

## Around the World with the Beacon



David Merwin took his Beacon abroad and got this shot on New Year's Day in Tripoli, Lebanon.



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## "This Fabulous Country of Ours"

By Mary Lou Emerson  
For the Beacon

Jim and I took a six-and-a-half week cross-country trip this fall, taking in sights such as Mount Rushmore and Crazy Horse in South Dakota and the Devil's Tower, Yellowstone, and the Grand Tetons (including Jackson Hole) in Wyoming.

From there we spent two and a half weeks in Idaho visiting our son, Jeff, who has lived for seven years in Sun Valley. Jim and Jeff played a good bit of golf.

From Idaho we headed south into Utah, visiting many of the canyons, traveling over the Escalante Mountains, and visiting Capitol Reef, Bryce Canyon, and Zion. From there we visited Las Vegas, the Hoover Dam, the Grand Canyon's West Rim, and the Hualapai Nation, where there is the much-talked-

about Skywalk. We next visited and experienced the Grand Canyon via the southern entrance in Arizona.

Heading west, we drove through the Painted Desert and the Petrified Forest and then turned east, stopping in Nashville, the Great Smoky Mountains, and Asheville before heading north through the Carolinas, where we stopped to visit a number of friends.

We returned home to Connecticut (our permanent residence for some 43 years), where the October snowstorm welcomed us to no electricity and a very cold house. We camped in our driveway for a few days in our 19' camper/trailer which we had pulled across this fabulous country of ours.

Jim has spent the past eight winter seasons living in East Andover while working at Ragged Mountain Resort. He grew up in Cilleyville. 

## DOT Prepares To Replace Mitchell Brook Culvert

By Don Gould  
Andover School Board

The New Hampshire Department of Transportation (DOT) held a Combined Public Officials/Public Informational Meeting at the Andover Town Hall on January 23 to review and discuss replacement of the culvert carrying Mitchell Brook under US Route 4 and New Hampshire Route 11 in the "dip" just to the east of Andover village.

The current four-foot circular culvert is to be replaced by a concrete box culvert 14 feet wide by 8 feet deep. The final road surface will be a foot higher than the current road surface. Material covering the culvert will be reduced from the present four feet covering the current culvert to approximately one foot covering the new box culvert.

Four-foot paved shoulders will be added to the 11-foot lanes in the impacted area of about 150 to 200 feet of roadway. The present paved shoulders one foot wide will remain along the road to the east and west of the project.

### Floods Divide The Town

This highway change is in response to the flooding in this area during Mother's Day, 2006 – a 200- to 500-year flood – and Patriot's Day, 2007, a 100-year flood. These floods effectively stopped east-west traffic flow with up to 28 inches of water over the road and serious road washout. All detours

added many miles to those traveling this main east-west artery. The replacement is designed at a 50-year flood level.

The estimated cost of the project is \$600,000. Funding will be \$537,000 Federal and \$63,000 State.

Project manager Ronald Grandmason, PE expects to advertise for contractor bids during April or May, with approval in June. Construction is expected to start in July and be finished before the end of construction season in November.

During construction, traffic will be reduced to one lane to be interrupted by temporary intermittent stop lights. These may be overridden by police and certain others for emergency vehicles and, with special provisions, school buses.

DOT environmentalist Kathy Goodman added that a Department of Environmental Services permit will be applied for, as well as other applicable permits. These are expected to require a foot of rock at the bottom of the culvert to facilitate wildlife passage, and provision must be made for the containment of invasive species found in the area.

The Andover School Board recognizes that this project will undoubtedly impact school transportation, since legally, delays can be up to 20 minutes. Request for preferential passage of school buses to be included in contract to builder may be made to project leader. 

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