

Why AE/MS Needs A Reading Specialist

CCSS reading mandates make the need critical

By Gretchen Hildebrand
AE/MS Second Grade Teacher

The budget to be voted on at School District Meeting on Monday, March 4, will include money to hire a reading specialist at AE/MS.

Andover Elementary/Middle School, like all other New Hampshire schools and those of most of the United States, is trying to embrace the Common Core State Standards (CCSS).

As some in the community may recall, we had a reading specialist at AE/MS for a brief period of time several years ago. Filling that position was very helpful in bringing teachers valuable professional development, helping children receive individual reading assistance, and solving problems of ongoing assessment and professional dialogues around the concerns teachers had for their students in reading.

Our call for such an individual was and is significant for those reasons, and with the reading mandates of the CCSS, our need is now critical.

Reading is a key focus for every teacher of every subject, all the way

through school. It is the CCSS goal that every child read proficiently by the end of third grade. A great emphasis is now on informational reading and writing, where children will not be tested as much on how they sound out words, but how much they understand what they read and can apply to other readings and in their own writing. There will continue to be a dramatic increase in the amount of reading required in school.

Although Andover teachers have jumped ahead of the curve in providing quality informational materials in our classrooms and our school library, thereby having less expense in that way, we are acutely aware that we need a highly-trained individual to help us prevent reading failure, advise us on the best ways to reach the diverse range of achievement in our classrooms, and provide expert assessment, instruction, and leadership alongside us on a weekly basis.

Having had a chance to work with such a person in the past, we realize how beneficial it is to have a reading specialist in our school. It is our sincere hope that the Andover voters will also understand the benefit and necessity of this position for the sake of all of our students and fund the position.



Warrant Article Seeks Bridge Funding

A start on plan to deal with bridge problems

By Jim Danforth

Of the 20 bridges owned by the town, eight are on the New Hampshire Department of Transportation's (DOT) Red List, three are closed, two are limited to foot traffic, one is structurally deficient, one is functionally obsolete, and four are in good shape. If the Morrill Hill Road Bridge project is completed this year, we will have only seven Red Listed bridges and five in good shape.

Andover has paid just over \$80,000 to date on the Morrill Hill Bridge project, which is projected to be 20% of the total cost, the remaining funding being provided by the State. Andover has a Capital Reserve Fund for bridges, specifically to fund the Town's share of bridge projects that qualify for state aid. The fund currently has a balance of \$154,000.

All the parenthetic numbers that follow refer to the DOT bridge map for Andover, which you can view at Bit.ly/W7hnmh.

The Cilleyville-Bog Covered Bridge (049/094) is open to foot traffic only, does not qualify for any state aid, and currently has a specific reserve fund with a balance of around \$4,000. The bridge is currently listed as "Not Deficient."

Bradley Lake Road Bridge 1 (097/072) is functionally obsolete, which is descriptive of the design; the bridge is structurally sound and was rebuilt in 2000.

Cilleyville Road Bridge (053/092), Bradley Lake Road Bridge 2 (100/090), Maple Street Bridge over Sucker Brook (171/131), and Dyers Crossing Bridge (199/144) are all in good shape. All were rebuilt after 2005, with the exception of Cilleyville Road Bridge, which was rebuilt in 1996.

Excluding Morrill Hill Road Bridge (127/106), of the seven remaining Red Listed bridges, two are structurally deficient: Last Street Bridge (216/139) and Keniston Covered Bridge (083/098). DOT has estimated that Last Street

Bridge will cost \$145,000 and that the Keniston Covered Bridge will be in the range of \$350,000 if replaced with a modern span.

Kearsarge Mountain Road Bridge (065/075), Hall Road Bridge (104/078), Taunton Hill Road Bridge (125/129), and Valley Road Bridge (180/147) require differing amounts of work. DOT estimates that repairs on three of the four at \$645,000; Kearsarge Mountain Road Bridge has not been estimated.

The last Red Listed bridge is Maple Street Bridge, which goes over the Rail Trail; this bridge can be closed at little to no cost to the town at any time, as it is considered redundant.

Closed Bridges

Andover has three closed bridges that will need to be removed at some point and are low-priority projects: Ragged Mountain Brook (071/103), Tucker Brook on Valley Road (176/150), and Hoyt Bridge over Sucker Brook (197/146). Gale Road Bridge (041/110) is currently open to foot traffic, but will need to be removed at some point.

DOT estimates that it will cost between \$40,000 and \$50,000 to remove all four bridges. These projects do not qualify for any state aid.

The structurally deficient bridge, Lawrence Street (098/093), was built in 1930 and a new deck was installed about 20 years ago. DOT is concerned about the abutments, decking, and approaches to the bridge. DOT has not formally estimated the cost of repair or rebuild, but based on like projects in the state and assuming the project receives state aid, the Town share to rebuild the bridge would exceed \$500,000.

Of the \$140 million the state has to spend on roads and bridges, only \$8 million is set aside each year to address municipal bridges. In August of 2012, DOT stated, "Currently, we are eight to ten years out at the very least to fund the (new) projects towns are asking us to fund."

Every two years, DOT issues an updated 10-year plan showing anticipated start dates for funded projects and approved projects. The draft 2013-2023 10-year plan is currently showing no projects for municipal bridges in Andover.

At Town Meeting, voters will be asked to place an additional \$25,000 into the bridge reserve fund, name the Board of Selectmen as agents to expend; and expand the bridge reserve fund's purpose to include all bridge projects, including maintenance. Hall Farm Road Bridge (104/078) and Last Street Bridge (216/139) will need to be rebuilt or replaced soon, and without state aid.

This is a first step in development of a plan to comprehensively address our municipal bridges. Please support it.



Snow Time like the present!

Prepare for the winter weather now!

We Sell all Brands of Snow Tires
- free alignment evaluation -
- winterize check & ice scraper -
with purchase of 4 new tires.
Expires 2/28/13

\$10 off State Inspection
Expires 2/28/13

\$24.95 Oil Change (up to 5 qts)
Expires 2/28/13

WALKER

AUTOMOTIVE

Rt 11, Wilnot, NH
603-526-4848

WalkerAutomotiveInc.com





A. W. FROST AGENCY, INC.

A proud member of the
Davis & Towle Group

Offering **Insurance** for your
Home, Auto, Business and
Farm for over 80 years

Stop in and visit us at
325 Central Street
Franklin, NH 03235
(603)934-3717
www.DavisTowle.com
Your local choice