY: Just letting
14 you know that we're here.

15 CHAIRMAN ADAMS: Do you wish to speak?

16 REPRESENTATIVE MCCONKEY: Ron, I have a
17 card in there when the time is appropriate.

18 CHAIRMAN ADAMS: Okay. He can speak now,
19 right?

20 MS. CHASE: He can, yes.

21 CHAIRMAN ADAMS: Okay. Mark.

22 REPRESENTATIVE MCCONKEY: Thank you.
23 Ron, thank you. Brad, Victoria, thank you so

1 much. Commission Members and D.O.T. engineers and
2 staff, I'll start out with thank you. I've never
3 seen a presentation like that with boards and all.
4 Wonderful. Thank you so much for working with the
5 two turnout shoulder width improvements. That is
6 great. Thank you for keeping a window open if we
7 can work, which we are working with the Town and
8 the landowner on the canoes, so thank you again
9 for that.

10 The -- my question is on the width of the
11 shoulders. I was hoping for 10 foot to be in sync
12 with the corridor study, and I guess a question.
13 Are we at four now and going to five? Where are
14 we with that?

15 MS. CHASE: We are going to five for the
16 full length. Gerry, does the shoulder vary? Do
17 we have a consistent width now existing?

18 MR. BEDARD: Yes. The existing shoulder?
19 The existing shoulder is about four feet. There's
20 one area where it's 10 feet, and that's just north
21 of Deer Cove Road and Jewell Hill Road, I believe,
22 but it's essentially four-foot shoulders, so we're
23 going to be paving the road with 11-foot lanes and

1 five-foot shoulders.

2 REPRESENTATIVE MCCONKEY: Thank you. And
3 with that are we built out to the full width of
4 the right-of-way that would allow us -- that's why
5 we can't go with a wider shoulder?

6 MS. CHASE: Right, and the sensitivity of
7 the abutting resources that Rebecca talked about,
8 in addition to impervious surfaces are an ever
9 complicating factor that if you widen the
10 pavement, an impervious surface, you have to treat
11 all the water, which just makes -- and we need to
12 do that within the right-of-way, so it makes the
13 impact significant when you're dealing with the
14 resources that we have here.

15 REPRESENTATIVE MCCONKEY: Thank you. And
16 my understanding is we have an 11-foot travel way
17 on both sides, which is pretty standard. Does the
18 federal regulations prohibit us from taking that
19 to a 10-and-a-half-foot stripe and gaining a half
20 foot on either side?

21 MS. CHASE: I don't know.

22 REPRESENTATIVE MCCONKEY: There are two
23 things. Does it slow down the traffic a little,

1 visual narrowing of the road?

2 MS. CHASE: I don't know, Mark. I can --
3 we can take it --

4 REPRESENTATIVE MCCONKEY: Thank you.

5 MS. CHASE: -- and I can get back to you.

6 REPRESENTATIVE MCCONKEY: Thank you.

7 Thank you for your time.

8 CHAIRMAN ADAMS: Thank you, Mark. Lino,
9 would you like to speak?

10 REPRESENTATIVE AVELLANI: I just have a
11 couple questions. Will there be more enforcement
12 at 171 and 28 while the diversion is happening?
13 Given the heightened traffic and everything else,
14 there might be a propensity for more accidents
15 there than we already have.

16 MS. CHASE: At the signals?

17 REPRESENTATIVE AVELLANI: At the
18 intersection of Route 171 and 28.

19 MS. CHASE: Okay.

20 REPRESENTATIVE AVELLANI: And to follow
21 up on the first map, could there be turning lanes
22 northbound to alleviate some of the accidents that
23 we're having now?

1 MS. CHASE: Where? Where?

2 REPRESENTATIVE AVELLANI: Newman Drew
3 Road and the Bearcamp Road.

4 MS. CHASE: Right.

5 REPRESENTATIVE AVELLANI: There's two of
6 them.

7 MS. CHASE: We proposed -- we heard that
8 this summer, and we proposed widened shoulders to
9 help the left turners or the people coming upon
10 the left turners get around them.

11 REPRESENTATIVE AVELLANI: Right. But
12 they're actually making a left turn so people
13 aren't driving in the breakdown lane in case a car
14 was broken down further up.

15 MS. CHASE: Right. Breakdown lanes are
16 not proposed for this project.

17 REPRESENTATIVE AVELLANI: Could we put
18 that on the list maybe?

19 MS. CHASE: Um --

20 REPRESENTATIVE AVELLANI: Of suggestions?
21 And one more. Closing the Route 16 on weekends
22 will affect the local businesses. Is there ever
23 any plan protecting them, offering some type of

1 compensation for losing that type of business?
2 Because I know there's a few here tonight that
3 will be affected by the closures.

4 MS. CHASE: We don't compensate for lost
5 business, but we have established a stakeholder
6 group.

7 REPRESENTATIVE AVELLANI: Um-hum.

8 MS. CHASE: And we have a professional
9 consultant on board to help us develop tools, so
10 we're going to meet with that stakeholder group
11 after we -- provided we get the Commission's nod
12 and work with them to develop tools, but as far as
13 compensation, no.

14 REPRESENTATIVE AVELLANI: Okay. Thank
15 you.

16 CHAIRMAN ADAMS: Are there any other
17 elected officials? Okay. Now I'd open the
18 meeting to anyone desiring to be heard. Again, I
19 would ask you to raise your hand and, upon
20 recognition, come to the microphone, give your
21 name, address, and make your statements. I have a
22 request from Tim Otterbach.

23 MR. OTTERBACH: Good evening. I'm Tim

1 Otterbach. I live in Ossipee, and I live on
2 Grizzley Road just north of the Bearcamp River
3 Bridge. My one question that I have is that our
4 access from Grizzley Road is onto Route 16, and it
5 appears that that point is also going to be an
6 access point for construction equipment that are
7 coming down onto the construction site limits, and
8 what provisions will D.O.T. make to maintain that
9 in a quality useable for us?

10 There are several residents that are in
11 that area, and it increases in the summer as well,
12 but there are year-round residents there. And
13 there is a concern about that being maintained,
14 the condition of the pavement coming down off of
15 16.

16 MS. CHASE: Right. There is a piece --
17 that's the yellow that Gerry referenced. The
18 access road to come back toward the bridges will
19 be within the right-of-way, but they -- yeah,
20 the -- Grizzley Road is proposed -- a piece of
21 it -- it's a private road.

22 MR. OTTERBACH: Right.

23 MS. CHASE: But a piece of it is proposed

1 to be reconstructed as we lift the road and
2 reconstruct, so that's what that yellow is.

3 MR. OTTERBACH: But what I'm asking is
4 during the construction period are we getting
5 assurances it's going to be maintained at a
6 useable level? In other words, with all of this
7 equipment coming and going --

8 MS. CHASE: Oh, absolutely. That's part
9 of our -- that's part of our
10 construction specifications.

11 MR. OTTERBACH: Question number two. I'm
12 assuming that based upon what I heard this summer
13 at the previous presentation there's going to be
14 pile driving going on during the reconstruction
15 phase of the abutments, et cetera.

16 MS. CHASE: They'll drive piles.

17 MR. OTTERBACH: And what provisions will
18 D.O.T. make to protect the homeowners from any
19 property damage as a result of pile driving? I
20 already feel shaking in the house with just the
21 trucks going over the bridge. So is there a
22 provision that's going to be made to deal with
23 that?

1 MS. CHASE: There are vibration
2 monitoring specifications that are part of our --

3 MR. OTTERBACH: I understand that, but
4 this is above and beyond that. If something is
5 damaging my house as a direct result of the pile
6 driving or someone else's house in the
7 immediate -- that six-property area, will there be
8 provisions made?

9 MS. CHASE: Yeah, the specifications of
10 the vibrations are monitored, yes.

11 MR. OTTERBACH: That's not what I'm
12 asking.

13 MS. CHASE: Okay.

14 MR. OTTERBACH: If I have something that
15 falls off a shelf or something when I'm away --

16 MS. CHASE: Um-hum.

17 MR. OTTERBACH: -- and there's pile
18 driving, there's damage, how do I get compensated
19 from the State for that if that is a viable
20 alternative? It's just something I've been
21 concerned about.

22 MS. CHASE: Right.

23 MR. OTTERBACH: I've been involved in

1 other construction projects that had pile driving
2 issues like this, so that's why I'm asking.

3 MS. CHASE: Well, we can take your
4 comment.

5 MR. OTTERBACH: Okay. Thank you.

6 CHAIRMAN ADAMS: Is there anybody else
7 that wishes to speak? Don. And then behind you.

8 UNIDENTIFIED MALE SPEAKER: That's me.

9 MR. MEADER: Okay. Well, I appreciate
10 your attention to our dilemmas that we have here
11 in the valley. I have -- obviously I was
12 misinformed when I first learned of the project
13 about the construction of these bridges and the
14 fact that it was reported to me that the roads
15 were going to be shut down during construction,
16 you know, especially by -- my concern is by my
17 restaurant and my property there, but those fears
18 have been allayed, and I understand it's going to
19 be a couple of weekends, not at the same time
20 where the bridges -- where the traffic will be
21 diverted and off-season. That's bearable. During
22 the season it's unbearable obviously.

23 I'm going to go over to the map. Is that

1 all right? I think you can hear me all right.

2 MS. CHASE: You can take the microphone
3 with you. Yep, pull it right off the stand.
4 There you go.

5 UNIDENTIFIED MALE SPEAKER: It's being
6 recorded, though.

7 MR. MEADER: Let's see. Where am I here?
8 Oh, yeah. I don't want to get anybody's back, but
9 it's a little difficult obviously. The -- this is
10 the Pizza Barn obviously, and I own the land
11 immediately across the street to the left of Pine
12 Hill Road and up the mountain and back down to the
13 culvert that was discussed widening or putting in
14 a different culvert there.

15 Years ago -- it hasn't done me any good
16 to pursue that, I found over the years, but years
17 ago this was always a valley for us because -- for
18 my property because of the little stream.
19 Obviously that's what the culvert is there for.
20 There's a stream that comes through Pine Hill Road
21 just about here and comes across my property. And
22 it's supposed to empty out in this direction
23 towards the river. It doesn't happen.

1 Unfortunately, I've lost possibly two,
2 three acres of land because it wouldn't drain.
3 And I went to the State many years ago and
4 complained about that, but they said they'll send
5 somebody up to keep it cleaned out, but it doesn't
6 happen.

7 I am hoping beyond hope that I don't lose
8 any more land because what was once a beautiful
9 field that I used to have to mow, and it would
10 take me hours -- it doesn't take me so long now to
11 mow it because of all the brush and trees and
12 things that have grown up, and we can't remove
13 them by law, so, anyway, I am concerned about this
14 being kept up.

15 And it being a concern, I wanted it noted
16 on the record that it never really has been kept
17 up to any extent because the water builds right up
18 on the side -- well, the flow side on the west
19 side of the road, and it stops. It literally
20 stops there, and it just floods the area, which as
21 a kid when I grew up there, that never existed. A
22 beautiful field and houses -- there's a couple of
23 houses here and stuff and barns, but it doesn't

1 exist any longer.

2 This land on this side, I also own down
3 the river, and it -- there really is no impact
4 that I know of that would affect that more than
5 what we get when we get a normal flood. And
6 people don't understand what normal floods are.
7 Some people are from out of town. But I've seen a
8 few. That was probably my biggest concern about
9 what I could observe immediately.

10 I also -- during the construction of the
11 bridges, is it -- it's my understanding that while
12 they're doing the work on building these slip-in
13 bridges, that the traffic will be maintained on
14 the same roadway that exists now --

15 MS. CHASE: Right.

16 MR. MEADER: -- the same bridges, et
17 cetera.

18 MS. CHASE: Correct.

19 MR. MEADER: Okay. So, except for those
20 closed weekends and possibly periods of one-lane
21 traffic, the traffic flow will not be impeded --
22 should not be impeded too greatly. Obviously this
23 is a -- as we know, is a 45 mile an hour road.

1 Well, if you're local, it's 50. It's a 50 mile an
2 hour road that is posted at 45, and that's okay.

3 We have all had situations. I've had a
4 few here at this -- at the restaurant because
5 there's no turning lane, and I'm not asking for
6 one by any means, but in the summertime it gets
7 traffic heavy, and my property has been damaged
8 several times by cars hitting cars and everything
9 and ending up in my yard.

10 I am concerned about the slowdowns and
11 where they post the barriers -- not barriers --
12 the signs that go up, that they are not -- let me
13 see. What do I want to say? Impeding the traffic
14 flow. I don't know if it's going to reduce the
15 speed, if that's the intent during construction,
16 except obviously where there's one lane, and it
17 will stop traffic, but I'm guessing that that's
18 not an intent; that the speed limit here will not
19 be altered, correct?

20 MS. CHASE: Yeah. I don't think we
21 anticipate that at this time.

22 MR. MEADER: Okay. Because I know you've
23 done your -- the sort of -- oh, this thing here

1 that demonstrates the highs and lows of traffic,
2 and, you know, I think that's, you know, fairly
3 accurate from my own observation. The -- when the
4 traffic is the greatest there is -- this area is
5 problematic.

6 They have cut down -- the State has,
7 D.O.T. has cut down the passing lane, which --
8 let's see. Yeah, the passing lane coming south.
9 That's the one I'm concerned about. The passing
10 lane used to begin before the Pizza Barn. Now, to
11 anybody who -- Mark would know certainly about
12 this, but because of the properties here that
13 exist, the passing lane was here.

14 Well, oftentimes traffic coming south at
15 45 or 50 miles an hour have a tendency -- they can
16 spot the white passing lane, and they start out
17 sometimes a little early because they're in a
18 little hurry to get home, I guess, and the problem
19 is we have -- we have had a lot of -- not near
20 misses but accidents caused by traffic pulling
21 out, for instance, and pulling to the right, using
22 due diligence, but somebody coming south getting
23 ready to pass, and that's -- it is changed now so

1 that it is just beyond the Pizza Barn if you're
2 going south. I think that's great. I'm hoping
3 that they -- it will not be changed, at least not
4 opened up any further.

5 I used to, in my younger days, complain
6 because they took away the passing lane. It was a
7 little further down. But times change. That --
8 those -- I guess some of my concerns -- my two
9 major concerns is obviously I have the property
10 there, and I'm concerned about it. I mean I've
11 had -- last year I had a couple of very severe
12 accidents. Nobody was killed, but -- on the
13 property. And it ends up damaging my property,
14 and nobody comes to help clean it up.

15 So that and this drainage are at this
16 point my biggest concerns, and I will put some of
17 that in writing. I know you'll have it on record,
18 but I'll put it in writing so that you know where
19 I'm coming from.

20 MS. CHASE: Okay. Thank you.

21 MR. MEADER: Thank you.

22 (The court reporter asks the gentleman
23 for his full name.)

1 MR. MEADER: Oh, I apologize. My name is
2 Donald Meader. I live in West Ossipee. And the
3 Barn is in technically Center Ossipee.

4 MR. KINNEY: My name is Charlie Kinney.
5 My wife and I own the property on 30 Grizzley Road
6 actually looking at the bridge. I have multiple
7 concerns, the first being that I do not touch
8 State right-of-way; therefore, I'm apparently not
9 an abutter, so consequently I don't have really
10 any interaction with anyone who's going to come
11 buy or sell a business.

12 I'm one of about 10 landowners on
13 Grizzley Road or in that immediate area. Two of
14 us live there year-round, three others come
15 seasonally, but most of the rest are absentee
16 owners and care less, in my mind, what's going to
17 happen to or the effect of all this construction.

18 I'm assuming that the piece of ground
19 that they're going to build this new bridge on is
20 going to be equal to or greater than the State
21 right-of-way at the moment, which is going to cut
22 into the green, if you will, screen that we have
23 now between us and the existing highway.

1 And there is no way -- or there is no
2 piece of this program to replace this green
3 screen, if you will. When the construction is
4 done the land will revert back to the original
5 owners, and it will be regraded and shaped and so
6 forth, I'm presuming, as part of this
7 reconstruction.

8 MS. CHASE: Right. There are temporary
9 easements proposed --

10 MR. KINNEY: Right.

11 MS. CHASE: -- but --

12 MR. KINNEY: But no replacement of the
13 trees and that sort of thing.

14 MS. CHASE: Right.

15 MR. KINNEY: So ultimately we will end up
16 with more lawn and less cover. So that -- that
17 sort of makes it unpleasant, if you will, for
18 anyone that close. We will --

19 MS. CHASE: The property owners impacted
20 by that --

21 MR. KINNEY: Um-hum.

22 MS. CHASE: -- will be compensated for
23 that.

1 MR. KINNEY: Oh, I understand.

2 MS. CHASE: They could use that money to
3 plant.

4 MR. KINNEY: I understand, but, as I
5 pointed out, there's multiple landowners and only
6 two or three that are actually right there.

7 MS. CHASE: Right.

8 MR. KINNEY: The other part of this is
9 the roadbed is going to increase in height. The
10 bridge is three and a half feet.

11 MR. BEDARD: Right.

12 MR. KINNEY: And the road approach is
13 going to have to increase as well to meet this new
14 level.

15 MS. CHASE: At the bridge.

16 MR. KINNEY: Yes. Presently the slope
17 away from the bridge is at a given degree. If
18 they don't increase the width of the original
19 right-of-way, then the slope is going to increase
20 because the height is now increased. Is that not
21 true?

22 MS. CHASE: Correct. You mean the side
23 slopes of the road.

1 MR. KINNEY: Yeah, the side slope is
2 going to remain. Yeah, that will have to increase
3 along with the roadbed.

4 MS. CHASE: To some extent, yes.

5 MR. KINNEY: Yeah, if you rise -- if you
6 raise the roadbed, then it's possible it's going
7 to have to increase in pitch in order to maintain
8 that same level --

9 MS. CHASE: Right.

10 MR. KINNEY: -- or it's going to have to
11 broaden -- it might as well broaden at the bottom?

12 MS. CHASE: It may. Yes.

13 MR. KINNEY: Yeah, so that will then mean
14 that you've now passed beyond where you have
15 right-of-way, if you will.

16 MS. CHASE: If we go outside the right-
17 of-way, we'll be approaching landowners, but in
18 the area of the bridges there's a substantially
19 wide right-of-way.

20 MR. KINNEY: Mmm. I think at the river
21 bridge it's only 100 feet, and I think currently
22 the bottom of your grade slope is at the edge of
23 that hundred. So if you increase, now you're

1 going to have to impact part of the land, if you
2 will.

3 MS. CHASE: And if we do that, we would
4 be contacting and compensating the property owner.

5 MR. KINNEY: Okay. Yeah, I'm guessing
6 that would be the way, but I guess more my point
7 is that each -- each of these steps is now
8 impacting our access. The end of our road is at
9 the edge of this slope, if you will.

10 MS. CHASE: Um-hum.

11 MR. KINNEY: So the degree of slope also
12 affects the degree of approach. And if there's
13 nothing done to move, if you will, the road, and
14 I'm, in my mind, thinking further north to -- away
15 from the down slope from the bridge --

16 MS. CHASE: Um-hum.

17 MR. KINNEY: -- and the guardrails, but
18 my understanding is there's no portion of this
19 that will actually move the egress. It will just
20 reshape it when you're done.

21 MS. CHASE: By the time we get to
22 Grizzley Road we're back to -- to the existing
23 grade --

1 MR. KINNEY: Yeah.

2 MS. CHASE: -- so we're proposing to
3 reconstruct some of Grizzley Road just by virtue
4 of tying back in.

5 MR. KINNEY: Um-hum.

6 MS. CHASE: But it's not three feet
7 higher at -- where Grizzley Road --

8 MR. BEDARD: That's correct.

9 MR. KINNEY: Well, yeah, that may be, but
10 I'm thinking of coming off the bridge higher, it's
11 going to have to -- it will end up higher at the
12 point of contact. But, also, as I say, it's at
13 the moment not moving it further north away from
14 the guardrails and that --

15 MS. CHASE: Correct.

16 MR. KINNEY: -- increased flow --

17 MS. CHASE: We're not proposing to move
18 Grizzley Road.

19 MR. KINNEY: Yeah. And that is -- most
20 of my problem is that it needs to move away from
21 where it is because it's a poor access. It should
22 never have been allowed the way it was originally,
23 which obviously there's nothing we can do about it

1 now, but --

2 MS. CHASE: Right.

3 MR. KINNEY: All right.

4 MS. CHASE: It's within private property,
5 so we're reconstructing it where it exists.

6 MR. KINNEY: Um-hum. Um-hum. And how
7 does one appeal that? Is there an appeal process
8 for that?

9 MS. CHASE: I would -- if the owners want
10 to reconstruct it someplace else, you can get
11 rights to do that and build.

12 MR. KINNEY: So I mean there's no
13 recourse for the landowners as it exists to
14 approach the State about moving the end of the
15 road?

16 MS. CHASE: Not at this time, no.

17 MR. KINNEY: Okay.

18 MS. CHASE: The sight distance is
19 adequate, and the -- and the grade -- it will be
20 improved because it's in very poor condition
21 now --

22 MR. KINNEY: Um-hum.

23 MS. CHASE: -- so it's going to be

1 reconstructed as part of this project.

2 MR. KINNEY: Um-hum.

3 MS. CHASE: So the platform to come up
4 out of Grizzley and come on to Route 16 will be
5 certainly better than it is today.

6 MR. KINNEY: Um-hum. Um-hum. Okay.
7 Well, I guess that's about it for me. Thank you.

8 CHAIRMAN ADAMS: Is there anyone else who
9 wishes to speak? Okay. Since no one else is
10 willing or wants to speak, then I would adjourn
11 this hearing. Thank you very much for coming and
12 sharing your thoughts with us.

13 (The hearing is adjourned at 7:02 p.m.)
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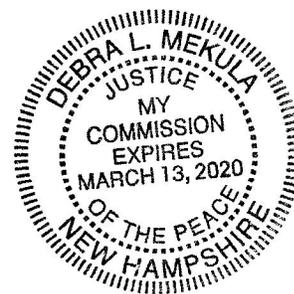
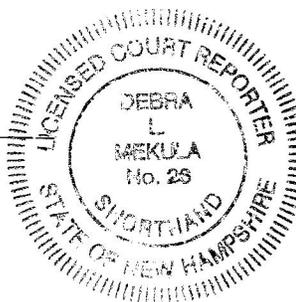
DATE

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
 Licensed Court Reporter
 Registered Merit Reporter
 N.H. LCR No. 26 (RSA 310-A)



- OSSIPPEE 14749 -
(ORIGINAL TO ROW)

Box 174
Center Ossipee, NH 03814

December 9, 2016

Victoria Chase P.E.
NHDOT
Room 200 JOM Building
Box 483 7 Hazen Drive
Concord, NH 03302-0483

Dear Ms. Chase

My name is Charles Kinney and I live at 30 Grizzley Rd. in West Ossipee in view of the Bearcamp River bridges scheduled to be replaced on Rte. 16. I applaud the proposed rebuilding plan and process as there is no contesting the spans need replacing and the method described, though unique, would offer the best alternative.

My only objection is as follows. My land does not abut the State right-of-way, therefore, I will have no contact with anyone regarding the easement process. There are three other property owners here faced with the same issue. The project will require creating work areas to the west of the existing right-of-way including tree removal. There are 10 or more property owners on Grizzley Rd. but only a few abut the highway and most are absentee owners. Any funds received for compensation will not necessarily go to replanting that area. Having owned this property for 31 years a great deal of effort has been given to planting and encouraging our "green screen" to protect the sight, sound, and erosion points of view. Knowing a little about construction I'm aware that a portion of the bids will include remediation of the area and I'm asking for that to include planting reasonable sized, hearty, indigenous trees an/or shrubs. I am hoping to have some contact with UNH Extension Service regarding availability of plants. I have investigated spade relocation of mature trees as a possibility, as well. I do understand there growth will take time but will eventually restore our buffer. Any help or suggestions you could offer regarding this matter would be greatly appreciated.

Respectfully, Charles Kinney



Cc: Sen. Jeb Bradley
Sen. Chuck Morse
Rep. Mark McConkey
Jeff Blecharczyk Inspector NHDES