



THE STATE OF NEW HAMPSHIRE

DEPARTMENT OF TRANSPORTATION



10

DEC 17 2025

William Cass, P.E.
Commissioner

David Rodrigue, P.E.
Assistant Commissioner

Bureau of Rail and Transit
August 29, 2025

Her Excellency, Governor Kelly A. Ayotte
and the Honorable Council
State House
Concord, New Hampshire 03301

REQUESTED ACTION

Pursuant to RSA 228:57-a, authorize the Department of Transportation to enter into a retroactive lease agreement with Stephen Pearson (654 Union Road, Belmont, NH), in the amount of \$16,198.75 for the use of state-owned property in Belmont, NH along Lake Winnisquam. This lease agreement is effective from July 1, 2025, through June 30, 2030, upon Governor and Council approval.

Lease income will be credited as follows:

Table with 6 columns: Fund Number, FY 2026, FY 2027, FY 2028, FY 2029, FY 2030. Rows include Special Railroad Fund 009-403532 and 009-407323 with associated amounts.

EXPLANATION

This retroactive lease agreement will allow the lessee to continue to lease portions of state-owned railroad property, in accordance with RSA 228:57-a, as they are owners of adjacent residentially developed property and separated from the shore of public waters (as defined by RSA 271:20) by only the railroad property with a lease that expired on June 30, 2025. This lease agreement is for the sole purpose of leasing state-owned railroad property for the installation of a private/non-commercial dock or mooring. A lease in accordance with RSA 228:57-a gives the lessee the right to cross the railroad corridor to access the public waters and thereby request a permit for a dock or mooring field from the appropriate state agency.

**STATE OF NEW HAMPSHIRE  
INTER-DEPARTMENT COMMUNICATION**

**From:**   
Louis A. Barker  
Railroad Planner

**Date:** March 31, 2025

**At:** Dept. of Transportation  
Bureau of Rail and Transit

**thru:** Nicole Bryant   
Administrator

Shelley Winters, Director  03/31/25  
Division of Aeronautics, Rail & Transit

 Eric Sargent, Administrator  
Bureau of Right of Way

**SUBJECT:** Proposed Lease of State-owned Railroad Property on Railroad Corridor;  
RSA 228:57-a

**TO:** Representative David Milz, Chairman  
Long Range Capital Planning and Utilization Committee

**REQUESTED ACTION**

1. Pursuant to RSA 228:57-a, II, the Department of Transportation requests approval from the Long Range Capital Planning and Utilization Committee to renew the attached leases for railroad frontage along Lake Winnisquam, Lake Winnepesaukee, Lake Waukegan and Mascoma Lake for private, non-commercial docks with pedestrian at-grade crossing on the State-owned Concord to Lincoln Railroad Corridor in the Towns of Belmont, Meredith and the City of Laconia. As established by RSA 228:57-a and calculated using the New England Consumer Price Index table, the cost of a lease is \$42.53 per linear foot per year, plus \$50.00 per year for the private pedestrian at-grade crossing. Additional crossings of utilities will be assessed \$50.00 per year for each.

**DOCKS AND MOORINGS WITH PRIVATE PEDESTRIAN CROSSINGS**  
**Long Range Capital Planning & Utilization Committee - LIST of PROPOSED LEASE RENEWALS**  
 Proposed 28 March 2025

DOCK ID NUMBER	NAME	TOWN	COST PER LINEAR FOOT	LINEAR FOOTAGE	YEARLY FEE W/ CROSSING	5 YEAR ANT DUE
D-01	DeStefano (Iuliano)	Laconia	\$42.53	50	\$2,176.50	\$10,882.50
D-02	Gillis	Laconia	\$42.53	50	\$2,176.50	\$10,882.50
D-03	Spinosa	Laconia	\$42.53	50	\$2,176.50	\$10,882.50
D-04	Campbell	Laconia	\$42.53	50	\$2,176.50	\$10,882.50
D-05	Hurley	Laconia	\$42.53	50	\$2,176.50	\$10,882.50
D-06	Ratcliffe	Laconia	\$42.53	50	\$2,176.50	\$10,882.50
D-07	McGuire (Zogopoulos)	Laconia	\$42.53	75	\$3,239.75	\$16,198.75
D-08	Breakwater Condos	Laconia	\$42.53	150	\$6,429.50	\$32,147.50
D-09	Scenic Cove	Laconia	\$42.53	150	\$6,429.50	\$32,147.50
D-10	Correia	Laconia	\$42.53	150	\$6,429.50	\$32,147.50
D-11	Pearson	Belmont	\$42.53	75	\$3,239.75	\$16,198.75
D-12	Beaudoin	Meredith	\$42.53	75	\$3,239.75	\$16,198.75
D-13	Lake Ridge Meredith	Meredith	\$42.53	1351	\$57,508.03	\$287,540.15
D-14	Grouse Point	Meredith	\$42.53	280	\$11,958.40	\$59,792.00
D-15	East Bluff Highland	Meredith	\$42.53	58	\$2,516.74	\$12,583.70
D-16	East Bluff Village	Meredith	\$42.53	58	\$2,516.74	\$12,583.70
D-17	Corr	Enfield	\$42.53	75	\$3,239.75	\$16,198.75
D-18	Sun Lake Village	Belmont	\$42.53	375	\$15,998.75	\$79,993.75

- Total fees with crossings are calculated per year for five years for each location as shown on the table.
- Leases for these locations were previously approved by the Long-Range Capital Planning and Utilization Committee.
- East Bluff Highland and East Bluff Village Associations have joint tenancy.

- Pursuant to RSA 4:40, III-a, the Department of Transportation requests the Long-Range Capital Planning and Utilization Committee waive the \$1,100.00 Administrative Fee, as these are renewals of existing agreements.

## EXPLANATION

RSA 228:57-a allows the Department to lease for private, non-commercial use portions of a railroad corridor to the owners of adjacent properties separated from the shore of public waters, as defined by RSA 271:20, by only the railroad corridor. The Tenants own property that abut the subject railroad corridors for a distance that vary from 50 to 1,351 feet. The current leases have a term from July 1, 2020, through June 30, 2025. Per section 2.02 of the current leases there is a provision to negotiate a new lease for an additional five (5) year period beginning July 1, 2025.

As established by RSA 228:57-a and calculated using the New England Consumer Price Index table, the current cost of a waterfront lease is \$42.53 per linear foot per year. Attached table titled "CPI Updated 3-12-2025 Final/Dock Lease Rate CPI, 2025-2029, dated Mar 25", summarizes the calculations and the proposed lease rates for each location. The table titled "Dock and Moorings with Pedestrian Crossing" lists yearly the lease fee with crossing and the five-year total for each location.

The Department has reviewed the requests and again determined that the leases will not interfere with use of the railroad operations on the subject railroad corridors.

The New Hampshire Council on Resources and Development recommendations for these leases were obtained prior to the original lease. The Governor and Council approvals were obtained for each previous lease.

Authorization is requested to lease these segments of property on the state-owned railroad corridors, as outlined above.

Attachments

New Hampshire Department of Transportation  
 Bureau of Rail & Transit  
 RSA 228:57-a Leasing Certain Portions of Railroad Properties

DOCK LEASE RATE CPI		2025-2029		Mar-25	
US Bureau of Labor Statistics		Rate	Calculation		
2010	2%	\$ 30.00	2.00%	\$ 0.60	\$ 30.60
2011	3%	\$ 30.60	3.00%	\$ 0.92	\$ 31.52
2012	2%	\$ 31.52	2.00%	\$ 0.63	\$ 32.15
2013	1.40%	\$ 32.15	1.40%	\$ 0.45	\$ 32.60
2014	1.40%	\$ 32.60	1.40%	\$ 0.46	\$ 33.05
2015	-0.10%	\$ 33.05	-0.10%	\$ (0.03)	\$ 33.02
2016	1.10%	\$ 33.02	1.10%	\$ 0.36	\$ 33.38
2017	1.80%	\$ 33.38	1.80%	\$ 0.60	\$ 33.99
2018	2.20%	\$ 33.99	2.20%	\$ 0.75	\$ 34.73
2019	1.60%	\$ 34.73	1.60%	\$ 0.56	\$ 35.29
2020	1.30%	\$ 35.29	1.30%	\$ 0.46	\$ 35.75
2021	3.90%	\$ 35.75	3.90%	\$ 1.39	\$ 37.14
2022	7.00%	\$ 37.14	7.00%	\$ 2.60	\$ 39.74
2023	3.50%	\$ 39.74	3.50%	\$ 1.39	\$ 41.13
2024	3.40%	\$ 41.13	3.40%	\$ 1.40	\$ 42.53

Note: Source of table (New Hampshire Employment Security) Northeast Urban Region CPI-U  
<https://www.nhes.nh.gov/elmi/statistics/documents/cpinecomp.pdf>

2020 -24 Lease amounts (by Linear Foot)

50 x \$34.97 = \$ 1,748.50  
 58x34.97= \$2,028.26  
 75 x \$34.97 = \$ 2,622.75  
 150 x \$34.97 = \$5,245.50  
 200 x \$34.97 = \$6,994.00  
 225 x \$34.97 = \$ 7,868.25  
 280 x \$34.97 = \$ 9,791.60  
**550 x \$34.97 = \$19,233.50**  
 1351 x \$34.97 = \$47,244.47

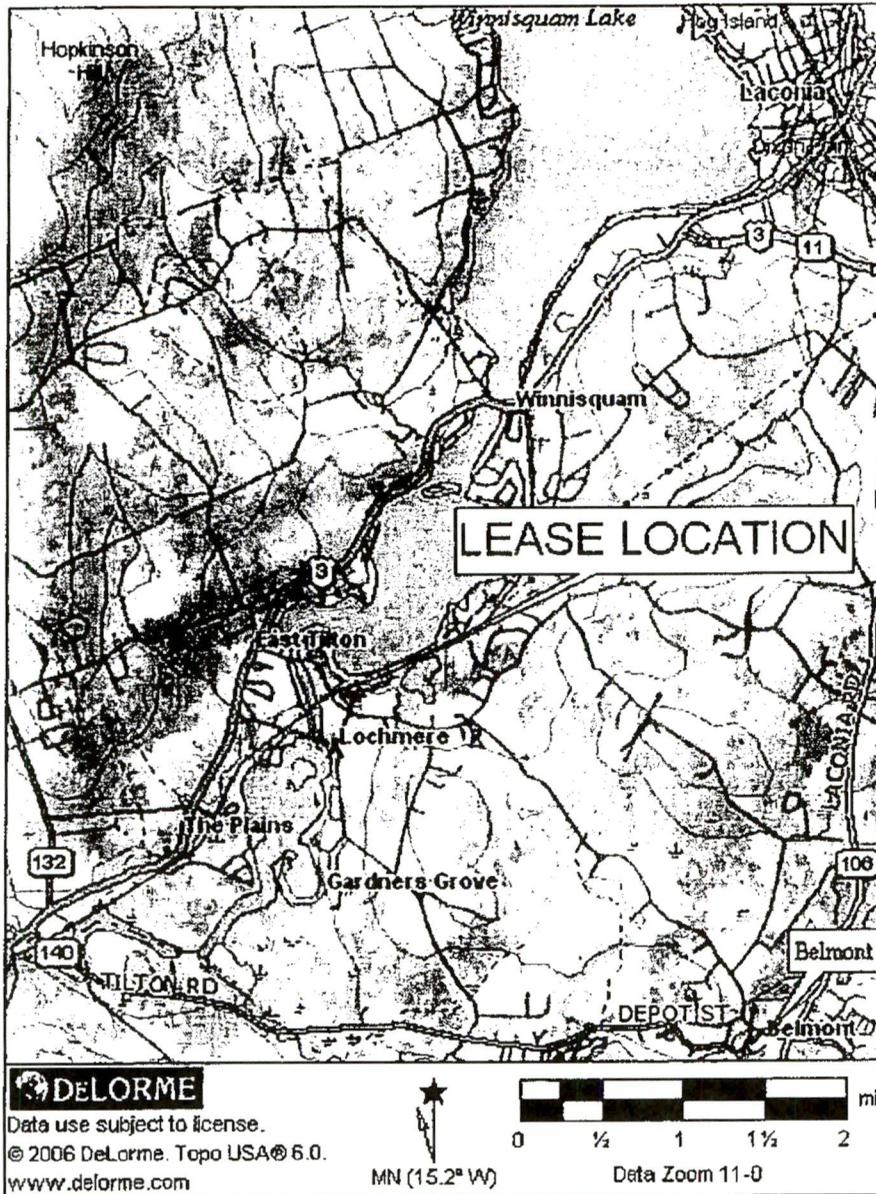
2025-29 Anticipated Lease amounts (by Linear Foot)

50 x 42.53= \$2,126.50  
 58 x \$42.53 = \$2,466.74  
 75 x \$42.53 = \$3,189.75  
 150 x \$42.53 = \$6,379.50  
 200 x \$42.53 = \$8,506.00  
 225 x \$42.53 = \$9,569.25  
 280 x \$42.53 = \$11,908.40  
 300 x 42.53 = \$12,759.00  
 375 x \$42.53 = \$15,948.75  
 550 x \$42.53 = \$23,391.50  
 1275 x 42.53 = \$54,225.75  
 1351 x \$42.53 = \$57,458.03

( 1,350 feet/17x75')

STEPHEN F. PEARSON, BELMONT  
DOCK LEASE, PEDESTRIAN CROSSING OF STATE OWNED RAILROAD SHORE  
FRONT PROPERTY  
(RSA 228:57-A)

March 28, 2025



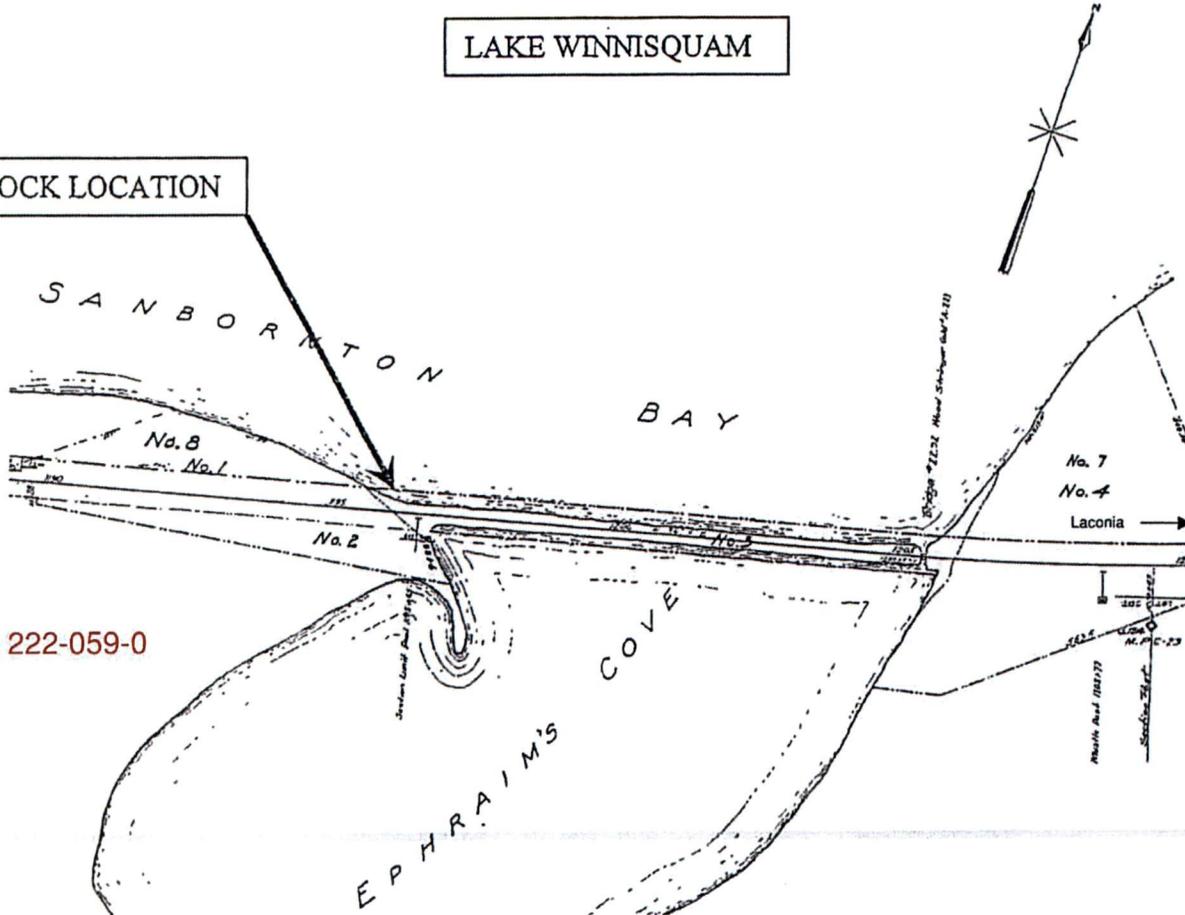
LEASED AREA

New Hampshire  
Department of Transportation  
Bureau of Rail & Transit  
FILE NO. 2020-32  
LEASED TO: Stephen F. Pearson  
Milepost C22.74  
Val Map V21/58  
Station 1195+65 +/-,  
75+/- Linear Feet

LAKE WINNISQUAM

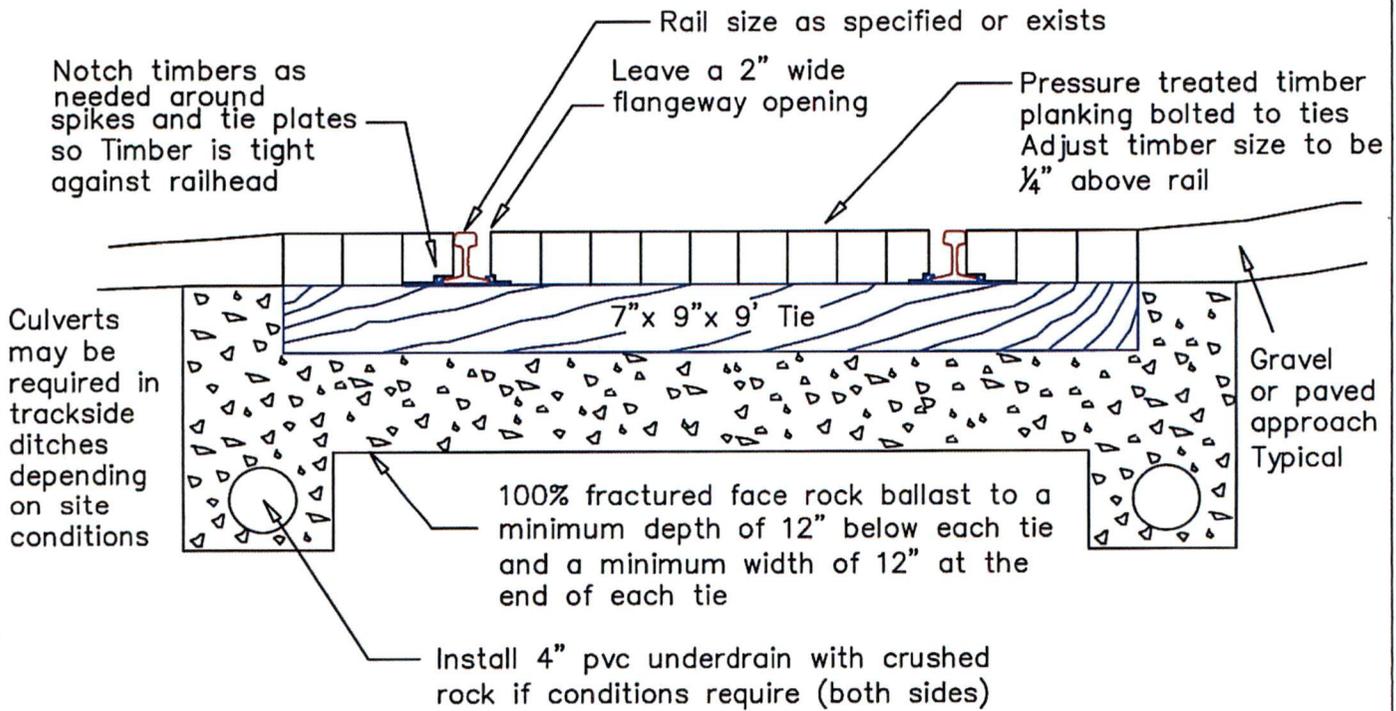
DOCK LOCATION

Lot 222-059-0



Concord-Lincoln Railroad Corridor

# TIMBER PLANKED CROSSING DETAIL



1. The length of the timbers will vary depending on whether the crossing is to be used for a pedestrian crossing, a farm crossing or driveway.
2. Timbers must be installed 2' wider on both sides than the road approaches. A pedestrian crossing should be a minimum of 5' wide, The farm and driveway crossings should be a minimum of 12' wide.
3. Full depth rock ballast under the ties only needs to be installed if it is necessary to rebuild the entire crossing.
4. Timber planks should be lagged at the last tie on both ends and then staggered hitting approximately every fourth tie.
5. This is a conceptual plan and the actual site will need to be reviewed with the Bureau's Railroad Engineer before actual work can be determined.
6. New crossties and track work may need to be preformed before the crossing can be built. The cost of that work which must be done by the Operating Railroad will be borne by the Permittee

Not to scale



STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF RAIL & TRANSIT

P.O. BOX 483  
CONCORD, NEW HAMPSHIRE 03302-0483  
(603) 271-2468 FAX(603) 271-6767

TYPICAL TIMBER PLANKED  
CROSSING DETAIL

REVISIONS	
DATE	DESCRIPTION
September 1, 2020	

SHEET:  
CT-1

**NOTES**

1. Cross Buck and Stop Sign shall conform to the requirements of the current edition of the USDOT-FHWA "Manual on Uniform Traffic Control" (MUTOD).

2. Galvanized Steel U-Channel post shall meet NHDOT Spec 615.2.5.3 and shall be a min of 2.5 lbs/ft. Each sign to have two 3/8" diameter holes pre-drilled, 1" min from top and 1" min from the bottom of post, and continue at 1" c-c along the vertical centerline of post.

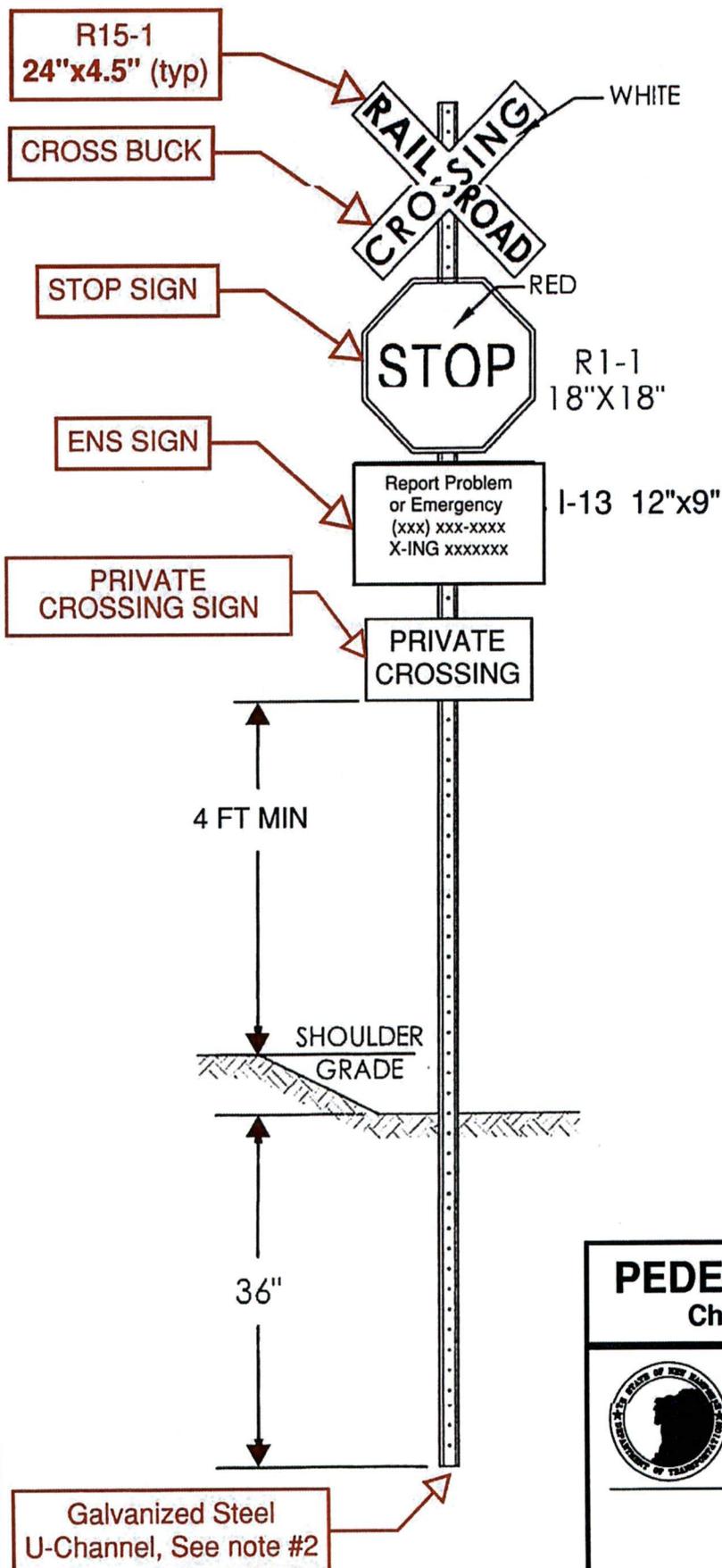
3. Private Crossing Sign: 18" x 7", 1/4" wide x 2" high black letters on white background. 0.080" thick Aluminum (6061-T6)

4. The ENS Sign: White letters on Blue background, emergency phone # and crossing ID # will be provided by the Railroad Operator

5. Sign posts shall be installed 15 ft from the nearest rail and the nearest edge of any sign shall be 6 ft min from the edge of Travel way.

6. Each sign to have two 3/8" diameter holes pre-drilled (1" min from top and 1" min from the bottom of sign, on vertical centerline of sign).

7. This detail is provided to be guide, reference the current edition of the USDOT-FHWA "Manual on Uniform Traffic Control" (MUTCD) for specific guidance for each location.



**PEDESTRIAN CROSSING SIGNAGE**

Chuck Corliss PE, Dated January 18, 2023

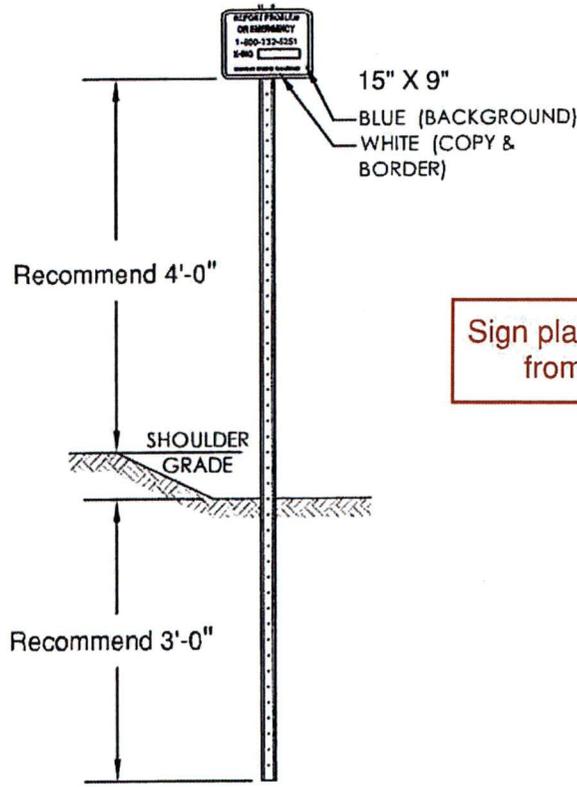


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(603) 271-2468 FAX(603) 271-6767



I-13  
Railroad Emergency Notification

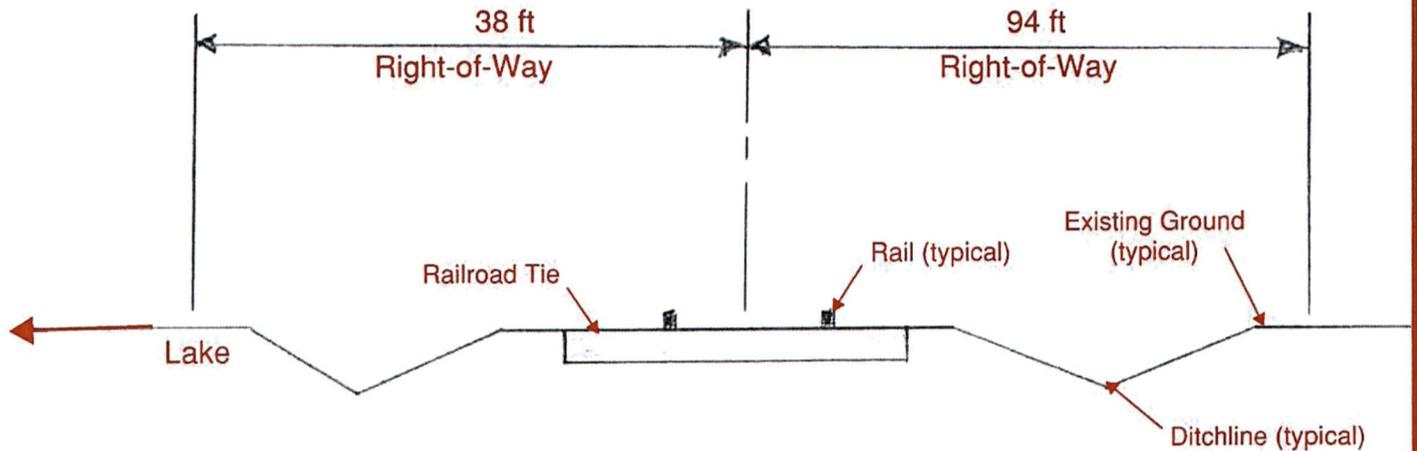


Sign placement shall be 15 ft from the nearest rail.

**RAILROAD CROSSING  
EMERGENCY NOTIFICATION  
SIGN (ENS)**

SL-2

## New Hampshire DOT Right-of-Way



### Railroad Cross Section

Facing North  
Mile Post C 22.74  
Valuation Section 21, Sheet 58  
Station 1195+65  
Not to Scale

**Approved:** Per this Lease Agreement, construction per the agreement and pedestrian crossing of the NHDOT property (right-of way) is the only item approved. No other actions shall take place within the NHDOT right-of-way.

**Not Approved:** To provide more clarification on the NHDOT property right-of-way, within these limits as dimensioned in the detail above, no other actions shall take place. To include, but not limited to:

- Cross pipes placed in the drainage ditch area.
- Filling of the drainage ditch area.
- Pedestrian stairways
- Walkway/ramps/bridges over the drainage ditchline or with the ROW.
- Placement of any electrical, water, sewer, telephone, communication cable lines or conduits.
- Cutting of trees and brush
- Planting of any trees, shrubs or other vegetation
- Disposing of any materials, to include lawn and garden waste, tree trimmings etc.
- Parking or storing vehicles

Revised Date 7-01-2025

## **STANDARD PROSECUTION OF WORK FOR A PEDESTRIAN CROSSING CONSTRUCTED ON NH DOT RAILROAD PROPERTY**

### **DESCRIPTION OF WORK**

The work entails the installation of a pedestrian timber crossing across state-owned Concord-Lincoln Railroad Corridor (the "Corridor") by the Permittee. The work area will require an inspection by the Corridor Owner, or their designee, to determine the condition of the existing track materials, drainage, sight distances, signage and other track related items before the crossing is installed. New cross ties, stone ballast, drainage and other track work may be required before the timber crossing can be installed. The cost of all this work plus the cost of required oversight/inspection/safety-related staff from the Corridor Owner and Railroad Operator, as detailed below or in the TUA itself, shall be paid by the Permittee. Railroad inspectors and flaggers furnished by the Railroad Operator for this project must be paid in advance by the Permittee.

A representative of the NHDOT Bureau of Rail & Transit (Bureau) will meet with the Permittee on site to determine the exact location of the new crossing, to inspect the track and to determine exactly what track improvements are required before the pedestrian crossing is installed. This Prosecution of Work only applies to the pedestrian crossing and does not provide any information or authority to cross the Corridor with construction equipment. Additional licenses, permits, information and/or approvals from the Corridor Owner will be required to transport construction equipment or wheeled vehicles across the railroad tracks.

### **CORRIDOR OWNER AND RAILROAD OPERATOR**

The Permittee shall coordinate all work on this project with the Corridor Owner and the Railroad Operator.

State of New Hampshire (Corridor Owner)  
Julie L. Mathews, P.E.  
Railroad Operations Engineer  
Bureau of Rail & Transit  
Tel. (603) 271-2468  
Email: RailroadProperty@dot.nh.gov

Plymouth & Lincoln RR (Railroad Operator)  
Garrett Stevens, Roadmaster  
PO Box 9  
Lincoln, NH 03860  
Tel. 603-913-7760

**RAILROAD COORDINATION**

This project is located on an active railroad line that has both scheduled and unscheduled on-rail movements. All work performed within the Corridor shall be coordinated with the Corridor Owner and performed under the supervision of the Railroad Operator. The Railroad Operator will handle all on-rail traffic coordination while the crossing is being constructed and while the crossing is being used for workers and materials to cross the Corridor to access the shoreland for dock installation work. Railroad flagging protection will be required for these uses.

Additional coordination, approvals and fees due to the Railroad Operators are included in other sections below.

**RIGHT-OF-WAY AND PROTECTION OF PROPERTY**

The Permittee shall not modify the Corridor in any way without the written permission of the Corridor Owner.

**ACCESS FOR DOCK INSTALLATION/REMOVAL**

If the Permittee, or a dock installation/removal company hired by them, needs to cross the Corridor with people (i.e. workers) and materials, coordination with the Corridor Owner and Railroad Operator is required and permission must be obtained by the Corridor Owner and Railroad Operator before goods can be moved across the corridor for installation/removal of dock and/or mooring-related components. The Railroad Operator, in consultation with the Corridor Owner, will determine whether Railroad Operator flaggers and/or personnel are necessary for such dock and/or mooring installation/removal access. If deemed necessary, the cost of these services shall be borne by the Permittee.

No wheeled or tracked equipment, including vehicles and construction equipment, is permitted to be moved across the Corridor for dock installation/removal. Should dock and/or mooring installation/removal work necessitate wheeled or tracked equipment, a separate and specific Temporary Use Agreement will be required for a temporary crossing to cross the tracks for these purposes.

**CONSTRUCTION REQUIREMENTS****New Railroad Pedestrian Crossing (including Access Path)**

The construction of the new crossing shall be performed by the Railroad Operator, or a qualified independent Railroad Contractor that is approved by the Corridor Owner and the Railroad Operator. If the Permittee chooses to hire an approved independent Railroad Contractor, then the Permittee will be required to obtain Railroad Insurance and pay the Railroad Operator's inspector and flagger to be on site while the crossing is being constructed, if deemed necessary by the Railroad Operator. Prior to beginning any work on the Facility/Project, the Permittee shall notify the Corridor Owner and Railroad Operator of their proposed schedule of work on the railroad portion of the project.

Specifically, the following shall apply:

1. The Permittee shall follow an approved Plan showing details of the crossing including ditching, drainage, signage, fencing and crossing construction. Any changes in the method of construction of the crossing must be approved in writing by the Corridor Owner. No work shall begin on the project before the Plan submitted by the Permittee is reviewed and approved by the Corridor Owner.
  - a. Fencing is required by the Corridor Owner at this time and the Corridor Owner reserves the right to require additional fencing and gates to be installed by and paid for by the Permittee in the future if conditions warrant in the judgement of the Corridor Owner.
2. The Permittee shall be responsible for contacting Dig Safe (1-888-344-7233) prior to beginning any excavation work on the Corridor.
3. The Permittee shall furnish, install and maintain all necessary siltation and erosion control measures necessary to prevent damage to the Corridor.
4. The new access shall be limited to 6 ft. wide and must be constructed so it does not interfere with drainage flow along the Corridor.
5. The access shall consist of 4" thick crushed gravel (3/4" stone) base material graded into the new crossing surface and extended to the limit of railroad property and graded to match into the existing surface.
6. The Permittee shall furnish and install a minimum of a 15" PVC culvert in the existing ditch line on both sides of the tracks as shown on the approved Plan. The ditch line shall be modified to ensure that the culvert drains properly and that the flow in the ditch line is not impeded.
7. The ground in the area of the crossing and approaches shall be regraded and seeded to its original contours.
8. Railroad Impacted Soils - All railroad corridors have the high potential for soil contamination; the NH Department of Environmental Services (NHDES) requires treating Railroad ballast/slope materials as impacted soils as they routinely contain non-leachable impacts just above the allowable limits to be considered "clean material." This includes all topsoil, full depth, whether it be 4", 6", 12" depth.
  - Areas with no topsoil, the first 6" of soil depth.
  - All ballast material, stone or cinders to a depth of 4' extending approximately 6' from centerline of the existing railroad track.

The Permittee has two options to address these potentially contaminated soils:

1. They can be excavated to the above parameters, tested and disposed of properly offsite per all NH Department of Environmental Services rules (solid waste); or
2. Following NHDOT's written approval of volume, location, grading, etc. they can be placed back within the existing NHDOT Railroad ROW in an approved location that must be above the water table, not on a steep slope, doesn't overlay/contaminate the existing railroad stone ballast and doesn't interfere with drainage ditch lines.

9. The existing rail and ties in the area of the new crossing will be removed and replaced by the Railroad Operator or a contractor approved by the Corridor Owner and the Railroad Operator as directed by the Corridor Owner (Railroad Operations Engineer). The Permittee is responsible for hiring and paying the cost of the contractor to install the crossing, whether that Contractor is the Railroad Operator or an approved Contractor.
10. Install new 6" x 8" x 8'-6" grade #3 creosoted (7 lb. retention) cross ties 100% end-plated in the area under the proposed new crossing as needed per the direction of the Railroad Operations Engineer prior to installing the crossing. The existing tie plates may be reused, but new 6" x 5/8" soft steel cut spikes must be used. Additional stone ballast per NHDOT specifications will be required to properly fill the cribs and support the new ties. All existing or new ballast shall be thoroughly tamped using mechanical tamping equipment to return the rails to the proper line and grade.
11. Furnish and install new timbers through the crossing as shown on the Standard Detail Plan. The width of the timber planked crossing and shoulders over the railroad tracks must be as wider on each side of the track as the walk width on the approaches or as directed by the Corridor Owner.
12. The Permittee shall furnish and install appropriate signage as shown on the attached sign detail sheet, including Emergency Notification Sign referencing AAR DOT #xxx-xxxx. (Number to be provided by the Corridor Owner.) The Permittee shall be responsible for replacement of this signage if it becomes damaged or is missing.
13. **At no time** shall any Permittee's equipment, including any Contractors that will be working on the shorefront piece of the property, enter onto the Corridor or cross the tracks without the expressed written permission of the Corridor Owner and the Railroad Operator and the presence of flagger or inspectors from the Railroad Operator on site. A separate Temporary Use Agreement is required for a temporary crossing for construction equipment to cross the tracks.
14. The Permittee shall be responsible for all costs to repair damage to the railroad tracks, ties, ballast or railroad property caused by them (or their contractors or assignees) and/or their unapproved action.
15. Once the new crossing is complete, the Permittee will be responsible to keep the brush and grass cut down on the 4 sight triangles. The Permittee must contact the Railroad Operator to obtain permission to enter onto railroad property to maintain sight lines.

**NHDOT Railroad Rate Schedule**  
**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION**  
**BUREAU OF RAIL & TRANSIT**

Methodology

Updated: August 28, 2023

Total Cost = Labor + Mileage + Materials

<b>A. Labor Rates (including onsite &amp; travel)</b>	<b>Work Details/Description</b>	<b>Bureau Employee Rate</b>	<b># of Hours</b>	<b>Total</b>
Average Bureau Rate (Per Employee)		\$ 67.00		\$ -
	SUB-TOTAL			\$ -
<b>B. Federal Mileage Rate</b>	<b>Work Details/Description</b>	<b>2023 Mileage Rate</b>	<b># of miles</b>	<b>Total</b>
State Vehicle Charge (Per Vehicle)		\$ 0.655		\$ -
				\$ -
	SUB-TOTAL			\$ -
<b>C. Actual Materials and Supplies Cost</b>		<b>Cost</b>	<b>Qty</b>	<b>Total</b>
				\$ -
				\$ -
	SUB-TOTAL			\$ -
<b>TOTAL</b>				<b>\$ -</b>

**Notes:**

Rate schedule is updated annually; costs are based on the annual rates in effect when work occurs.  
 If representatives other than NHDOT staff are used, the methodology will be the same, but the rates will be at the in-effect rates of the third-party and as approved by NHDOT.

New Hampshire Department of Transportation  
 Bureau of Rail & Transit  
 RSA 228:57-a Leasing Certain Portions of Railroad Properties

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2016	1.10%	\$ 33.02	1.10%	\$ 0.36	\$ 33.38
2017	1.80%	\$ 33.38	1.80%	\$ 0.60	\$ 33.99
2018	2.20%	\$ 33.99	2.20%	\$ 0.75	\$ 34.73
2019	1.60%	\$ 34.73	1.60%	\$ 0.56	\$ 35.29
2020	1.30%	\$ 35.29	1.30%	\$ 0.46	\$ 35.75
2021	3.90%	\$ 35.75	3.90%	\$ 1.39	\$ 37.14
2022	7.00%	\$ 37.14	7.00%	\$ 2.60	\$ 39.74
2023	3.50%	\$ 39.74	3.50%	\$ 1.39	\$ 41.13
2024	3.40%	\$ 41.13	3.40%	\$ 1.40	\$ 42.53

Note: Source of table (New Hampshire Emplo  
<https://www.nhes.nh.gov/elmi/statistics/docu>

2020 -24 Lease amounts (by Linear Foot)

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- 550 x \$34.97 = \$19,233.50**
- 1351 x \$34.97 = \$47,244.47

2025-29 Anticipated Lease amounts (by Linear Foot)

- 50 x 42.53= \$2,126.50
- 58 x \$42.53 = \$2,466.74
- 75 x \$42.53 = \$3,189.75**
- 150 x \$42.53 = \$6,379.50
- 200 x \$42.53 = \$8,506.00
- 225 x \$42.53 = \$9,569.25
- 280 x \$42.53 = \$11,908.40
- 300 x 42.53 = \$12,759.00
- 375 x \$42.53 = \$15,948.75
- 550 x \$42.53 = \$23,391.50
- 1275 x 42.53 = \$54,225.75
- 1351 x \$42.53 = \$57,438.03

# New Hampshire Council on Resources and Development

Office of State Planning • 2½ Beacon Street  
Concord, N.H. 03301 • 603-271-2155



HELP LINE TTY/TDD RELAY  
225-4033  
1-800-992-3312

## MEMORANDUM

TO: Carol Murray, Commissioner  
Department of Transportation

FROM: Benjamin D. Frost, Senior Planner  
Office of State Planning

DATE: July 25, 2002

SUBJECT: Surplus Land Review. Town of Belmont. SLR 02-016

The Council on Resources and Development (CORD), by ballot vote effective July 25, 2002, took action on the following request from the Department of Transportation:

Lease <sup>75</sup>~~100~~ linear feet of the State-owned Concord to Lincoln railroad line in the Town of Belmont for a dock and private pedestrian crossing.

CORD members voted to recommend the property as surplus to the needs of the state for the purpose of the lease, subject to the lease agreement calling for direct notification both to DOT and DHR in the event of discovery of archaeological assets.

cc: William Boudreau  
Bureau of Rail and Transit  
Department of Transportation  
One Hazen Drive  
Concord, NH 03301

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BDF:teg



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/23/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> New London Insurance Agency 259 Main St. PO Box 97  New London NH 03257		<b>CONTACT NAME:</b> Producer --DEFA <b>PHONE (A/C, No., Ext):</b> (603) 526-4055 <b>FAX (A/C, No.):</b> (603) 526-9330 <b>E-MAIL ADDRESS:</b> todd@newlondoninsuranceagency.com	
<b>INSURED</b> Pearson, Stephen 654 Union Rd  Belmont NH 03220-3807		<b>INSURER(S) AFFORDING COVERAGE</b> INSURER A: NORTHERN SECURITY INS CO NAIC # 25992 INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	

**COVERAGES****CERTIFICATE NUMBER:****REVISION NUMBER:**

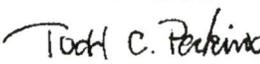
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b> <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			BP21015923	11/01/2025	11/01/2026	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 50000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ \$
	<b>AUTOMOBILE LIABILITY</b> <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY <input type="checkbox"/> AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR <b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y/N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below			N/A			PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

"The State of New Hampshire and the Plymouth & Lincoln RR is named as additional insured with respect to liability arising from the use and/or occupation of State-owned premises under this Agreement between the LANDLORD and the Named Insured."

**CERTIFICATE HOLDER****CANCELLATION**

State of NH Department of Transportation Bureau of Rail and Transit  PO Box 483  Concord NH 03302	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
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