

**Enfield Board of Selectmen
Public Works Facility
Enfield, New Hampshire**

MINUTES of April 11, 2011

Board of Selectmen: John W. Kluge, Chairman; Donald J. Crate, Sr.; B. Fred Cummings

Administrative Staff: Steven Schneider, Town Manager; Alisa D. Bonnette, Executive Assistant; Jim Taylor, Director of Public Works; Richard A. Crate, Jr., Chief of Police

Others: Meredith Smith & Paul Mirksi, Heritage Commission; Alex Vogt, NH Department of Transportation; Bob Cusick.

WORKSESSION

I. CALL TO ORDER

Mr. Cummings called the meeting to order at 6:06 pm.

II. WORKSESSION

Alex Vogt, NHDOT, wanted to meet with the Board of Selectmen before the Cultural Resource meeting on Thursday, April 14th.

Option 2 of the NHDOT plans for the Main Street / Rail Trail Crossing is the one supported most by the Town and NHDOT will support the Town. Mr. Vogt stated that we want to be sure when we meeting with the State Historic Preservation Office (SHPO) that we can move forward.

Federal Highway is funding, overseeing and have final approval of the project. All of the options have impacts to historic features. We want to minimize the impact and mitigation can be done.

Is there anything to modify that would minimize the impact of the project?

Is it worthwhile to save any abutments? To do so, and maintain an at-grade crossing, the Rail Trail would have to be shifted. To retain the entire underpass the road would have to shift about 40' feet east toward the old motel site.

Reducing the grade of the Rail Trail from 4% or 5% to 3% and raising the grade of Main Street would minimize the impact on the Rail Trail.

Mr. Schneider asked if when saving the abutments it's planned for them to remain in their original location or reuse?

Mr. Vogt replied that it could be either.

Mr. Schneider added that there had been talk of reusing the stones to make a wall or something of the kind in the future.

Paul Mirski said the Preservation Office gave up on the abutments. IF the road moved 40' east it could save the underpass in its entirety and save money.

Bob Cusick asked which design makes the most of the motel property? If we can acquire the motel property we want as much of the property for use by residents and users of the trail. Wouldn't it be the least expensive option? He suggested putting the granite on the motel property and maybe we can reuse it. As far as encroaching on the motel property he doesn't know why the Town would want to do that.

Mr. Schneider doesn't think the issue is about the abutments so much as it's about the grade of the Rail Trail.

Mr. Mirski said using a bit more of the motel property, moving the road to the east, could result in a slighter grade and a flatter curve in Main Street.

There was discussion of shifting the Rail Trail toward Brendan Lane.

Mr. Crate asked how this would affect the maintenance of Brendan Lane.

Mr. Vogt explained that they would have to rebuild the approach to Brendan Lane, though they could stay within the Right-of-Way. The homeowners there would lose a little land along the Trail side of their property but gain along the Main Street side.

Mr. Crate reiterated his concerns about snow removal and maintenance of Brendan Lane if the Trail is moved.

Mr. Schneider thinks opening up the road with a grade as gentle as possible is good for Enfield.

Mr. Cummings does not see a reason to leave the underpass.

Meredith Smith asked if Mr. Vogt had any sense where SHPO is on this. Peter Michaud really loves old railroad bridges.

Mr. Vogt said the bottom line is Federal Highway.

Mr. Crate pointed out that we'd be saving the Federal Government money by not putting in a \$1 million dollar overpass.

Mr. Schneider said we should save as much of the motel property as possible. This would increase the continued use of the Rail Trail providing parking at the lake and easy access right at the Trail.

Mr. Cusick sees this as a win-win situation by taking out the bridge and saving as much property and parking as possible.

Chief Crate said an at-grade crossing would make access to the Rail Trail easier.

Mr. Vogt said access to the Trail can remain where the temporary connection is today.

Mr. Crate said the Town was led to believe we'd lose a portion of the beach at the Route 4A side and thought the we were told we could have the motel property for a beach.

Mr. Vogt replied that the impact to the beach was very small.

Mr. Vogt added that there is no real reason to save abutments. Flattening the grade is OK.

Mr. Crate agreed.

Mr. Taylor said he had trouble visualizing the project if the abutment remained. It was explained to him that there would be a slope of 2 to 1 from the abutment to the level of the road. The Trail would go around the abutment and slope more gradually back up to the existing grade of the Trail.

Enfield is first on the agenda at the Cultural Resource meeting on April 14th at 9 AM and will have an hour. We have 10 pages of petition signatures supporting an at-grade option. Jamie Sikora, Federal Highway Representative, said any planning document language that ties the Lake to downtown would be beneficial to present at this meeting. Alex Vogt added that anything that talks about plans for the motel property would also be helpful.

Bob Cusick asked if SHPO responds to the wants and needs of the Town or will they take the NHDOT recommendation or the recommendation of others.

Mr. Vogt replied that they would weigh all opinions as well as what regulations say. All of the options for this crossing have an adverse effect. The question is what does this option do to minimize or mitigate impacts. The motel property is a valuable resource.

Mr. Cusick said we need to be sure we don't get railroaded by other parties.

Mr. Schneider asked if there is any place to point out that our choice is fiscally responsible

Mr. Vogt said fiscal responsibility is not a large factor.

Mr. Schneider noted that it's then a factor, but not a lot.

Mr. Kluge asked how much effect does the underpass have on the decision. He was informed by Mr. Vogt that it does not have much effect.

Mr. Schneider stressed that it's the corridor, the Trail, that's the important aspect.

Mr. Schneider asked if SHPO would look just to consulting parties for testimony or will the meeting be a free-for-all where anyone can talk.

Mr. Vogt responded that it's not a closed meeting. They try to keep order, but people will have an opportunity to have their say.

The following individuals indicated that they would attend the meeting on Thursday: Steve Schneider, Chief Crate, John Kluge, Bob Cusick, Meredith Smith, Paul Mirski.

Mr. Mirski inquired about the budget for the project. Once NHDOT uses what they need to for the Trail can the extra be used for other amenities such as plantings; perhaps a line of trees? Not enough trees to obscure the view.

Mr. Vogt said that some plantings are included, but perhaps a line of trees could be included.

Meredith Smith as if the \$1 million bridge is off the table.

Mr. Vogt responded that NHDOT wants to support the Trail crossing the Town supports.

Chief Crate asked what is the threshold of grade before you get into fiber optics.

Mr. Vogt said he isn't sure without looking at the plans.

Mr. Cusick asked if the fiber needs to below the frostline.

Mr. Vogt doesn't believe so.

III. ADMINISTRATIVE ITEMS

The Board reviewed and approved two Intents to Excavate.

IV. ADJOURNMENT

Mr. Crate moved to adjourn at 6:37 PM, Mr. Kluge seconded, vote unanimous.