

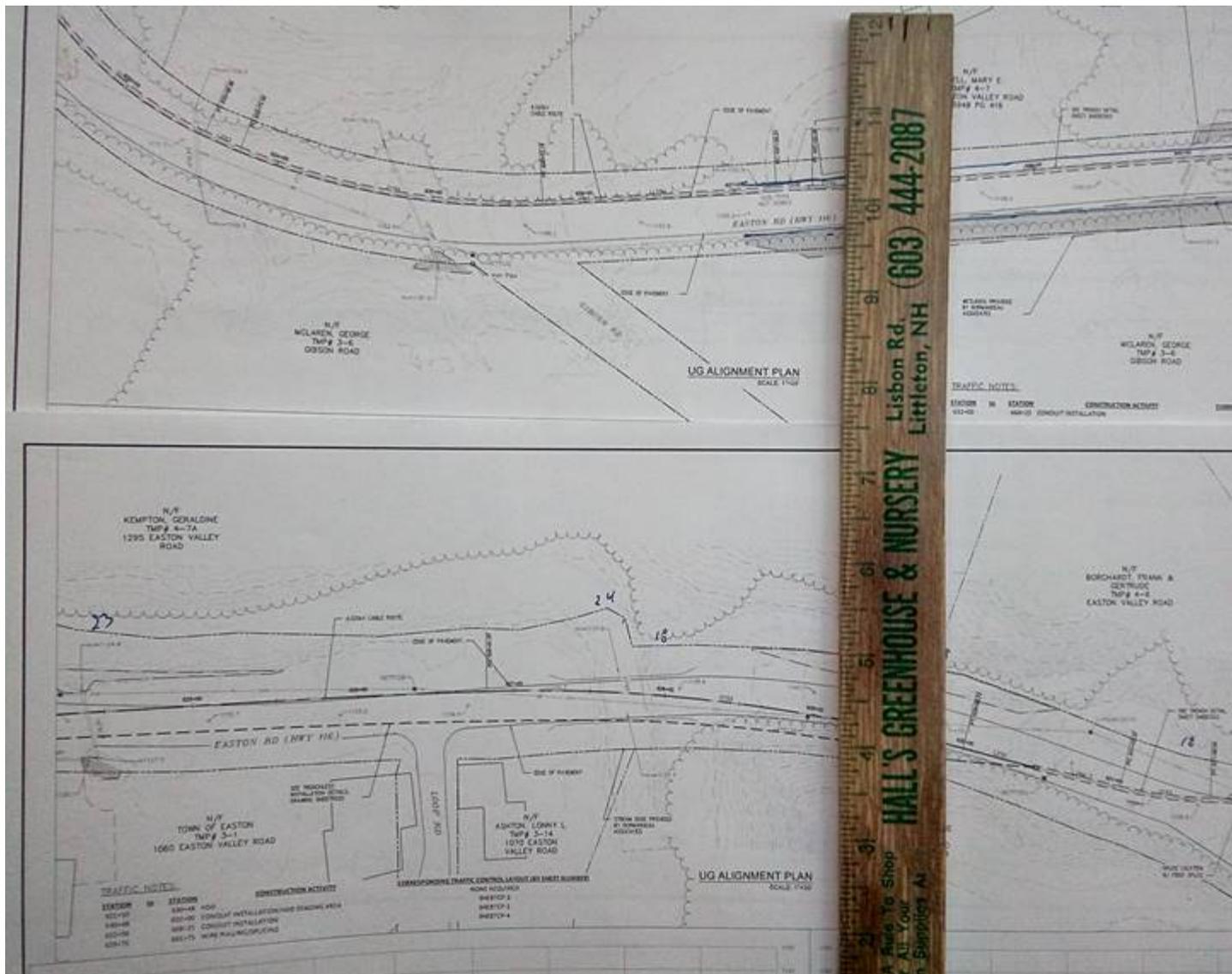
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Sent: Tuesday, February 7, 2017 8:34 AM

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Subject: More problems with the Permit Packages



Above, SHEB 157 and 158. They are labeled with the same non-functional scale.

In addition, the width of the road width claimed differs between the pages though the scale is the same. One is 1" and the other is 18/16"

How inaccurate and difficult to read do the Permit Packages need to be, before they are sent back for revision?

These packages need a functional scale, blue for water and wetlands, green for trees, and houses in a solid color to differentiate them from driveways. Either have the stone wall symbol used where there are stone walls, or have the symbol removed from the legend. DOT would be accepting these Permit Packages on behalf of all intervenors. We do not have access to hard copy, which in any case would not solve the fifty-shades-of-grey problem.

Are your engineers not driven mad by the use of private property markers for defining road width, which make the supposed road width change incrementally all over the maps, with occasional leaps (see above 18/16-24/16), not to mention the shifting of the center of the claimed easement to compensate for markers too close to the road?

I note DOT comments from 4/26/16, almost a year ago:

"The Right-of-Way type shall be shown on the plans to help identify the type of road being impacted by the project.

The clearing limits should be shown on the plans.

All waterways shown the plans should be labeled (my note: the Ham Branch, Kendall Brook, Slide Brook and Reel Brook (spot check) are not, and are invisible as well)

Survey Notes #7 identified the ROW as approximate. As noted above, the ROW needs to be accurate in order to approve location of the proposed facility. (My emphasis.)

Confirm ROW widths...Confirm the roadway alignments within the ROW as they plans shown the alignment of the roadway to vary throughout the RW limits.

...boring and receiving pits shall be shown on the plans... (my note, they are not.)

Is NH 112 a scenic and heavily tourist traveled road? Should traffic requirements be included in the U&O to require 2 lanes of traffic open at all times? (my answer, yes, 112 AND 116 are scenic byways, heavily tourist traveled and should require 2 lanes open at all times.)

Historic properties should be identified on the plans, which may require monitoring to prevent damage during construction."

Kris