

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT OF WAY
HIGHWAY LAYOUT COMMISSION PUBLIC HEARING
STEWARTSTOWN, NH - CANAAN, VT X-A000(984), 15838

PROPOSED REHABILITATION OF BR. #054/163,
BRIDGE STREET OVER THE CONNECTICUT RIVER BETWEEN
STEWARTSTOWN, NH AND CANAAN, VT

Public Hearing held at the Stewartstown
Community School, 60 School Street, Stewartstown,
New Hampshire on Thursday, April 30, 2015, in
accordance with RSA 230:14 and the Surface
Transportation and Uniform Relocation Assistance
Act of 1987, to discuss the proposed alterations
to improve traffic operations and safety in the
Towns of Stewartstown, New Hampshire and Canaan,
Vermont, commencing at 7:00 p.m.

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1 HIGHWAY LAYOUT COMMISSION MEMBERS:

2 Chairperson Barbara Ashley

3 Dick Hamilton

4 David Woodward

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6 NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION MEMBERS
7 ATTENDING:

8 David Scott, Project Manager, NH Department of
9 Transportation

10 Marc Laurin, Senior Environmental Manager,
Bureau of Environment, NH Department of Transportation

11 Nancy Spaulding, P.E., Right of Way Engineer, NH
12 Department of Transportation

13 Bill Saffian, P.E., Bridge Engineer, NH Department of
Transportation

14 Phil Beaulieu, P.E., District I Engineer, NH Department
15 of Transportation

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P R O C E E D I N G S

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2 CHAIRPERSON ASHLEY: My name is Barbara
3 Ashley. I'm Chair of this Commission appointed
4 by the Governor and Executive Council. Dick
5 Hamilton and David Woodward are also members of
6 this Commission. This meeting is now called to
7 order.

8 This hearing is concerned about
9 rehabilitation of bridge #054/163, Bridge Street
10 over the Connecticut River between Stewartstown,
11 New Hampshire, and Canaan, Vermont, to improve
12 safety. It is pursuant to RSA 230:14, and the
13 Surface Transportation and Uniform Relocation
14 Assistance 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 location, its impact on the
19 environment and its consistency with the goals and
20 objectives of such local planning as has been
21 undertaken by the towns.

22 Immediately following the hearing, this
23 Commission will evaluate all matters brought to

1 our attention and make definite decisions relative
2 to the layout. The Department will contact each
3 owner whose property is affected and discuss
4 individual concerns. It is, therefore, important
5 that all individuals desiring to make requests or
6 suggestions do so tonight.

7 At this time, I will ask David Scott,
8 Project Manager of the New Hampshire Department of
9 Transportation, to present in a formal manner the
10 layout which he has proposed. After this, I will
11 open the floor to those of you who wish to address
12 the Commission.

13 I will request that all desiring to speak
14 signify their desire and, upon recognition by me,
15 step to the microphone, state your name and
16 address, and make your statements. Please print
17 your name and address on the sign-in sheet. This
18 hearing is being recorded, and a transcript will
19 later be prepared. I probably will repeat those
20 instructions later because you may get lost in
21 this, just to remind you.

22 So David Scott will now present the
23 layout.

1 MR. SCOTT: Thank you. Good evening,
2 ladies and gentlemen. First, I'd like to
3 introduce the people from New Hampshire DOT who
4 are in attendance tonight. In the far right of
5 this table, my right, your left, Marc Laurin from
6 the Bureau of Environment, and then next to him
7 Nancy Spaulding from the Bureau of Right of Way.
8 In the front row here is Bill Saffian who will be
9 making the presentation in a moment. We also have
10 Phil Beaulieu, District One Engineer, in the
11 third row. We'll go through this presentation and
12 then turn the meeting back to the Hearing
13 Commission to receive any questions or comments
14 that people might want to express.

15 Tonight we are presenting a project to
16 rehabilitate the Bridge Street bridge over the
17 Connecticut River. This project is in the State's
18 10-year plan and a 10-year transportation
19 improvement plan for funding in fiscal year 2016,
20 and the bridge is number 3 on the 2014 bridge
21 priority list that we put together every year.

22 This project has been reviewed with
23 public officials and presented at a public

1 informational meeting in March of 2015. We have
2 received input as a result of those meetings and
3 adjusted our design along the way, and we do
4 welcome any additional input from tonight's
5 hearing.

6 At this point Nancy Spaulding with the
7 Bureau of Right of Way will describe the process
8 of acquiring the needed property rights for this
9 project.

10 MS. SPAULDING: Thank you, David.
11 Members of the Commission, ladies and gentlemen,
12 before I go into the right of way procedures for
13 this project, there are a couple of items that I'd
14 like to mention. If there are any members of the
15 audience that do not wish to speak in front of the
16 group but wish to comment, you may do so in
17 writing. There are forms available such as this
18 from Right of Way staff that you may submit to the
19 Commission Chair tonight only. The written
20 comments will become part of the original
21 transcript and will receive equal weight to any
22 testimony given tonight.

23 We have with us tonight a handout

1 entitled, "Your Land & New Hampshire Highways,"
2 which describes the right of way acquisition and
3 relocation assistance procedures by the State.
4 This booklet is especially useful for those
5 property owners affected by this proposed project,
6 and these are also available from staff in the
7 back corner.

8 If, after reviewing the information
9 received tonight at this hearing, the Commission
10 finds necessity for this layout, several things
11 will happen. First, with approval to proceed with
12 the design of this project, appraisals will be
13 prepared for each of the properties affected by
14 the proposed construction you see on the plans.

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

21 Once this review is complete, the
22 Department's appraisals are given to the
23 Commission. Discussion begins with the property

1 owners regarding the acquisition. The value in
2 this appraisal will be the offer of compensation
3 used by the Commission.

4 The Department will contact each property
5 owner and discuss each acquisition separately. We
6 urge owners at that time to ask questions and
7 bring up concerns that they feel should be
8 considered. If the property owner is satisfied
9 with the offer, deeds are prepared, and ownership
10 is transferred to the State. If the owner is not
11 happy with the figures the Commission offers, they
12 can appeal to the New Hampshire Board of Tax and
13 Land Appeals and argue for additional
14 compensation. It is important you understand that
15 this can be done with or without an attorney.
16 Either parties can appeal the Board's decision to
17 Superior Court if they desire.

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

23 MR. SCOTT: Thank you, Nancy. Marc

1 Laurin will review the environmental aspects of
2 the project.

3 MR. LAURIN: Thank you. Good evening,
4 members of the Commission, ladies and gentlemen.
5 Pursuant to the National Environmental Policy Act,
6 the New Hampshire Department of Transportation has
7 evaluated the potential impacts the project will
8 have upon social, economic and environmental
9 issues.

10 Coordination has been established and
11 input received from federal and state agencies,
12 including the U.S. Army Corps of Engineers, the
13 New Hampshire Fish and Game Department, New
14 Hampshire Wetlands Bureau, New Hampshire Natural
15 Heritage Bureau, and the New Hampshire Division of
16 Historical Resources. In addition, input was
17 received from Town and regional officials and
18 concerned citizens.

19 After evaluation of the information
20 gathered, an Environmental Study is being
21 prepared. The following is a brief summary of the
22 information contained in that document. The
23 project will not have any impacts to noise or air

1 quality in the area, nor will it contribute to
2 violations of the National Ambient Air Quality
3 Standards. Although temporary increases in noise
4 and dust levels are anticipated during the
5 construction of the project, these temporary
6 increases are expected to return to normal after
7 construction.

8 Lead paint present on the bridge will be
9 contained during its removal, properly stored and
10 disposed of in accordance with all applicable
11 state and federal laws and regulations. Asbestos,
12 which is also present within the bridge's
13 expansion joints and along the back walls and on
14 abandoned water lines, will be properly removed,
15 contained, and stored in accordance with all
16 applicable state and federal laws and regulations.

17 Pursuant to Section 106 of the National
18 Historic Preservation Act of 1966, the Department
19 identified and assessed the project's impact on
20 cultural resources, which are buildings, historic
21 districts, and structures as well as
22 archaeological sites that are generated greater
23 than 50 years in age.

1 The Bridge Street bridge was determined
2 to be eligible for listing in the National
3 Register of Historic Places. In consultation with
4 the Vermont and New Hampshire State Historic
5 Preservation Officers and the Federal Highway
6 Administration, it was determined that the
7 rehabilitation of the bridge will have no adverse
8 effect on the bridge due to its minimization of
9 impacts and mitigation by design.

10 Archaeologically-sensitive areas located
11 adjacent to the construction will be protected
12 during construction and will not be impacted by
13 the proposed action.

14 There are approximately 7,700 square feet
15 of temporary impacts to the bank of the
16 Connecticut River and also within the river to
17 accommodate the trestle that will access the
18 bridge during the rehabilitation work. These
19 impacts will require a Minimum Impact Dredge and
20 Fill Permit from the New Hampshire Department of
21 Environmental Services Wetlands Bureau, and a
22 State Programmatic General Permit will be obtained
23 from the U.S. Army Corps of Engineers.

1 A search of the New Hampshire Natural
2 Heritage Bureau database has been conducted for
3 records of rare plant and animal species and
4 exemplary natural communities. A state-endangered
5 plant known to occur along rivers or stream banks
6 was identified as a concern. It is most likely
7 unanticipated to be within the project limits, but
8 further investigation will be done in early summer
9 of 2015 to confirm this.

10 The project is located within the
11 floodplain of the Connecticut River. Temporary
12 encroachment will occur with construction of the
13 access trestle. However, no permanent
14 encroachment in the regulatory floodway will
15 result.

16 The contractor responsible for
17 constructing the project will be required, as a
18 contract provision, to ensure that all exposed
19 areas where construction activities are ongoing
20 are stabilized, using appropriate erosion and
21 sediment control techniques.

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

1 the project, please bring them to our attention
2 tonight or within the comment period following the
3 public hearing. This concludes my presentation.
4 Thank you.

5 MR. SCOTT: Thank you, Marc. At this
6 time Bill Saffian will explain the proposed layout
7 and the plans that you see there.

8 MR. SAFFIAN: Thank you, David.
9 Commissioners, before I begin, I'd like to just
10 orient you to the information that we have on our
11 presentation boards here. On this board here, we
12 have a plan view of the area, and just to give you
13 an orientation of it, Canaan, Vermont, is on the
14 right-hand side here. Canada is further to the
15 right. Stewartstown, New Hampshire, is to the
16 left.

17 As far as the colors are concerned,
18 anything in gray is existing pavement not to be
19 impacted by the project. The darker green is
20 forested areas. The color red are existing
21 buildings. The brown is gravel drive or gravel
22 areas. The light green is an area of impact that
23 I'll speak to in a moment, and for the bridge

1 itself, the area of yellow is basically the
2 pavement area or the driving surfaces both on the
3 bridge and the Vermont and New Hampshire
4 approaches that we will be impacting, and the
5 darker green on the bridge are elevated items such
6 as sidewalks and brush curb. We also have a small
7 area of purple here and a small area of purple
8 there. Those are sidewalk areas on the
9 approaches, and we also have this small area of
10 orange here which is a driveway apron that
11 connects the travel way with adjoining asphalt
12 surface.

13 On this board here is a framing plan of
14 the existing structure. It shows a bridge in
15 elevation form, and you can see the arch and then
16 various elements of the framing plan in horizontal
17 nature at different elevations on the structure,
18 and then in this lower sketch here we have a
19 cross-section of the deck, both in its existing
20 condition and the proposed condition.

21 A little bit about the existing bridge.
22 It's a nine-span structure bridge. It has one
23 main span. It's an arch span, and that spans

1 about 136 feet. There are five approach spans on
2 the New Hampshire approach. There are three
3 approach spans on the Vermont approach, and the
4 total bridge length is 232 feet.

5 The existing dimensions of the width of
6 the bridge which carry a 24-foot, two-lane travel
7 way or 24 feet curb to curb across the bridge, and
8 the overall width of the bridge is 30 feet, 6
9 inches. There is a sidewalk on the west fascia of
10 the bridge, and the last rehab of the bridge is
11 1971.

12 If we consider the condition of the
13 existing bridge, its major components of the
14 bridge are rated on a scale of 0 to 9. Zero being
15 the element that has no structural capacity, and
16 the bridge is closed, and 9 is that that
17 structural element is in perfect, brand-new
18 condition.

19 There are three major elements that are
20 rated as part of this bridge. They are the deck,
21 the superstructure, and the substructure. The
22 deck is currently rated a 4, which is at the high
23 end of the poor scale. The superstructure is also

1 fascia of the bridge, and one thing we will be
2 doing is we'll be putting a tip down on the New
3 Hampshire side which will bring that sidewalk to
4 asphalt grade, which currently it's a stepoff to
5 the roadway. So we'll be putting a tip down for
6 access there.

7 On the Vermont side, the existing
8 sidewalk tips down naturally and becomes at grade
9 with the roadway as it currently exists, so we'll
10 be tying in similarly to the way it is now so
11 there's no need for an actual tip down on that
12 side.

13 For the superstructure, if you look at
14 this plan elevation, everything that's highlighted
15 in yellow is to be replaced. So you can see there
16 are 6 deck joints, and all of them are in various
17 stages of disrepair. And they allow a lot of
18 leakage of water down to the superstructure, and,
19 as a result, that's the areas of concentration of
20 deterioration on the bridge.

21 So everything -- you can basically see
22 the six lines, 1 through 6, and everything
23 associated with those 6 locations in a vertical

1 plane and everything that ties into those places
2 in a horizontal plane is all being replaced. So
3 it's a rather extensive rehabilitation of the
4 structure.

5 In addition, the Vermont abutment, which
6 is shown on this side here, the entire end of the
7 abutment will be removed from the top down to an
8 elevation that we've determined as necessary and
9 be built back up in kind, so we're basically
10 replacing the entire Vermont abutment.

11 In addition, the thrust block, which is
12 the big mass concrete block that supports the
13 arch, has signs of deterioration, so we will be
14 doing repairs to the thrust block as well.
15 Finally, the entire superstructures, all the steel
16 of the superstructure will be painted as part of
17 the project.

18 In order to do this work, the bridge will
19 require -- we will require that the bridge be
20 closed. There will be a detour involved. If we
21 look at starting on the Vermont approach, the
22 detour would be to travel on Vermont Highway 253
23 into Canaan, and then take Vermont 114 Main Street

1 across the river, at that point back to US 3,
2 travel US 3, which would be over here, back
3 towards the bridge and then down Bridge Street to
4 the bridge. That's a total distance of about 3.75
5 miles.

6 In addition, in order to allow
7 construction at this intersection, which is right
8 on top of the bridge, right adjacent to the
9 bridge, we're looking to close River Street at
10 this access point to the intersection, so we'll
11 have a concrete barrier sort of diagonally across
12 the intersection here.

13 One of the main concerns with that was
14 emergency access to River Street. We coordinated
15 with the fire department in Canaan which covers
16 this area of Stewartstown, and they assured us
17 that they could access River Street via Hillside
18 Street, which is shown here, and Bohan Street,
19 which you can't see, which is right here, and they
20 will be able to access for emergency services in
21 that manner.

22 The reason we are wanting to close that
23 portion of River Street is so that we make the

1 turn from Bridge Street to Church Street basically
2 the only turning movement available at that
3 intersection. In addition, on River Street we're
4 looking to put barrel enclosure or putting barrels
5 down the center of the street from the closure at
6 the intersections back to Bohan Street or in the
7 vicinity of Bohan Street, and that will allow the
8 contractor to use half of River Street for use in
9 the construction activities as they deem fit, but
10 it will maintain access to the houses that need
11 access off of River Street.

12 For traffic control at this intersection
13 since this is basically just the one turning
14 movement that will be allowed, it will have stop
15 signs here at the bottom of Bridge Street.

16 There's a stop sign on Church Street, and it will
17 be a visual rules turning movement, so vehicles
18 that are stopped there will visually see if they
19 can make the movement and wait as necessary for
20 clearance to make that movement.

21 Now that I've described what's to be
22 done, the question is how will it be done. So if
23 we consider access by the contractor to do the

1 work, we assess the site, and basically we saw the
2 best option for a contractor would be to construct
3 a trestle basically parallel to the bridge, and
4 it's shown outlined here in this red color in that
5 area there; that they could move heavy lifting
6 equipment, cranes, out and be basically on a
7 footprint in the river, elevated above the river
8 to be able to reach where he needs to reach to
9 take off the structures that need to be removed
10 and replace the structural elements that are being
11 replaced.

12 Where that trestle will be accessed on
13 the land, we saw it as the best place is back here
14 at the church's parking lot. There is about a
15 12-foot grade elevation change between the
16 intersection and the parking lot, so the roadway
17 is stepping down or going down as you come to the
18 parking lot, and that's beneficial to the trestle
19 in a couple of ways.

20 We've got a good level area here to come
21 off of, but it also puts the trestle at a lower
22 elevation, and that will improve -- it will make
23 the design a little bit easier. The higher things

1 are up above the ground, the stronger they have to
2 be and the bulkier they have to be. So by coming
3 down that amount of elevation will allow the
4 trestle to be a little bit lower and still give
5 the contractor access to where he needs to get.

6 So we're also looking at allowing the
7 contractor to use part of the parking lot that
8 services the church as their access area. It will
9 allow them to construct or put together their
10 cranes. They'll come disassembled and allow them
11 to assemble the crane for movement out onto the
12 trestle and disassemble the crane once they're
13 done. It will also allow them to stage the
14 construction materials for movement wherever they
15 need to move them.

16 Okay. So now that I've described that,
17 I'll discuss the acquisition. So, as I said,
18 we're looking at allowing the contractor to have
19 use of a portion of the church's parking lot.
20 That's to gain access to the trestle. The trestle
21 itself will impact two properties as it runs back
22 parallel to Church Street and then turns out into
23 the river.

1 The total impacted area and as numbered
2 on this sheet here is parcel number 4 which is the
3 church property. They have a total of 3,137
4 square feet of impact. Parcel 1, which is the
5 heirs of Arthur Winch, will be a total of 3,748
6 square feet, and parcel 5 shown here, Ethan Allen
7 Realty, and will have a total impact of 2,541
8 square feet. So I will point out that all of
9 these impacts are temporary and will only be in
10 place for the length of the project.

11 I mentioned earlier this lighter area of
12 green. That's an area of wooded area that will
13 have to be cleared in order to give height
14 clearance or the ability for the contractor to put
15 this trestle in. It's not going to be -- the
16 roots are not going to be removed. They're just
17 going to be chopped down low so the trestle can
18 span across the top of it and so it will grow back
19 to its natural state over time after the project
20 is done.

21 Regarding the church's parking lot, we
22 recognize that that's an impact to the church, so
23 we are working with the church to put into our

1 contract some limitations on its use, and the
2 limitations that we're expecting to put in the
3 contract right now is that from a period of time
4 late in the week, either Friday evening or
5 Saturday, perhaps midday or something to that
6 effect, we're working with the church on
7 developing that start time, until Monday morning,
8 this area will have to have all construction
9 materials and all construction vehicles moved out
10 for that period of time, and that will allow the
11 church to have full use of that parking lot during
12 church services on the weekends.

13 We're also looking at putting in for
14 unexpected events such as a funeral that cannot be
15 scheduled, that upon 48 hours of notice from the
16 church to the contractor, that same thing will be
17 in effect. All materials and vehicles and whatnot
18 will have to be removed from that area.

19 And, finally, we're asking the church for
20 a list of specific dates that they have in mind,
21 they have scheduled events, feast days and other
22 things of that nature that will occur during the
23 contract period, and we will put in the contract

1 that those dates will have to be cleared of any
2 construction equipment and materials.

3 I will just make a quick note about the
4 Vermont side. This project does extend into the
5 State of Vermont. There will be some impacts on
6 the Vermont side. Vermont will hold its own
7 hearing, their own process, and the subjects
8 concerning that will be discussed at that, so if
9 there's anybody who's interested in that aspect of
10 it, they'll get notice to attend that hearing as
11 well.

12 Finally, I'll mention the construction
13 schedule. The project is due to be on shelf,
14 which means ready to ad if called upon, ready to
15 submit for bid, on July 7th of this year, and we
16 are due to ad no later than October 13th of this
17 year.

18 We're expecting that the project will
19 take two construction seasons to complete, summer
20 of 2016/2017, although I will note that once the
21 contractor receives notice to proceed, they can
22 then begin to do the traffic control as I have
23 described, so it could be sooner than next summer

1 that you'll find that the bridge is closed.

2 So, with that, I'll turn it back over to
3 David Scott.

4 MR. SCOTT: Thank you, Bill. At this
5 point, Commission, we have concluded our
6 presentation of the proposed plan.

7 CHAIRPERSON ASHLEY: Thank you, David.
8 Before I open the hearing for comments, concerns
9 or questions, I would like to know if we have any
10 elected officials with us this evening that would
11 like to be heard.

12 ALLEN COATS: Allen Coats, Chairman of
13 the Stewartstown Selectboard.

14 HASEN BURNS: Hasen Burns, Chairman of
15 the Stewartstown Selectboard.

16 ALLEN COATS: Greg Noyes is here from
17 Canaan Selectboard. And that's all I see for
18 right now, but I'm not going to speak first.

19 CHAIRPERSON ASHLEY: Thank you so much.
20 I will now open the meeting to anyone desiring to
21 be heard. Again, I would ask you to raise your
22 hand and, upon recognition by me, come to the
23 microphone, state your name and address, and make

1 should have stated that that's more a budgetary
2 move for us. So 2016 we will begin construction,
3 and it will be during the construction season,
4 early April, as soon as the contractor can get out
5 there, April through late October.

6 Actually, there will be nothing
7 preventing him from working through the winter of
8 2016 into 2017 because the bridge will be closed,
9 but you will have access through the bridge
10 through this upcoming winter, and it will be
11 opened again by the end, by late October 2017.

12 ALLEN COATS: Okay. Thank you.

13 MR. SCOTT: You're welcome.

14 ALLEN COATS: I guess another question I
15 have, in the informational meeting that was held
16 in March, it was pointed out that this project is
17 from end to end, butt to butt of that bridge.
18 After the meeting, Hasen was talking, and I'm not
19 sure with which one of you gentleman, about the
20 access road coming off Route 3, and we were, the
21 Stewartstown Board of Selectmen, were invited to
22 write a letter in regard to that, I don't know,
23 can't be much more than a quarter of a mile, if

1 it's that long, stretch of highway. Has there
2 been any consideration to that portion of that
3 highway?

4 MR. SCOTT: Again, may I respond?

5 CHAIRPERSON ASHLEY: Yes.

6 MR. SCOTT: There is about 850 feet of
7 roadway, and this afternoon Bill and I looked at
8 it with Phil Beaulieu, District I Engineer. We
9 are -- we're discussing what the appropriate
10 pavement treatment would be. We have gotten
11 direction from our front office that we can find
12 money to pave, shim, and overlay.

13 We are also going to be discussing some
14 drainage improvement. I'm not sure how those will
15 fit into the budget, but we have been thinking
16 about that request and figuring out how we can
17 best accommodate you. I will point out that that
18 request does not impact the right of way, so it
19 won't have any bearing, I wouldn't imagine, on the
20 Commission's response tonight.

21 ALLEN COATS: I'm sorry. You used a
22 term, shim and what?

23 MR. SCOTT: Shim and then an overlay.

1 ALLEN COATS: Overlay. Okay. I don't
2 think I have anything else. Just thank everybody
3 for being here. The plans are really impressive,
4 to me anyway, and thank you all very much.

5 CHAIRPERSON ASHLEY: Thank you. Yes?

6 HASEN BURNS: Hasen Burns, Selectman. I
7 just want to thank the gentleman for also
8 considering what they can do towards drainage
9 because the shimming and overlay isn't going to do
10 it on that hill. So it's very important, and I
11 want to thank you for considering that. Thank
12 you.

13 CHAIRPERSON ASHLEY: Thank you. Do I see
14 any more hands here? Yes, sir. Father, the
15 church seems to be most affected here.

16 FATHER CRAIG CHENEY: Father Craig
17 Cheney. I can proceed? Just a couple comments.
18 I live -- 27 Bridge Street is my physical address
19 with the rectory there, one of the red buildings,
20 and I want to affirm what they're saying about the
21 condition of the road.

22 Looking at the drainage problem this
23 afternoon, I see you folks out there. It was

1 pretty obvious where the water runs, and it takes
2 out that little retaining wall besides the road,
3 tipping over. That tips over more and more each
4 year because that's where the bulk of the water
5 goes during heavy rains. It also goes to that
6 side of the road and down on the access road
7 towards the parking lot. So very concerned about
8 that.

9 The other question wasn't mentioned. I
10 don't know if this would be something the
11 contractor would have to deal with, but we know
12 there's noise and sound and all that sort of stuff
13 from construction, but due to vibration, any impact
14 vibrations, if it causes any damage to any of the
15 houses there, how do we deal with that?

16 MR. SCOTT: I will discuss it with our
17 geotechnical section, but my instincts are telling
18 me that we are far enough away from everything
19 that vibration monitoring will not be required at
20 this one. The deck removal will be jackhammers,
21 but it won't be anything like pile driving. There
22 will be -- if any of the buildings were to be of
23 concern, and I'm not even sure about this one, it

1 would be on the Vermont side, the post office.
2 That close.

3 But I will follow up with our
4 geotechnical section and see if in their opinions
5 there's a need for vibration monitoring. If
6 that's the case, then we will do a survey of the
7 buildings that they believe have a potential to be
8 affected, pre-activity, and then once any
9 vibration-inducing activities are complete, we
10 will go back and revisit those buildings to see if
11 we have induced any damage.

12 FATHER CRAIG CHENEY: Okay. That's good.
13 Because my concern with vibration, too, is the
14 trucks coming down over the hill every time you
15 hit those potholes. That does shake the house.
16 But, again, the roadway is of concern. And,
17 again, I want to thank you folks for coming up.
18 It's a long overdue project.

19 CHAIRPERSON ASHLEY: We didn't get your
20 name.

21 FATHER CHENEY: Father Craig Cheney.

22 CHAIRPERSON ASHLEY: Thank you. Was the
23 indication that you were saving the best for last

1 means that no one else wants to speak? Any
2 rebuttals, as it were? There being no indication
3 of anyone remaining who desires to be heard, this
4 hearing is adjourned.

5 The Commission will take a 15-minute
6 recess and reconvene for an immediate meeting to
7 discuss the proposed project. This meeting is a
8 public proceeding under RSA Chapter 91-A. The
9 intent of this meeting is not to continue taking
10 testimony, but instead the meeting serves as
11 decision-making for the Hearing Commission. The
12 public may observe the proceedings. If the
13 Commission requires additional time to consider
14 the testimony presented here tonight, a Finding of
15 Necessity meeting has been scheduled for Tuesday,
16 May 12, 2015. This hearing is adjourned at 7:38.
17 Thank you.

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ERRATA SHEET

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DATE

C E R T I F I C A T E

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2
3 I, Cynthia Foster, a Licensed Court
4 Reporter and Notary Public of the State of New
5 Hampshire, do hereby certify that the foregoing,
6 to the best of my knowledge, skill and ability,
7 is a true and correct transcript of my
8 stenographic notes of the New Hampshire
9 Department of Transportation, Bureau of Right of
10 Way Highway Layout Commission Public Hearing,
11 taken at the place and under the circumstances
12 present on the date hereinbefore set forth.

13 I further certify that I am neither
14 attorney or counsel for, nor related to or
15 employed by any of the parties to the action in
16 which this hearing was taken, and further that I
17 am not a relative or employee of any attorney or
18 counsel employed in this case, nor am I
19 financially interested in this action.

20
21 *Cynthia Foster*
22 _____
23 Cynthia Foster, LCR, RPR
Licensed Court Reporter
Registered Professional Reporter
N.H. LCR No. 14 (RSA 310-A)

