

CLASS V ROADS STUDY COMMITTEE
TUESDAY, April 3rd, 2018
08:30 AM
TOWN OFFICE CONFERENCE ROOM
Approved

Present: Mike Smith, Sue MacKenzie, Kevin Sahr (advisor), Karen Henry, Ernst Kling, Frank Bowles, Dan Brand

Agenda

Minutes from 3-6-18

The meeting was called to order at 830 am.

The minutes from 3-21-18 were approved as amended by Dan Brand to include the discussion about capping any “matching” cost overruns regarding the USACE (US Army Corps of Engineers) bank stabilization of River Road near North Thetford Road. Pertinent to this project, Frank asked why the costs were estimated to be higher than \$100K. Sue explained that the removal and replacement of the two existing docks on the failing slope has caused the cost estimate to rise significantly. Frank asked about how we will have input into the engineering process. Sue explained that they will have to present it to the Town and that we will not be billed for it.

MEETING TIME CHANGE - The Committee decided to change the meeting time to 4 to 530 on Tuesday afternoons – the 1st and 3rd of every month.

AGENDA CHANGE – Frank suggested that we change the order of the Agenda to address current roads projects first. Sue said that we can also restrict the strategic process to 30 minutes. There was some discussion about what a roads strategic plan involves, and how much work has been done towards strategy and plans already. Frank said that he would send everyone the past documents pertinent to our current roads strategy. We pressed forward with Strategic Planning First.

10 YEAR STRATEGIC PLAN -Kevin said that we do have a lot of what we need to build an overall strategy. And, that a more developed roads strategy for the Town will include a means of tracking projects as well as use of a strategic plan as a budgeting tool. We currently don't have a strong and defensible way to spend our roads budget every year. Mike said that he has background documents on the Lyme paved roads strategy.

Kevin asked the Committee Members what a 10-year strategic plan would look like to them (question for individual members). Answers included:

- Fully functioning roads
- No mud season
- The Budget Committee will have a five-year plan of how we will pay for needed projects
- A detailed (1/4 mile scale) evaluation of the condition of the roads and associated infrastructure in Town
- A plan that we revisit annually and update
- Will address converting currently paved roads back to unpaved roads

- Being clear with the public about investing in preventative maintenance vs. much more costly repairs in the future (asset management plan)
- Being prepared for emergencies and catastrophes such as having extra materials (e.g. culverts) and stockpiles

There was discussion about the development of unpaved roads based on use.

Kevin asked what are we doing with strategic plan development and why are we doing it (to stimulate discussion on the strategic plan). The answers included:

- So that we can budget our projects better
- Develop a focus on anticipation vs. reaction
- Controlling and decreasing costs of maintaining the Town roads
- Efficiency and effectiveness in our roads projects
- Continually evolving plan that allows for 'lessons learned'
- Better roads at manageable costs
- Roads that can withstand most storms

Kevin said that in the future we will be working on how we will develop the plan. Currently we are just framing up our opportunity. Next session we will be considering how we will be doing the development of the strategic plan, and we will populate the work team for the plan development. At some point the Select Board and Budget Committee and Planning Boards will be asked for input on the plan development.

PROJECT UPDATES

Grant Brook Area – Erosion continues. The emergency fix has held and we hope it will do so until June.

Hewes Brook Bridge – Consolidated Communications has relocated their utility pole. Mr. Emery has received notice of the project. Ernst will contact Mr. Emery regarding getting his permission for the project to continue (he owns the NW side of the Hewes Brook Bridge). We still haven't heard from DES.

Baker 1 Project – Karen expressed concern regarding Bill Malcolm not being present at the last two meetings. Sue said she will follow up with him.

Dorchester 383 Project – Karen showed her project plan to the Committee (attached to minutes). The opportunity is that two culverts – both 383 and additionally 393 Dorchester Road – cannot transmit water during large storms – both have failed twice since 2011. Proposal will be submitted to FEMA on April 9th. If the proposal is approved, we may go into a new phase to seek additional funding for the design and reconstruction at these two locations. The Benefit Cost Analysis portion of these proposals are a critical part of them, and we will be getting feedback from the State of NH on this proposal. Ernst said that Jimmy Jenks told him that the culvert at 383 Dorchester Road was replaced in 1974, but that he was certain that it had been replaced again between then and now. Wayne Pike and Brian Rich might know some history of the culverts and Karen said that she would contact Brian.

Closure of River Road – Geotechnical investigation scheduled to begin on April 9th. Tensen's only demand is that we give him a curb cut at a location to be determined by the contractor. Geotechnical Analysis will provide the information that we need to determine whether to press forward on the plan proposed by Right Angle Engineering.

River Road near North Thetford Road – USACE has not gotten back to Sue with an estimate of the costs of engineering. Geo Stabilization International has not yet visited the site to provide free estimates due to a long period of snow cover. Karen decided not to contact GeoStabilization with the prospect of similar, less expensive, technology being offered by Northern New England Field Services, LLC. Ernst described a process of bank stabilization that he helped to construct on the Connecticut in Orford, NH. The project used pine logs to capture river sediment. The Committee asked for more detailed information and especially photos from that project.

Ernst reported that he has not heard back from The Canaan Highway Department, and pointed out that their website has a lot of information on their road projects. Canaan has their own source of gravel (unlike Lyme), which helps keep the costs of their projects down.

Karen reported that she contacted Bill Weeks regarding the River Road closure project. Bill's only concern to pass along to the Committee is that it would be nice to keep the current (bad) road surface available for dog-walking, bicycling, etc... Sue said that this was a possibility, depending on how the project unfolds. Mike said that he would like to park cars at his property on River Road as well. Kevin emphasized the importance of not trying to fine tune the contractor on this project. We will invite Bill to the public meeting when the geotechnical investigation is presented to the Select Board.

The meeting was adjourned at 930 AM.