

CLASS V ROADS STUDY COMMITTEE
TUESDAY, October 2nd, 2018
4 PM
TOWN OFFICE CONFERENCE ROOM

Present: Sue MacKenzie, Karen Henry, Frank Bowles, Mike Smith, Kevin Sahr, Ernst Kling, Steve Williams

Agenda

Minutes approval
River Road Reroute
River Road- weight limits, speed limits, trucking etc.
No progress on Shoestrap
Concrete Bridge repairs - all at once, one per year, costs?
Pavement Preservation: Pinnacle Hill Road - Steve
USACE - Karen
Baker 1
Pony Hill
10 year Plan
Other Business

The meeting was called to order at 400 PM

Minutes – The 2nd Draft of minutes from the 9-18-2018 meeting was approved as presented.

River Road Reroute – Sue announced that the closing is set for the 10th of October at 130PM. Logging on the right-of-way will begin soon. The eminent domain will be released after closing.

River Road weight limits, speed limits and trucking – Sue pointed out that for the last three years there has been no through trucking on River Road due to the closure. All trucking that has been there has been permitted. Steve said that once River Road is open again on the Southern end, 'No through trucking' will be posted.

Currently the speed limit on River Road is 30 mph, except for the Hewes Brook Bridge area, which is 25 mph. Steve mentioned that at the last meeting we discussed reducing the speed limit to 25 mph in order to discourage use of River Road (vs. Route 10). Steve also suggested considering limiting the use of River Road to local traffic only. He said that the Select Board has the authority to make this designation. Frank stated that he supports this idea. Karen and Sue expressed concerns over limiting the public use of roads. Steve said that it might be a good idea to limit to local traffic only until the pavement can be repaired (referring to the Southern portion of River Road near Hanover). Karen and Mike were supportive of lowering the speed limit. Steve noted that Hanover has limited truck weights to 26,000 lb. Frank said that he thinks that the flashing signs are very effective at controlling speed. There was some discussion of the use of speed sensors, cameras etc...

Sue said that the Select Board will continue to discuss the lowering of the speed limit on River Road as well as the possible use of technology to discourage speeding.

Shoestrap Road – The Town has been unable to locate the previous work that was done on this road by CLD engineering. Due to the current work load on the Select Board, this project is of lower priority for the time being.

Concrete Bridge Repairs – Sue mentioned the Market Street Bridge and the bridge on Highbridge Road. Steve mentioned that a representative (engineer) from Neil H Daniels, Inc, inspected the bridge on Highbridge and saw no deficiencies. The small trees growing from the bridge are not a big concern. Trimming the trees that are growing out from the concrete can be trimmed. Steve noted that the State's bridge report does not list the bridge on Highbridge.

Sue asked about the concrete bridge on Baker Hill Road near Dorchester Road. Steve said that he would have to check his notes. He also mentioned that several bridges were inspected and that if the Daniels engineer didn't make any notes on them, then no maintenance or repairs are required. He mentioned that the State of NH were inspecting bridges that they did not need to be inspecting. Sue passed around photos of the two bridges mentioned – those on Highbridge and Baker Hill roads.

Sue said that based on the \$35K estimate for repairs on the Market Street bridge, she believes that it would cost about the same to repair the other two bridges (Highbridge and Baker Hill).

Sue asked about the three concrete box bridges—she thinks that repairing all three would be about \$100K. Ernst said he wasn't sure that the bridge on Highbridge needed to be repaired, and that he would have to go look at it first. Sue said that these projects could be a part of the 10 year plan. Karen said that based on looking at the photos she wasn't sure that action was needed at this time. Mike expressed concerns about spending money on these projects vs. more critically needed work (e.g., keeping a road open).

Sue (in response to Committee comments) said that these potential bridge repairs will go on the 10-year plan. Steve mentioned that repairs needed around the covered bridge on River Road are probably higher priority than these three projects.

Covered Bridge on River Road (new business)- Steve said that this bridge needs work. There are two State-constructed catch basins (circa 1980s) that divert water through culverts that have failed. He said that Daniels provided estimates of \$17K or \$35K to fix this area – the road would have to be reshaped and repaved. It is very important to keep water from reaching the wood/ concrete interface at the ends of the bridge. Steve noted that there are gaping holes near the catch basin on the left as you are traveling north. He has been filling them in with cold patch. Further, the catch basins have to be custom made. Mike said that he is in favor of diverting the water, and that he recalled waiting two-three years for the State to place the catch basins (that have now failed).

Steve said that he would like to reconstruct by repaving and crowing the road so that it sheds water, and place cut outs to divert the water before it reaches the bridge. This plan would omit catch basins altogether. Ernst mentioned the use of rubber flaps that diverts the water. Steve said that this should be fixed before the spring. He further encouraged the Committee members to have a look at the catch basins.

Frank asked about the functioning of the cables that are attached to the bridge.

Ernst asked if Orford still maintains River Road up to the bridge. There was some discussion of this because Orford no longer has a Road Agent, and no one knows whether this practice will

continue. There was some discussion about the weight of the snowplow trucks that cross the bridge.

Sue said that she will bring it up at Thursday's Select Board meeting and try to go out to visit the bridge before then. Steve mentioned that he thought that the Town Highway Department could complete these repairs except for the paving.

Pavement Preservation--Pinnacle Hill Road – Steve reported that Blacktop said that they will do this project in October. He also reported that there is a new culvert on Mulvihill's property (36" diameter).

USACE (US Army Corps of Engineers)–Karen reported that there has been no progress in the last month (bank stabilization in front of Carola Lea's house). She also reported that Chris Hatfield has mentioned that GSI's proposal is considerably less expensive than the USACE estimates for the bank stabilization project.

Chris told Karen yesterday (via email) that the project is still in the feasibility study stage and he has not yet shown any geotechnical engineers the GSI proposal. However, over a month ago he was very interested in getting a copy of the proposal in order to share it with them.

Further, in the same email to Karen yesterday, he (Chris) asked whether the Town still wanted to proceed with this project. Karen mentioned the possibility of talking to his supervisor at this point, and Sue mentioned the possibility of talking to a Senator.

Steve offered help to monitor the portion of the bank that has slipped down. Karen and Frank enthusiastically said yes to help monitoring the bank! Karen also reported that there is no noticeable new movement across the slip surface.

The Committee discussion diverted to the topic of trees along the bank on the closed portion of River Road, including trees that have been topped along the road.

Baker Hill Road culvert - Sue reported that a company from Maine will provide an estimate to slip line the culvert. The Town anticipates a proposal for doing that. In addition to slip lining, the inlet headwall has to be rebuilt.

Pony Hill Road - Steve said that the engineer from Daniels provided estimates provided estimates for re-sleeving the Pony Hill culvert as well as for building a bridge at the current location of the culvert. He did not provide an estimate for cutting out the bottom and providing new wing walls and an outlet wall.

The company from Maine does not feel that it would be appropriate to slip line the culvert. Karen said why not have the water flow directly over the bedrock—in this case, the issue would be how to anchor the sides of the arch into the bedrock. There was some discussion about whether the deformed culvert could be re-sleeved. Steve again noted that Daniels said that they could re-sleeve it, and that this solution would be similar to how culverts on Goose Pond Road have been repaired.

Sue said that it would be good to know what a cost-effective long-term solution would be. The two companies that have looked at it have recommended different solutions. Steve said that a hole repeatedly forms in the road over the culvert, indicating loss of material (e.g., piping). Frank suggested that the Town get a third-party engineering opinion. Sue asked what is the

advice of the Committee. Karen suggested to start by with consulting with Tony Puntin for a few hours. There was support from the Committee for this approach.

Sue said that this topic would come up on Thursday at the Select Board meeting.

Ten Year Plan- Sue asked the Committee members to make a list of projects that they think need to be completed for paved roads, unpaved road, bridges and culverts.

Mike suggested that in the future we might meet at 330 to 500 in order to spend the first 30 minutes on the 10 year plan.

The meeting was adjourned at approximately 515PM.

Respectfully submitted,

/s/ Karen Henry