

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RIGHT-OF-WAY
PUBLIC HEARING and FINDING OF NECESSITY MEETING
NOTTINGHAM, PROJECT 40612
THURSDAY, MARCH 21, 2024

PROPOSAL TO REPLACE THE BRIDGE
ON NH 152 OVER THE NORTH RIVER

Public Hearing held at Nottingham Elementary School, 245 Stage Road, in accordance with RSA 230:14 and the Surface Transportation and Uniform Relocation Assistance Act of 1987 to discuss the replacement of the Red List bridge that carries NH 152 over North River, in the town of Nottingham, New Hampshire, commencing at 6:00 p.m.

1

2

3

PUBLIC HEARING THUS HELD BEFORE THE COMMISSION

4

MEMBERS APPOINTED BY THE GOVERNOR AND EXECUTIVE

5

COUNCIL:

6

7

COMMISSION OF THREE PERSONS MEMBERS:

8

Richard Merkt, Commission Chair

9

Ray Chadwick, Commission Member

10

Terence (Terry) Pfaff, Commission Member

11

12

SPEAKERS PRESENTING:

13

Jason Tremblay, P.E., Project Manager, Bureau of Bridge

14

Design, NHDOT

15

Tom Levins, P.E., Project Consultant, GM2

16

Rebecca Martin, Environmental Manager, Bureau of

17

Environment, NHDOT

18

Adam Smith, Assistant Bureau Administrator, Bureau

19

of Right-of-Way, NHDOT

20

21

OTHER ATTENDEES:

22

Paul Coddington, Chief of Administration, Bureau of

23

Right-of Way, NHDOT

1 OTHER ATTENDEE (CONTINUED):

2 Emily Allen, Hearings Coordinator, Bureau of
3 Right-of-Way, NHDOT

4 Ronald Kleiner, PE, Senior Project Engineer, Bureau of
5 Bridge Design, NHDOT

6 Brandon Loiselle, GM2

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

1 CHAIRMAN MERKT: Good evening, everyone.
2 I call this hearing for Nottingham project
3 number 40612 to order at 6:00 p.m. on Thursday,
4 March 21, 2024. I am Richard Merkt, chairman
5 of this commission appointed by the governor
6 and executive council. Ray Chadwick, to my
7 left, and Terry -- Terence Pfaff, to my right,
8 are also members of this commission. This
9 hearing is held according to RSA 230:14 and the
10 Surface Transportation and Uniform Relocation
11 Assistance Act of 1987. And, as Paul noted, we
12 are recording it.

13 This hearing means to gather comments from
14 the public, hear evidence of the project's
15 economic, environmental, and social effects and
16 its consistency with the goals and objectives
17 of planning undertaken by the Department of
18 Transportation. Based upon all information
19 provided, it is the commission's responsibility
20 to determine if the project should go forward
21 as proposed. Therefore, all individuals who
22 want to make requests or suggestions must do so
23 during the hearing.

1 We will hear several presentations
2 tonight. First, I will ask Jason Tremblay, the
3 project manager from the Department of
4 Transportation, to introduce the project and
5 the people who will be speaking tonight. After
6 their presentations, I will open the floor to
7 those who wish to address the commission.

8 I now turn the hearing over to NHDOT
9 Project Manager Jason Tremblay.

10 MR. JASON TREMBLAY: Thank you,
11 Chairperson Merkt.

12 Members of the commission, ladies and
13 gentlemen, good evening. My name is
14 Jason Tremblay. I am the project manager for
15 this project, and it is my pleasure to be here
16 this evening on behalf of the New Hampshire
17 Department of Transportation. Tonight's
18 meeting is a public hearing to present the
19 preferred alternative for the replacement of
20 the bridge on NH 152 in the Town of Nottingham,
21 over the North River.

22 First, I would like to introduce tonight's
23 presenters: Tom Levins, with the Department's

1 consultant, GM2; Rebecca Martin, with New
2 Hampshire DOT Bureau of Environment; and
3 Adam Smith, with the New Hampshire DOT Bureau
4 of Right-of-Way. Additional project team
5 members are Ron Kleiner with the New Hampshire
6 DOT and Brandon Loiselle from GM2. I would
7 also like to thank Emily Allen, hearings
8 coordinator, and the team present tonight from
9 the Bureau of Right-of-Way for their assistance
10 with this hearing.

11 We will try to be as succinct as possible
12 in presenting the project information and
13 anticipate our presentation will take about
14 30 minutes. Following the presentation,
15 Chairperson Merkt will open the floor for your
16 comments and questions for the record.

17 Tonight, we are presenting a project to
18 replace the concrete jack arch bridge carrying
19 NH 152 over the North River, with associated
20 roadwork. The project is in the State's
21 10-Year Transportation Improvement Plan for
22 funding in Fiscal Year 2025, and the bridge is
23 number 69 on the 2022 State Red List Priority.

1 This project has been reviewed with public
2 officials and the public in February and
3 November of 2021 as well as January of 2024.
4 We've received input at these meetings and
5 adjusted our design moving forward.

6 The bridge is located on NH 152 in
7 Nottingham approximately 6.0 miles north of the
8 intersection with NH 125 and approximately 3.3
9 miles south of the intersection with US 4. The
10 project begins on NH 152 approximately 330 feet
11 south of the bridge over the North River and
12 extends northerly across the bridge
13 approximately 600 feet.

14 The purpose of the project is to correct
15 the structurally deficient jack arch bridge.
16 The need for the project is demonstrated by the
17 deteriorated condition of the bridge, which
18 includes cracking and leaking of the deck and
19 rusting of the piles.

20 Thank you, Emily.

21 In developing the preferred alternative,
22 we attempted to limit, as much as practicable,
23 the impacts to private property, historic

1 properties, and natural resources within the
2 project limits.

3 I now ask Tom Levins, from the NHDOT
4 Design Team, to explain the plan that you see
5 on the TV and present the details of the
6 proposed layout.

7 Tom...

8 MR. TOM LEVINS: Thank you, Jason.

9 Welcome, audience. To start off, the
10 existing bridge details: It was constructed in
11 1925. It was widened in 1970. The existing
12 bridge is a 17-foot clear span, and the steel
13 beams and concrete jack arch deck, as Jason
14 mentioned, and a 29-foot roadway width and
15 about 3,300 vehicles per day. And it's been
16 added to the Red List in 2012.

17 To get on the Red List, one or more of the
18 bridge elements must have a condition rating of
19 4, which is "poor or worse," and the
20 substructure on this bridge has a condition
21 rating of 3, which is serious. So that's why
22 it's such a priority on the list.

23 The purpose is to replace the bridge over

1 the North River due to the structural
2 deficiencies, as mentioned, associated with the
3 bridge substructure. And, also, the hydraulic
4 opening is too small; it does not pass the Q100
5 event. The need is demonstrated by the
6 deteriorated condition of the bridge
7 substructure and the inclusion of the bridge on
8 the State's Red List and the inability to pass
9 that Q100 storm event.

10 Here's some of the site photos of the --
11 looking along Route 152 north and south of the
12 bridge.

13 Here's some photos looking upstream and
14 downstream of the expansive wetlands adjacent
15 to the bridge on the highway.

16 There's some of the photos that you can
17 see the bridge condition. You can see the
18 cracking and spalling in the concrete deck
19 portion in the one corner of the photo on the
20 right. It doesn't show up on the screen, but
21 down here you can see the rusted steel sheet
22 piling that's supporting the substructure.

23 So travel between the railings -- 11-foot

1 travel lanes and 4-foot shoulders on each side
2 of the center line. And there will be a 3-bar
3 steel bridge rail for safety concern.

4 This is the legend of the color plan
5 that's shown over there. And I'll show you it
6 on the screen, the next slide.

7 The yellow represents the travel way --
8 the travel lanes -- the proposed roadway. The
9 shoulder is a -- let's see -- it's a gray --
10 it's a brown-ish yellow color. It shows the
11 4-foot shoulders. And the orange is for access
12 points, but there is no access point. And the
13 proposed bridge is in the dark red color.
14 That's about all we have for that. And,
15 actually, the light green is the slope work
16 that's shown. And the blue is, obviously, the
17 river.

18 Here is the larger picture of the hearing
19 plans over there. Also shown on this one is
20 the profile. You can see the yellow of the
21 proposed roadway grade is raising the roadway
22 up a little bit above the existing road. That
23 will help, obviously, for the hydraulic

1 concerns also.

2 This is the bridge section, 30 feet
3 between the rails, as mentioned before. The
4 concrete framing is shown. This is the
5 longitudinal bridge section along the profile.
6 The -- showing the limits of the riprap where
7 that light green is below the bridge structure.
8 And you can see the horizontal spot where the
9 wildlife path is up here. That's about 5-feet
10 wide, so it's -- and it's going to be above the
11 normal water conditions so wildlife will be
12 able to traverse through.

13 And, Rebecca, will you able to explain a
14 little bit more on that -- of what type of
15 animals it is?

16 MS. REBECCA MARTIN: The resources --
17 natural resources?

18 MR. TOM LEVINS: Yeah.

19 MS. REBECCA MARTIN: Yep.

20 MR. TOM LEVINS: Thank you.

21 And this is a cross-section of the roadway
22 section. And you can see the yellow for the
23 travel way and the brownish yellow for the

1 shoulders and the light green showing the slope
2 work. Some of the slope work will go outside
3 the existing right-of-way onto private
4 properties, so we will be required to have
5 easements for that work. And the Right-of-Way
6 Bureau will be, as well, negotiating with the
7 property owners to get those easements.

8 This is the southwest corner. There's a
9 temporary slope easement and a channel
10 easement. The channel easement is required for
11 the riprap that goes under the bridge as shown.
12 There's some stone depiction shown in that
13 area. And the reason for the stone is to
14 protect the bridge from future scour and
15 erosion. The channel easements are permanent,
16 so the NHDOT will have access to those with
17 locations for future repairs or maintenance as
18 required.

19 This is the northwest corner with, also,
20 channel easement and slope easements.

21 Southeast corner -- same thing.

22 Northeast corner -- similar requirements
23 for that parcel also.

1 If -- the maintenance of traffic with the
2 selected alternative -- it's an accelerated
3 bridge construction with the bridge closure.
4 The detour, it will be traffic using Route 152,
5 125, and US 4. The total detour length along
6 Route 125 and Route 4 is about 9.3 miles. And
7 I'll explain that better on the next slide. We
8 anticipate construction duration about one
9 season, but the closure time is about 28 days
10 that we estimate.

11 This is the map of the detour. It's 11.5
12 miles total when you get to the point of 125,
13 and then go on to Route 4 to get to that
14 western end of Route 152. And there's about
15 2.2 miles' difference between going up 152 or
16 going the loop detour. We estimate the time
17 will be about the same because of the higher
18 speeds allowed on Route 4 and 125. And the
19 detour will be signed at each end.

20 Then 125 here, you won't be able to go --
21 it will say "road closed to through traffic."
22 Then we'll send them that way, same as it --
23 this end. If you want to go down that way,

1 they won't be able to go through 125. They'll
2 be directed to Route 4 to take 125.

3 The costs will be approximately
4 \$1.6 million estimated right now. It's funded
5 by -- oh -- Senate Bill 367. And it's all
6 State funded. No Town funds are required for
7 this project.

8 The next steps would be the finding of
9 necessity. Once we've received that, we'll
10 begin the right-of-way acquisition process this
11 spring. The project advertises in October of
12 this year, and construction will begin next
13 spring, early summer. And then the detour
14 locations will be done and the anticipated
15 completion would be in the fall of 2025. So
16 one full season of construction expected.

17 I'm going to go back a few slides. I want
18 to talk about the traffic control alternatives
19 a little bit. The reason for selecting the
20 road closure -- we believe the time frame will
21 be less for the construction variation overall.
22 The cost will be lower. A temporary bridge
23 option would be probably at least one and a

1 half times the cost, and it would impact
2 private property and natural resources much
3 more than the proposed alternative.

4 And phase construction isn't really
5 possible for the type of substructure that's
6 there now. There's a stone masonry
7 substructure. To do that, half the time -- the
8 safety and stability of the existing structure,
9 when you're taking it apart to try to do it,
10 half of the time, it wouldn't work.

11 And even if you could do it, the cost
12 wrote probably double. And it would take --
13 like, it might take two construction seasons to
14 complete doing the base construction. That's
15 the main reason why the road closure option was
16 selected.

17 Now I'll turn it back to -- that's the end
18 of my presentation. I'll turn it back to
19 Jason.

20 MR. JASON TREMBLAY: Thank you, Tom.

21 As part of our evaluation of any project,
22 the Department must consider and document the
23 environmental impacts of our proposed actions.

1 At this time, Rebecca Martin, from the New
2 Hampshire DOT Bureau of Environment, will
3 provide a summary of the environmental aspects
4 of the project.

5 Rebecca...

6 MS. REBECCA MARTIN: Thanks, Jason.

7 Good evening, members of the commission,
8 ladies and gentlemen. Pursuant to the National
9 Environmental Policy Act, the Department and
10 the Department's consultant, GM2, has evaluated
11 the alternatives to the proposed project and
12 the impacts to the surrounding natural,
13 cultural, and socioeconomic resources.

14 The Department has coordinated with
15 federal and state environmental agencies,
16 including the Army Corps of Engineers, the U.S.
17 Fish and Wildlife Service, the Environmental
18 Protection Agency, the New Hampshire Department
19 of Environmental Services, the New Hampshire
20 Fish and Game Department. In addition, input
21 was sought from town officials as well as
22 concerned citizens.

23 After evaluation of the information

1 gathered, an environmental document was
2 prepared, which is available tonight. The
3 following is a summary of some of the
4 information contained within the document.

5 The proposed project will require impacts
6 to wetlands and a stream under the jurisdiction
7 of the New Hampshire Department of
8 Environmental Services and the Army Corps of
9 Engineers. The wetlands in the project area
10 are considered Priority Resource Areas, as they
11 are wetlands within the floodplain. The
12 Department will continue to coordinate with the
13 appropriate agencies to ensure that the wetland
14 impacts are minimized to the extent possible,
15 any necessary mitigation is provided, and all
16 permits are secured prior to construction.

17 An endangered species review list has been
18 completed and has indicated that State listed
19 threatened and endangered species and one
20 federally listed species may be present within
21 the area of the project. Coordination with the
22 NH Fish and Game Department is ongoing for
23 protected turtles and a snake species that may

1 occur in the project area. Conservation
2 measures will be selected for the project to
3 reduce the potential to impact the protected
4 species that may occur in the project area and
5 will be incorporated into the project's final
6 design.

7 Consultation with the U.S. Fish and
8 Wildlife Service is complete for the project's
9 potential effects on the federally listed
10 northern long-eared bat. As the project does
11 not occur in an area of the state where the bat
12 is predicted to occupy, the project has been
13 determined to have no effect on the northern
14 long-eared bat.

15 Pursuant to Section 106 of the National
16 Historic Preservation Act, the Department, in
17 coordination with the U.S. Army Corps of
18 Engineers and the NH Division of Historical
19 Resources, must consider the impacts of the
20 project on any historical resources. The
21 project has been reviewed for potential
22 historic resources, which can include any
23 structures over 50 years old, as well as

1 archeological sites. The existing bridge
2 itself is not eligible for the National
3 Register of historic places. Coordination
4 between the U.S. Army Corps of Engineers, the
5 NH Division of Historical Resources, and the
6 Department of Transportations indicates that no
7 historic properties are expected to be affected
8 by the proposed project.

9 Invasive plants are present in the project
10 area and they will be managed during
11 construction in accordance with the
12 Department's Best Management Practices for the
13 Control of Invasive Plant Species manual.

14 Statewide analytical data that's been
15 collected by the Department of Transportation,
16 as well as nationwide information, indicates
17 that roadside soils associated with
18 transportation corridors commonly contain
19 metals and Polycyclic Aromatic Hydrocarbons at
20 concentrations above background levels. These
21 soils are considered by the Department to be
22 Limited Reuse Soils. A Soils Management Plan
23 is planned for management of Limited Reuse

1 Soils in the project area during construction.

2 During construction, best management
3 practices will be utilized in accordance with
4 the NH Stormwater Manual to prevent erosion and
5 protect water quality.

6 The project is not expected to result in
7 any meaningful changes in traffic volume,
8 vehicle mix, or any other factor that would
9 cause an increase in noise impacts or which
10 would adversely affect air quality. This
11 project is not expected to cause a noticeable
12 change in noise levels once construction is
13 completed.

14 Impacts will be necessary for the project
15 within the floodplain; however, the project
16 would not result in more than a nominal rise in
17 the base flood elevation, and floodplain values
18 would not be diminished by the project.

19 Thank you.

20 MR. JASON TREMBLAY: Thank you, Rebecca.

21 As this project will involve acquiring
22 easements, Adam Smith, with the NHDOT Bureau of
23 Right-of-Way, will describe the process of

1 acquiring the necessary right-of-way for the
2 project.

3 Adam...

4 MR. ADAM SMITH: Thank you, Jason.

5 Members of the commission, ladies and
6 gentlemen, before we go into the right-of-way
7 procedures for the project, I'd like to mention
8 that we have with us tonight copies of a
9 booklet entitled "Public Projects and Your
10 Property." These are in the back of the room
11 right at the entrance, if you do want a copy of
12 those. The booklet is especially useful for
13 property owners impacted by this proposed
14 project.

15 If after reviewing the information and
16 testimony presented at the hearing, the
17 commission finds necessity for the proposed
18 layout, several things will happen. First,
19 with approval to proceed with the design of the
20 project, the Department will be preparing
21 appraisals for each of the properties impacted
22 by the proposed construction you see on the
23 plans tonight.

1 A staff appraiser from the Department or a
2 fee appraiser hired from a private industry
3 will contact each owner to appraise their
4 property. The appraisals will reflect the fair
5 market value of the property rights needed to
6 complete construction. Prior to starting
7 negotiations, the appraisals are reviewed
8 separately to see that all appraisals are
9 accurate and have taken into account all
10 applicable approaches to value.

11 The value in the reviewed and finalized
12 appraisal will be the offer of compensation
13 used by the Department as a basis for
14 negotiations. A right-of-way agent from the
15 Department will visit each property owner to
16 discuss each acquisition separately. This is
17 an opportunity for owners to ask questions and
18 to bring up their concerns. If the property
19 owner accepts the offer, conveyance documents
20 are prepared, and ownership is transferred to
21 the State. And compensation is provided to the
22 property owner.

23 If negotiations between the owner and the

1 Department fail, the matter will be filed with
2 the New Hampshire Board of Tax and Land
3 Appeals, where the owner will have an
4 opportunity to argue for additional
5 compensation. Please understand this can be
6 done with or without an attorney. And after
7 the board issues its ruling on just
8 compensation, the party can appeal the board's
9 decision to the Superior Court if they are
10 unsatisfied.

11 That's all I have.

12 MR. JASON TREMBLAY: Thank you, Adam.

13 Following this public hearing, we will be
14 posting the plan from tonight's meeting. The
15 transcript, including testimony, will also be
16 posted once is it made available. Please check
17 the website for other links to public
18 documents.

19 If there is support for the proposal and
20 the commission finds for the layout, the
21 Department will move into right-of-way
22 acquisition. This includes finalization of
23 detailed contract plans, purchase of needed

1 property rights, and environmental permitting.
2 We anticipate the contract to be ready to
3 Advertise for Bids in the fall of 2024. This
4 will allow for construction in 2025.

5 The Department's current cost estimate for
6 construction is approximately \$1.6 million.
7 This could change as the construction plans are
8 finalized. Funding for this project will be
9 100 percent State funds. No Town funds will be
10 required.

11 We are prepared to answer questions this
12 evening to allow the commission to convene the
13 Finding of Necessity tonight.

14 Chairperson Merkt, this concludes the
15 Department's formal presentation for the
16 proposed bridge replacement over the
17 North River in the Town of Nottingham.

18 I want to thank all of you for your time
19 this evening.

20 At this time I respectfully request,
21 Chairperson Merkt, the commission find in favor
22 of the necessity for the layout of the project
23 as presented here this evening. Thank you for

1 your consideration.

2 With that I will turn the meeting back
3 over to Chairperson Merkt.

4 COMMISSIONER PFAFF: Sorry. Just a quick
5 question.

6 You mentioned you were going to talk about
7 the wildlife and what critters use -- that go
8 on the bridge and stuff.

9 I didn't hear that part; what use is it?

10 MS. REBECCA MARTIN: So this is within
11 what -- the New Hampshire Fish and Game has put
12 together a mapping tool that predicts wildlife
13 corridors and habitat walks.

14 COMMISSIONER PFAFF: Yep.

15 MS. REBECCA MARTIN: So we do have rare
16 species occurrences that -- and we're hoping
17 that those rare species could take advantage of
18 the shelf. And it also is within the corridor.

19 COMMISSIONER PFAFF: So larger animals
20 could use it?

21 MS. REBECCA MARTIN: Yep, both. And,
22 ideally, it would be available for any native
23 common species as well.

1 CHAIRMAN MERKT: Humans can use it?

2 MS. REBECCA MARTIN: (Inaudible).

3 COMMISSIONER PFAFF: Thank you,
4 Mr. Chairman.

5 CHAIRMAN MERKT: I will now open the
6 hearing for testimony, but before we go hearing
7 comments or questions or concerns from the
8 public, are there any elected officials who
9 want to be heard or who are here with us this
10 evening?

11 Seeing none -- oh. Yeah.

12 MR. TIM DABRIEO: I don't want to to be
13 heard, but (inaudible).

14 MR. PAUL CODDINGTON: Who are you, though,
15 for the record?

16 MR. TIM DABRIEO: I'm on the Select --
17 serve on the Select Board.

18 MR. PAUL CODDINGTON: I mean, who would
19 you --

20 MR. TIM DABRIEO: So Tim Dabrieo, yeah.

21 MR. PAUL CODDINGTON: Thank you.

22 MR. STEVE WELCH: I'll speak on that. I'm
23 Steve Welch, Board of Selectman, too.

1 It'd be nice if we could have a temporary
2 bridge put in. I know fire safety, police
3 safety is -- is very concerned about that road
4 closure to protect our citizens in case of
5 emergency. So if there was any way we could do
6 that, that would be much appreciated.

7 I know there's a cost factor that's
8 probably associated with it, and I don't know
9 if it's doable. But, by God, it'd be awful
10 nice if we could get that done so we didn't
11 have to close that road down. We've got a
12 little dirt road over here that they can use.
13 It's in not great repair. The added traffic on
14 that road would put quite a burden on the town.

15 CHAIRMAN MERKT: Do you know the response
16 time difference?

17 MR. STEVE WELCH: I think I should turn
18 that over to the Chief, maybe.

19 CHIEF WOODMAN: Absolutely. I mean, do
20 you want me to cut you off? Do you have more?

21 MR. STEVE WELCH: No. I think I've said
22 what I needed to say.

23 CHIEF WOODMAN: Okay. I appreciate it,

1 Steve.

2 I'm Fawn Woodman, the Chief of Police of
3 Nottingham. Thank you all for being here. I
4 appreciate the commission and, certainly, Jason
5 and his team. I kind of came down on them a
6 little hard at a public meeting the other
7 night. I want to just kind of -- I don't want
8 to take up everybody's time. I think --
9 especially, my citizens know how I feel about
10 this -- obviously, life safety is number one
11 for me.

12 When I first became chief of police in
13 2021, we had a quick Zoom meeting with DOT
14 explaining what was going to happen. And, of
15 course, back then, probably not knowing a lot
16 of information, they had offered three
17 alternatives that kept the road open. I'm,
18 obviously, understanding now that that can't
19 happen for many reasons; right -- money, other
20 structural problems, engineers -- that I don't
21 understand, obviously, as a police officer.

22 But that section of roadway -- and I'd
23 like to know statistics. I know that they did,

1 like, probably, a vehicle count during a time
2 frame. I'd like to know -- that is a very
3 heavily traveled road. When you cut down that
4 bridge, you cut down kind of like the Route 4
5 corridor. Quite frankly, you're cutting down a
6 major segment of my population that I have to
7 respond to for the safety of my fire chief.
8 He, probably, would reiterate that.

9 What we do in Nottingham is we use
10 Route 152 to get to Route 4 on the north and
11 west side. So if I have any call for
12 service -- fatality, motor vehicle accident,
13 any call for service -- I'm going down 152 and
14 I'm using Freeman Hall Road. Freeman Hall Road
15 is a very important road in Nottingham. It's a
16 cut-through to many things.

17 If you're telling me, for response time --
18 if I have to go down Priest Road, right, which
19 is primarily a dirt gravel roadway, going at
20 code, my response time is going to be
21 significantly delayed. And I don't know the
22 exact time, but it will be delayed. Because it
23 also depends on where we are, as an officer, in

1 the town. And just like everybody else -- just
2 like you are -- we're short-staffed.

3 So it's been brought up, "Well, let's rely
4 on mutual aid." Mutual aid is short-staffed
5 too. So Northwood and Barrington and Lee are
6 not going to be able to get to a life safety
7 thing, and more -- quicker than we can. I say
8 that wholeheartedly. I'm very passionate,
9 obviously, as the chief of police, for life
10 safety. I'm also a resident of the town. And
11 I understand the dynamic that this will cause;
12 it's going to be huge.

13 I wish that the highway director was here
14 to say "yes, the roadway," and we're -- and we
15 understand that there's going to be signs. And
16 we hope that most of the population, right, for
17 their business, they're going to be using 125,
18 and they're going to be going the route.

19 However, you are going to have those folks
20 that, obviously, just live in town, and they're
21 going to follow their GPS. And they're going
22 to use that Priest Road area. It's going to
23 put a lot of wear and tear on that road, and

1 it's going to be very financial for the Town,
2 and it's going to make the road really bad.
3 It's going to cost a lot a money.

4 So my piece, as it's always been said --
5 and Jason knows, and I've sent several
6 emails -- is if there are other alternatives
7 that you can do, I really request that you try
8 to do that.

9 That's my thoughts.

10 CHAIRMAN MERKT: What I would like to do
11 is ask if anyone from the Department would care
12 to respond to some of the issues and questions
13 raised.

14 MR. JASON TREMBLAY: I can respond to
15 that.

16 With Dave Scott, the project manager, we
17 had correspondence with Chief Woodman. And
18 within that email, the reason for the temporary
19 bridge, like Tom said, it could be one and a
20 half to two times more expensive. And I
21 understand everybody's budgets and cost. The
22 Department has a budget as well.

23 It would impact more wetland area, so we

1 have to minimize our impacts to the wetlands as
2 well. So that was -- we've looked at that, and
3 that was the reasons for that being not chosen.

4 CHAIRMAN MERKT: Right.

5 MR. JASON TREMBLAY: And the structural
6 integrity of the existing bridge -- it's laid
7 stone. It's not like it's poured concrete. So
8 if we drive sheeting down the center of the
9 road to phase the traffic, it could disturb
10 that -- whole stones, and then you could lose
11 the whole bridge. So from that perspective,
12 it's not our typical type of bridge that we
13 remove. So with the phasing, that's -- was
14 safety, as well, in making sure we keep it
15 open.

16 So the 28-day closure was trying to
17 minimize the time that the road was closed,
18 minimize the impacts, and minimize the costs.

19 CHIEF WOODMAN: So the time frame -- do we
20 have dates for that?

21 MR. JASON TREMBLAY: When we get a
22 contractor on board, they will come up with a
23 schedule. I don't know if Tom mentioned, but

1 with road closures, we'll typically do them in
2 the summertime so the school bus routes don't
3 get impacted as badly if there's summer school
4 and whatnot. But, typically, it's in the
5 summertime. It wouldn't be during mud season.
6 I know that is, in Nottingham -- the dirt road.

7 So, typically, once we get the contract on
8 board -- which could be three months after we
9 advertise, so it may not be until late this
10 year, early next year -- they come up with the
11 schedules. And then, like any schedule,
12 sometimes something could change, but they --
13 we would give, typically, a couple of weeks'
14 notice with dynamic message signs that the
15 road's closing, and we put out press releases
16 to make the public aware that the road's
17 closing. The signs get put up and get covered.
18 And then once the detour is in place, they get
19 uncovered.

20 We can -- like you had mentioned, we'll
21 put on Freeman Hall Road and Priest Road that
22 "local traffic only," and try to minimize the
23 traffic that goes down those roads.

1 CHIEF WOODMAN: Okay.

2 I just want to be on record saying that I
3 wouldn't recommend shutting the road down. I
4 have to answer to my citizens. And if you live
5 on the other side of that road -- which I know
6 many of you here in the room do -- I want to be
7 able to get to you. I know that that's very
8 important, and I don't want to take any time
9 getting there.

10 Our town is big enough. I can't
11 articulate how much cutting down that corridor
12 to the population is going to deprive us of.
13 So that's all I have.

14 Thank you. I appreciate it.

15 CHAIRMAN MERKT: Thank you, Chief.

16 MR. JASON TREMBLAY: Thank you for your
17 comments, and it will be part of the testimony.

18 CHAIRMAN MERKT: Commissioner?

19 COMMISSIONER CHADWICK: Yes.

20 It's mentioned that the road closure would
21 be 28 days with this alternative. I assume the
22 other alternatives have some level of road
23 closures, perhaps, intermittently required.

1 Do you have an estimate of what they might
2 be?

3 MR. JASON TREMBLAY: With other
4 alternatives, sometimes we have to alternate
5 one-way traffic. The phased construction would
6 actually have the one-way, but they would --
7 sometimes when they set up some stuff, they
8 would have to maybe have flaggers on the side
9 to alternate traffic through. And it might be
10 paused for some delay -- not a closure.

11 And the temporary bridge, that would also
12 require, approximately, some alternating
13 one-way when they're trying to build the path
14 back to the -- from the temporary detour
15 offline back to the -- 152.

16 COMMISSIONER CHADWICK: Thank you.

17 CHAIRMAN MERKT: Commissioner Pfaff?

18 COMMISSIONER PFAFF: Thanks.

19 So -- but the description of the
20 underlying structure doesn't lend itself to
21 splitting the bridge and doling it out, anyway,
22 or to attempt it, it sounds like. It also
23 sounds like it encroaches greatly on the

1 environmental impacts of the project.

2 And the 28-day period is, hopefully, in
3 the summer when the roads aren't going to be
4 crowded; right?

5 MR. JASON TREMBLAY: Correct.

6 COMMISSIONER PFAFF: All right. Thanks.

7 CHAIRMAN MERKT: All right. Let's move
8 along to our other individuals.

9 David Foster, sir.

10 I will now open the meeting to anyone else
11 who wishes to speak. Having called your name,
12 I ask you to come to the microphone, or at
13 least to the dais, to state your name and
14 address for the record and make your statement.

15 MR. DAVID FOSTER: David Foster. I live
16 in Northwood about four miles from here on
17 Lucas Pond Road.

18 If you look at possibly building the
19 permanent bridge upstream or downstream of the
20 existing and maintaining traffic on the
21 existing structure, that way, you could keep
22 the road open and build the new bridge.

23 Was that investigated?

1 MR. JASON TREMBLAY: That was not
2 investigated. But with the environmental
3 impacts of the new bridge, it would be that
4 we're still trying to minimize the impacts.

5 MR. DAVID FOSTER: Okay.

6 Another question I have is you had a --
7 one of the views with a profile grade line.
8 Could you bring that up again?

9 How much are you raising the road at the
10 river? Because I have some friends who fish,
11 and they said they can't get under the bridge
12 at the present time with a canoe.

13 So will the underside of the new bridge be
14 higher than the underside of the old bridge?

15 MR. TOM LEVINS: Yes.

16 MR. DAVID FOSTER: By how much?

17 MR. TOM LEVINS: It would be a couple of
18 feet, I believe.

19 MR. DAVID FOSTER: Okay.

20 And the -- right now -- did you call it a
21 shelf for the wildlife? So would a fisherman
22 be able to walk along that shelf and cross from
23 one side of the road to the other without

1 having to cross the road -- they could cross it
2 underneath the bridge -- and would they bump
3 their head on the bottom of bridge?

4 MR. TOM LEVINS: I believe a 6-foot-tall
5 person would not be able to stand fully and
6 walk under there. Might be able to crouch down
7 and get under it.

8 MR. DAVID FOSTER: Yeah. All right.

9 MR. TOM LEVINS: It's not made -- it's not
10 made for human beings to be walking underneath
11 there.

12 MR. DAVID FOSTER: Yeah. Well, they --
13 there are fishermen, you know. So, I guess, it
14 would be an improved situation for fishermen
15 because of the shelf, but not by a lot.

16 Thank you.

17 CHAIRMAN MERKT: William Herman?

18 MR. BILL ROY: Same thing --

19 CHAIRMAN MERKT: Sorry, sir, if you would
20 just state your name and your address.

21 MR. BILL ROY: Sure. I go by Bill Roy.
22 I'm a business administrator for the school
23 district, so 130 Stage Road.

1 We're just asking to make sure it's not
2 happening during schooltime. I know you said
3 that, earlier, you don't have dates. I know
4 it's going to be in the summer of 2025. But
5 there's a lot of students who, all
6 around this -- they're around this town -- but
7 this is the road, and it's very close to the
8 bridge. So if people are going around it, it
9 could delay school and have a big impact.
10 Those students are on the bus for maybe an hour
11 a day as it is. We don't want them on there
12 any longer.

13 MR. JASON TREMBLAY: That is during the
14 regular school year?

15 MR. BILL ROY: Regular school year, yes.

16 MR. JASON TREMBLAY: Okay.

17 The 28-day closure, we will put language
18 in the contract documents that it can't take
19 place from the end of school to the end of
20 school.

21 And I forget the name of the
22 superintendent. She had talked to me at the
23 last meeting we had. And I've corresponded

1 with her and made her aware of that issue.

2 MR. BILL ROY: Dr. Hasbrook.

3 MR. JASON TREMBLAY: Yes, thank you.

4 MR. BILL ROY: Okay.

5 Thank you. That's it.

6 CHAIRMAN MERKT: Thank you very much. And

7 if I murder this name, I apologize in advance.

8 Skip Severance.

9 MR. SKIP SEVERANCE: Yep. Good job.

10 My name is Skip Severance. I live up the
11 road here on 340 Stage Road, Nottingham. I got
12 several questions from what I heard tonight.
13 Let's see.

14 Dave asked if it was going to be higher.
15 It is higher. Maybe not as high as somebody to
16 walk under, but it seems like both sides are
17 going to be a different height.

18 MR. TOM LEVINS: Yes. Yeah, the wildlife
19 path will be higher.

20 MR. SKIP SEVERANCE: Okay.

21 Is the right-of-way larger than it was
22 before? I mean, did you have to acquire -- or
23 would you be acquiring, or whatever?

1 MR. JASON TREMBLAY: There are, on all
2 four quadrants -- and you can see the -- sorry,
3 I'm pointing at the screen.

4 MR. SKIP SEVERANCE: Oh. No, that's okay.

5 MR. JASON TREMBLAY: The channel easement
6 is on both sides of the bridge. That's to put
7 in the stone, the riprap. It's real big stone.
8 But, like Tom mentioned, it helps with the
9 scour protection and the function of the
10 bridge, to stay in place.

11 And then because of the slope lines, that
12 dashed blue line there -- it may be difficult
13 to see -- but that's our existing right-of-way.
14 So the slope lines -- because when we raise the
15 grade -- on that picture, the slopes come out a
16 little further. And it goes outside of our
17 right-of-way, so that's why we need to acquire
18 those easements.

19 MR. SKIP SEVERANCE: Okay. All right.

20 So, I guess, the question I have is, in
21 that regard, the Mother's Day floods that we
22 had isolated the center part of town from where
23 we were. The water was on either side of the

1 roadway. One-hundred year storm -- good.

2 Okay.

3 How will that work with the way this
4 bridge is going to be? Similar kind of a
5 thing? I mean, it didn't wash it out, but...

6 MR. TOM LEVINS: The hydraulic analysis
7 shows that the Q100 storm will pass through the
8 structure.

9 MR. SKIP SEVERANCE: Okay.

10 Easier than last time?

11 MR. TOM LEVINS: Yes, much easier.

12 MR. SKIP SEVERANCE: Okay.

13 It appears that the shoulder on the road
14 used to be 3'6". Now it's going to, like,
15 4 feet. Is that the same width of the bike
16 path? I didn't know a way to get that
17 information.

18 MR. TOM LEVINS: A bike path is normally
19 5 feet.

20 MR. SKIP SEVERANCE: Five feet. Okay.
21 Because there were a lot of -- especially
22 during the summer, there's a lot of cycling
23 groups that come through in both ways. And I

1 don't know who they are. I did call the
2 Granite State Wheelers -- I don't know if
3 there's anybody here tonight from them who's
4 going to get the word out about this -- but
5 their group is not the bicycling group that
6 goes through here, so it must be some Seacoast
7 thing.

8 Anyway, but it will be wider than it was.
9 Okay. Right.

10 In regards to GPS, who identifies a fact
11 in the GPS world that the road is closed? Is
12 that you guys?

13 MR. JASON TREMBLAY: I'm going to answer
14 this "yes," and "no."

15 We -- within the contract documents, when
16 the contractor's ready to close the road, they
17 reach out to our TSMO group. And then they put
18 that information in the New Hampshire 511 that
19 the road is closed. And that information gets
20 disseminated to Waze, Google, all those
21 different driving apps.

22 So when the road is closed, they've got to
23 let us know, and we get it out that way. So we

1 start the process, but it then goes through
2 other people to make others aware that the road
3 is closed.

4 MR. SKIP SEVERANCE: Right.

5 Is it done just based on the closure dates
6 or the warnings that go up or anything?

7 MR. JASON TREMBLAY: It would be based off
8 of the day they actually -- when they're ready
9 to do it, they have to call and say, "Okay.
10 We're going to be closing the road tomorrow."

11 So it's -- they don't put the dates,
12 because then -- if, for some reason, the
13 weather changes and they have to wait a couple
14 days to do the 28-day closure in that
15 summertime outside-of-school window. So they
16 want to make sure they make that phone call the
17 day they're ready to -- or I'm not sure if it's
18 the day before, but --

19 MR. SKIP SEVERANCE: That's okay.

20 MR. JASON TREMBLAY: -- it's, yeah. Some
21 of that magic happens out of the field, yes.

22 MR. SKIP SEVERANCE: I mean, if we can get
23 most of traffic away --

1 MR. JASON TREMBLAY: Correct. That's our
2 intent.

3 MR. PAUL CODDINGTON: Who's TSMO, and what
4 is their role in this, please?

5 MR. JASON TREMBLAY: That's a great --
6 that's why I love acronyms.

7 Because Transportation --

8 MR. PAUL CODDINGTON: Safety Management
9 Office.

10 MR. JASON TREMBLAY: Probably. They're
11 the ones that I recall, but I apologize for not
12 knowing this answer.

13 (Cross-talk.)

14 MR. JASON TREMBLAY: But they take 911
15 calls. So all that stuff -- they've got access
16 to all the cameras that we have on the poles,
17 so they can see the accidents and see what
18 traffic's going on. So they have access to all
19 that traffic information.

20 And this is a big-level picture. I mean,
21 what they do today, I'm not part of. But when
22 we let them know the road's closed, they take
23 that information and give it to the correct

1 people.

2 MR. SKIP SEVERANCE: Okay. I was just
3 hoping it wasn't the Town doing that. That's
4 all.

5 MR. JASON TREMBLAY: No.

6 MR. SKIP SEVERANCE: We wouldn't be doing
7 that?

8 MR. TOM LEVINS: It's a State route.

9 MR. PAUL CODDINGTON: TSMO.

10 MR. JASON TREMBLAY: I do have your email.
11 I could give you that acronym --

12 MR. SKIP SEVERANCE: That's okay. I'm
13 good with that. I used to work for the Navy.
14 I'm good with acronyms.

15 MR. JASON TREMBLAY: Thanks for your
16 understanding, sir.

17 MR. PAUL CODDINGTON: The USN?

18 MR. SKIP SEVERANCE: Sorry.

19 Rebecca, what was that bat you were
20 talking about? The northern...

21 MS. REBECCA MARTIN: Yeah. The northern
22 long-eared bat.

23 MR. SKIP SEVERANCE: Long-eared?

1 MS. REBECCA MARTIN: Yep. It's a
2 federally listed species that we do have here
3 in New Hampshire. Just the predicted occupancy
4 isn't expected to include the project area.

5 MR. SKIP SEVERANCE: Yeah. Okay. Cool.
6 I think that's it for me.

7 Thank you very much.

8 MR. PAUL CODDINGTON: And, Jason, I had
9 some help.

10 TSMO: Traffic systems management and
11 operations.

12 MR. SKIP SEVERANCE: Thank you.

13 COMMISSIONER CHADWICK: I have a question.
14 This is for Jason or a member of the team.

15 I understand the span of this bridge will
16 be increased from what it is now. And what it
17 is now broke the water from the water line.

18 Can you comment on how much those
19 expansions are, and the benefits that gets to
20 the potential for flooding in major storms?

21 MR. TOM LEVINS: The existing bridge
22 opening is 17-feet -- the span. The new
23 proposed bridge opening is 30 feet. The area

1 underneath -- I don't have the exact numbers,
2 but, like I said, it's going to be raised. The
3 low cord is the bottom of the structure. The
4 other side is going to be at least 2 feet
5 higher than the existing one.

6 It may be a little bit more. I don't have
7 the exact numbers. But the hydraulic opening
8 is significantly increased, so the water will
9 pass through a lot quicker. We're not
10 expecting any overtopping of the road during
11 the Q100 event.

12 COMMISSIONER CHADWICK: Thank you.

13 COMMISSIONER PFAFF: So when you did those
14 calculations, did you utilize the experience of
15 the previous storm that did overrun it to do an
16 estimate of the flowage through it?

17 MR. TOM LEVINS: We did not. Our records
18 from the DOT said that water has never gone
19 over the road.

20 COMMISSIONER PFAFF: Okay.

21 CHAIRMAN MERKT: If I could just stop this
22 for a moment, because we're in the testimony
23 section. We have taken the testimony from

1 board officials who signed up.

2 Are there any other individuals present
3 who would like to offer testimony this evening?

4 MR. TIM DABRIEO: I said I wasn't going to
5 speak.

6 CHAIRMAN MERKT: Please come forward and
7 identify yourself and your home address.

8 MR. TIM DABRIEO: Tim Dabrieo, 75 Freeman
9 Hall Road.

10 And, I guess, I -- we asked the same
11 question at the Selectman meeting that you came
12 to: What was done for research for other
13 alternatives? And, I guess, you were going to
14 go back to the drawing board to find out and
15 give more details, as Fawn had asked, about
16 what the impact was and the cost. And it
17 sounds like cost might be more of the impact
18 that was considered when it comes to closing
19 the road for that period time -- was number
20 one.

21 And then my other question was Chief had
22 mentioned Priest Road, which is the road that's
23 going to be the detour. A large portion of

1 that is gravel and dirt. Would the State
2 consider doing something -- it's not in great
3 condition, especially for our fire trucks and
4 police vehicles to be traveling up to respond
5 to calls.

6 Is there something that the State would do
7 to make improvements on that stretch of road in
8 order to make it more accessible for those
9 vehicles?

10 MR. JASON TREMBLAY: Your first
11 question -- yes, the cost, but also
12 environmental impacts. If we put a temporary
13 bridge off to the side, there are more
14 environmental impacts. So those are the
15 reasons for that.

16 In regards to Town roads and the State,
17 the policy is not to upgrade the Town roads
18 for -- if we're assigning -- we assign the
19 State route detour, and that's where we're
20 expecting vehicles to go.

21 The locals, if they choose to take
22 Priest Road, we can put up signs up there that
23 say "Local Traffic Only." The thought -- and I

1 know Police Chief Woodman doesn't have staff,
2 but if people wanted to sit there and, like,
3 ticket people that --

4 MR. TIM DABRIEO: Well, I'm talking about
5 their vehicles. Because they're potentially
6 going to have to use that road for response.
7 Which they -- it's going to increase
8 dramatically as far as their traffic coming up
9 that road for response to emergencies on the
10 other side of that bridge.

11 MR. JASON TREMBLAY: So, yes, the State
12 does not upgrade Town roads. We have a State
13 route detour.

14 MR. TIM DABRIEO: So I would kindly
15 request that you consider something for that.
16 Our Town right now is set on a default budget
17 from last year. And we have, like,
18 negative-\$25,000 for road maintenance.

19 So if there's something the State would
20 consider doing to improve that section of road,
21 the Town -- I don't want to speak for the Town
22 as a Select Board member -- as a resident of
23 the Town, I would appreciate it.

1 Thank you.

2 COMMISSIONER PFAFF: Thank you.

3 Selectman?

4 MR. STEVE WELCH: No, that's it.

5 MR. TIM DABRIEO: I'm sorry. I was not
6 speaking on behalf of the Select Board. I just
7 want to clarify. (Inaudible).

8 CHAIRMAN MERKT: Any other additional
9 witnesses?

10 MR. JUSTIN FOGG: Yeah. I'm Justin Fogg
11 at 87 Stevens Hill.

12 I want to go on the record that we don't
13 -- we should not close the road. Like, you're
14 putting people's lives -- well, you're putting
15 animal's lives over people's lives. They're
16 not going to be able to make it through -- down
17 there. If you've driven down the roads, you
18 would know. Like, I've got a 2500 GMC, and I
19 can barely make it up and down the road on
20 Stevens Hill because the roads here are so bad.
21 So you're cutting a lifeline to the town is
22 what you're doing.

23 So that's all. I just want it to go on

1 record.

2 CHAIRMAN MERKT: I would point out, in
3 fairness, I think, to the Department, that this
4 is not all about making a replacement bridge
5 for animals. I mean, it's for safety.

6 I think it's a Red bridge, isn't it?

7 (Cross-talk.)

8 MR. JUSTIN FOGG: I want it on the record
9 that way.

10 CHAIRMAN MERKT: Okay. I'm sorry. I just
11 wanted --

12 MR. JUSTIN FOGG: Yeah -- no, I'm just
13 speaking that they're -- that's how I perceived
14 it, and I would like it on the record that way.

15 CHAIRMAN MERKT: Thank you.

16 Anybody else from the public who wishes to
17 speak? Seeing none -- going once, going twice
18 -- sold. We will close the testimony portion.

19 At this point, I would like to ask my
20 fellow members of the commission if they may
21 have any questions for the Department of
22 Transportation or GM2 Associates, Inc., in
23 connection with this project as well.

1 COMMISSIONER PFAFF: Yeah.

2 The length, just to clarify (inaudible),
3 an alternative more feasible -- that would
4 increase the construction period two years more
5 than likely; is that correct?

6 MR. TOM LEVINS: Correct.

7 Not a two-year increase. Well, it would
8 actually be a two -- a two-year long
9 construction period.

10 COMMISSIONER PFAFF: Two seasons?

11 MR. TOM LEVINS: Two seasons.

12 CHAIRMAN MERKT: Now we're getting back to
13 the testimony phase. All right.

14 I don't have any specific questions. I
15 think most of them have been addressed pretty
16 well during the presentation and during the
17 question-and-answer session.

18 COMMISSIONER CHADWICK: I've got one.

19 CHAIRMAN MERKT: (Inaudible).

20 COMMISSIONER PFAFF: That's right.

21 You mentioned a Senate bill that
22 appropriated this money; how much was that for?

23 MR. JASON TREMBLAY: I don't know the

1 exact amount -- all the money we got, but it
2 was -- when we got the 4-cent gas tax increase
3 from -- I saw several years, but it's probably
4 been closer to six or seven years -- that money
5 was funding some of these projects.

6 COMMISSIONER PFAFF: This particular one
7 is \$1.6 million; correct?

8 MR. JASON TREMBLAY: I'm sorry?

9 COMMISSIONER PFAFF: This project is
10 particularly for \$1.6 million out of that pool
11 of money that was authorized from the Senate
12 bill?

13 MR. JASON TREMBLAY: Correct.

14 COMMISSIONER PFAFF: Okay.

15 CHAIRMAN MERKT: So as I understand it --
16 I'm picking up on your point -- the money has
17 been appropriated -- the \$1.6 million. If we
18 go back and look at another thing that's going
19 to be more expensive, we would have to look for
20 money as well.

21 MR. JASON TREMBLAY: Correct.

22 CHAIRMAN MERKT: Okay. Thank you. All
23 right.

1 Well, I would like to ask the commission
2 members if they believe they now have the
3 information they need to deliberate and decide
4 on the necessity of this project, and that
5 there are no unanswered questions or issues
6 that were not addressed to your satisfaction.

7 COMMISSIONER CHADWICK: I'm good.

8 CHAIRMAN MERKT: Mr. Chadwick is good.

9 COMMISSIONER PFAFF: I'm good.

10 CHAIRMAN MERKT: Mr. Pfaff is good.

11 Mr. Merkt is also good.

12 And then that concludes our February
13 agenda as far as this. And what we will do now
14 is we will close this hearing. We'll be
15 closing it 6:55 p.m.

16 And, again, I would like to thank everyone
17 who took the time to show up and to provide
18 your opinions. It's very valuable for us, as
19 commissioners, to hear it. I know that the
20 Department regards it as valuable to them as
21 well. And we'll proceed from that point.

22 So, thank you so much. Meeting
23 adjourned -- hearing adjourned.

1 (Wherefore the public meeting
2 was adjourned at 6:55 p.m.)

3 CHAIRMAN MERKT: This is the second
4 meeting. This is a different meeting. This is
5 a meeting for what's called consideration of
6 the finding of necessity for this project.

7 This meeting is called to order at
8 6:58 p.m. My name is Richard Merkt, and I am
9 chair of this commission appointed by the
10 governor and executive counsel.

11 Ray Chadwick, to my left, and
12 Terence Pfaff, to my right, are all the other
13 members of the commission. This meeting is
14 being held pursuant to RSA 230:14 and the
15 Surface Transportation and Uniform Relocation
16 Assistance Act of 1987, and is being recorded.
17 This meeting is about the proposed Nottingham
18 Number 40612 project to replace the Red List
19 bridge that carries Route NH 152 over the
20 North River.

21 The new bring will provide a longer span
22 than the existing structure. New Hampshire
23 152 road improvements will improve

1 approximately -- will include approximately
2 600 feet of roadway widening and
3 reconstruction. It is the commission's
4 responsibility to determine, based on all
5 information provided, if the project can go
6 forward as proposed.

7 Does the commission have any questions or
8 comments for the Town of Nottingham or for the
9 NHDOT?

10 And I would ask Commissioner Chadwick to
11 start first.

12 COMMISSIONER CHADWICK: Yes, I have a
13 question.

14 This is a Red Line (sic) bridge. And I'm
15 not totally familiar with how it achieves that
16 -- tell us again how a bridge becomes a
17 Red Line bridge. What is that potential impact
18 on the stability, short- and long-term, of its
19 ability to continue serving as a bridge instead
20 of a pile of rubble on the river?

21 (Cross-talk.)

22 MR. TOM LEVINS: No, that's fine.

23 In order to get on the Red List, a bridge

1 has to have a -- a portion -- a section -- an
2 element of the bridge must have a condition
3 rating of 4 or worse below it. And the
4 substructure on this bridge has a condition
5 rating of 3, which is serious. The next one is
6 critical, 2. And when it gets to 2, it gets
7 closed.

8 So I cannot predict how much time it would
9 take for this structure to get to a condition
10 rating of 2. But it's at 3 already, so that's
11 why it's on the priority that it's on.

12 COMMISSIONER PFAFF: And I would ask how
13 long has this been a Red List bridge?

14 MR. TOM LEVINS: Since 2012.

15 COMMISSIONER PFAFF: So we're already
16 12 years into that status?

17 MR. TOM LEVINS: Yes.

18 MR. JASON TREMBLAY: To add to Tom's Red
19 Listing of the bridges, when we build a new
20 bridge, it's rated as a 9. So it's
21 brand-spanking-new. And over time it gets --
22 State bridges gets inspected every two years by
23 our bridge inspection teams. They look at the

1 deck, the superstructure, the substructure --
2 the three basic elements of most of our
3 bridges -- and rate those. And, then, over
4 time, it goes down to an 8 or a 7 or a 6.

5 And when it gets to a 6 and a 5, we call
6 it our Yellow List. It's sort of a green to a
7 yellow to a red, sort of like the stop sign --
8 or a stoplight, sorry. And so when it gets on
9 the Red List, our bridge groups inspection
10 teams go in every six months to inspect it to
11 make sure that it's still safe for legal loads
12 and the traveling public.

13 But without any work done on the bridge --
14 like Tom had pointed out, those steel sheetings
15 are deteriorating. So if they go out and
16 inspect and see something that isn't safe,
17 they'll let our existing bridge section know.
18 And they will then determine whether the bridge
19 should be closed or not.

20 So, ultimately, if it keeps on
21 deteriorating, yes, there will be a point in
22 time where we would have to close it, just
23 because it can't handle legal loads. And, like

1 I said, it's been on the Red List since 2012.
2 So it's been about twelve years that it's been
3 inspected every six months.

4 COMMISSIONER CHADWICK: Are there reports
5 that show a continual deterioration in it, but
6 still within the category of where it is?

7 MR. JASON TREMBLAY: Our bridge inspection
8 reports -- and I don't have one handy -- but on
9 the last page, it'll list all the conditions,
10 like, since 1981. So it shows every two years.
11 So you can -- it puts the latest inspection at
12 the top.

13 So you can sort of see, "Okay. It's been
14 this." And then when it finally gets to the
15 Red List, you can see where it's happened. So
16 you can see where the bridge ratings have
17 changed. And then if we take a bridge and then
18 either put on a new deck or replace the steel
19 girders, the rating goes back up because we
20 fixed that element. So it's no longer on the
21 Red List.

22 And, typically, most of our bridges, it's
23 either the deck or the steel -- the

1 superstructure -- the steel girders that
2 deteriorate, so we can just replace the
3 existing deck. But in this case, the
4 substructure, which supports the steel girders
5 and the concrete deck -- that's the part that
6 is deteriorating. That's difficult to fix
7 without fixing the entire bridge.

8 COMMISSIONER CHADWICK: Thank you.

9 CHAIRMAN MERKT: Commissioner, thank you.

10 COMMISSIONER PFAFF: So with that being
11 said, if this were to seek alternatives as
12 requested by the community -- some of the folks
13 that you've heard tonight -- would that
14 jeopardize your funding at all for this
15 particular project?

16 Would it also -- do you have any available
17 funds to absorb the increase anywhere down the
18 road with that timeline if the bridge failed or
19 came close to failing -- became critical and it
20 had to be closed? Is there any emergency funds
21 to rapidly build a bridge? (Inaudible).

22 MR. JASON TREMBLAY: No, understood. And
23 I -- the funding -- I would have to go back and

1 talk to our -- director of project development to
2 see what available funds they still have with
3 the SB 367. Because I believe that 4 percent
4 gas tax is -- we're no longer -- it's either
5 sunset or it has already sunset. So there is
6 limited money in that.

7 And, I'm sorry, could you remind me of the
8 other question?

9 COMMISSIONER PFAFF: Just that when -- the
10 lead time for trying to develop that -- if the
11 bridge did fail and trying to get a plan
12 together, you'd probably use this, because
13 they're 100 percent plans, I assume; right? So
14 they're ready to go?

15 MR. JASON TREMBLAY: We're not quite there
16 yet, but we would -- if we get through the
17 hearing, we would finalize --

18 COMMISSIONER PFAFF: Finalize the plans?

19 MR. JASON TREMBLAY: Yeah.

20 COMMISSIONER PFAFF: So they're pretty
21 close to bid documents, I assume.

22 MR. JASON TREMBLAY: Close.

23 COMMISSIONER PFAFF: Yeah.

1 So the development of that will take some
2 lead time as well. So the Town would have a
3 longer period of a closure if the bridge
4 happened to be determined to be in a failure
5 state; correct?

6 MR. JASON TREMBLAY: Correct.

7 COMMISSIONER PFAFF: So my understanding
8 is the most minimal time of closure is the
9 proposal that you're making currently with the
10 28 days.

11 MR. JASON TREMBLAY: Correct.

12 CHAIRMAN MERKT: I have one or two
13 questions that I hope are not too far off the
14 wall. But we know the approximate volume of
15 traffic that's using the bridge now.

16 Does the nature of the traffic impact how
17 long a bridge lasts? In other words, for
18 example, if you have firetrucks or whatever,
19 something with heavy equipment going over it,
20 does that tend to shorten the life, or is that
21 not a factor?

22 MR. JASON TREMBLAY: Our bridges are
23 designed for legal loads, so they can handle

1 legal loads. But as the condition of the
2 sections deteriorate, we make sure that they
3 can still handle a load. If for someone reason
4 we feel that it can't, we would down-post it to
5 a lower tonnage.

6 So right now the bridge can still handle
7 the legal loads. But the traffic on it,
8 whether it's a tractor-trailer or a regular
9 car, the bridge is designed for that loading.

10 CHAIRMAN MERKT: And it is currently rated
11 as a -- is it a 4?

12 MR. JASON TREMBLAY: The substructure --

13 MR. TOM LEVINS: It's 3three.

14 MR. JASON TREMBLAY: Three, sorry. Yes.

15 CHAIRMAN MERKT: Okay.

16 So there's not that -- I'm presuming
17 there's not that much life left.

18 MR. JASON TREMBLAY: It is difficult to
19 determine the deterioration of, but it does get
20 inspected every six months. So we're out there
21 looking at it, and if they -- our inspectors
22 see more deterioration, they'll let us know so
23 we can make a determination whether it should

1 go down to a 2, whether it should be
2 down-posted. But we -- at this point, we
3 haven't had to do either of those.

4 COMMISSIONER CHADWICK: Didn't you mention
5 earlier -- I thought when it got to a 2, you
6 would close it; did I understand that
7 correctly?

8 MR. TOM LEVINS: Two is critical, so I
9 believe that warrants closure.

10 MR. JASON TREMBLAY: It would -- we would
11 look at the information from the inspectors,
12 see what we could hold. Typically, we'll
13 down-post bridges before we close them, but we
14 do give the Town -- they'll know when we send
15 them the inspection report.

16 So they're aware of it. And then if we do
17 have to close it, which we try not to, we do
18 make -- we send out a letter of critical
19 deficiency and that we're closing the bridge.

20 CHAIRMAN MERKT: Yes.

21 COMMISSIONER PFAFF: So the -- refresh my
22 memory. This bridge is the 69th, so it's under
23 the top 100 Red List this year?

1 MR. JASON TREMBLAY: Correct.

2 COMMISSIONER PFAFF: So are the previous
3 ones of 68 to 0 being addressed as well through
4 this funding?

5 MR. JASON TREMBLAY: Not necessarily
6 SB 367. We do have other funding categories
7 from a lot of federal funds that we get.

8 We have a bridge funding that is for rehab
9 and rehabilitation. We also have a maintenance
10 and preservation program that tries to keep our
11 bridges in good shape so we don't get to this
12 point. There are other funding groups. So we
13 look at our priority list, and we have a bridge
14 management committee that will look at this and
15 determine which part's being worked on.

16 So we prioritize our work based off that.
17 And with -- some of the other bridges might
18 have lower or numbers in the same range, but we
19 determine which one we'll be working on. But
20 they're on our Red List, so we're aware that
21 they will be requiring work.

22 COMMISSIONER PFAFF: So out of the top
23 100, are all of those being addressed

1 currently? Or what's the volume of the
2 Red-Listed bridge that you have there? Do you
3 know? If you don't...

4 MR. JASON TREMBLAY: It does get published
5 because we -- Red-Listed bridges -- because
6 every year we, I believe, send it to the
7 legislator so they're aware of it.

8 Whether they're all being addressed, I
9 would have to look at the list to check, but
10 they're trying to address as many as we can.
11 But we do have limited funding --

12 (Cross-talk.)

13 COMMISSIONER PFAFF: Red-Listed bridges
14 are critical bridges in the state.

15 Would you say that if one project gets
16 delayed, we'd hop onto another that's of equal
17 priority or lower? So, in other words, if this
18 gets delayed, would it be jeopardized because
19 of the competitive nature of how the Red
20 List --

21 (Cross-talk.)

22 MR. JASON TREMBLAY: We have the
23 \$1.6 million dollar for this project. So if it

1 got delayed, it would stay with this product.
2 We wouldn't actually transfer those funds.
3 Because all the other projects are funded for
4 the estimate we had at the time.

5 Some of the preliminary estimates are just
6 that -- preliminary estimates. As we refine
7 the contract documents, it gets more refined,
8 but the projects that we are working on are
9 funded.

10 COMMISSIONER PFAFF: So you're planning
11 this for the '25 construction season, right, I
12 assume?

13 MR. JASON TREMBLAY: (Inaudible).

14 COMMISSIONER PFAFF: So if this gets
15 delayed because of an alternative, then it
16 would be pushed to the '26 -- if it's a double
17 year, it'd be '26-'27, '28-'29?

18 MR. JASON TREMBLAY: If -- depending on
19 what the delay is, yeah, we would have to
20 revisit it, but it would push it...

21 COMMISSIONER PFAFF: Push it out.

22 MR. JASON TREMBLAY: Yes.

23 COMMISSIONER PFAFF: Towards -- okay.

1 Thank you.

2 CHAIRMAN MERKT: So based on -- and allow
3 me to -- I'm not an expert in this. I'm
4 hearing that it's at a category that, if it
5 slips another notch, it could be problematic
6 from your professional viewpoint, no?

7 MR. JASON TREMBLAY: Correct.

8 CHAIRMAN MERKT: We're inspecting these
9 every six months?

10 MR. JASON TREMBLAY: Red-Listed bridges --
11 Red-Listed State bridges get inspected every
12 six months.

13 CHAIRMAN MERKT: Do you know when this
14 bridge was last inspected?

15 MR. JASON TREMBLAY: Off the top of my
16 head, I do not, but I can get you that
17 information.

18 CHAIRMAN MERKT: Okay. It's --

19 MR. JASON TREMBLAY: No, understood.

20 CHAIRMAN MERKT: The point I'm getting at
21 is if -- we don't know when it's going to go
22 from a 3 to a 2.

23 MR. JASON TREMBLAY: Correct.

1 CHAIRMAN MERKT: It could happen at the
2 next inspection, or it could happen a year out;
3 right? And I don't know how feasible --

4 MR. JASON TREMBLAY: Yes.

5 CHAIRMAN MERKT: But when that happens,
6 then your options are really limited in terms
7 of -- all right. You have to remove it.

8 It seems to me, based on what I heard from
9 you and what I heard from the testimony here,
10 there's no dispute that the bridge has to be
11 replaced. And if I understand it correctly,
12 it's the Department's view that this bridge has
13 to be replaced in the near future.

14 MR. JASON TREMBLAY: Correct.

15 CHAIRMAN MERKT: The real question is the
16 best method -- that seems to be what has been
17 discussed here tonight. And it involves
18 trade-offs; am I correct on that?

19 MR. JASON TREMBLAY: I guess "trade-offs,"
20 is a word -- we're just trying to minimize the
21 impacts to three or four different variables.
22 And understanding that some of the impacts
23 we're minimizing; others, you don't actually

1 want us to minimize. But keeping the bridge
2 open -- I would love to do that, but we're
3 trying to minimize the time we have to keep it
4 closed.

5 We're also trying to minimize the wetland
6 impacts. We're going to try to minimize the
7 cost. So it's a balancing act between those
8 three.

9 CHAIRMAN MERKT: Yeah, I see that.

10 One of the obvious things is the shorter
11 the duration of the disruption, the better it
12 is, I think, for everyone. And the question is
13 what's the least impactful on the community?
14 And that includes emergency services. It also
15 includes schools.

16 One of the virtues of the 28 days is if
17 it's timed correctly, it has a minimal impact
18 on the schools, and, hopefully, would have less
19 of an impact on emergency services than a
20 project that gets extends out a long period of
21 time.

22 The other question is you've got the money
23 to do this project?

1 MR. JASON TREMBLAY: Correct.

2 CHAIRMAN MERKT: If additional money were
3 required to take an alternative approach, do we
4 have that money at the moment, or would we have
5 to look for that money?

6 MR. JASON TREMBLAY: We would have to look
7 for that money.

8 CHAIRMAN MERKT: Those are the questions
9 that I had.

10 Commissioner?

11 COMMISSIONER CHADWICK: Excuse me.

12 To look for that money, would that be
13 through the DOT, or would that be through an
14 appropriation from the legislature?

15 MR. JASON TREMBLAY: I would have to talk
16 with our Director of Project Development to
17 see, if we needed extra money, where we could
18 get it from.

19 COMMISSIONER CHADWICK: Okay.

20 MR. JASON TREMBLAY: The bridge has been
21 State funded all along. If we do use federal
22 funds, we do have to follow the federal rules.
23 And, so far, because it's all been State

1 funded, we are --

2 COMMISSIONER CHADWICK: Right. Right.

3 But it's part of the budget for a series
4 of projects. This is a chunk of the
5 (inaudible); have I got that right?

6 MR. JASON TREMBLAY: Yes.

7 COMMISSIONER CHADWICK: I want to follow up
8 on a question I asked earlier, which is -- as I
9 understand it, the other two alternatives can
10 do something that cut down through the pilings
11 through one side to another side and so on.
12 But pillings down through the foundations.

13 Even that -- or a temporary bridge --
14 (inaudible). All of them, as I understand,
15 they're going to take some amount of effort --
16 will be equipment to do the work -- something
17 or other, just from a safety standpoint, that
18 will enclose the bridge. So even to get cranes
19 or whatever to do with a temporary bridge or
20 trying to get pilings down through to use the
21 anchor bridge -- whatever it is.

22 And I guess you mentioned that a lot of
23 that work would accompany or be accompanied by

1 a one-lane closure at one time. Well, when we
2 come back, it still seems to me there's going
3 to be some time where the whole thing will be
4 closed while you set up those two alternatives.
5 If I'm correct, that means there are several
6 periods where the bridge is going to be closed
7 anyway. But there's two, three, four days
8 (inaudible).

9 So when I come back to that question and
10 ask you to think through that, I'm trying to
11 see -- we have 28 days here. It may wind up
12 with ten or twelve anyway.

13 COMMISSIONER PFAFF: Can I just follow up
14 on that before you consider answering that?

15 Because I heard you folks say that the
16 potential for failure of the bridge when you're
17 trying to put a temporary is highly likely
18 because of the underpinnings of that particular
19 bridge.

20 So if that occurred, that would be a total
21 (inaudible), would it not?

22 MR. JASON TREMBLAY: That -- it would be
23 -- if we phase the bridge, driving the sheets

1 down the middle of the road could disrupt the
2 stone-laid abutments. And there's actually
3 timber logs underneath that run perpendicular
4 to the road that will sort of pull one up.

5 So that's in the phase. And the temporary
6 bridge is just that -- as you pull off to the
7 side, then you've got to put the road back to
8 the existing road. And then you just have the
9 additional cost, the additional wetland
10 impacts, as you're pulling that temporary job
11 to the sides.

12 COMMISSIONER CHADWICK: You might have said
13 this but, hearing all that, you'd close the
14 road while you do it because there will be
15 (inaudible).

16 MR. TOM LEVINS: They would just be
17 short-term -- an hour or two closures or backup
18 time. They can normally keep the traffic and
19 shift it in one lane -- have them stopping on
20 one side and let them go through. I don't
21 believe they would have to fully close the road
22 to set up the operation of building a temporary
23 bridge.

1 COMMISSIONER CHADWICK: Thank you.

2 CHAIRMAN MERKT: But if you were to look
3 at one of the other alternatives, would that
4 have a different environmental impact that
5 would have to go back and look at?

6 MS. REBECCA MARTIN: If -- for example, if
7 federal funds were going to be used, it's a
8 different type of environmental review. So
9 we'd have to do what we call a NEPA
10 reevaluation for the project, if there was that
11 change. Additional wetland impacts -- I
12 mentioned these are Priority Resource Area
13 wetlands because they're in the floodplain. So
14 we'd have to go back through our natural
15 resources meetings.

16 We try to get the Department of
17 Environmental Services to be on board with
18 whatever we're going to be requesting a permit
19 for ahead. So we go through multiple meetings
20 for most projects to get them all on board,
21 answer all their questions, satisfy them that
22 we're reducing and minimizing the impacts to
23 the maximum extent practical.

1 And then on top of that, there are -- we
2 have in New Hampshire -- we call it the Arm
3 Fund, and it's for paying in mitigation for
4 having impacts to wetlands and streams. And so
5 if there were different levels of wetland
6 impacts, there'd be a different expense
7 associated with that for the project -- that's
8 not currently built into the project.

9 So we would -- with a temporary bridge, we
10 would definitely need more time to do the
11 environmental review and get the permitting in
12 place.

13 COMMISSIONER PFAFF: So with the
14 construction of this project being currently
15 one season, that would only disrupt the
16 recreational aspect for fishermen, the
17 outdoors, and stuff like that period; correct?
18 So if it goes to two, there is going to be a
19 certain level of disruption for the recreation
20 ability of that particular part of the river;
21 is that not right?

22 MR. JASON TREMBLAY: Correct.

23 CHAIRMAN MERKT: Any additional questions

1 about -- I guess from the commission? Okay.

2 COMMISSIONER CHADWICK: One last question.

3 How much wider would the streambed be in
4 this new design compared to now?

5 COMMISSIONER PFAFF: 17' to 37', I think
6 you said; right?

7 MR. TOM LEVINS: That's the opening of
8 the -- the bridge opening itself. The riprap
9 will take up some of the actual streambed, so
10 the actual natural stream bottom -- it's going
11 to be pretty close to what it is now.

12 COMMISSIONER CHADWICK: So it'll have the
13 ability to flow more --

14 MR. TOM LEVINS: Yes.

15 COMMISSIONER CHADWICK: -- hydraulically
16 flow more of that stormwater (inaudible)?

17 MR. TOM LEVINS: Yes. Yes.

18 COMMISSIONER PFAFF: It's higher and
19 wider.

20 So you develop -- on a main street, it
21 sounds like the same thing. Your capability
22 as -- when it rises, we'll have the hydraulic
23 capability to flow through that.

1 (Cross-talk.)

2 COMMISSIONER PFAFF: Using one of those
3 barriers (inaudible); right?

4 MR. TOM LEVINS: Right.

5 CHAIRMAN MERKT: Okay. As chairman of the
6 commission, I would like to ask for a motion to
7 either approve or to decline to approve the
8 project as proposed.

9 Is there a motion?

10 SPEAKER: (Inaudible.)

11 COMMISSIONER PFAFF: Aye.

12 CHAIRMAN MERKT: Chadwick?

13 COMMISSIONER CHADWICK: Aye.

14 CHAIRMAN MERKT: Any further discussion
15 before we vote on --

16 COMMISSIONER PFAFF: No. I think we've
17 done our due diligence on the least impact to
18 the community (inaudible).

19 The road closure -- only a single
20 recreational period to be (inaudible). I know
21 that it's safety concerns. (Inaudible).

22 COMMISSIONER CHADWICK: I think this was
23 pretty much a decision between the 28-day

1 (inaudible) or the potential that the bridge
2 fails on its own, or fails through an attempt
3 to bifurcate it in two sections, which would be
4 a bigger impact.

5 CHAIRMAN MERKT: My own feeling is that,
6 probably, the shorter distance between two
7 points will be the shortest distance between
8 two points. And the sooner we can get this
9 project done, the less opportunity there is for
10 disruption to the community.

11 And I would love to have a zero
12 disruption, but I don't think that's in the
13 cards. So that's the way I kind of look at it.

14 COMMISSIONER CHADWICK: And the only thing
15 I would add to that is knowing how budgets and
16 things work, this is lined up now and will
17 start to impacting (inaudible) whenever.

18 This could e two years out. And the
19 bridge is -- (inaudible).

20 CHAIRMAN MERKT: My concern is that
21 unplanned closure --

22 COMMISSIONER CHADWICK: Exactly.

23 CHAIRMAN MERKT: -- could occur. Okay.

1 If you gentlemen think we've had
2 sufficient discussion at this point, I will
3 call for a vote.

4 And I would say all in favor, please say
5 "aye."

6 COMMISSIONERS: Aye.

7 MR. PAUL CODDINGTON: And, for the record,
8 Mr. Chair, the motion is to approve the design
9 for the necessity of the project; right?

10 CHAIRMAN MERKT: That's what's intended.

11 All opposed, say "no." And the three
12 members voting in favor of the project, and
13 none being opposed, let the record also show
14 that the community voted in favor of the
15 project. Having voted on the issue at hand,
16 our business is concluded, and this meeting is
17 now adjourned at 7:20 p.m.

18 (The finding of necessity
19 meeting was adjourned at:
20 7:10 p.m.)

21
22
23

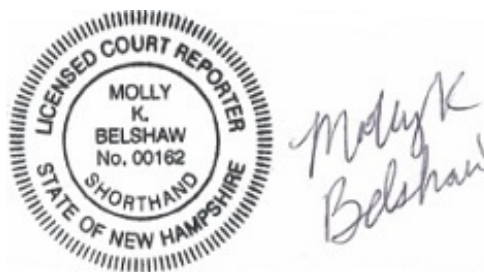
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23

C E R T I F I C A T E

I, Molly K. Belshaw, a Licensed Shorthand Reporter for the State of New Hampshire and Registered Professional Reporter, do hereby certify that the foregoing is a true and accurate transcript of my stenographic notes of the proceeding taken at the place and on the date hereinbefore set forth to the best of my skill and ability under the conditions present at the time.

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 proceeding 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.

The foregoing certification of this transcript does not apply to any reproduction of the same by any means unless under the direct control and/ or direction of the certifying reporter.



Molly K. Belshaw
RPR, LCR No. 00162

TRANSCRIPTION

<hr/>	230:14 4:9 57:14	511 43:18
\$	25 69:11	<hr/>
\$1.6 14:4 24:6 55:7,10,17 68:23	2500 52:18	6
<hr/>	26 69:16	<hr/>
0	26-'27 69:17	6 60:4,5
<hr/>	28 13:9 34:21 64:10 72:16 75:11	6-foot-tall 38:4
0 67:3	28-'29 69:17	6.0 7:7
<hr/>	28-day 32:16 36:2 39:17 44:14 80:23	600 7:13 58:2
1	29-foot 8:14	68 67:3
<hr/>	<hr/>	69 6:23
10-year 6:21	3	69th 66:22
100 24:9 63:13 66:23 67:23	<hr/>	6:00 4:3
106 18:15	3 8:21 59:5 70:22	6:55 56:15 57:2
11-foot 9:23	3'6" 42:14	6:58 57:8
11.5 13:11	3,300 8:15	<hr/>
12 59:16	3-bar 10:2	7
125 7:8 13:5,6,12,18,20 14:1,2 30:17	3.3 7:8	<hr/>
130 38:23	30 6:14 11:2 47:23	7 60:4
152 5:20 6:19 7:6,10 9:11 13:4, 14,15 29:10,13 35:15 57:19,23	330 7:10	75 49:8
17' 79:5	340 40:11	7:10 82:20
17-feet 47:22	367 14:5 63:3 67:6	7:20 82:17
17-foot 8:12	37' 79:5	<hr/>
1925 8:11	3already 59:10	8
1970 8:11	3three 65:13	<hr/>
1981 61:10	<hr/>	8 60:4
1987 4:11 57:16	4	87 52:11
<hr/>	<hr/>	<hr/>
2	4 7:9 8:19 13:5,6,13,18 14:2 29:4, 10 42:15 59:3 63:3 65:11	9
<hr/>	4-cent 55:2	9 59:20
2 48:4 59:6,10 66:1,5 70:22	4-foot 10:1,11	9.3 13:6
2.2 13:15	40612 4:3 57:18	911 45:14
2012 8:16 59:14 61:1	<hr/>	<hr/>
2021 7:3 28:13	5	A
2022 6:23	<hr/>	<hr/>
2024 4:4 7:3 24:3	5 42:19 60:5	ability 58:19 78:20 79:13
2025 6:22 14:15 24:4 39:4	5-feet 11:9	Absolutely 27:19
21 4:4	50 18:23	absorb 62:17
		abutments 76:2
		accelerated 13:2

accepts 22:19	advertises 14:11	appraiser 22:1,2
access 10:11,12 12:16 45:15,18	affect 20:10	appreciated 27:6
accessible 50:8	affected 19:7	approach 73:3
accident 29:12	agencies 16:15 17:13	approaches 22:10
accidents 45:17	Agency 16:18	appropriated 54:22 55:17
accompanied 74:23	agenda 56:13	appropriation 73:14
accompany 74:23	agent 22:14	approval 21:19
accordance 19:11 20:3	ahead 77:19	approve 80:7 82:8
account 22:9	aid 30:4	approximate 64:14
accurate 22:9	air 20:10	approximately 7:7,8,10,13 14:3 24:6 35:12 58:1
achieves 58:15	Allen 6:7	apps 43:21
acquire 40:22 41:17	allowed 13:18	arch 6:18 7:15 8:13
acquiring 20:21 21:1 40:23	alternate 35:4,9	archeological 19:1
acquisition 14:10 22:16 23:22	alternating 35:12	area 12:13 17:9,21 18:1,4,11 19:10 20:1 30:22 31:23 47:4,23 77:12
acronym 46:11	alternative 5:19 7:21 13:2 15:3 34:21 54:3 69:15 73:3	Areas 17:10
acronyms 45:6 46:14	alternatives 14:18 16:11 28:17 31:6 34:22 35:4 49:13 62:11 74:9 75:4 77:3	argue 23:4
act 4:11 16:9 18:16 57:16 72:7	amount 55:1 74:15	Arm 78:2
actions 15:23	analysis 42:6	Army 16:16 17:8 18:17 19:4
actual 79:9,10	analytical 19:14	Aromatic 19:19
Adam 6:3 20:22 21:3,4 23:12	anchor 74:21	articulate 34:11
add 59:18 81:15	animal's 52:15	aspect 78:16
added 8:16 27:13	animals 11:15 25:19 53:5	aspects 16:3
addition 16:20	answering 75:14	assign 50:18
additional 6:4 23:4 52:8 73:2 76:9 77:11 78:23	anticipate 6:13 13:8 24:2	assigning 50:18
address 5:7 36:14 38:20 49:7 68:10	anticipated 14:14	assistance 4:11 6:9 57:16
addressed 54:15 56:6 67:3,23 68:8	apologize 40:7 45:11	Associates 53:22
adjacent 9:14	appeal 23:8	assume 34:21 63:13,21 69:12
adjourned 56:23 57:2 82:17,19	Appeals 23:3	attempt 35:22 81:2
adjusted 7:5	appears 42:13	attempted 7:22
administrator 38:22	applicable 22:10	attorney 23:6
advance 40:7	appointed 4:5 57:9	audience 8:9
advantage 25:17	appraisal 22:12	authorized 55:11
adversely 20:10	appraisals 21:21 22:4,7,8	aware 33:16 40:1 44:2 66:16 67:20 68:7
advertise 24:3 33:9	appraise 22:3	

awful 27:9
aye 80:11,13 82:5,6

B

back 14:17 15:17,18 21:10 25:2
 28:15 35:14,15 49:14 54:12 55:18
 61:19 62:23 75:2,9 76:7 77:5,14

background 19:20

backup 76:17

bad 31:2 52:20

badly 33:3

balancing 72:7

barely 52:19

barriers 80:3

Barrington 30:5

base 15:14 20:17

based 4:18 44:5,7 58:4 67:16
 70:2 71:8

basic 60:2

basis 22:13

bat 18:10,11,14 46:19,22

beams 8:13

begin 14:10,12

begins 7:10

behalf 5:16 52:6

beings 38:10

benefits 47:19

bicycling 43:5

bid 63:21

Bids 24:3

bifurcate 81:3

big 34:10 39:9 41:7

big-level 45:20

bigger 81:4

bike 42:15,18

bill 14:5 38:18,21 39:15 40:2,4
 54:21 55:12

bit 10:22 11:14 14:19 48:6

blue 10:16 41:12

board 23:2,7 26:17,23 32:22 33:8
 49:1,14 51:22 52:6 77:17,20

board's 23:8

booklet 21:9,12

bottom 38:3 48:3 79:10

brand-spanking-new 59:21

Brandon 6:6

bridge 5:20 6:18,22 7:6,11,12,15,
 17 8:10,12,18,20,23 9:3,6,7,12,
 15,17 10:3,13 11:2,5,7 12:11,14
 13:3 14:22 19:1 24:16 25:8 27:2
 29:4 31:19 32:6,11,12 35:11,21
 36:19,22 37:3,11,13,14 38:2,3
 39:8 41:6,10 42:4 47:15,21,23
 50:13 51:10 53:4,6 57:19 58:14,
 16,17,19,23 59:2,4,13,20,23 60:9,
 13,17,18 61:7,16,17 62:7,18,21
 63:11 64:3,15,17 65:6,9 66:19,22
 67:8,13 68:2 70:14 71:10,12 72:1
 73:20 74:13,18,19,21 75:6,16,19,
 23 76:6,23 78:9 79:8 81:1,19

bridges 59:19,22 60:3 61:22
 64:22 66:13 67:11,17 68:5,13,14
 70:10,11

bring 22:18 37:8 57:21

broke 47:17

brought 30:3

brown-ish 10:10

brownish 11:23

budget 31:22 51:16 74:3

budgets 31:21 81:15

build 35:13 36:22 59:19 62:21

building 36:18 76:22

built 78:8

bump 38:2

burden 27:14

Bureau 6:2,3,9 12:6 16:2 20:22

bus 33:2 39:10

business 30:17 38:22 82:16

C

calculations 48:14

call 4:2 29:11,13 37:20 43:1 44:9,
 16 60:5 77:9 78:2 82:3

called 36:11 57:5,7

calls 45:15 50:5

cameras 45:16

canoe 37:12

capability 79:21,23

car 65:9

cards 81:13

care 31:11

carries 57:19

carrying 6:18

case 27:4 62:3

categories 67:6

category 61:6 70:4

center 10:2 32:8 41:22

Chadwick 4:6 34:19 35:16 47:13
 48:12 54:18 56:7,8 57:11 58:10,
 12 61:4 62:8 66:4 73:11,19 74:2,7
 76:12 77:1 79:2,12,15 80:12,13,
 22 81:14,22

chair 57:9 82:8

chairman 4:1,4 26:1,4,5 27:15
 31:10 32:4 34:15,18 35:17 36:7
 38:17,19 40:6 48:21 49:6 52:8
 53:2,10,15 54:12,19 55:15,22
 56:8,10 57:3 62:9 64:12 65:10,15
 66:20 70:2,8,13,18,20 71:1,5,15
 72:9 73:2,8 77:2 78:23 80:5,12,14
 81:5,20,23 82:10

Chairperson 5:11 6:15 24:14,21
 25:3

change 20:12 24:7 33:12 77:11

changed 61:17

channel 12:9,10,15,20 41:5

check 23:16 68:9

chief 27:18,19,23 28:2,12 29:7
 30:9 31:17 32:19 34:1,15 49:21

51:1
choose 50:21
chosen 32:3
chunk 74:4
citizens 16:22 27:4 28:9 34:4
clarify 52:7 54:2
clear 8:12
close 27:11 39:7 43:16 52:13
53:18 56:14 60:22 62:19 63:21,22
66:6,13,17 76:13,21 79:11
closed 13:21 32:17 43:11,19,22
44:3 45:22 59:7 60:19 62:20 72:4
75:4,6
closer 55:4
closing 33:15,17 44:10 49:18
56:15 66:19
closure 13:3,9 14:20 15:15 27:4
32:16 34:20 35:10 39:17 44:5,14
64:3,8 66:9 75:1 80:19 81:21
closures 33:1 34:23 76:17
CODDINGTON 26:14,18,21
45:3,8 46:9,17 47:8 82:7
code 29:20
collected 19:15
color 10:4,10,13
comment 47:18
comments 4:13 6:16 26:7 34:17
58:8
COMMISSIONER 34:19 35:16
47:13 48:12 54:18 56:7 58:12
61:4 62:8 66:4 73:11,19 74:2,7
76:12 77:1 79:2,12,15 80:13,22
81:14,22
COMMISSIONERS 82:6
commission 4:5,8 5:7,12 16:7
21:5,17 23:20 24:12,21 28:4
53:20 56:1 57:9,13 58:7 79:1 80:6
commission's 4:19 58:3
Commissioner 25:4,14,19 26:3
34:18 35:17,18 36:6 48:13,20
52:2 54:1,10,20 55:6,9,14 56:9
58:10 59:12,15 62:9,10 63:9,18,
20,23 64:7 66:21 67:2,22 68:13
69:10,14,21,23 73:10 75:13 78:13
79:5,18 80:2,11,16
commissioners 56:19
committee 67:14
common 25:23
commonly 19:18
community 62:12 72:13 80:18
81:10 82:14
compared 79:4
compensation 22:12,21 23:5,8
competitive 68:19
complete 15:14 18:8 22:6
completed 17:18 20:13
completion 14:15
concentrations 19:20
concern 10:3 81:20
concerned 16:22 27:3
concerns 11:1 22:18 26:7 80:21
concluded 82:16
concludes 24:14 56:12
concrete 6:18 8:13 9:18 11:4
32:7 62:5
condition 7:17 8:18,20 9:6,17
50:3 59:2,4,9 65:1
conditions 11:11 61:9
connection 53:23
Conservation 18:1
consideration 25:1 57:5
considered 17:10 19:21 49:18
consistency 4:16
constructed 8:10
construction 13:3,8 14:12,16,21
15:4,13,14 17:16 19:11 20:1,2,12
21:22 22:6 24:4,6,7 35:5 54:4,9
69:11 78:14
consultant 6:1 16:10
Consultation 18:7
contact 22:3
contained 17:4
continual 61:5
continue 17:12 58:19
contract 23:23 24:2 33:7 39:18
43:15 69:7
contractor 32:22
contractor's 43:16
control 14:18 19:13
convene 24:12
conveyance 22:19
Cool 47:5
coordinate 17:12
coordinated 16:14
coordination 17:21 18:17 19:3
coordinator 6:8
copies 21:8
copy 21:11
cord 48:3
corner 9:19 12:8,19,21,22
Corps 16:16 17:8 18:17 19:4
correct 7:14 36:5 45:1,23 54:5,6
55:7,13,21 64:5,6,11 67:1 70:7,23
71:14,18 73:1 75:5 78:17,22
correctly 66:7 71:11 72:17
corresponded 39:23
correspondence 31:17
corridor 25:18 29:5 34:11
corridors 19:18 25:13
cost 14:22 15:1,11 24:5 27:7
31:3,21 49:16,17 50:11 72:7 76:9
costs 14:3 32:18
council 4:6
counsel 57:10
count 29:1
couple 33:13 37:17 44:13
Court 23:9
covered 33:17

cracking 7:18 9:18**cranes** 74:18**critical** 59:6 62:19 66:8,18 68:14**critters** 25:7**cross** 37:22 38:1**cross-section** 11:21**Cross-talk** 45:13 53:7 58:21
68:12,21 80:1**crouch** 38:6**crowded** 36:4**cultural** 16:13**current** 24:5**cut** 27:20 29:3,4 74:10**cut-through** 29:16**cutting** 29:5 34:11 52:21**cycling** 42:22

D

Dabrio 26:12,16,20 49:4,8 51:4,
14 52:5**dais** 36:13**dark** 10:13**dashed** 41:12**data** 19:14**dates** 32:20 39:3 44:5,11**Dave** 31:16 40:14**David** 36:9,15 37:5,16,19 38:8,12**day** 8:15 39:11 41:21 44:8,17,18**days** 13:9 34:21 44:14 64:10
72:16 75:7,11**decide** 56:3**decision** 23:9 80:23**deck** 7:18 8:13 9:18 60:1 61:18,
23 62:3,5**decline** 80:7**default** 51:16**deficiencies** 9:2**deficiency** 66:19**deficient** 7:15**delay** 35:10 39:9 69:19**delayed** 29:21,22 68:16,18 69:1,
15**deliberate** 56:3**demonstrated** 7:16 9:5**Department** 4:17 5:3,17 15:22
16:9,14,18,20 17:7,12,22 18:16
19:6,15,21 21:20 22:1,13,15 23:1,
21 31:11,22 53:3,21 56:20 77:16**Department's** 5:23 16:10 19:12
24:5,15 71:12**depending** 69:18**depends** 29:23**depiction** 12:12**deprive** 34:12**describe** 20:23**description** 35:19**design** 7:5 8:4 18:6 21:19 79:4
82:8**designed** 64:23 65:9**detailed** 23:23**details** 8:5,10 49:15**deteriorate** 62:2 65:2**deteriorated** 7:17 9:6**deteriorating** 60:15,21 62:6**deterioration** 61:5 65:19,22**determination** 65:23**determine** 4:20 58:4 60:18 65:19
67:15,19**determined** 18:13 64:4**detour** 13:4,5,11,16,19 14:13
33:18 35:14 49:23 50:19 51:13**develop** 63:10 79:20**developing** 7:21**development** 63:1 64:1 73:16**difference** 13:15 27:16**difficult** 41:12 62:6 65:18**diligence** 80:17**diminished** 20:18**directed** 14:2**director** 30:13 63:1 73:16**dirt** 27:12 29:19 33:6 50:1**discuss** 22:16**discussed** 71:17**discussion** 80:14 82:2**dispute** 71:10**disrupt** 76:1 78:15**disruption** 72:11 78:19 81:10,12**disseminated** 43:20**distance** 81:6,7**district** 38:23**disturb** 32:9**Division** 18:18 19:5**doable** 27:9**document** 15:22 17:1,4**documents** 22:19 23:18 39:18
43:15 63:21 69:7**doling** 35:21**dollar** 68:23**DOT** 6:2,3,6 16:2 28:13 48:18
73:13**double** 15:12 69:16**down-post** 65:4 66:13**down-posted** 66:2**downstream** 9:14 36:19**dramatically** 51:8**drawing** 49:14**drive** 32:8**driven** 52:17**driving** 43:21 75:23**due** 9:1 80:17**duration** 13:8 72:11

dynamic 30:11 33:14

E

earlier 39:3 66:5 74:8**early** 14:13 33:10**easement** 12:9,10,20 41:5**easements** 12:5,7,15,20 20:22
41:18**easier** 42:10,11**economic** 4:15**effect** 18:13**effects** 4:15 18:9**effort** 74:15**elected** 26:8**element** 59:2 61:20**elements** 8:18 60:2**elevation** 20:17**eligible** 19:2**email** 31:18 46:10**emails** 31:6**emergencies** 51:9**emergency** 27:5 62:20 72:14,19**Emily** 6:7 7:20**enclose** 74:18**encroaches** 35:23**end** 13:14,19,23 15:17 39:19**endangered** 17:17,19**engineers** 16:16 17:9 18:18 19:4
28:20**ensure** 17:13**entire** 62:7**entitled** 21:9**entrance** 21:11**Environment** 6:2 16:2**environmental** 4:15 15:23 16:3,
9,15,17,19 17:1,8 24:1 36:1 37:2
50:12,14 77:4,8,17 78:11**equal** 68:16**equipment** 64:19 74:16**erosion** 12:15 20:4**estimate** 13:10,16 24:5 35:1
48:16 69:4**estimated** 14:4**estimates** 69:5,6**evaluated** 16:10**evaluation** 15:21 16:23**evening** 4:1 5:13,16 16:7 24:12,
19,23 26:10 49:3**event** 9:5,9 48:11**everybody's** 28:8 31:21**evidence** 4:14**exact** 29:22 48:1,7 55:1**Excuse** 73:11**executive** 4:6 57:10**existing** 8:10,11 10:22 12:3 15:8
19:1 32:6 36:20,21 41:13 47:21
48:5 57:22 60:17 62:3 76:8**expansions** 47:19**expansive** 9:14**expected** 14:16 19:7 20:6,11
47:4**expecting** 48:10 50:20**expense** 78:6**expensive** 31:20 55:19**experience** 48:14**expert** 70:3**explain** 8:4 11:13 13:7**explaining** 28:14**extends** 7:12 72:20**extent** 17:14 77:23**extra** 73:17

F

fact 43:10**factor** 20:8 27:7 64:21**fail** 23:1 63:11**failed** 62:18**failing** 62:19**fails** 81:2**failure** 64:4 75:16**fair** 22:4**fairness** 53:3**fall** 14:15 24:3**familiar** 58:15**fatality** 29:12**favor** 24:21 82:4,12,14**Fawn** 28:2 49:15**feasible** 54:3 71:3**February** 7:2 56:12**federal** 16:15 67:7 73:21,22 77:7**federally** 17:20 18:9 47:2**fee** 22:2**feel** 28:9 65:4**feeling** 81:5**feet** 7:10,13 11:2 37:18 42:15,19,
20 47:23 48:4 58:2**fellow** 53:20**field** 44:21**filed** 23:1**final** 18:5**finalization** 23:22**finalize** 63:17,18**finalized** 22:11 24:8**finally** 61:14**financial** 31:1**find** 24:21 49:14**finding** 14:8 24:13 57:6 82:18**finds** 21:17 23:20**fine** 58:22**fire** 27:2 29:7 50:3

firetrucks 64:18
Fiscal 6:22
fish 16:17,20 17:22 18:7 25:11 37:10
fisherman 37:21
fishermen 38:13,14 78:16
fix 62:6
fixed 61:20
fixing 62:7
flaggers 35:8
flood 20:17
flooding 47:20
floodplain 17:11 20:15,17 77:13
floods 41:21
floor 5:6 6:15
flow 79:13,16,23
flowage 48:16
Fogg 52:10 53:8,12
folks 30:19 62:12 75:15
follow 30:21 73:22 74:7 75:13
forget 39:21
formal 24:15
forward 4:20 7:5 49:6 58:6
Foster 36:9,15 37:5,16,19 38:8, 12
foundations 74:12
frame 14:20 29:2 32:19
framing 11:4
frankly 29:5
Freeman 29:14 33:21 49:8
friends 37:10
full 14:16
fully 38:5 76:21
function 41:9
Fund 78:3
funded 14:4,6 69:3,9 73:21 74:1

funding 6:22 24:8 55:5 62:14,23 67:4,6,8,12 68:11
funds 14:6 24:9 62:17,20 63:2 67:7 69:2 73:22 77:7
future 12:14,17 71:13

G

Game 16:20 17:22 25:11
gas 55:2 63:4
gather 4:13
gathered 17:1
gentlemen 5:13 16:8 21:6 82:1
girders 61:19 62:1,4
give 33:13 45:23 46:11 49:15 66:14
GM2 6:1,6 16:10 53:22
GMC 52:18
goals 4:16
God 27:9
good 4:1 5:13 16:7 40:9 42:1 46:13,14 56:7,8,9,10,11 67:11
Google 43:20
governor 4:5 57:10
GPS 30:21 43:10,11
grade 10:21 37:7 41:15
Granite 43:2
gravel 29:19 50:1
gray 10:9
great 27:13 45:5 50:2
greatly 35:23
green 10:15 11:7 12:1 60:6
group 43:5,17
groups 42:23 60:9 67:12
guess 38:13 41:20 49:10,13 71:19 74:22 79:1
guys 43:12

H

habitat 25:13
half 15:1,7,10 31:20
Hall 29:14 33:21 49:9
Hampshire 5:16 6:2,3,5 16:2,18, 19 17:7 23:2 25:11 43:18 47:3 57:22 78:2
hand 82:15
handle 60:23 64:23 65:3,6
handy 61:8
happen 21:18 28:14,19 71:1,2
happened 61:15 64:4
happening 39:2
hard 28:6
Hasbrook 40:2
head 38:3 70:16
hear 4:14 5:1 25:9 56:19
heard 26:9,13 40:12 62:13 71:8,9 75:15
hearing 4:2,9,13,23 5:8,18 6:10 10:18 21:16 23:13 26:6 56:14,23 63:17 70:4 76:13
hearings 6:7
heavily 29:3
heavy 64:19
height 40:17
held 4:9 57:14
helps 41:8
Herman 38:17
high 40:15
higher 13:17 37:14 40:14,15,19 48:5 79:18
highly 75:17
highway 9:15 30:13
Hill 52:11,20
hired 22:2
historic 7:23 18:16,22 19:3,7

historical 18:18,20 19:5**hold** 66:12**home** 49:7**hop** 68:16**hope** 30:16 64:13**hoping** 25:16 46:3**horizontal** 11:8**hour** 39:10 76:17**huge** 30:12**human** 38:10**Humans** 26:1**hydraulic** 9:3 10:23 42:6 48:7
79:22**hydraulically** 79:15**Hydrocarbons** 19:19

I

ideally 25:22**identifies** 43:10**identify** 49:7**impact** 15:1 18:3 31:23 39:9
49:16,17 58:17 64:16 72:17,19
77:4 80:17 81:4**impacted** 21:13,21 33:3**impactful** 72:13**impacting** 81:17**impacts** 7:23 15:23 16:12 17:5,
14 18:19 20:9,14 32:1,18 36:1
37:3,4 50:12,14 71:21,22 72:6
76:10 77:11,22 78:4,6**important** 29:15 34:8**improve** 51:20 57:23**improved** 38:14**Improvement** 6:21**improvements** 50:7 57:23**inability** 9:8**inaudible** 26:2,13 52:7 54:2,19
62:21 69:13 74:5,14 75:8,21
76:15 79:16 80:3,10,18,20,21

81:1,17,19

include 18:22 47:4 58:1**includes** 7:18 23:22 72:14,15**including** 16:16 23:15**inclusion** 9:7**incorporated** 18:5**increase** 20:9 51:7 54:4,7 55:2
62:17**increased** 47:16 48:8**individuals** 4:21 36:8 49:2**industry** 22:2**information** 4:18 6:12 16:23
17:4 19:16 21:15 28:16 42:17
43:18,19 45:19,23 56:3 58:5
66:11 70:17**input** 7:4 16:20**inspect** 60:10,16**inspected** 59:22 61:3 65:20
70:11,14**inspecting** 70:8**inspection** 59:23 60:9 61:7,11
66:15 71:2**inspectors** 65:21 66:11**integrity** 32:6**intended** 82:10**intent** 45:2**intermittently** 34:23**intersection** 7:8,9**introduce** 5:4,22**Invasive** 19:9,13**investigated** 36:23 37:2**involve** 20:21**involves** 71:17**isolated** 41:22**issue** 40:1 82:15**issues** 23:7 31:12 56:5

J

jack 6:18 7:15 8:13**January** 7:3**Jason** 5:2,9,10,14 8:8,13 15:19,
20 16:6 20:20 21:4 23:12 28:4
31:5,14 32:5,21 34:16 35:3 36:5
37:1 39:13,16 40:3 41:1,5 43:13
44:7,20 45:1,5,10,14 46:5,10,15
47:8,14 50:10 51:11 54:23 55:8,
13,21 59:18 61:7 62:22 63:15,19,
22 64:6,11,22 65:12,14,18 66:10
67:1,5 68:4,22 69:13,18,22 70:7,
10,15,19,23 71:4,14,19 73:1,6,15,
20 74:6 75:22 78:22**jeopardize** 62:14**jeopardized** 68:18**job** 40:9 76:10**jurisdiction** 17:6**Justin** 52:10 53:8,12

K

keeping 72:1**kind** 28:5,7 29:4 42:4 81:13**kindly** 51:14**Kleiner** 6:5**knowing** 28:15 45:12 81:15

L

ladies 5:12 16:8 21:5**laid** 32:6**Land** 23:2**lane** 76:19**lanes** 10:1,8**language** 39:17**large** 49:23**larger** 10:18 25:19 40:21**lasts** 64:17**late** 33:9

latest 61:11	loads 60:11,23 64:23 65:1,7	manager 5:3,9,14 31:16
layout 8:6 21:18 23:20 24:22	local 33:22 50:23	manual 19:13 20:4
lead 63:10 64:2	locals 50:21	map 13:11
leaking 7:18	located 7:6	mapping 25:12
Lee 30:5	locations 12:17 14:14	March 4:4
left 4:7 57:11 65:17	logs 76:3	market 22:5
legal 60:11,23 64:23 65:1,7	Loiselle 6:6	Martin 6:1 11:16,19 16:1,6 25:10, 15,21 26:2 46:21 47:1 77:6
legend 10:4	long 54:8 59:13 64:17 72:20	masonry 15:6
legislator 68:7	long-eared 18:10,14 46:22,23	matter 23:1
legislature 73:14	long-term 58:18	maximum 77:23
lend 35:20	longer 39:12 57:21 61:20 63:4 64:3	meaningful 20:7
length 13:5 54:2	longitudinal 11:5	means 4:13 75:5
letter 66:18	looked 32:2	measures 18:2
level 34:22 78:19	loop 13:16	meeting 5:18 23:14 25:2 28:6,13 36:10 39:23 49:11 56:22 57:1,4,5, 7,13,17 82:16,19
levels 19:20 20:12 78:5	lose 32:10	meetings 7:4 77:15,19
Levins 5:23 8:3,8 11:18,20 37:15,17 38:4,9 40:18 42:6,11,18 46:8 47:21 48:17 54:6,11 58:22 59:14,17 65:13 66:8 76:16 79:7, 14,17 80:4	lot 28:15 30:23 31:3 38:15 39:5 42:21,22 48:9 67:7 74:22	member 47:14 51:22
life 28:10 30:6,9 64:20 65:17	love 45:6 72:2 81:11	members 4:8 5:12 6:5 16:7 21:5 53:20 56:2 57:13 82:12
lifeline 52:21	low 48:3	memory 66:22
light 10:15 11:7 12:1	lower 14:22 65:5 67:18 68:17	mention 21:7 66:4
limit 7:22	Lucas 36:17	mentioned 8:14 9:2 11:3 25:6 32:23 33:20 34:20 41:8 49:22 54:21 74:22 77:12
limited 19:22,23 63:6 68:11 71:6	<hr/> M <hr/>	Merkt 4:1,4 5:11 6:15 24:14,21 25:3 26:1,5 27:15 31:10 32:4 34:15,18 35:17 36:7 38:17,19 40:6 48:21 49:6 52:8 53:2,10,15 54:12,19 55:15,22 56:8,10,11 57:3,8 62:9 64:12 65:10,15 66:20 70:2,8,13,18,20 71:1,5,15 72:9 73:2,8 77:2 78:23 80:5,12,14 81:5,20,23 82:10
limits 8:2 11:6	made 23:16 38:9,10 40:1	message 33:14
lined 81:16	magic 44:21	metals 19:19
lines 41:11,14	main 15:15 79:20	method 71:16
links 23:17	maintaining 36:20	microphone 36:12
list 6:23 8:16,17,22 9:8 17:17 57:18 58:23 59:13 60:6,9 61:1,9, 15,21 66:23 67:13,20 68:9,20	maintenance 12:17 13:1 51:18 67:9	middle 76:1
listed 17:18,20 18:9 47:2	major 29:6 47:20	miles 7:7,9 13:6,12 36:16
Listing 59:19	make 4:22 31:2 33:16 36:14 39:1 44:2,16 50:7,8 52:16,19 60:11 65:2,23 66:18	
live 30:20 34:4 36:15 40:10	making 32:14 53:4 64:9	
lives 52:14,15	managed 19:10	
load 65:3	management 19:12,22,23 20:2 45:8 47:10 67:14	
loading 65:9		

miles' 13:15
million 14:4 24:6 55:7,10,17
 68:23
minimal 64:8 72:17
minimize 32:1,17,18 33:22 37:4
 71:20 72:1,3,5,6
minimized 17:14
minimizing 71:23 77:22
minutes 6:14
mitigation 17:15 78:3
mix 20:8
moment 48:22 73:4
money 28:19 31:3 54:22 55:1,4,
 11,16,20 63:6 72:22 73:2,4,5,7,
 12,17
months 33:8 60:10 61:3 65:20
 70:9,12
Mother's 41:21
motion 80:6,9 82:8
motor 29:12
move 23:21 36:7
moving 7:5
mud 33:5
multiple 77:19
murder 40:7
mutual 30:4

N

National 16:8 18:15 19:2
nationwide 19:16
native 25:22
natural 8:1 11:17 15:2 16:12
 77:14 79:10
nature 64:16 68:19
Navy 46:13
necessarily 67:5
necessity 14:9 21:17 24:13,22
 56:4 57:6 82:9,18

needed 22:5 23:23 27:22 73:17
negative-\$25,000 51:18
negotiating 12:6
negotiations 22:7,14,23
NEPA 77:9
NH 5:20 6:19 7:6,8,10 17:22
 18:18 19:5 20:4 57:19
NHDOT 5:8 8:3 12:16 20:22 58:9
nice 27:1,10
night 28:7
noise 20:9,12
nominal 20:16
normal 11:11
north 5:21 6:19 7:7,11 9:1,11
 24:17 29:10 57:20
Northeast 12:22
northerly 7:12
northern 18:10,13 46:20,21
northwest 12:19
Northwood 30:5 36:16
notch 70:5
noted 4:11
notice 33:14
noticeable 20:11
Nottingham 4:2 5:20 7:7 24:17
 28:3 29:9,15 33:6 40:11 57:17
 58:8

November 7:3
number 4:3 6:23 28:10 49:19
 57:18
numbers 48:1,7 67:18

O

objectives 4:16
obvious 72:10
occupancy 47:3
occupy 18:12

occur 18:1,4,11 81:23
occurred 75:20
occurrences 25:16
October 14:11
offer 22:12,19 49:3
offered 28:16
Office 45:9
officer 28:21 29:23
officials 7:2 16:21 26:8 49:1
offline 35:15
One-hundred 42:1
one-lane 75:1
one-way 35:5,6,13
ongoing 17:22
open 5:6 6:15 26:5 28:17 32:15
 36:10,22 72:2
opening 9:4 47:22,23 48:7 79:7,
 8
operation 76:22
operations 47:11
opinions 56:18
opportunity 22:17 23:4 81:9
opposed 82:11,13
option 14:23 15:15
options 71:6
orange 10:11
order 4:3 50:8 57:7 58:23
outdoors 78:17
outside-of-school 44:15
overrun 48:15
overtopping 48:10
owner 22:3,15,19,22,23 23:3
owners 12:7 21:13 22:17
ownership 22:20

P

p.m. 4:3 56:15 57:2,8 82:17,20

parcel 12:23
part 15:21 25:9 34:17 41:22
 45:21 62:5 74:3 78:20
part's 67:15
party 23:8
pass 9:4,8 42:7 48:9
passionate 30:8
path 11:9 35:13 40:19 42:16,18
Paul 4:11 26:14,18,21 45:3,8
 46:9,17 47:8 82:7
paused 35:10
paying 78:3
people 5:5 39:8 44:2 46:1 51:2,3
people's 52:14,15
perceived 53:13
percent 24:9 63:3,13
period 36:2 49:19 54:4,9 64:3
 72:20 78:17 80:20
periods 75:6
permanent 12:15 36:19
permit 77:18
permits 17:16
permitting 24:1 78:11
perpendicular 76:3
person 38:5
perspective 32:11
Pfaff 4:7 25:4,14,19 26:3 35:17,
 18 36:6 48:13,20 52:2 54:1,10,20
 55:6,9,14 56:9,10 57:12 59:12,15
 62:10 63:9,18,20,23 64:7 66:21
 67:2,22 68:13 69:10,14,21,23
 75:13 78:13 79:5,18 80:2,11,16
phase 15:4 32:9 54:13 75:23
 76:5
phased 35:5
phasing 32:13
phone 44:16
photo 9:19
photos 9:10,13,16
picking 55:16
picture 10:18 41:15 45:20
piece 31:4
pile 58:20
piles 7:19
piling 9:22
pilings 74:10,20
pillings 74:12
place 33:18 39:19 41:10 78:12
places 19:3
plan 6:21 8:4 10:4 19:22 23:14
 63:11
planned 19:23
planning 4:17 69:10
plans 10:19 21:23 23:23 24:7
 63:13,18
Plant 19:13
plants 19:9
pleasure 5:15
point 10:12 13:12 53:2,19 55:16
 56:21 60:21 66:2 67:12 70:20
 82:2
pointed 60:14
pointing 41:3
points 10:12 81:7,8
poles 45:16
police 27:2 28:2,12,21 30:9 50:4
 51:1
policy 16:9 50:17
Polycyclic 19:19
Pond 36:17
pool 55:10
poor 8:19
population 29:6 30:16 34:12
portion 9:19 49:23 53:18 59:1
possibly 36:18
posted 23:16
posting 23:14
potential 18:3,9,21 47:20 58:17
 75:16 81:1
potentially 51:5
poured 32:7
practicable 7:22
practical 77:23
practices 19:12 20:3
predict 59:8
predicted 18:12 47:3
predicts 25:12
preferred 5:19 7:21
preliminary 69:5,6
prepared 17:2 22:20 24:11
preparing 21:20
present 5:18 6:8 8:5 17:20 19:9
 37:12 49:2
presentation 6:13,14 15:18
 24:15 54:16
presentations 5:1,6
presented 21:16 24:23
presenters 5:23
presenting 6:12,17
preservation 18:16 67:10
press 33:15
presuming 65:16
pretty 54:15 63:20 79:11 80:23
prevent 20:4
previous 48:15 67:2
Priest 29:18 30:22 33:21 49:22
 50:22
primarily 29:19
prior 17:16 22:6
prioritize 67:16
priority 6:23 8:22 17:10 59:11
 67:13 68:17 77:12
private 7:23 12:3 15:2 22:2

problematic 70:5**problems** 28:20**procedures** 21:7**proceed** 21:19 56:21**process** 14:10 20:23 44:1**product** 69:1**professional** 70:6**profile** 10:20 11:5 37:7**program** 67:10**project** 4:2,20 5:3,4,9,14,15 6:4, 12,17,20 7:1,10,14,16 8:2 14:7,11 15:21 16:4,11 17:5,9,21 18:1,2,4, 10,12,20,21 19:8,9 20:1,6,11,14, 15,18,21 21:2,7,14,20 24:8,22 31:16 36:1 47:4 53:23 55:9 56:4 57:6,18 58:5 62:15 63:1 68:15,23 72:20,23 73:16 77:10 78:7,8,14 80:8 81:9 82:9,12,15**project's** 4:14 18:5,8**projects** 21:9 55:5 69:3,8 74:4 77:20**properties** 8:1 12:4 19:7 21:21**property** 7:23 12:7 15:2 21:10,13 22:4,5,15,18,22 24:1**proposal** 23:19 64:9**proposed** 4:21 8:6 10:8,13,21 15:3,23 16:11 17:5 19:8 21:13,17, 22 24:16 47:23 57:17 58:6 80:8**protect** 12:14 20:5 27:4**protected** 17:23 18:3**protection** 16:18 41:9**provide** 16:3 56:17 57:21**provided** 4:19 17:15 22:21 58:5**public** 4:14 5:18 7:1,2 21:9 23:13,17 26:8 28:6 33:16 53:16 57:1 60:12**published** 68:4**pull** 76:4,6**pulling** 76:10**purchase** 23:23**purpose** 7:14 8:23**pursuant** 16:8 18:15 57:14**push** 69:20,21**pushed** 69:16**put** 25:11 27:2,14 30:23 33:15,17, 21 39:17 41:6 43:17 44:11 50:12, 22 61:18 75:17 76:7**puts** 61:11**putting** 52:14

Q

Q100 9:4,9 42:7 48:11**quadrants** 41:2**quality** 20:5,10**question** 25:5 37:6 41:20 47:13 49:11,21 50:11 58:13 63:8 71:15 72:12,22 74:8 75:9 79:2**question-and-answer** 54:17**questions** 6:16 22:17 24:11 26:7 31:12 40:12 53:21 54:14 56:5 58:7 64:13 73:8 77:21 78:23**quick** 25:4 28:13**quicker** 30:7 48:9

R

rail 10:3**railings** 9:23**rails** 11:3**raise** 41:14**raised** 31:13 48:2**raising** 10:21 37:9**range** 67:18**rapidly** 62:21**rare** 25:15,17**rate** 60:3**rated** 59:20 65:10**rating** 8:18,21 59:3,5,10 61:19**ratings** 61:16**Ray** 4:6 57:11**reach** 43:17**ready** 24:2 43:16 44:8,17 63:14**real** 41:7 71:15**reason** 12:13 14:19 15:15 31:18 44:12 65:3**reasons** 28:19 32:3 50:15**Rebecca** 6:1 11:13,16,19 16:1,5, 6 20:20 25:10,15,21 26:2 46:19, 21 47:1 77:6**recall** 45:11**received** 7:4 14:9**recommend** 34:3**reconstruction** 58:3**record** 6:16 26:15 34:2 36:14 52:12 53:1,8,14 82:7,13**recorded** 57:16**recording** 4:12**records** 48:17**recreation** 78:19**recreational** 78:16 80:20**red** 6:23 8:16,17 9:8 10:13 53:6 57:18 58:14,17,23 59:13,18 60:7, 9 61:1,15,21 66:23 67:20 68:19**Red-listed** 68:2,5,13 70:10,11**reduce** 18:3**reducing** 77:22**reevaluation** 77:10**refine** 69:6**refined** 69:7**reflect** 22:4**refresh** 66:21**regard** 41:21**Register** 19:3**regular** 39:14,15 65:8**rehab** 67:8**rehabilitation** 67:9**reiterate** 29:8**releases** 33:15

Relocation 4:10 57:15**rely** 30:3**remind** 63:7**remove** 32:13 71:7**repair** 27:13**repairs** 12:17**replace** 6:18 8:23 57:18 61:18
62:2**replaced** 71:11,13**replacement** 5:19 24:16 53:4**report** 66:15**reports** 61:4,8**represents** 10:7**request** 24:20 31:7 51:15**requested** 62:12**requesting** 77:18**requests** 4:22**require** 17:5 35:12**required** 12:4,10,18 14:6 24:10
34:23 73:3**requirements** 12:22**requiring** 67:21**research** 49:12**resident** 30:10 51:22**Resource** 17:10 77:12**resources** 8:1 11:16,17 15:2
16:13 18:19,20,22 19:5 77:15**respectfully** 24:20**respond** 29:7 31:12,14 50:4**response** 27:15 29:17,20 51:6,9**responsibility** 4:19 58:4**result** 20:6,16**Reuse** 19:22,23**review** 17:17 77:8 78:11**reviewed** 7:1 18:21 22:7,11**reviewing** 21:15**revisit** 69:20**Richard** 4:4 57:8**right-of-way** 6:4,9 12:3,5 14:10
20:23 21:1,6 22:14 23:21 40:21
41:13,17**rights** 22:5 24:1**riprap** 11:6 12:11 41:7 79:8**rise** 20:16**rises** 79:22**river** 5:21 6:19 7:11 9:1 10:17
24:17 37:10 57:20 58:20 78:20**road** 10:22 13:21 14:20 15:15
27:3,11,12,14 28:17 29:3,14,15,
18 30:22,23 31:2 32:9,17 33:1,6,
21 34:3,5,20,22 36:17,22 37:9,23
38:1,23 39:7 40:11 42:13 43:11,
16,19,22 44:2,10 48:10,19 49:9,
19,22 50:7,22 51:6,9,18,20 52:13,
19 57:23 62:18 76:1,4,7,8,14,21
80:19**road's** 33:15,16 45:22**roads** 33:23 36:3 50:16,17 51:12
52:17,20**roadside** 19:17**roadway** 8:14 10:8,21 11:21
28:22 29:19 30:14 42:1 58:2**roadwork** 6:20**role** 45:4**Ron** 6:5**room** 21:10 34:6**route** 9:11 13:4,6,13,14,18 14:2
29:4,10 30:18 46:8 50:19 51:13
57:19**routes** 33:2**Roy** 38:18,21 39:15 40:2,4**RSA** 4:9 57:14**rubble** 58:20**rules** 73:22**ruling** 23:7**run** 76:3**rusted** 9:21**rusting** 7:19

S

safe 60:11,16**safety** 10:3 15:8 27:2,3 28:10
29:7 30:6,10 32:14 45:8 53:5
74:17 80:21**satisfaction** 56:6**satisfy** 77:21**SB** 63:3 67:6**schedule** 32:23 33:11**schedules** 33:11**school** 33:2,3 38:22 39:9,14,15,
19,20**schools** 72:15,18**schooltime** 39:2**Scott** 31:16**scour** 12:14 41:9**screen** 9:20 10:6 41:3**Seacoast** 43:6**season** 13:9 14:16 33:5 69:11
78:15**seasons** 15:13 54:10,11**section** 11:2,5,22 18:15 28:22
48:23 51:20 59:1 60:17**sections** 65:2 81:3**secured** 17:16**seek** 62:11**segment** 29:6**Select** 26:16,17 51:22 52:6**selected** 13:2 15:16 18:2**selecting** 14:19**Selectman** 26:23 49:11 52:3**Senate** 14:5 54:21 55:11**send** 13:22 66:14,18 68:6**separately** 22:8,16**series** 74:3**serve** 26:17

service 16:17 18:8 29:12,13	signs 30:15 33:14,17 50:22 19:13 25:16,17,23 47:2	
services 16:19 17:8 72:14,19 77:17	similar 12:22 42:4	specific 54:14
serving 58:19	single 80:19	speeds 13:18
session 54:17	sir 36:9 38:19 46:16	splitting 35:21
set 35:7 51:16 75:4 76:22	sit 51:2	spot 11:8
Severance 40:8,9,10,20 41:4,19 42:9,12,20 44:4,19,22 46:2,6,12, 18,23 47:5,12	site 9:10	spring 14:11,13
shape 67:11	sites 19:1	stability 15:8 58:18
sheet 9:21	situation 38:14	staff 22:1 51:1
sheeting 32:8	Skip 40:8,9,10,20 41:4,19 42:9, 12,20 44:4,19,22 46:2,6,12,18,23 47:5,12	Stage 38:23 40:11
sheetings 60:14	slide 10:6 13:7	stand 38:5
sheets 75:23	slides 14:17	standpoint 74:17
shelf 25:18 37:21,22 38:15	slips 70:5	start 8:9 44:1 58:11 81:17
shift 76:19	slope 10:15 12:1,2,9,20 41:11,14	starting 22:6
short- 58:18	slopes 41:15	state 6:23 14:6 16:15 17:18 18:11 22:21 24:9 36:13 38:20 43:2 46:8 50:1,6,16,19 51:11,12,19 59:22 64:5 68:14 70:11 73:21,23
short-staffed 30:2,4	small 9:4	State's 6:20 9:8
short-term 76:17	Smith 6:3 20:22 21:4	statement 36:14
shorten 64:20	snake 17:23	Statewide 19:14
shorter 72:10 81:6	social 4:15	statistics 28:23
shortest 81:7	socioeconomic 16:13	status 59:16
shoulder 10:9 42:13	soils 19:17,21,22 20:1	stay 41:10 69:1
shoulders 10:1,11 12:1	sold 53:18	steel 8:12 9:21 10:3 60:14 61:18, 23 62:1,4
show 9:20 10:5 56:17 61:5 82:13	sooner 81:8	steps 14:8
showing 11:6 12:1	sort 60:6,7 61:13 76:4	Steve 26:22,23 27:17,21 28:1 52:4
shown 10:5,16,19 11:4 12:11,12	sought 16:21	Stevens 52:11,20
shows 10:10 42:7 61:10	sounds 35:22,23 49:17 79:21	stone 12:12,13 15:6 32:7 41:7
shutting 34:3	south 7:9,11 9:11	stone-laid 76:2
sic 58:14	Southeast 12:21	stones 32:10
side 10:1 29:11 34:5 35:8 37:23 41:23 48:4 50:13 51:10 74:11 76:7,20	southwest 12:8	stop 48:21 60:7
sides 40:16 41:6 76:11	spalling 9:18	stoplight 60:8
sign 60:7	span 8:12 47:15,22 57:21	stopping 76:19
signed 13:19 49:1	speak 26:22 36:11 49:5 51:21 53:17	storm 9:9 42:1,7 48:15
significantly 29:21 48:8	SPEAKER 80:10	storms 47:20
	speaking 5:5 52:6 53:13	
	species 17:17,19,20,23 18:4	

stormwater 20:4 79:16	talking 46:20 51:4	31:19 32:23 37:15,17 38:4,9
stream 17:6 79:10	tax 23:2 55:2 63:4	40:18 41:8 42:6,11,18 46:8 47:21
streambed 79:3,9	team 6:4,8 8:4 28:5 47:14	48:17 54:6,11 58:22 59:14,17
streams 78:4	teams 59:23 60:10	60:14 65:13 66:8 76:16 79:7,14, 17 80:4
street 79:20	tear 30:23	Tom's 59:18
stretch 50:7	telling 29:17	tomorrow 44:10
structural 9:1 28:20 32:5	temporary 12:9 14:22 27:1	tonight 5:2,5 6:8,17 17:2 21:8,23
structurally 7:15	31:18 35:11,14 50:12 74:13,19	24:13 40:12 43:3 62:13 71:17
structure 11:7 15:8 35:20 36:21	75:17 76:5,10,22 78:9	tonight's 5:17,22 23:14
42:8 48:3 57:22 59:9	ten 75:12	tonnage 65:5
structures 18:23	tend 64:20	tool 25:12
students 39:5,10	Terence 4:7 57:12	top 61:12 66:23 67:22 70:15 78:1
stuff 25:8 35:7 45:15 78:17	terms 71:6	total 13:5,12 75:20
substructure 8:20 9:3,7,22 15:5,	Terry 4:7	totally 58:15
7 59:4 60:1 62:4 65:12	testimony 21:16 23:15 26:6	town 5:20 14:6 16:21 24:9,17
succinct 6:11	34:17 48:22,23 49:3 53:18 54:13	27:14 30:1,10,20 31:1 34:10 39:6
sufficient 82:2	71:9	41:22 46:3 50:16,17 51:12,16,21, 23 52:21 58:8 64:2 66:14
suggestions 4:22	there'd 78:6	tractor-trailer 65:8
summary 16:3 17:3	thing 12:21 30:7 38:18 42:5 43:7	trade-offs 71:18,19
summer 14:13 33:3 36:3 39:4	55:18 75:3 79:21 81:14	traffic 13:1,4,21 14:18 20:7 27:13
42:22	things 21:18 29:16 72:10 81:16	32:9 33:22,23 35:5,9 36:20 44:23
summertime 33:2,5 44:15	thought 50:23 66:5	45:19 47:10 50:23 51:8 64:15,16 65:7 76:18
sunset 63:5	thoughts 31:9	traffic's 45:18
superintendent 39:22	threatened 17:19	transcript 23:15
Superior 23:9	Thursday 4:3	transfer 69:2
superstructure 60:1 62:1	ticket 51:3	transferred 22:20
support 23:19	Tim 26:12,16,20 49:4,8 51:4,14	transportation 4:10,18 5:4,17
supporting 9:22	52:5	6:21 19:15,18 45:7 53:22 57:15
supports 62:4	timber 76:3	Transportations 19:6
Surface 4:10 57:15	time 13:9,16 14:20 15:7,10 16:1	travel 9:23 10:1,7,8 11:23
surrounding 16:12	24:18,20 27:16 28:8 29:1,17,20,	traveled 29:3
systems 47:10	22 32:17,19 34:8 37:12 42:10	traveling 50:4 60:12
	49:19 56:17 59:8,21 60:4,22	traverse 11:12
	63:10 64:2,8 69:4 72:3,21 75:1,3	Tremblay 5:2,9,10,14 15:20
	76:18 78:10	20:20 23:12 31:14 32:5,21 34:16
	timed 72:17	35:3 36:5 37:1 39:13,16 40:3
	timeline 62:18	41:1,5 43:13 44:7,20 45:1,5,10,14
	times 15:1 31:20	46:5,10,15 50:10 51:11 54:23
	today 45:21	55:8,13,21 59:18 61:7 62:22
	Tom 5:23 8:3,7,8 11:18,20 15:20	
<hr/> T <hr/>		
taking 15:9		
talk 14:18 25:6 63:1 73:15		
talked 39:22		

63:15,19,22 64:6,11,22 65:12,14,
18 66:10 67:1,5 68:4,22 69:13,18,
22 70:7,10,15,19,23 71:4,14,19
73:1,6,15,20 74:6 75:22 78:22

trucks 50:3

TSMO 43:17 45:3 46:9 47:10

turn 5:8 15:17,18 25:2 27:17

turtles 17:23

TV 8:5

twelve 61:2 75:12

two-year 54:7,8

type 11:14 15:5 32:12 77:8

typical 32:12

typically 33:1,4,7,13 61:22 66:12

U

U.S. 16:16 18:7,17 19:4

ultimately 60:20

unanswered 56:5

uncovered 33:19

underlying 35:20

underneath 38:2,10 48:1 76:3

underpinnings 75:18

underside 37:13,14

understand 23:5 28:21 30:11,15
31:21 47:15 55:15 66:6 71:11
74:9,14

understanding 28:18 46:16
64:7 71:22

understood 62:22 70:19

undertaken 4:17

Uniform 4:10 57:15

unplanned 81:21

unsatisfied 23:10

upgrade 50:17 51:12

upstream 9:13 36:19

USN 46:17

utilize 48:14

utilized 20:3

V

valuable 56:18,20

values 20:17

variables 71:21

variation 14:21

vehicle 20:8 29:1,12

vehicles 8:15 50:4,9,20 51:5

view 71:12

viewpoint 70:6

views 37:7

virtues 72:16

visit 22:15

volume 20:7 64:14 68:1

vote 80:15 82:3

voted 82:14,15

voting 82:12

W

wait 44:13

walk 37:22 38:6 40:16

walking 38:10

walks 25:13

wall 64:14

wanted 51:2 53:11

warnings 44:6

warrants 66:9

wash 42:5

water 11:11 20:5 41:23 47:17
48:8,18

ways 42:23

Waze 43:20

wear 30:23

weather 44:13

website 23:17

weeks' 33:13

Welch 26:22,23 27:17,21 52:4

west 29:11

western 13:14

wetland 17:13 31:23 72:5 76:9
77:11 78:5

wetlands 9:14 17:6,9,11 32:1
77:13 78:4

whatnot 33:4

Wheelers 43:2

wherefore 57:1

wholeheartedly 30:8

wide 11:10

widened 8:11

widening 58:2

wider 43:8 79:3,19

width 8:14 42:15

wildlife 11:9,11 16:17 18:8 25:7,
12 37:21 40:18

William 38:17

wind 75:11

window 44:15

wishes 36:11 53:16

witnesses 52:9

Woodman 27:19,23 28:2 31:17
32:19 34:1 51:1

word 43:4 71:20

words 64:17 68:17

work 10:15 12:2,5 15:10 42:3
46:13 60:13 67:16,21 74:16,23
81:16

worked 67:15

working 67:19 69:8

world 43:11

worse 8:19 59:3

wrote 15:12

Y

year 6:22 14:12 33:10 39:14,15
42:1 51:17 66:23 68:6 69:17 71:2

years 18:23 54:4 55:3,4 59:16,22
61:2,10 81:18

yellow 10:7,10,20 11:22,23 60:6,
7

Z

Zoom 28:13