

PUBLIC INFORMATIONAL MEETING MINUTES

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Post Office Box 440 • 2605 White Mountain Highway • North Conway, NH 03860

Date:	October 27, 2015	Time:	7:00PM – 10:00PM	Project #:	2014-052
Project Description:	Center Harbor – New Hampton Waukegan Road Bridge #080/040 over the Lake Waukegan Inlet (Snake River)			NHDOT #:	24579 X-A002(923)
Meeting Location:	New Hampton Public Safety Building				
Prepared by:	Christopher R. Fournier, PE				<i>Page 1 of 2</i>

Attended By:

- Harry Viens – Center Harbor Select Board Member
- Neil Irvine, Nathaniel Sawyer, Jr., Kenneth Mertz – New Hampton Select Board
- Barbara Lucas – New Hampton Town Administrator
- Executive Councilor Joe Kenney
- Bob Landry, PE, Ron Crickard, PE, Kevin Daigle, Bill Cass – NHDOT
- Chris Fournier, PE – HEB Engineers, Inc.
- Approximately 70 members of the public in attendance

Purpose of Meeting:

- Introduce Town Officials, residents, and interested parties of Center Harbor and New Hampton to the efforts recently undertaken by NHDOT to address the redlisted Mosquito Bridge.

Items discussed:

- The New Hampton Select Board opened the meeting
- Bob Landry (NHDOT) began the presentation portion of the meeting. Bob followed a presentation previously provided on the New Hampshire Department of Transportation website.
- Bob reviewed the agenda for the presentation including an introduction of the project team.
- Kevin Daigle (NHDOT) reviewed the existing conditions including several aerial photographs and inspection photos. The bridge information was also reviewed.
- Ron Crickard (NHDOT) reviewed the cultural and natural resource review processes and outlined the method to become involved in these federally mandated processes as a Consulting Party.
- Bob Landry (NHDOT) continued the presentation by reviewing the alternatives to address the redlisted bridge including: no-build, rehabilitate, and replacement.
- Bob discussed several traffic control methods and their effect on the construction timeline and overall construction cost.
- Bob reviewed the project's next steps, first of which is a second public information meeting, likely in the spring of 2016. The project could be ready to advertise for construction in 2018, however, it is currently planned for FY 2021.
- Lastly, Bob requested input from all interested/affected parties to assist in the development of the solution to address the redlisted bridge.
- Harry Viens (CH) stated, "We love our little bridge." He noted the rural nature, clean lake, conservation land, and prime wetlands. He wished to avoid any environmental damage and voiced his support of repairing the bridge.
- Neil Irvine (NH) read a letter from Representative Fraser into the record (enclosed).

- Executive Councilor Kenney emphasized the need to address and the quantity of redlisted bridges the NHDOT has.
- Approximately 30 residents of Center Harbor or New Hampton spoke up during the meeting to provide a comment or ask a question, with Bob Landry of NHDOT providing feedback.
- Many residents stated that they did not want to see change at the bridge and did not like the cut through traffic.
- Some questioned the need to address the bridge as they believe the abutments are sound, it is not load posted, and does not have flooding issues.
 - The bridge is inspected by NHDOT each year because it is redlisted
- Specifically, many residents did not want to see the road straightened or widened and were afraid it would be used as a Meredith bypass and that speeds would increase.
 - There are no plans for this road to be used as a Meredith bypass and are not looking to straighten the road. The project is funded by the Federal Government and therefore their standards must be followed, which dictate a minimum width of 24 feet rail-rail, strength, and guardrails, etc.
- Some residents attest to fishing off the bridge and that all vehicles would slow down, which did not raise any safety concerns.
- A few conservation groups were represented and were concerned about the environmental change at the bridge site. Noting that they are considered prime wetlands and many have worked hard to conserve the land.
 - These groups should register to be included in the natural resource review process.
- One resident questioned why the road was surveyed quite far away from the bridge.
 - It was surveyed in case, at this meeting, the residents requested that a temporary bridge was needed during construction.
- Few suggested that the Federal Funds be rejected so that full compliance with Federal safety requirements was not needed.
 - The limited State allocation is utilized fully on the operation of NHDOT. Federal Funds are utilized for projects.
- Some questioned why the road was an NHDOT road.
 - NHDOT would relinquish ownership of the road and bridge to the municipalities.
- Bob Landry (NHDOT) stated that NHDOT has heard the message loud and clear. NHDOT will examine rehabilitation and investigate design exceptions for the width.



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Center Harbor - New Hampton 24579

Sign In

Name

Address

Jane Selden

157 Waukewan Rd CH

Palmer & Dornie Smith

39 Wood Ridge Rd, C.H.

Frigit Bets, Mosen

124 Wood Ridge Rd. C.H.

DAVIDE MOORE

893 Danforth Rd, NH

Nancy Drukker

533 Waukewan Center Harbor

Edward N. DAVE

252 DAVE Rd Center Harbor

DENNIS + LYNN Schotfield

10 Chase Circle, CENTER HARBOR

BARRY BORELLA

250 CENTER HARBOR NECK ROAD
CENTER HARBOR

Harry Viens

206 Coe Hill - Center Harbor NH.

Barbara Lucas

6 Pinnacle Hill Rd New Hampton

Wesley Hays

28 Seminole Ave New Hampton

David Reilly

778 Winona Rd Center Harbor

Janan Hays

28 Seminole Ave, New Hampton

Sharon O'Donnell

546 Waukewan Rd, Center Harbor

Virginia J. Schumke

6 Preston Rd, Center Harbor

David E. Schumke

" " " "

ROLAND P. GARLAND

820 WINONA Rd CENTER HARBOR

Joseph Kerney

P.O. Box 201, Union, N.H. 03887

Owen Bronson

5 Wood Ridge Rd C. H. 03226



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10-27-15

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SIGN IN

NAME

Address

Elizabeth Moser	124 Wood Ridge Rd
Chuck Braxton, Pres	Windy Waters Conservancy PO Box 91, Meredith
CHRIS WILLIAMS	44 Windy Road - Center Harbor H PO Box 656 - Meredith
Ann Williams	"
Bill Cork	20 Seminole Ave. New Hampton, NH 03256
Des Corr	20 Seminole Ave New Hampton NH
MARQUEE GOETZM	338 OLD BRISTOL RD NEW HAMPTON
HARRY WATKINS	" " "
Kerrin Thompson	723 Straits Rd New Hampton
Ernest Thompson	" "
Claire Jors	517 Waukegan Rd Center Harbor, NH
Thomas Jors	
Arne Henden	106 Hawkins Pond Road Center Harbor, NH
Linda Henden	
Brad Foster	389 Piper Hill Rd Center Harbor NH 03226
Elaine Foster	
Ken Kettinging	72 Gordon Hill Rd New Hampton



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Name Address

Barbara Piccard	457 Piper Hill Rd
Donald Piccard	Center Harbor
Maureen A. Crasias	116 Hawkins Pond Rd, Ctr Hbr
George & Mary Earl	446 Waukewan Rd Ctr HBR
Patricia King	24 Seminole Ave., New Hampton
David King	24 Seminole Ave., New Hampton
Tom Cully	Rick Ridge Farm 48 Waukewan Rd ^{now Hampton}
Janson Tharw	Rak Ridge Farm 48 Waukewan Rd, ^{New Hampton}
JOSEPH IADONISI	59 WAUKEWAN RD NEW HAMPTON
Put Mika	650 Dane Rd Center Harbor
Tony Mjha	650 DAVE RD CTR HARBOR
Michael Patricia Drake	#59 NH Rte 132N New Hampton
NATE SARTELL	133 WAUKEWAN RD, NEW HAMPTON
Joseph Finch	133 Waukewan Rd. New Hampton
Lee Callahan	498 Waukewan Rd Ctr Harbor
Candace Callahan	498 Waukewan Rd. Ctr. Harbor
Richard Leland	490 Waukewan Rd Ctr. Harbor
GLORIA MORESCHI	72 Chase Circle, Center Harbor
Tiffany Spaulding	2 Mayo Shores Lane, Center Harbor
Walter Newcomb	456 Waukewan Rd Center Harbor
Marjorie Newcomb	456 Waukewan Rd Center Harbor
BOB VOGLER	27 LOON LANE CENTER HARBOR
BRUCE BOND	18 MAYO SHORES LANE, CENTER HARBOR
Lew Sayers	135 Waukewan Rd, New Hampton
Horne Sayers	135 Waukewan Rd, New Hampton
Pat Schleginger	41 Birch Way, New Hampton NH
THOMAS KIMSEY	133 Wood Ridge Rd. CENTER HARBOR NH
DONALD TRUDEAU	89 BONNEY SHORES RD. MEREDITH



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Lisa B. Furlong	648 Winona Rd, Center Harbor
BETH BENOIT	18 CHAPMAN PT. RD., NEW HAMPTON
Bill Cuss	NH DOT
Alan Hauscom	NH DOT
Kim Turgeon	293 DW HILLY CENTER HARBOR
KEVIN SHUTE	241 WAUKEGAN RD. CENTER HARBOR
Victor Hood	788 Straits Rd New Hampton
Judy Hood	" " " " " "
Allia Connors	28 Seminole Ave, New Hampton
John Connors	" " " " " "
Julie Richelson	12 Colonial Haven New Hampton
Paul Richelson	" " " " " "
McGregor Chadwick	28 SEMINOLE AVE, NEW HAMPTON
Jentian Chadwick	12 SEMINOLE AVE NEW HAMPTON
DAVID MARSH	8 SEMINOLE AVE NEW HAMPTON
Job Marsh	84 SEMINOLE AVE, NEW HAMPTON, NH
SEAN SWEENEY	27 Forest Pond Rd., New Hampton, NH
Gordon DuBois	48 Kenner Pass Rd., New Hampton NH
MICHAEL COLAMPA	143 Pipe Hill Rd Center Harbor NH
Suzanne Smith	143 " " " " " "
Donald M. Smith	" " " " " "

Barbara Lucas

From: Janan [jhays@northstarnh.com]
Sent: Friday, October 23, 2015 2:15 PM
To: 'Barbara Lucas'; 'Selectmen New Hampton'
Subject: FW: Waukewan Road Bridge

Importance: High

Hi Barbara,

Valerie said to forward this on to selectmen. Might be good for them to see prior to the meeting on Tuesday.

Janan

From: Valerie Fraser [mailto:valeriefrafern@gmail.com]
Sent: Thursday, October 22, 2015 8:51 PM
To: Janan
Subject: Re: FW: Waukewan Road Bridge

Also, The list of input subjects that they want should be ready for Monday night if needed and certainly for Tuesday night. Did you notice that in all the labeled anatomy of the bridge only exposed re-bar was a negative. Nothing else implied failure? Rep Tilton brought up the rapid or flood waters and I told him the bridge had never failed during any major storm. I think ultimately they will do what we want. It's just that the selectmen need to stand their ground. Valerie

On Thu, Oct 22, 2015 at 8:40 PM, Valerie Fraser <valeriefrafern@gmail.com> wrote:
Hi Janan; I spoke at length last night with Rep. Frank Tilton who is on the committee that legislatively approves bridge repair, etc. which wouldn't happen until late Jan or Feb of 2016. His only concern was that we not remove the bridge from the red list. He said that it is almost impossible to get a bridge put back on the list, and that DOT has been know to just close bridges apparently with no hope of repair in the near future. He said it would be far easier to get the bridge taken off the list than put back on. He said it would be best to just listen on Monday in Laconia to what DOT has to say and then on Tuesday to let them know (unless they allow public input on Monday) how the people feel. He said ultimately it is up to the Selectmen to vote on the project. I spoke also about the letter and the phone call talking about eminent domain and he hadn't heard anything about that and he said for the amount of money (the 2Million) budgeted, that certainly wouldn't include any taking of property. So, I plan on attending Monday, but because of the county delegation meeting Tuesday night to discuss the 8 million jail bond issue, he really wants me to attend that one because we will be voting the next week on what was discussed. (and I want to express my views that if we had a public bank we would be spending 8 million instead of 12 million! Valerie

Town of New Hampton

Complete opposition to any replacement of the Meequite Bridge on Waukegan Rd. Please insist - that N. H. DOT hold this to repair only of the existing bridge and no changes to the existing road.

Not only is - this a historical landmark, a scenic spot but an area protecting our pristine water way + lake. This is what makes N. H. so charming + inviting to residents + tourists.

Changes to the bridge + roadway would greatly impact + adversely affect the safety of its residents + visitors to this lakeside community.

Sincerely

Merrille C. Blanchard
Property owner
457 Waukegan Rd
603 279 4209

Walter + Marjorie Newcomb
456 Waukewan Rd
Center Harbor NH 03226
October 26, 2015

Town of New Hampton
Office of Selectmen
P.O. Box 538
6 Pinnacle Hill Rd.
New Hampton, NH 03256

Dear sir/Madam:

It is our understanding that the State of NH is planning to straighten or replace Mosquito Bridge on Waukewan Rd. in the towns of Center Harbor and New Hampton.

We wish to let it be known that both of us are vehemently opposed to such action. We live about a half mile from said bridge.

- 1) This bridge does not have any major structural issues. A little crack-filling on the road surface would maintain this bridge.
- 2) This bridge has withstood several severe storms for many years when other parts of Waukewan Rd. and Winona Rd. were completely washed away.
- 3) The current configuration of Mosquito Bridge helps keep speeds down on Waukewan Rd. Widening and/or straightening Waukewan Rd. would invite larger tractor trailer trucks and tankers to use this road causing concern for accidents possibly resulting in oil spills near a main drinking water supply for the town of Meredith. Other concerns would be: large trucks operating in a residential area endangering joggers, dog walkers, children playing, bike riders, people crossing the road to get to the lake, etc.
- 4) There are numerous other bridges in NH that are "red flagged" for immediate repair. Certainly Mosquito Bridge on Waukewan Rd. is not one of those! The general public deserves to know exactly why the State has deemed Mosquito Bridge for replacement.
- 5) It has not gone unnoticed that the Meredith bypass dilemma has not been solved because Meredith residents are not in favor of implementing one or more additional round-about in their town. This does not mean that Center Harbor and New Hampton residents should have to bear the burden of resolving their problem.

WE DO NOT WANT WAUKEWAN RD. TO BECOME A BYPASS FOR THE TOWN OF MEREDITH!!

Therefore, being residents, taxpayers, and voters of Center Harbor, we urge you to take a stand against straightening or replacing Mosquito Bridge and instead maintain the existing bridge.

Respectfully submitted,

Walter and Marjorie Newcomb

Walter Newcomb
Marjorie Newcomb

Barbara Lucas

From: Michael and Joyce Coleman [mcandjc@metrocast.net]
Sent: Monday, October 26, 2015 7:27 PM
To: selectmen@new-hampton.nh.us; chselectmen@metrocast.net; Valerie.fraser@leg.state.nh.us
Subject: Mosquito Bridge

Ladies and Gentlemen,

As 35 year residents of New Hampton, who use Mosquito Bridge on a regular basis, we urge you to strongly resist NHDOT's plan to replace this bridge.

We believe the historic, environmental and aesthetic issues speak for themselves, but we feel we must directly address the public safety issue.

Prior to settling here on a full time basis, we visited the area for 5 years as tourists.

In the Boston area, we were accustomed to roadways that were flat and straight and considered speed limits optional.

Needless to say, we adapted our driving habits to reflect those conditions.

Unfortunately, when visiting the Lakes Region, we drove here like we drove there.

From experience, I say without hesitation, this is not the type of driver who should be encouraged to use our back roads.

There will be a forest of crosses on the roadsides.

Also, having watched NHDOT's powerpoint presentation, it looks like a perfectly good bridge that just needs some repairs.

Please, help save this bridge.

Thank you,

Michael & Joyce Coleman
48 Kelley Pond Road
New Hampton, NH 03256

Barbara Lucas

From: Anne [bh317@sbcglobal.net]
Sent: Monday, October 26, 2015 5:32 PM
To: selectmen@new-hampton.nh.us
Subject: FW: Snake River Bridge

Good Afternoon New Hampton Selectmen, I am sending this email as I just became aware of plans by the State of NH to "replace" the snake river bridge and wanted to express my opposition to such a plan and most graciously ask for your support in not compromising in opposition to replacing the bridge.

As with all bridges maintenance work is required periodically and the "mosquito bridge" as we have known it between the New Hampton and Center Harbor lines just requires some maintenance and repair, but not replacement.

I have had the good fortune of spending most summers on Lake Waukegan for 48 years. During that time I have seen a lot of changes in the surrounding towns, but one of the reasons my family and extended family continue to return to this area is that much has stayed the same. The same simple pleasures of canoeing and kayaking under the bridge when I was 6 years old remain the same as I am now 54 years old. If we are not willing to preserve special places we lose the connection between our past and our future. I have spent my career in the technology field and have seen some amazing developments and wonderful tools, I also see the loss in value of the natural world and how easily we have become a "throw it out society." Preserving places like mosquito bridge for the character and the craftsmanship of the men who built it not only tie us to a past we can be proud of, but a future we can share with generations to come. Who doesn't love to hear the sound of their echoing voice under the bridge and the amplified sound of the water as you pass under the bridge?

The bridge is one of the most scenic areas to view the Lake, watch wildlife and view gorgeous sunsets. Many a parent and child have fished from the bridge and built wonderful memories. Men regularly stop on their way home after a long day's work to drop a line and destress a little before they return home. While the world moves forward in the name of progress we need to evaluate this progress for its value and what it brings and not be callous about it. Protecting such a simple, yet special place becomes ever more critical in these times.

We have a rural road that has a great safety record and acts as a natural place to slow down and drink in some beauty. I have not read anything within the states presentation nor on the websites that provide any good reason why the bridge should be "replaced" vs. "repaired". Let's save money, beauty and wildlife by repairing. How often do we have a legitimate opportunity to win across all these dimensions? We have a serviceable bridge that provides for the community and let's keep it just the way it is with some repair.

As Robert Frost said this is the "road less traveled" and the character of this area needs to be preserved in a time when there is a hurry to make everything bigger and replace vs. repair. Let's not make the snake river bridge another casualty.

There are no traffic issues, there are no safety issues and in fact fewer than wider roads and bridges. The narrow width causes people to slow down and perhaps puts a smile on their face as they gaze across the beauty of the scenery. Let's repair and preserve the bridge for the character, joy and testimate of time that it continues to provide.

Please stand with so many of us in opposition to the State plan to widen, straighten and otherwise configure this road for purposes that are not needed. Let's not create a solution for a problem that does not exist. There are no traffic issues, safety issues nor any reason to destroy what great men have built and what has stood the test of time. Would we straighten and widen the ancient pyramids or the great wall? Let New Hampton and Center Harbor preserve their rural character that bring people back to this special place over time. This road does not need to be a trailer truck route or a bypass alternative for other town's traffic issues at the cost of destroying a fragile eco-system and great memories made and new ones that will continue to be made. Again lets save our money, repair the bridge and keep our souls and sense of place intact.

I am asking for your support for the "repair" only option on the existing bridge only with no compromise for expansion or footprint changes.

Thank you for your consideration!

Anne Tarryk
102 Seminole Ave
New Hampton, NH -3256

Mobile: 860-729-3348
E-mail: bh317@sbcglobal.net

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Barbara Lucas

From: Guy Stoye [jug32@comcast.net]
Sent: Monday, October 26, 2015 7:34 PM
To: selectmen@new-hampton.nh.us
Subject: mosquito bridge

Dear sirs

Please oppose any reconfiguration, rebuilding, replacing of the bridge on Snake river between Winona Lake and Lake Waukewan. Thank you.

Sincerely,

Guy W. Stoye

77 Winona Road

Meredith, NH 03253

Phone 768 3120

Cell 455 0023=

Barbara Lucas

From: Shirley Splaine [garden775@myfairpoint.net]
Sent: Sunday, October 25, 2015 8:48 AM
To: selectmen@new-hampton.nh.us
Subject: Mosquito Bridge

Please count me as definitely opposed to replacing the bridge over the Snake River known as Mosquito Bridge on Waukewan Rd. I will attend the meeting on Oct. 27. Shirley G. Splaine 775 Winona Rd. Ctr, Harbor.

Barbara Lucas

From: Sam Finch [s.finch3@gmail.com]
Sent: Sunday, October 25, 2015 8:06 PM
To: Valerie.fraser@leg.state.nh.us; Chselectmen@metrocast.net; Selectmen@new-hampton.nh.us

I am writing to indicate my complete opposition of ANY plan to replace Mosquito Bridge on Waukewan Rd, and request that NHDOT limit this project to a repair of the EXISTING bridge, if necessary. I want to save this 1800's historic bridge and local landmark, preserve our residential, country rural area, and protect the sensitive environment of Snake River and Lake Waukewan. Any change to the bridge and roadway will only attract more traffic; that is unacceptable and detrimental to the peace and safety to all residents in the area.

Please stand with me and other area residents, concerned citizens opposed to NHDOT's plans to replace the bridge, and insist NHDOT hold any project to a repair "only" of the EXISTING bridge.

I would appreciate your support in this matter.

Sincerely,

Samuel Finch

133 Waukewan Road

New Hampton, NH

978-866-1058

Barbara Lucas

From: Harry Finch [harry_finch@yahoo.com]
Sent: Saturday, October 24, 2015 5:41 PM
To: chselectmen@metrocast.net; selectmen@new-hampton.nh.us; Valerie.fraser@leg.state.nh.us
Subject: Mosquito Bridge Project

Good Afternoon,

I am writing you in regards to the proposed project for the Mosquito Bridge in New Hampton. I, like many other residents in the area who I am sure you have all heard from by now, stand against any increase in size or re-routing of traffic through this area. Not only will diverted traffic to the area pose a large safety risk for residents of Waukewan Rd, it will also decrease the value of home prices, have a negative environmental impact, and harm wildlife in the area. Please act now and put a stop to these plans in order to save a historical piece of New Hampton and vote against the NHDOT plans to expand and divert traffic to the area.

Thank you for your time,

Harry Finch

133 Waukewan Rd.

New Hampton, NH

Barbara Lucas

From: Elaine Foster [elfoster@metrocast.net]
Sent: Saturday, October 24, 2015 8:11 AM
To: chselectmen@metrocast.net; selectmen@new-hampton.nh.us
Subject: Please preserve Mosquito Bridge

October 24, 2015

Dear Selectmen of Center Harbor and New Hampton,

Please persuade the DOT to preserve Mosquito Bridge at the Snake River as is, or hold DOT strictly to maintenance and repairs only. We oppose replacing the bridge. My husband and I will attend the October 27, 2015 meeting to support opposition to the DOT bridge plan.

The bridge always makes me slow way down, a plus factor. I smile as I see fathers, mothers, and their children leisurely fishing off the bridge as I slowly pass through or as I gaze out almost level with the lake to see the gorgeous view of wetlands and open water beyond. I appreciate the peace and quiet as there is no heavy trucking using the bridge, another plus factor.

This bridge survived the August, 2008, flash flooding while our Winona and Waukewan Roads suffered severe damage.

My family has lived on Piper Hill Road, Center Harbor, since 1974, where our two children were born and raised. We all love and appreciate this rural area so much that our two children, after spending a few years away at college and work, both returned to build and raise their own families in New Hampton. As grandparents, we now take our four grandchildren to Mosquito Bridge, to Lakes Winona and Winnepesaukee and to tromp through the woods in our back yards to instill a love of this rural area in yet another generation.

Please preserve this rural, scenic bridge and wetlands area.

Thank you.

Elaine Foster
Brad Foster
389 Piper Hill Road
Center Harbor, NH 03226
603-968-3027

Barbara Lucas

From: George And Betsy [gfmoser@aol.com]
Sent: Saturday, October 24, 2015 7:18 PM
To: selectmen@new-hampton.nh.us
Subject: Snake River bridge

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>> I would like to go on record as approving only maintenance of the existing Snake River bridge and opposing any widening or straightening as this will lead to increased speed and traffic on a scenic road that is not designed as a major bypass. Elizabeth Moser

Barbara Lucas

From: Debra Marsh [debra.marsh2@verizon.net]
Sent: Friday, October 23, 2015 2:34 PM
To: selectmen@new-hampton.nh.us; Valerie.fraser@leg.state.nh.us
Subject: Opposition to Mosquito Bridge Replacement.....

Dear State Rep. and New Hampton Selectmen,

We would like to voice our opposition to ANY replacement of Mosquito bridge. Please stand up and oppose the bridge plan and insist NHDOT hold any work to maintenance/repair only of the existing bridge.

Our reasoning is stated below :

1. Mosquito Bridge is a local landmark much loved by residents and losing this historic bridge forever is unacceptable.
2. The current road width and curves slow traffic down and protect area residents who live and recreate in the area.
3. A larger bridge and roadway will ruin the rural character of the area and could damage the sensitive prime wetlands.
4. A larger bridge and widened roadway will likely attract substantially more traffic using our roads, including heavy trucking traffic, which will destroy the peace and safety for residents in our rural and residential area.
5. Federal funds are being used for this project and require compliance with a "one size fits all" installation of a larger bridge and change and widening roadway. Those funds should be spent on critical bridges and dangerous roadways in the state.

Respectfully,

Debra & David Marsh
8 & 12 Seminole Ave.
New Hampton, NH 03256

Re: Mosquito Bridge, Waukegan Rd., New Hampton/Center Harbor

To the Honorable Neil Irvine, Nathaniel Sawyer and Ken Mertz,

We believe the question that should be asked is WHY does NHDOT want to replace Mosquito Bridge?

Those of us who have spoken with Bob Landry, NHDOT project manager for Mosquito Bridge, believe it isn't structural as he has had plenty of opportunity to use that as a reason for replacement when he spoke with residents during a conference call on 1/26/15. That would have been the fastest way to quiet resident's objections. Not once during that approximately 30-40 minute conversation did he mention structural deficiency or integrity. And the bridge is not posted with any weight limit which would be the first thing NHDOT would do if they were concerned about structural integrity.

So again WHY are they replacing it? Is it because it is a somewhat narrow bridge? They abandoned plans to replace the railroad trestle and ONE lane, SHARP right angle, BLIND roadway on Winona road, which is much more heavily travelled, after there was public pressure to preserve it. When the trestle area is compared to Mosquito Bridge, the bridge looks like a super structure. The bridge has line of sight, it has two lanes. Cars can pass each other on the bridge, fuel trucks, large dump trucks, etc. can pass over the bridge with no issue. However, although 18 wheelers and large buses can navigate the bridge, they can't just breeze through it and traffic coming the other way has to yield. Replacing Mosquito Bridge with a large, modern structure, widening the road to meet the new width of the bridge and possibly straightening and changing configuration of the road, will allow all heavy trucking traffic to pass by each other on the bridge speeding through there with ease.

We believe the only reason the bridge is being replaced is to allow MORE traffic, including heavy truck traffic, to use our rural, country roads. In other words, the current rural, country road and bridge area is "deficient" if the intent is to create a "bypass". Whether intentional on NHDOT's part or unintentional, Winona Rd., Waukegan Rd. and Rt. 25-B will become the bypass route if the bridge is replaced and the roadway changed. The only traffic coming off I-93 heading down Rt. 104 into Meredith will be those whose destination IS Meredith. ALL other transient and other traffic will use this NEW bypass as the route north and south. Those of us in the area saw what occurred back in June 2007 when NHDOT used our roads as an ALTERNATE route (complete with large lighted sign at the intersection of Rt. 104/Winona Rd.) at the request of Meredith during bike week with no consultation to the towns of Center Harbor or New Hampton. The traffic was intolerable and because of that one week all residents agree we have seen an exponential increase in traffic along our roads. We don't need to allow NHDOT to do ANYTHING to encourage more traffic on our residential, rural, country roads.

Long time residents living along roads in the area of Mosquito bridge and those more recent who were attracted by, and moved to this residential, rural area for its' scenic, country road beauty feel Mosquito bridge is a beloved, historic landmark and structure to be treasured and preserved.

The character of the little bridge and S curves are uniquely rural and picturesque. We do not want it altered or destroyed. There is NO GOOD reason to destroy this bridge. Again, the selectmen need to ask themselves what is the motivation to replace this bridge? It functions and fits the area just fine. Why isn't NHDOT just doing a maintenance project to the existing bridge if needed?

Destroying this historic 1800's bridge and landmark and replacing it with a larger, modern structure, widening and possible straightening of the S curves will only destroy the rural, picturesque and unique character of the area. The New Hampton Master Plan states in the Community Opinion survey, Section 1.5 Preserving Our Roots: "we are most enthused about identifying areas of significant HISTORIC interest". It goes on to say, "the most IMPORTANT thing to preserve about New Hampton, it's HISTORIC, RURAL character and natural beauty". Additionally it states, "a survey with this overwhelming response is not only a representative reflection of the values and attitudes of the community, but, with such a high percentage of respondents, can be construed LITERALLY as a MANDATE from the community regarding the future direction of their town. Through the New Hampton Community Opinion survey, we have clearly identified our desire to better maintain and TREASURE the old, rural and natural aspects of New Hampton". If New Hampton allows NHDOT to destroy this historic structure, beloved, local landmark and unique rural area, wouldn't that be in conflict with the most salient points identified in the master plan and the mandate of the townspeople and voters of New Hampton? If the bridge is replaced we have all lost a piece of local history that will be gone forever!

Removal of the granite stone abutments which have stood unscathed for well over 100 years through severe floods, the hurricane of 1936, etc. are part of the topography of the wetlands. By fact that they have stood in the wetlands since the 1800's, seated and becoming part of the embankment just as other areas of embankment or boulders in the wetlands; they are part of the wetland topography. We wouldn't even consider removing embankments, boulders or any other piece of topography from Snake River PRIME wetlands and New Hampton's conservation property.

Removing and dredging the 100+ year old stone abutments will most certainly cause irreparable harm to that area of wetlands and habitat.

According to NHDOT the total span length of Mosquito Bridge is only 13ft. It is a very short bridge. The opening underneath is small. DOT plans to replace with a wider bridge and according to conversation with Bob Landry there will be a much larger opening underneath.

According to conversation with NHDES dam bureau engineer who knows this area and has studied it extensively, the existing small opening underneath Mosquito Bridge acts somewhat like a "flood control dam" whereby it impounds water under high flows. It stores water when the inflow is greater than discharge ability. Under high flow conditions there will be a higher discharge through a larger opening and less water stored. The fragile rooted and non-rooted wetland plants in the wetlands do their job filtering nutrients and pollutants before reaching Lake Waukegan. Snake River wetlands are considered by experts as "THE" filter system for Waukegan. It is understood how critical the filter system of Snake River wetlands is for the health of the water quality.

If the small opening is replaced by a larger opening, under high flow conditions, the concern is that the filter system will become a "TRANSPORT" system dumping nutrients and pollutants into the lake as the discharge is greater. The fragile rooted and non-rooted wetland plants will not be able to perform their job and in fact we may see destruction of some of the fragile rooted and non-rooted wetland plants in the bridge area of the Prime wetlands due to increase discharge if, under high flow conditions, velocity becomes a factor.

In addition, let's consider the increased surface size of the bridge and road which mean increased amount of salt used by DOT. DOT already makes the bridge area white with salt. Increase salting (chloride) means increased chloride in the wetlands and into the lake. Also increase in storm water runoff containing other pollutants entering wetlands and lake.

NHDOT's focus is not on protecting this sensitive area, it is building a larger bridge and larger road in the area and possible straightening of the road to accommodate more traffic. When they pour salt out of their trucks they don't consider the fact that there are many who are concerned with the health of the Snake River wetlands and Lake Waukewan. They know it is a sensitive area (PRIME wetlands) and a town's water supply yet they pile on the salt.

In the 2014 NHDES water quality report it stated there were areas of concern in Lake Waukewan pertaining to chloride levels (remember Snake River is the filter system for the lake). Quote: "Deep spot and outlet conductivity and chloride levels remained slightly elevated and greater than the state mean. Historical trend analysis indicates significantly increasing upper water layer conductivity since monitoring began".

Are we to allow more runoff into the wetlands and lake which will certainly occur with a larger structure and roadway?

The bottom line here is there is not ONE positive reason to enlarge and replace Mosquito Bridge and the area roadway for the town of New Hampton, this critically important and sensitive area, or New Hampton area residents. There are only negative consequences if this project goes through.

We respectfully ask the New Hampton selectmen to stand with us and oppose NHDOT's plan to replace Mosquito Bridge and hold any project to maintenance of the EXISTING Bridge.

Thank you,

Janan & Wesley Hays
28 Seminole Ave., New Hampton, NH

Barbara Lucas

From: Janan [jhays@northstarnh.com]
Sent: Sunday, October 25, 2015 7:39 PM
To: 'Barbara Lucas'
Cc: 'Selectmen New Hampton'
Subject: Pictures underside of Mosquito bridge 10-25-15 FOR YOUR INFORMATION
Attachments: 006.JPG; 001.JPG

Importance: High

Hi Barbara,

Sending along some information and latest pictures taken. Could you make sure the selectmen see this before Tuesday night's meeting.

Attached are latest pictures of spalling on the underside edges of bridge taken 10/25/15.

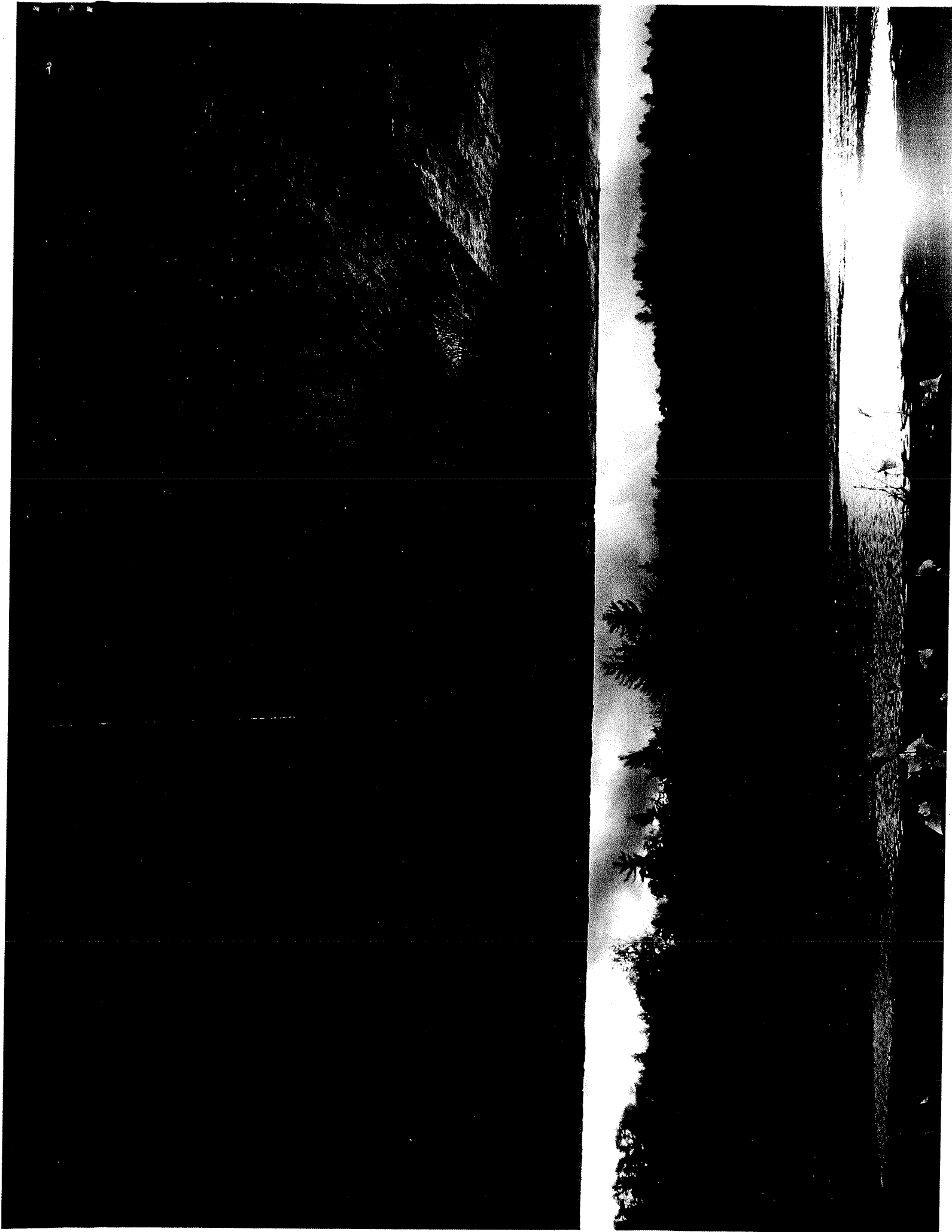
After observing DOT activity at the bridge, we decided to take another look under the bridge to see what they had been doing. It appears they did a hammer test on the underside of the bridge exposing spalled areas. Note: lakeside edge (picture 006). With tape measure, it measures approx. 9 ft. length x approx. 2 ft. width with very end of spalled area flared to 3 ft. width. Note: Snake River side (picture 001) measures approx. 3 ft. length x 1 ft. width. Everything else appears in good condition. Much of it looks much newer than the deck's age of 1928. Clean concrete form lines and dimensional lumber lines for the forms are still highly visible. Particularly visible on the Snake river side picture (001).

Note: Total dimension of underside of deck is approx. 275.6 square ft. based upon DOT's bridge dimensions from their inspection reports (21.2 total bridge width, 13.0 total bridge length). The total area that appears to be affected by spalling is approx. 25 square ft. localized along edges of underside.

Thanks,

Janan





Mosquito Bridge Presentation Opening by Janan Hays

We believe the question that should be asked is WHY does NHDOT want to replace Mosquito Bridge?

Those of us who have spoken with Bob Landry, NHDOT project manager for Mosquito Bridge, believe it isn't structural as he has had plenty of opportunity to use that as a reason for replacement when he spoke with residents during a conference call on 1/26/15. That would have been the fastest way to quiet resident's objections. Not once during that approximately 30-40 minute conversation did he mention structural deficiency or integrity. And the bridge is not posted with any weight limit which would be the first thing NHDOT would do if they were concerned about structural integrity.

So again WHY are they replacing it? Is it because it is a somewhat narrow bridge? They abandoned plans to replace the railroad trestle and ONE lane, SHARP right angle, BLIND roadway on Winona road, which is much more heavily travelled, after there was public pressure to preserve it. When the trestle area is compared to Mosquito Bridge, the bridge looks like a super structure. The bridge has line of sight, it has two lanes. Cars can pass each other on the bridge, fuel trucks, large dump trucks, etc. can pass over the bridge with no issue. However, although 18 wheelers and large buses can navigate the bridge, they can't just breeze through it and traffic coming the other way has to yield. Replacing Mosquito Bridge with a large, modern structure, widening the road to meet the new width of the bridge and possibly straightening and changing configuration of the road, will allow all heavy trucking traffic to pass by each other on the bridge speeding through there with ease.

We believe the only reason the bridge is being replaced is to allow MORE traffic, including heavy truck traffic, to use our rural, country roads. In other words, the current rural, country road and bridge area is "deficient" if the intent is to create a "bypass". Whether intentional on NHDOT's part or unintentional, Winona Rd., Waukewan Rd. and Rt. 25-B will become the bypass route if the bridge is replaced and the roadway changed. The only traffic coming off I-93 heading down Rt. 104 into Meredith will be those whose destination IS Meredith. ALL other transient and other traffic will use this NEW bypass as the route north and south. Those of us in the area saw what occurred back in June 2007 when NHDOT used our roads as an ALTERNATE route (complete with large lighted sign at the intersection of Rt. 104/Winona Rd.) at the request of Meredith during bike week with no consultation to the towns of Center Harbor or New Hampton. The traffic was intolerable and because of that one week all residents agree we have seen an exponential increase in traffic along our roads. We don't need to allow NHDOT to do ANYTHING to encourage more traffic on our residential, rural, country roads.

Long time residents living along roads in the area of Mosquito bridge and those more recent who were attracted by, and moved to this residential, rural area for its' scenic, country road beauty feel Mosquito bridge is a beloved, historic landmark and structure to be treasured and preserved.

The character of the little bridge and S curves are uniquely rural and picturesque. We do not want it altered or destroyed. There is NO GOOD reason to destroy this bridge. Again, the selectmen need to ask themselves what is the motivation to replace this bridge? It functions and fits the area just fine. Why isn't NHDOT just doing a maintenance project to the existing bridge if needed?

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Removal of the granite stone abutments which have stood unscathed for well over 100 years through severe floods, the hurricane of 1936, etc. are part of the topography of the wetlands. By fact that they have stood in the wetlands since the 1800's, seated and becoming part of the embankment just as other areas of embankment or boulders in the wetlands; they are part of the wetland topography. We wouldn't even consider removing embankments, boulders or any other piece of topography from Snake River PRIME wetlands and New Hampton's conservation property.

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If the small opening is replaced by a larger opening, under high flow conditions, the concern is that the filter system will become a "TRANSPORT" system dumping nutrients and pollutants into the lake as the discharge is greater. The fragile rooted and non-rooted wetland plants will not be able to perform their job and in fact we may see destruction of some of the fragile rooted and non-rooted wetland plants in the bridge area of the Prime wetlands due to increase discharge if, under high flow conditions, velocity becomes a factor.

In addition, let's consider the increased surface size of the bridge and road which mean increased amount of salt used by DOT. DOT already makes the bridge area white with salt. Increase salting (chloride) means increased chloride in the wetlands and into the lake. Also increase in storm water runoff containing other pollutants entering wetlands and lake.

NHDOT's focus is not on protecting this sensitive area, it is building a larger bridge and larger road in the area and possible straightening of the road to accommodate more traffic. When they pour salt out of their trucks they don't consider the fact that there are many who are concerned with the health of the Snake River wetlands and Lake Waukewan. They know it is a sensitive area (PRIME wetlands) and a town's water supply yet they pile on the salt.

In the 2014 NHDES water quality report it stated there were areas of concern in Lake Waukewan pertaining to chloride levels (remember Snake River is the filter system for the lake). Quote: "Deep spot and outlet conductivity and chloride levels remained slightly elevated and greater than the state mean. Historical trend analysis indicates significantly increasing upper water layer conductivity since monitoring began".

Are we to allow more runoff into the wetlands and lake which will certainly occur with a larger structure and roadway?

The bottom line here is there is not ONE positive reason to enlarge and replace Mosquito Bridge and the area roadway for the town of New Hampton, this critically important and sensitive area, or New Hampton area residents. There are only negative consequences if this project goes through.

Barbara Lucas

From: sharonptmc@aol.com
Sent: Thursday, October 22, 2015 4:16 PM
To: selectmen@new-hampton.nh.us
Subject: Snake River Bridge Project

Dear New Hampton Selectmen,

I am opposed to the Snake River Bridge replacement project proposed by the New Hampshire Department of Transportation. It seems more appropriate to consider repairs and maintenance to the existing bridge, if deemed necessary. The current bridge and road configuration acts as a speed deterrent to slow down traffic in the area which would increase safety.

The proposed bridge replacement threatens the prime wetland complex as there will be an increased amount of pollutants from the roadway run off. The proposed project also conflicts with the master plans of the towns of Center Harbor and New Hampton. These plans serve to protect the quality of natural resources and the historic, rural character of the towns. From a structural standpoint, there is no weight limit on the bridge and it is not listed as critical or serious in nature; therefore, it would not necessitate a full replacement.

I received a letter directly from the New Hampshire Department of Transportation dated October 13, 2015, regarding the October 27, 2015 meeting to be held in New Hampton. I plan to attend the meeting to hear the proposed plans. Thank you for your time and attention to this matter.

Sharon O'Donnell
546 Waukewan Road
Center Harbor, New Hampshire
Sent from my iPhone=

October 20, 2015

Town of New Hampton
Office of Selectmen
P.O. Box 538
6 Pinnacle Hill Rd.
New Hampton, NH 03256

Dear Selectmen Irvine, Sawyer and Mertz

As residents of New Hampton, we like to express our complete opposition to any plan to replace Mosquito Bridge on Waukewan Rd. on the town line of New Hampton and Center Harbor.

Our family has had a home in New Hampton in the area of bridge for over 100 years. Mosquito Bridge is much loved by our family. Generations of our family have fished from the bridge and watched sunsets from the bridge. Replacing the bridge will destroy a historic bridge and landmark that has stood strong and will continue to stand strong for future generations of our family. Replacing the bridge and making changes to the roadway will ruin the rural character of the area which has gone unchanged for generations. We, and our neighbors, walk in the area of the bridge. We feel very safe with the configuration of the current bridge and road. Installing a large bridge and roadway will allow traffic to speed through the area creating a safety hazard for those of us who recreate and fish.

We are disturbed that NHDOT would be considering replacing this bridge which is just in need of maintenance and repair. Something NHDOT has been remiss in doing. Repair and maintenance to the bridge and leaving the road alone will cost us, the taxpayers, much less than the astronomical cost of replacement using Federal funds.

Please tell NHDOT to take the Federal money with all the strings attached, and use it on bridges which are falling down in the state or on dangerous roadways.

We respectfully ask you to stand with the residents in strong opposition of replacement of Mosquito Bridge.

Most sincerely,


David and Patricia King
24 Seminole Ave.
New Hampton, NH
dplking24@gmail.com



Waukewan and Winona Watershed Protective Association

P.O. Box 451
Meredith, NH 03253

Town of New Hampton
Office of the Selectmen
P.O. Box 538
6 Pinnacle Hill Road
New Hampton, NH 03256

October 19, 2015

Dear Selectmen Irvine, Sawyer and Mertz:

The Waukewan and Winona Watershed Association is an environmental organization dedicated to the protection of the Waukewan and Winona watersheds. It serves as a voice for its members in matters of group concern with regard to the environment and seeks to assist with scientific studies, education programs and the preparation and dissemination of educational materials.

Please be advised that at its annual meeting on July 11, 2015 the Waukewan and Winona Watershed Protective Association discussed the NHDOT's proposed intention to replace the Snake River/Mosquito Bridge at the inlet of Lake Waukewan in the towns of Center Harbor and New Hampton. Our members voted unanimously that the scope of this project be held to a *repair only* of the existing bridge. Our organization opposes a replacement of the bridge for valid environmental reasons and for the impacts this proposed project would have on the sensitive area of the Snake River wetlands and Lake Waukewan.

For further information, I can be reached at 603-279-6008 or debcorr@metrocast.net.

Sincerely yours,

Deb Corr, Co Chairman
For the Board of Directors
Waukewan/Winona Watershed Protective Association

October 16, 2015

Town of New Hampton
Board of Selectmen
P.O. Box 538
6 Pinnacle Hill Rd.
New Hampton, NH 03256

Dear Selectmen Irvine, Sawyer and Mertz:

We would like to take this opportunity to express our sincerest appreciation for your time and for allowing us to speak at the October 15, 2015 Selectmen's Meeting pertaining to the discussion of NHDOT's plans for Mosquito Bridge on Waukevan Rd. on the Center Harbor/New Hampton town line.

The amount of time and attention you devoted to our presentation in the middle of your regularly scheduled meeting was greatly appreciated. You patiently allowed all residents and others in attendance the opportunity to express their concerns.

We believe all in attendance came away from the meeting feeling the Board carefully considered the information that was presented and are in agreement that the resident input expressed is valid. We are encouraged that you will be acting on behalf of all concerned New Hampton residents in your staunch opposition to replacement of Mosquito Bridge.

Again, thank you very much for your time and serious consideration of this matter.

Most respectfully,

Janan Hays, Dave Reilly and Maureen Crisia
Members of the Snake River-Mosquito Bridge Preservation Committee

CC: File

Barbara Lucas

From: Lee Callahan [ugcallahan@gmail.com]
Sent: Thursday, October 15, 2015 11:20 AM
To: Center Harbor Selectmen; selectmen@new-hampton.nh.us
Subject: Snake River Bridge project

Dear Center Harbor Selectmen, New Hampton Selectmen, and Representative Fraser,

We are writing you to express our views on a project concerning the Snake River Bridge (Mosquito Bridge) on the Center Harbor/New Hampton town lines on Waukewan Rd. It is our understanding that the NH Department of Transportation (DOT) is considering re-designing, re-configuring, and re-building the Snake River or, as locals call it, Mosquito Bridge. Although it may need some maintenance and partial re-building as a part of a long term DOT bridge safety and sustainability plan, we believe that the current configuration of the bridge and adjoining roadways should be left as is. The current design demands that vehicles slow down as they enter it coming from either town. The so called "S Turn" is a defacto speed bump in the road, causing traffic travelling east or west to slow considerably as vehicles cross the bridge. Before the recent re-building and re-grading of the railroad crossing in New Hampton, it too, was a defacto speed bump. I can sit on my porch, roughly 1/4 mile west of the bridge, and listen to vehicles (especially large trucks with Jake brakes) slow dramatically as they approach the bridge in anticipation of slowly and safely crossing it before slowly accelerating again as they climb the hills east and west of Mosquito Bridge. The current configuration definitely slows traffic through that area.

If the bridge, and the roads leading to it, are straightened out there will be no traffic speed control without consistent patrols by law enforcement of the two towns. It is highly unlikely that either town's police departments have the resources to make that kind of commitment. As it currently is, cars regularly speed by our house, just west of the corner of Preston Rd, at speeds I'd estimate at 45-50 mph (I am a retired public safety official). During the past 5 years we have seen the peak summer traffic increase in volume and speed, especially on weekends (possibly due to increased use of GPS technology). We've become so concerned that we have placed "children crossing" signs along the road during the summer months and have built a gravel pathway off the road in order for our family to safely walk to our waterfront opposite Preston Rd (for 35 years we had safely walked along the side of the road). For the record, our house is across Waukewan Rd from the lake so we (our family includes 13 grandchildren) have to cross the road any time we wish to use and enjoy our waterfront. There are two other households north of the road that share the same waterfront. Any straightening of the Mosquito Bridge part of the road will just enhance the speed of the traffic all along the road, both east and west of the bridge.

I simply mention several other concerns and let other, more knowledgeable neighbors discuss related concerns: The encroachment on wetlands in both towns (includes drinking water for Meredith); Historical significance of the bridge itself; the questionable time frame for structural repairs compared to other Red-listed bridges throughout NH; comparisons with Municipal Master Plans for both New Hampton and Center Harbor; and, of course, the suggestion as an alternate route and bypass for traffic heading west on Rt. 104 and Rt. 25 out of Meredith (re-newed interest seems to coincide with Meredith's refusal to accept DOT's Meredith Rtes 3/25 Improvements Transportation Planning Study).

We encourage the respective Boards of Selectmen and Rep. Fraser reject any and all DOT attempts to straighten and/or widen Mosquito Bridge and the roadway leading to it. It is detrimental to all who live along Waukewan Rd in both towns and adds nothing to the rural charm of the communities of Center Harbor and New Hampton. In fact, it is our belief that safety for those along the road will be sacrificed in the interest of moving traffic away from Meredith and onto New Hampton and Center Harbor roads. Please join us in rejecting anything but maintenance on the same bridge that has become part of the charm of both communities.

Respectfully,

Candace and Fire Chief (Ret) Lee Callahan
498 Waukegan Rd
Center Harbor

Barbara Lucas

From: Joe Finch [josephmfinch@gmail.com]
Sent: Thursday, October 15, 2015 10:26 AM
To: selectmen@new-hampton.nh.us
Subject: Snake River / Mosquito Bridge Replacement Plans

Dear Selectmen Irvine, Sawyer, Mertz,

I am writing to express my complete and total opposition to any plan, proposed or future, to replace Mosquito Bridge on Waukewan Road. I request that you petition NHDOT to limit any scope of work to a repair of the existing bridge, if repair is in fact deemed necessary.

I want to save this 1800's historic bridge and local landmark, preserve our residential, country rural area, and protect the sensitive environment of Snake River and Lake Waukewan. Any change to the bridge and roadway will only attract more and larger traffic, which is unacceptable and detrimental to the peace and safety to all residents in the area.

Please stand with me and other area residents, concerned citizens opposed to NHDOT's plans to replace the bridge, and insist NHDOT hold any project to a repair only of the existing bridge.

I would appreciate your support in this matter.

Sincerely,

Joseph Finch

133 Waukewan Road

New Hampton, NH

--

Mobile: 978-337-6844

josephmfinch@gmail.com

IM: josephmfinch (Skype)

<http://www.linkedin.com/in/josephfinch>

Barbara Lucas

From: julie Richelson [jmcudworth61@hotmail.com]
Sent: Monday, October 12, 2015 5:43 PM
To: selectmen@new-hampton.nh.us
Cc: Paul Richelson
Subject: NHDOT Proposal re: Mosquito Bridge on Waukewan Road

To Our Esteemed Selectmen,

Once again the urban sprawl created by Meredith's self-imposed increase in tourism attempts to encroach upon the two small abutting towns that share the mutual natural resources; Center Harbor and New Hampton.

We adamantly oppose the replacement of the Mosquito Bridge on Waukewan Road, as it will result in an increase in traffic that is unacceptable and detrimental to the safety to an area that is enjoyed by many that live in the surrounding towns, not just the residents of Waukewan Road.

The Mosquito Bridge at Waukewan Road has a thoughtfully crafted feature in its current design which commands the automotive traveler to slow down, allowing for only one car to pass at a time. This structure as it stands, helps preserve the sensitive environment of Snake River all the while protecting the unique charm and splendor of Lake Waukewan.

We have both vacationed and lived in this area all of our lives and continue to do so due to its beauty and way of life it affords us. This proposed dramatic alteration in traffic flow will forever impact New Hampton, Center Harbor, and the beauty of Lake Waukewan. We beseech you to vehemently oppose any plan to replace Mosquito Bridge and respectfully insist that NHDOT limit the project to a repair of the existing bridge if necessary.

Thank you for your attention and stewardship regarding this significant matter.

Sincerely,

Paul S. and Julie M. Richelson
New Hampton

Barbara Lucas

From: Anne Sayers [annewauke1@aol.com]
Sent: Wednesday, October 14, 2015 10:14 AM
To: selectmen@new-hampton.nh.us
Subject: Fwd: Mosquito Bridge New Hampton/Center Harbor - DOT Plans

Sent from my iPad

Begin forwarded message:

From: Anne Sayers <annewauke1@aol.com>
Date: 14 October 2015 at 10:09:07 GMT-4
To: selectmen@newhampton.nh.us
Cc: valeriefrazer@bankingonnewhampshire.org
Subject: Mosquito Bridge New Hampton/Center Harbor - DOT Plans

Board of Selectmen
New Hampton, NH

Oct. 14' 2015

Dear Board Members,

As homeowners in New Hampton very near Mosquito Bridge we wish to express our great concern about the DOT's plans to replace rather than repair this bridge. We have owned our home since 1972 and have resided here summers since 1999. We are very aware of the increased traffic over the years and the one thing that prevents major accidents by people flying down Waukewan Road from Winona Road is the curve of the bridge. There have been minor accidents over the years, almost all at night by drivers who have been drinking, but no fatalities.

This past summer we have had countless sixteen wheelers, box trucks, tanker trucks and other commercial vehicles using Waukewan Road as a short cut to their destinations. Replacing the bridge and probably straightening it (some people have already been advised of potential land taking by eminent domain) will not only increase speed but ruin the natural beauty and rural character of the entire area. If the bridge is impaired, why isn't it listed critical or have a weight limit sign posted?

NIMBY we are but the bigger picture is more important. This is a tremendously sensitive wetland area that both towns have done so much to protect and a major project to replace the bridge would be extremely destructive.

Thank you in advance for supporting a ~~replacement~~ ^{repair} only. *per Mrs. Sayers*

Sincerely,
Anne and Lew Sayers
135 Waukewan Road

Barbara Lucas

From: Jerry Heckman [jheckman@metrocast.net]
Sent: Tuesday, October 13, 2015 12:25 PM
To: selectmen@new-hampton.nh.us
Cc: 'Jerry Heckman'
Subject: RE: October 15, 2015 Selectman meeting

Upon further review and additional information: I withdraw my objection to the Snake River bridge replacement. I do, however, remain steadfast to the concept that NO diversion of traffic from 104 or 93 onto Winona or Waukewan roads.

Sorry for the confusion.

I found out that the reason the bridge is not on the red list is that the design is underway and the bridge requires replacement.

Sincerely:
Jerry Heckman

From: Jerry Heckman [mailto:jheckman@metrocast.net]
Sent: Tuesday, October 13, 2015 11:07 AM
To: 'selectmen@new-hampton.nh.us'
Cc: 'jheckman'
Subject: October 15, 2015 Selectman meeting

Selectmen of the Town of New Hampton:

I am unable to attend the October 15, 2016 meeting where I understand the subject of the Waukewan Bridge will be discussed.

I am writing you in an effort to provide my feedback on this subject and ask that you consider my input.

I have reviewed the Meredith US3/NH25 Improvements Transportation Planning Study and I firmly believe that the Alternative Routes detailed would be a huge detriment to New Hampton and in particular Winona Road and the adjacent areas noted in the study.

This particularly relates to alternatives 1, 4 and 5 which require Waukewan Road alterations including the Snake River Bridge.

Increase traffic flow on Winona and Waukewan Roads is NOT a recommendation that I want to occur.

The alternative to add an exit from I-93 would adversely impact the character of the land and the residents with NO apparent benefit to the Town of New Hampton except higher costs.

As a resident of New Hampton, I am requesting that the Selectmen do not endorse any of the alternate routings and in particular DO NOT endorse the replacement of the Snake River bridge. It is apparent that the replacement of this bridge is a first step that will lead to one of the alternate routings being pursued.

In particular, there are several reasons to oppose the bridge replacement including safety, environmental impact, conflicts with master plans of the Town of New Hampton and historical significance.

The bridge is not on the "critical or serious" list of bridges in New Hampshire. It may be in poor condition but priorities would dictate that "critical or serious" bridges should and must receive funding in advance of "poor condition."

Thank you for your consideration of this matter and for your service to the Town of New Hampton.

Jerry L. Heckman
28 Lake View Drive
New Hampton, NH 03256
603-568-7241

Robert Landry

From: BOARD OF SELECTMEN <selectmen@new-hampton.nh.us>
Sent: Tuesday, October 27, 2015 1:52 PM
To: Robert Landry
Subject: FW: Mosquito Bridge Project

From: Harry Finch [mailto:harry_finch@yahoo.com]
Sent: Saturday, October 24, 2015 5:41 PM
To: selectmen@metrocast.net; selectmen@new-hampton.nh.us; Valerie.fraser@leg.state.nh.us
Subject: Mosquito Bridge Project

Good Afternoon,

I am writing you in regards to the proposed project for the Mosquito Bridge in New Hampton. I, like many other residents in the area who I am sure you have all heard from by now, stand against any increase in size or re-routing of traffic through this area. Not only will diverted traffic to the area pose a large safety risk for residents of Waukewan Rd, it will also decrease the value of home prices, have a negative environmental impact, and harm wildlife in the area. Please act now and put a stop to these plans in order to save a historical piece of New Hampton and vote against the NHDOT plans to expand and divert traffic to the area.

Thank you for your time,

Harry Finch

133 Waukewan Rd.

New Hampton, NH

Town of New Hampton

Office of Selectmen

Dear Sirs/Madams,

I am writing to you to voice my opposition to the plan to replace the bridge which crosses the Snake River where it enters Lake Waukewan on the New Hampton/Center Harbor town line. There are many reasons why this project should not go forward.

I believe the bridge is a great deterrent to vehicles which might otherwise travel at high rates of speed in a densely populated residential area. It also greatly reduces the number of large vehicles traveling on Waukewan Road. Reconfiguring the bridge will have a very adverse effect on our neighborhood from a safety standpoint. I know that we all believe that the safety of our citizens is extremely important and should override any other concerns regarding traffic flow in other towns.

The environmental impact of this project must not be ignored. Water quality will be adversely affected in both Lake Waukewan and the Snake River. The amount of runoff from the roadway as well as the increased flow of water from the river will directly affect Meredith's drinking water supply and damage a very fragile ecosystem in the watershed.

As far as the bridge itself is concerned, it has significant historical value, being an example of the craftsmanship of year gone by. The structural integrity of the bridge has been found to be excellent. There is no need to replace it and the money could be well used on many other bridges in the state that are in poor condition.

Finally, the Municipal Master Plans for both Center Harbor and New Hampton both would indicate that this project would be in exact opposition to what they value.

I respectfully ask that you oppose this project and do everything in your power to see that it does not go forward.

Sincerely,



Donald T. Amiralian
461 Waukewan Road
Center Harbor, NH 03226

Barbara Lucas

From: don amiralian [fyshdoc@hotmail.com]
Sent: Monday, October 12, 2015 6:42 PM
To: selectmen@new-hampton.nh.us
Subject: Snake River Bridge

Town of New Hampton

Office of Selectmen

Dear Sirs/Madams,

I am writing to you to voice my opposition to the plan to replace the bridge which crosses the Snake River where it enters Lake Waukewan on the New Hampton/Center Harbor town line. There are many reasons why this project should not go forward.

I believe the bridge is a great deterrent to vehicles which might otherwise travel at high rates of speed in a densely populated residential area. It also greatly reduces the number of large vehicles traveling on Waukewan Road. Reconfiguring the bridge will have a very adverse effect on our neighborhood from a safety standpoint. I know that we all believe that the safety of our citizens is extremely important and should override any other concerns regarding traffic flow in other towns.

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I respectfully ask that you oppose this project and do everything in your power to see that it does not go forward.

Sincerely,

Donald T. Amiralian
461 Waukewan Road
Center Harbor, NH 03226

"Do not go where the path may lead; go instead where there is no path and leave a trail."

Ralph Waldo Emerson

Barbara Lucas

From: Deborah Finch [ddfinch@comcast.net]
Sent: Wednesday, October 14, 2015 6:59 PM
To: selectmen@new-hampton.nh.us
Subject: Mosquito Bridge--Snake River

Dear Mr. Irvine, Mr. Sawyer, and Mr. Mertz,

I am writing to indicate my complete opposition of ANY plan to replace Mosquito Bridge on Waukewan Rd, and request that NHDOT limit this project to a repair of the EXISTING bridge, if necessary. I want to save this 1800's historic bridge and local landmark, preserve our residential, country rural area, and protect the sensitive environment of Snake River and Lake Waukewan. Any change to the bridge and roadway will only attract more traffic; that is unacceptable and detrimental to the peace and safety to all residents in the area.

Please stand with me and other area residents, concerned citizens opposed to NHDOT's plans to replace the bridge, and insist NHDOT hold any project to a repair "only" of the EXISTING bridge.

I would appreciate your support in this matter.

Sincerely,

Deborah Finch

133 Waukewan Road

New Hampton, NH

978-866-1044

NH DOT RE: Bridge Replacement
Mosquito Bridge
Waukegan Rd
Center Harbor - New Hampton

Meeting of 10-27-15

Sirs:
I have already attended my local selectmen mtg. re the action of bridge replacement on 10-7-15 and stated my opposition of the state's desire to replace + expand it. The official town minutes reflect my verbal response - on the record speaking from the floor.

I have also E-mail State Rep. Valerie Fraser stating my opposition!!

I'm here in attendance tonight with my wife to let the State of NH DOT know that ~~we~~ we oppose replacement of the bridge and to immediately start required work only on maintenance/repair of the EXISTING bridge!

I 1st drove over this bridge Summer of 1968

Became a seasonal TAX payer of Center Harbor
1969 to present

(full time resident 1983 to present)

David + Virginia Schimke
6 Preston Road
Center Harbor NH
03226-3126

Barbara Lucas

From: Valerie Fraser [valeriefrasernh@gmail.com]
Sent: Monday, October 12, 2015 2:32 PM
To: Barbara Lucas
Subject: Mosquito Bridge
Attachments: Representative Valerie Fraser letter.docx

Hi Barbara; Attached is a letter in support of the opposition to bridge replacement at Mosquito Bridge. I plan to attend Thursday night but might not get there in time as I will be in Rochester for my annual veterinary equine conference/CEU program. If I don't get there in time will you please inform others and read my letter into the record? Thank you. Valerie

Representative Valerie Fraser
Belknap 1
603-744-0107

October 12, 2015

Town of New Hampton
Office of the Selectmen
P.O. Box 538
6 Pinnacle Hill Road
New Hampton, NH 03256

Dear Selectmen Irvine, Sawyer and Mertz:

I too oppose any plans to create a by-pass by DOT. The traffic congestion that Meredith suffers is not a new nor is it a problem that has not been there for a long time. (10-12 weekends out of each summer)

Our citizens are very concerned about the way this sudden interest in Mosquito Bridge has arisen. The bridge is not currently weight listed.

I would ask that you support the concerned citizens and oppose any by-pass plans or any replacement of the bridge.

Thank you,

Representative Valerie Fraser Belknap 1

Barbara Lucas

From: Deborah Corr [debcorr@metrocast.net]
Sent: Monday, October 12, 2015 10:23 AM
To: Selectmen New Hampton
Cc: Anne Sayers; Bea Thibeault; Dave Reilly; Deborah Corr; Janan Hays; Moe Criasia/Voltz; Sharon O'Donnell
Subject: Letter Regarding DOT Plans for Snake River Bridge
Attachments: Orton and Corr letter 10.11.15.docx; Bridge October 11 2015.JPG; Bridge Spring 1954.jpg

Dear Selectmen:

Please read the attached letter and look at the attached photos before the selectmen's meeting on October 15 in New Hampton. Thank you. Deb Corr

**Bill and Deb Corr
Cabot, Gardner and Eliot Orton
20 Seminole Avenue
New Hampton, NH 03256**

October 12, 2015

Town of New Hampton
Office of the Selectmen
P.O. Box 538
6 Pinnacle Hill Road
New Hampton, NH 03256

Dear Selectmen Irvine, Sawyer and Mertz:

We are writing to you today to express our strong opposition to the DOT's plan to replace the Snake River Bridge which lies in the towns of New Hampton and Center Harbor, between Lakes Winona and Waukewan.

My father, Bill Fairbanks, and his friend, Arty King built our cottage on the shore of Lake Waukewan in the early 1930s, and I spent a large part of every summer of my childhood at our camp on the lake. The Snake River (aka Mosquito) Bridge has been a "constant" for me-a landmark- as it was for my father and is now for all of our family. Our sons were fortunate enough to be able to spend much of their summer vacation time at our camp, too, and now our young grandchildren are growing up here, continuing our family tradition. In 2006 my husband and I, in partnership with our three sons, built a permanent home here on the footprint of our camp, surrounded by the trees and rocks we love. Our sons describe this place as "the one permanent home we have". They will love it and care for it as we have and pass it along to their children and grandchildren.

The Snake River Bridge looks much the same today as it does in my father's old slides and home movies (see attached photos). We know that the large, hand cut granite footings were put in place sometime in the late 1800s and that the concrete bridge decking dates to about 1928. But it's not just the fact that this is an historic treasure, known and loved by many. Because of its size and the way it is situated, it slows the traffic down. Anyone who lives on Waukewan Road can tell you that speeding on this road has become epidemic, but even the most careless driver must slow down dramatically as he/she approaches the bridge.

The DOT describes the bridge as being in "poor condition" but gives no further information. It is not weight listed, and it has not been posted as unsafe. Interestingly, this bridge has stood the test of time very well and has weathered many heavy storms while the roadways around it have washed out completely! Repairs are probably needed from time to time, but the bridge definitely does not need to be replaced!

In addition this bridge crosses an important wetland filter area. We are very concerned that a new, larger, straighter structure will result in higher speed, increased truck traffic, larger trucks, and, consequently, serious accidents. Just imagine an oil tanker rolling off the bridge into Meredith's drinking water supply

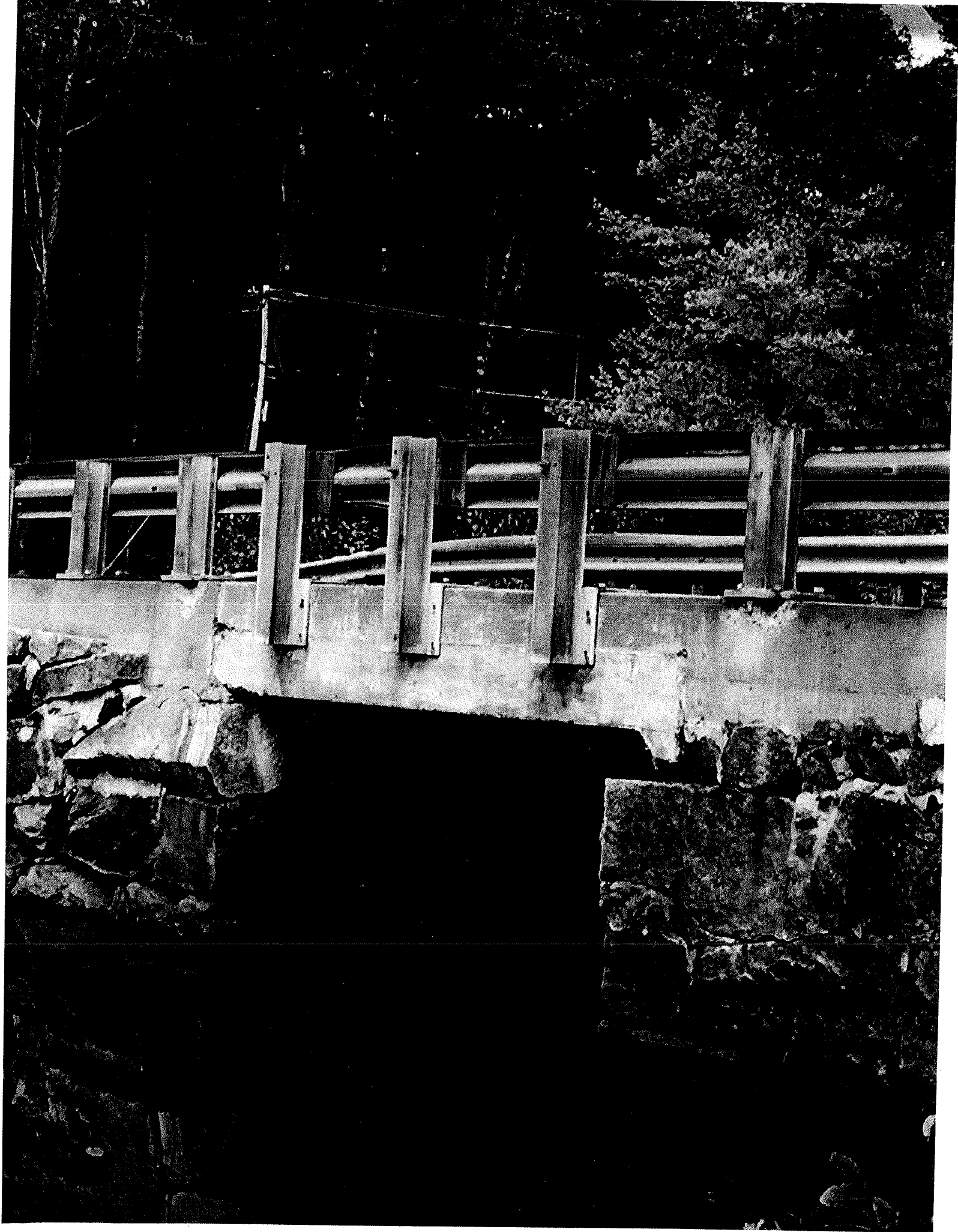
We are convinced that the DOT's plan to replace the Snake River Bridge is the first piece in a long range plan to create a bypass for the route 3/25 traffic suffered by Meredith. A bypass such as this, whether intentionally created or created by default, will ruin the character of this beautiful part of the Snake River wetland area. We have read the Master Plans of both New Hampton and Center Harbor, and preserving the rural character of both towns is a top priority of all of our towns' citizens!

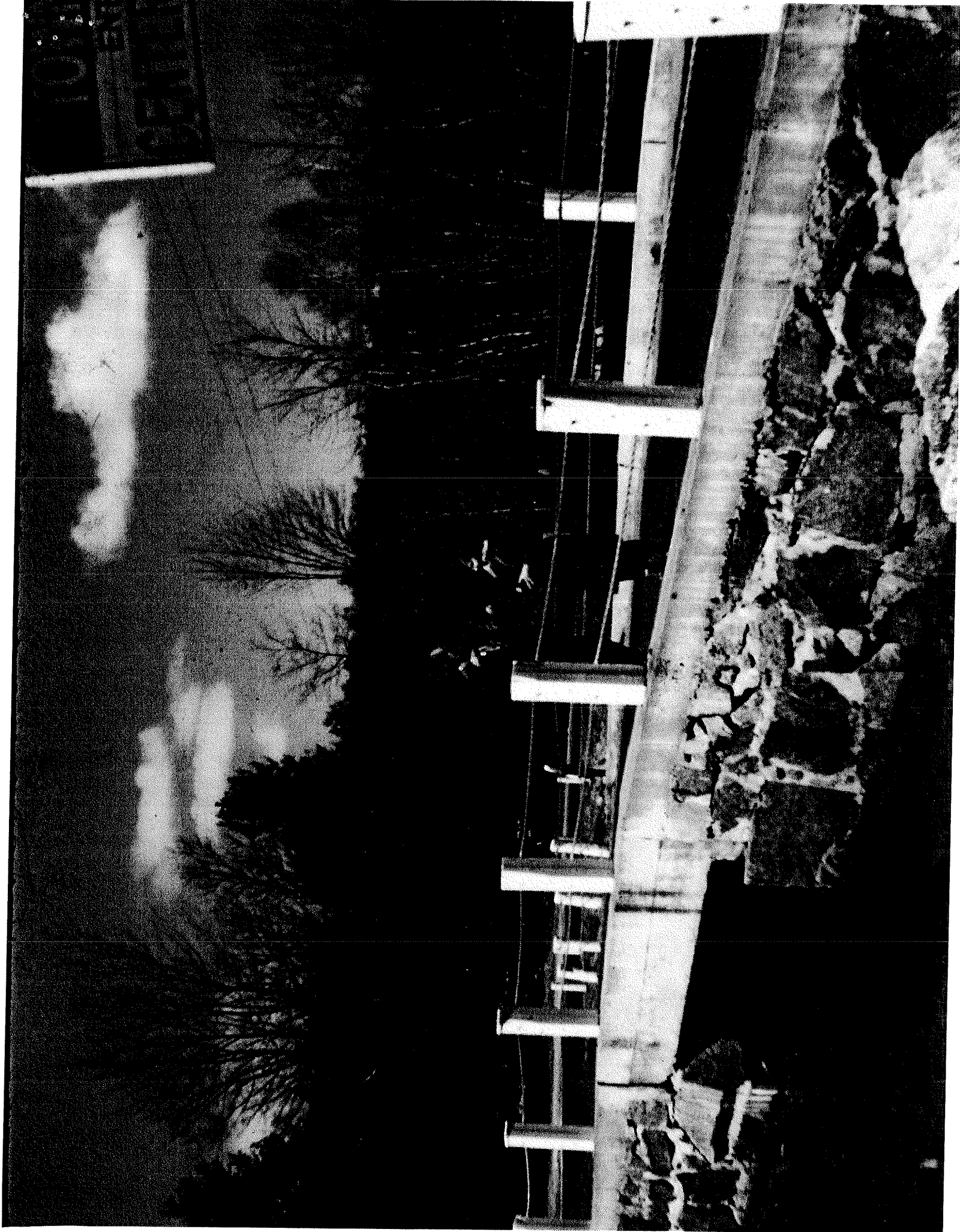
In closing we want to urge the Selectmen of New Hampton and Center Harbor and our elected officials to adamantly oppose the DOT's plan to replace the Snake River Bridge. Our sons share our concern and have asked us to add their voices to this request.

Sincerely yours,

Bill and Deb Corr
Cabot, Gardner and Eliot Orton

Cc: State Rep. Valerie Fraser
Snake River Bridge Preservation Committee





Barbara Lucas

From: Tamsan [tlbeattie@uchicago.edu]
Sent: Tuesday, October 27, 2015 3:01 PM
To: selectmen@new-hampton.nh.us
Subject: Snake River Bridge

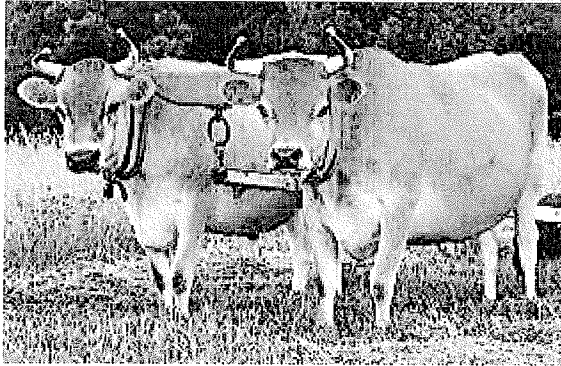
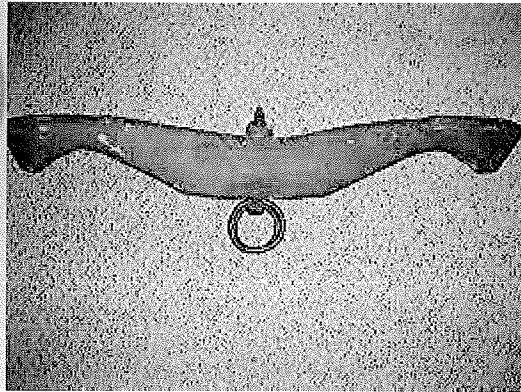
I oppose the NH DOT proposition that the historic 1800's Snake River Bridge on Waukewan Road be replaced. I am a resident of New Hampton, living on Waukewan Road in an old historic farmhouse built in 1796. I bought this "piece of history" in 2009 because I love the area and this farmhouse, for it's Colonial-era history, it's natural beauty, Waukewan Road's relatively untainted "rural" character, and it's old-fashioned slower-paced way of life.

People from dozens of other states, visit the Lakes Region, because it's so very beautiful. While they're here, they normally speed about, so as not to miss a single activity. Or else they "recreate" in boats, on golf courses, on skis, at beaches, by jet-skis, in canoes, in kayaks, for hikes, on bikes. Those that love nature may have campfires at their camps, while they enjoy some peace and quiet. Many of them buy mementoes, sometimes authentic, sometimes ludicrous tokens of old Yankee life, Colonial-era life, or tokens of nature in local "general stores" that are themselves tokens of a less-complicated, if not historically difficult way of life our early settlers of the region lived. But Waukewan Road is NOT a merely "token" of early American Colonial life, it has actual historic ties: by it's location, by it's place, by inheritance, or by adoption by those New Hampton and Center Harbor residents who have chosen this area as their home to protect, cherish and respect. I believe that the entire road should be declared a historic scenic path and it should be preserved as it is, NOT altered by the addition of a wider, "safer," straighter bridge where the current Snake River bridge, otherwise known as "Mosquito Bridge" now stands.

The various reasons I believe such a proposition would be detrimental to Waukewan Road and the Snake River include, but are not limited to: sabotaging the environment by harming the habitat for many animal, bird and water species; altering the rural character and quiet village life of the human inhabitants; squandering the historic historical relevance of the existing Colonial-era farms, buildings, stone walls and bridge; wasting taxpayer money and resources to build a bridge that they don't want; antagonizing the very New Hampton and Center Harbor residents that should be served; ruining/replacing a bridge from the 1800's instead of repairing and restoring it, without foresight or contemplation of the irrevocable HARM that will affect the lands, properties, lives and future lives of New Hampton and Center Harbor residents and those of their children and grandchildren.

My farm, along with the neighboring two farms, were built by English settlers to the region during the late 1700's. There are few Colonial-era "neighborhoods" this old and so well preserved in the entire country, and NH should do it's utmost to PRESERVE those that are left. Moses Smith, with a gift of 100 acres from his father, whose ancient farmhouse and land still abuts what's left of the Rock Ridge Farm, built a remarkable 4 story home with post and beam construction, built using trees that grew between the horse/carriage path that used to be Waukewan Road and what is now the Snake River and Lake Waukewan. Ancient cowbells from actual cows that roamed along ancient stone walls during the 1700's still hang in my old farmhouse. While hiking my property recently, an ancient forged wrought-iron yoke ring was discovered along ancient stone walls that run a length of Waukewan Road. These are all artifacts from Colonial-era history that should not be tampered with, or removed, for any reason. I don't want a new bridge to replace the old, and I don't want my ancient stone walls to be touched, moved, or removed, so that NH DOT can widen Waukewan Road to accommodate a wider bridge at the Snake River.

Here is a picture of the recent discovery, found on my property on Waukewan Road:



I realize that many may not care about such a discovery. But I care. And I am a New Hampton property owner. I pay substantial property taxes to the town and the state because I love living here, and I like Waukewan Road the way it is. I vote “no.” I hope that the New Hampton selectmen will do their best to preserve the historic value of their town, Waukewan Road, and the Snake River Bridge.

I know you, that are selectmen, are busy people, so I can’t write 1000 pages on this topic, but I do wish to address another aspect of “Life Along the Banks of The Snake River.” The Town of New Hampton had the brilliant foresight to protect the Snake River as a water resource and as a habitat for multiple species of animals, waterfowl, birds and fish. I wish to list some of the many species of creatures I alone have seen, while walking from my home, along Waukewan Road, to the Snake River Bridge:

Let’s start with the nesting Loons, which are a protected species, and the nesting Baltimore Orioles in the spring time...

The “twin towers” Beaver Dams, if you canoe from Winona Lake to Lake Waukewan, along the Snake River. The Snake River Snakes and the chorus of Spring-time Peepers.

Then let’s add all the other creatures, great and small, that I have observed over the last nearly 7 years: Eagles, Grouse, Wild Turkeys, Pheasants, Partridge, Chukars, Hawks of various varieties, Great Blue Herons, Pileated Woodpeckers, Owls, particularly a large resident Arctic form Great-Horned Owl that hunts Minks along the river, countless Duck species, Woodcocks, Snipe, Geese and other Waterfowl breeds.

Then we have: Otters, Beavers, Raccoons, Opossums, Ermines, Pinemartins, Mink, Weasels, Fishers, Muskrats in and out of the Snake River and Lake Waukewan...

In the woods along The Snake River, I've seen: Skunks, Coyotes, Snowshoe Hares, Rabbits, Porcupines, Red Squirrels, Grey Squirrels, Red Fox, Grey Fox, Lynx, Bobcats, Deer, and Moose...

I can't list all the fish I've seen from the Snake River Bridge, only because I don't know fish. But there are lots...

All kinds of people visit the Squam Lakes Nature Center to see all of these things. They pay good money to see all these creatures. These creatures LIVE in the forests and waters of the Snake River and Lake Waukegan. So let's LEAVE them alone. Let's repair and preserve the Snake River Bridge, and leave the existing natural environments as unscathed as possible. For historical and spiritual prosperity. For perpetuity.

We, the residents of Center Harbor and New Hampton, don't want or need, and neither do these resident wildlife creatures, a Waukegan Road that becomes a horror-show highway/by-way for speeding automobiles driven by out-of-state loons of a different variety.

Thank you for not replacing the Snake River Bridge,

Tamsan Tharin
Rock Ridge Farm
Waukegan Road
New Hampton, NH
603-677-7244

Barbara Lucas

From: Alvin Firmin [kfirm@metrocast.net]
Sent: Wednesday, October 14, 2015 8:44 PM
To: selectmen@new-hampton.nh.us; chselectmen@metrocast.net; Valerie.fraser@leg.state.nh.us
Subject: Waukewan Road Bridge

Waukewan Road Bridge over Lake Waukewan Inlet

October 14, 2015

This past Sunday two representatives of the Snake River Bridge Preservation Committee (SRBPC) appeared in our driveway asking us to sign a petition to prevent NHDOT from replacing the existing bridge. They explained that the existing bridge was repairable, that it was not red listed, and that the replacement plan was the first step in alleviating Meredith's traffic headaches by diverting traffic down Waukewan Rd. Their explanation seemed unrealistic and way outside the normal practices and protocol of NHDOT, so I declined signing their petition and decided to do some investigating into the issue. I, like most everyone, am not the least bit interested in solving traffic problems in Meredith (exasperated with the town's permitting of Hannaford, Aubuchon, Rite-Aid etc).

After calls to the Lakes Region Planning Commission, NHDOT Bridge Division and the SRBPC I found the following:

- The subject bridge is officially "Waukewan Road over Lake Waukewan Inlet", Bridge No. 080-040 (NHDOT Bridge Division indicated that the bridge is listed under Center Harbor) and the Project No. is 24579. The replacement bridge is currently under design by HEB Consultants in Conway.
- A staff member on the Lakes Region Planning Commission (Transportation) informed me that to the best of his knowledge there are no active plans for diverting traffic around Meredith and that there have never been any such plans. He was not aware of why the bridge was being replaced but stated that it absolutely had nothing to do with the Meredith situation.
- Discussions with engineers in the NHDOT Bridge Division provided the following:
 - The specific bridge information indicated in the first bullet above.
 - The existing bridge is red listed. The deck was constructed in 1928 on existing abutments.
 - Referring to project files, including field photographs, they indicated that the entire bridge is in poor condition. There is severe concrete spalling on the upper and lower sections of the deck. Large segments of concrete have fallen off the lower surface exposing rebars that are almost 100 years old. The abutments are falling apart and rated as "unstable". The entire structure, including abutments, has to be replaced. There is no hope for rehabilitation of the existing structure.
 - There are safety concerns with the existing bridge given the narrow roadway and alignment.
 - There are no plans at NHDOT regarding traffic diversions. Reconstruction of this bridge and the new alignment are based solely on the condition of the bridge, infeasibility of rehabilitation, and providing a structure in compliance with current standards.
- The SRBPC referred me to the Meredith Traffic Study for confirmation of the traffic diversion plan. This is the *Meredith US3/NH25 Improvements Transportation Planning Study, Summary/Classification Report* prepared by McFarland Johnson dated June 2009. I read that entire report (over 160 pages). Traffic diversion is briefly discussed on pages 86-88 with a short discussion on five alternatives. Of those, two pertain to Waukewan Rd. Discussion of this alternative is very limited with the conclusion "...there are portions of this route (Waukewan Road) that are narrow and some area with steep grades that make them more challenging". None of these

alternatives are addressed anywhere else in the report. They are not included in any of the final alternatives, they were not included in the environmental cost estimates, and no details of improvements were discussed or proposed. In short, they were not included in any of the report recommendations. In summary, conclusions drawn by the SRBPC involving Waukewan Road for a future traffic diversion are unsubstantiated, without basis. SRBPC indicated that the bridge is repairable, based on "input from construction companies" and that they have cost estimates from construction companies. I asked if they had a structural engineer involved, the answer was no. I asked if they had any engineers involved and the answer was no. Bridge stability (especially abutments) is an issue that must be addressed by structural engineers. Repair costs that are not based on plans/specifications prepared by a qualified structural engineer are meaningless.

In summary, I place my confidence regarding bridge stability and feasibility of rehabilitation in the hands of the experienced, qualified professionals of the NHDOT Bridge Division.

If money is to be spent on providing an adequate structure at this location, it only make sense (and may be legally required) that it meet current design standards, including alignment and width. Construction of a new bridge is not going to alter the traffic capacity of Waukewan Rd. The limitations are still going to be from the east end of the bridge to Rt 3. Reconstruction of this section along the existing alignment for the 55 mph speed referenced by the SRBPC is just not feasible for a myriad of reasons.

Lastly, the issue of Maintenance of Traffic (MOT) during construction warrants some thought. While it might not be a determining issue in this circumstance, realignment certainly offers significant MOT advantages during construction. In-situ replacement of the existing structure, or rehab, will require that Waukewan Road be closed, at both ends of the bridge, essentially for the entire construction period. This will have significant impact, especially during the busy summer period, requiring residents who normally use this route to go through Meredith or use longer detours. Realignment will result in minimal traffic impacts, if any, because the existing structure remains in use during construction.

Alvin C. Firmin

4 Lake View Drive

New Hampton NH, 03256

kfirm@metrocast.net

Robert Landry

From: BOARD OF SELECTMEN <selectmen@new-hampton.nh.us>
Sent: Tuesday, October 27, 2015 1:56 PM
To: Robert Landry
Subject: FW: October 15, 2015 Selectman meeting

See first email in opposition and then withdrawing objection.

From: Jerry Heckman [mailto:jheckman@metrocast.net]
Sent: Tuesday, October 13, 2015 12:25 PM
To: selectmen@new-hampton.nh.us
Cc: 'Jerry Heckman'
Subject: RE: October 15, 2015 Selectman meeting

Upon further review and additional information: I withdraw my objection to the Snake River bridge replacement. I do, however, remain steadfast to the concept that NO diversion of traffic from 104 or 93 onto Winona or Waukewan roads.

Sorry for the confusion.

I found out that the reason the bridge is not on the red list is that the design is underway and the bridge requires replacement.

Sincerely:
Jerry Heckman

From: Jerry Heckman [mailto:jheckman@metrocast.net]
Sent: Tuesday, October 13, 2015 11:07 AM
To: 'selectmen@new-hampton.nh.us'
Cc: 'jheckman'
Subject: October 15, 2015 Selectman meeting

Selectmen of the Town of New Hampton:

I am unable to attend the October 15, 2016 meeting where I understand the subject of the Waukewan Bridge will be discussed.

I am writing you in an effort to provide my feedback on this subject and ask that you consider my input.

I have reviewed the Meredith US3/NH25 Improvements Transportation Planning Study and I firmly believe that the Alternative Routes detailed would be a huge detriment to New Hampton and in particular Winona Road and the adjacent areas noted in the study.

This particularly relates to alternatives 1, 4 and 5 which require Waukewan Road alterations including the Snake River Bridge.

Increase traffic flow on Winona and Waukewan Roads is NOT a recommendation that I want to occur.

The alternative to add an exit from I-93 would adversely impact the character of the land and the residents with NO apparent benefit to the Town of New Hampton except higher costs.

As a resident of New Hampton, I am requesting that the Selectmen do not endorse any of the alternate routings and in particular DO NOT endorse the replacement of the Snake River bridge. It is apparent that the replacement of this bridge is a first step that will lead to one of the alternate routings being pursued.

In particular, there are several reasons to oppose the bridge replacement including safety, environmental impact, conflicts with master plans of the Town of New Hampton and historical significance.

The bridge is not on the "critical or serious" list of bridges in New Hampshire. It may be in poor condition but priorities would dictate that "critical or serious" bridges should and must receive funding in advance of "poor condition."

Thank you for your consideration of this matter and for your service to the Town of New Hampton.

Jerry L. Heckman
28 Lake View Drive
New Hampton, NH 03256
603-568-7241

Robert Landry

From: BOARD OF SELECTMEN <selectmen@new-hampton.nh.us>
Sent: Tuesday, October 27, 2015 1:54 PM
To: Robert Landry
Subject: FW: Waukewan Road Bridge

This email supports the project.

From: Alvin Firmin [mailto:kfirm@metrocast.net]
Sent: Wednesday, October 14, 2015 8:44 PM
To: selectmen@new-hampton.nh.us; chselectmen@metrocast.net; Valerie.fraser@leg.state.nh.us
Subject: Waukewan Road Bridge

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October 14, 2015

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Alvin C. Firmin

4 Lake View Drive

New Hampton NH, 03256

kfirm@metrocast.net

Robert Landry

From: BOARD OF SELECTMEN <selectmen@new-hampton.nh.us>
Sent: Tuesday, October 27, 2015 1:52 PM
To: Robert Landry
Subject: FW: Snake River Bridge

Most of the letters ask for repair not replacement.

From: Anne [mailto:bh317@sbcglobal.net]
Sent: Monday, October 26, 2015 5:32 PM
To: selectmen@new-hampton.nh.us
Subject: FW: Snake River Bridge

Good Afternoon New Hampton Selectmen, I am sending this email as I just became aware of plans by the State of NH to "replace" the snake river bridge and wanted to express my opposition to such a plan and most graciously ask for your support in not compromising in opposition to replacing the bridge.

As with all bridges maintenance work is required periodically and the "mosquito bridge" as we have known it between the New Hampton and Center Harbor lines just requires some maintenance and repair, but not replacement.

I have had the good fortune of spending most summers on Lake Waukegan for 48 years. During that time I have seen a lot of changes in the surrounding towns, but one of the reasons my family and extended family continue to return to this area is that much has stayed the same. The same simple pleasures of canoeing and kayaking under the bridge when I was 6 years old remain the same as I am now 54 years old. If we are not willing to preserve special places we lose the connection between our past and our future. I have spent my career in the technology field and have seen some amazing developments and wonderful tools, I also see the loss in value of the natural world and how easily we have become a "throw it out society." Preserving places like mosquito bridge for the character and the craftsmanship of the men who built it not only tie us to a past we can be proud of, but a future we can share with generations to come. Who doesn't love to hear the sound of their echoing voice under the bridge and the amplified sound of the water as you pass under the bridge?

The bridge is one of the most scenic areas to view the Lake, watch wildlife and view gorgeous sunsets. Many a parent and child have fished from the bridge and built wonderful memories. Men regularly stop on their way home after a long day's work to drop a line and destress a little before they return home. While the world moves forward in the name of progress we need to evaluate this progress for its value and what it brings and not be callous about it. Protecting such a simple, yet special place becomes ever more critical in these times.

We have a rural road that has a great safety record and acts as a natural place to slow down and drink in some beauty. I have not read anything within the states presentation nor on the websites that provide any good reason why the bridge should be "replaced" vs. "repaired". Let's save money, beauty and wildlife by repairing. How often do we have a legitimate opportunity to win across all these dimensions? We have a serviceable bridge that provides for the community and let's keep it just the way it is with some repair.

As Robert Frost said this is the "road less traveled" and the character of this area needs to be preserved in a time when there is a hurry to make everything bigger and replace vs. repair. Let's not make the snake river bridge another casualty.

There are no traffic issues, there are no safety issues and in fact fewer than wider roads and bridges. The narrow width causes people to slow down and perhaps puts a smile on their face as they gaze across the beauty of the scenery. Let's repair and preserve the bridge for the character, joy and testimate of time that it continues to provide.

Please stand with so many of us in opposition to the State plan to widen, straighten and otherwise configure this road for purposes that are not needed. Let's not create a solution for a problem that does not exist. There are no traffic issues, safety issues nor any reason to destroy what great men have built and what has stood the test of time. Would we straighten and widen the ancient pyramids or the great wall? Let New Hampton and Center Harbor preserve their rural character that bring people back to this special place over time. This road does not need to be a trailer truck route or a bypass alternative for other town's traffic issues at the cost of destroying a fragile eco-system and great memories made and new ones that will continue to be made. Again lets save our money, repair the bridge and keep our souls and sense of place intact.

I am asking for your support for the "repair" only option on the existing bridge only with no compromise for expansion or footprint changes.

Thank you for your consideration!

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