

From: Stewart, Sarah  
Sent: Monday, July 15, 2019 2:03 PM  
To: Tango-Lowy, Torene  
Subject: FW: Bear Rock Road

From: Stewart, Sarah  
Sent: Monday, May 13, 2019 4:02 PM  
To: Gamache, Christopher <Christopher.Gamache@dncr.nh.gov>  
Subject: FW: Bear Rock Road

From: Monique Petrofsky <[REDACTED]>  
Sent: Friday, May 3, 2019 2:38 PM  
To: Stewart, Sarah <Sarah.Stewart@dncr.nh.gov>  
Subject: Bear Rock Road

Hi Sara,

I am writing to follow up with you with regards to several conversations we have had with regards to the closure of our road.

As John shared with you, I reached out to the State of Alaska, Department of Environmental Conservation, Air Quality Division as I understood that they have had to deal with dust issues in small communities due to an increase of OHRVs. They have conducted various studies and developed recommendations that I would like to bring to your attention.

OHRVs create Particulate Matter that is 10 microns in diameter, called PM10 or dust. What studies tell us is that PM10 travels over long distances (even miles) and lingers in the air. The smallest of particles can be held in the atmosphere for hours or days and can enter homes. They also found that there is a direct relationship between PM10 dust and the speed of OHRVs. Due to the greater width (relative to highway vehicles) of ATV tires, they entrain more dust even at lower speeds. Based on these findings it is recommend that: OHRVs traffic, be rerouted away from homes (neighborhoods) that are on unpaved roads and when not possible to do that, not travel more than 10 MPH. Currently on our road, most ATV go over 25 to 30 MPH at best and often more.

They also shared, per phone conversation, if OHRVs travel over 10 MPH, applying Calcium or Mag Chloride (salt based suppressants) will not work beyond a day and will only be aerosolized. Additionally, these are also pollutants, affecting nearby fields, tree farms and wells.

PM10 poses significant health risks for those who breathe it in. The health risks include aggravating existing heart and lung disease and can damage lung tissue. Children, seniors and people with asthmas and other respiratory or heart conditions are most susceptible

Noise is a problem. From a review of the literature 50 decibels was cited (including the World Health Organization) as the maximum for outdoor levels. A current bill aims to reduce the decibels from 96 to 82 as a requirement. That is a move in the right direction, but we are still a long ways off from achieving 50 decibels.

I apologize if you have already heard all this before.

But I also would like to express my concern about the seeming change in 'not closing our road' which was already agreed by many is not needed. I find the current point brought up on why to not close our road, which is to keep them off Diamond Pond road, which is paved, very disingenuous. OHRVs already travel Diamond Pond Road and many who live on Diamond Pond are ATV enthusiasts. Additionally, they go from Heath Road to Diamond Pond road already and that is a paved section. There are no plans to change that route. During our last discussion, we discussed the issue of small town politics. This is politics. I feel that John and I are being targeted because of our active involvement in the community to get them out of neighborhoods and that is driving much of the refusal to close our road. It is a section that is absolutely not needed. The change in attitude has to do with Harry Brown not liking John. He wrote a letter in the local paper criticizing him (John did not respond as many in town said it was not worth John's time) and Mr. Brown approached me at the last town meeting and said he wanted to speak to my "brother" and he was quite angry. I spoke with him at the headwaters meeting that we both attended, and he had forgotten who I was. I reminded him that his house is not located near the ATV trail and thus he is not affected. Most importantly, if the ATV clubs were genuinely concerned about getting them off tarred roads, why are they then actively seeking to open sections on state roads such as route 145 (a very curvy and high traffic road) and route 3 the main road north that is a 55 MPH road and very busy. Land owners on both sides have rescinded the right to use their land so they are scrambling and are willing to go down tarred roads that are extremely busy and use the downtown Colebrook, Stewartstown, NH and Canaan, VT tarred roads. Diamond Pond by comparison is a calm, not busy road.

Thank you for your time and for this opportunity to share my concerns.

Monique Petrofsky