

CLASS V ROADS STUDY COMMITTEE  
TUESDAY, April 17th, 2018  
4 PM  
TOWN OFFICE CONFERENCE ROOM  
Approved

Present: Sue MacKenzie, Kevin Sahr (advisor), Karen Henry, Frank Bowles, Dan Brand, Bret Ryan, Matt Stevens (Conservation Commission representative)

## Agenda

- Minutes from 4-3-2018
- 10 YEAR ROADS STRATEGIC PLAN
- Project Reports
- Report on the last meeting of the Connecticut River Joint Commission Upper Valley Sub Committee

Minutes – The minutes from the 4-3-2018 were approved as presented.

10 Year Plan – Dan suggested that we change the name of the plan to omit the word “Strategic” from the 10 year roads plan that we are working on. After some discussion, Dan moved that we change the name of the plan to the TEN YEAR ROADS MANAGEMENT PLAN. Frank seconded the motion. The motion passed unanimously.

Kevin presented slides that emphasized the need to get the right “frame” (the opportunity statement) for the Roads Management Plan so that we can explain the purpose of the plan. A summary of the committee’s input was presented by Kevin and also was listed in the previous meetings minutes, but is included below for completeness:

- 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 is updated annually
- Will address converting currently paved roads back to unpaved roads
- Being clear with the public about investing in preventative maintenance vs. much more mostly repairs in the future (asset management plan)
- Being prepared for emergencies and catastrophes such as having extra materials (e.g. culverts) and stockpiles
- Develop roads so that they have increased chances (over the present) of surviving large storms

Bill asked Kevin to divide the list into parts – 1) WHAT we intend to do with the plan and 2) WHY we are developing a plan. Kevin said that he will do so. He also explained that he has added a few questions to the list for us to think about:

- Use Karen' Muddy Roads approach (to address mud season)?
- Paved road conversion to well-maintained gravel roads? Bill said that this may lead to cutting maintenance costs, for example on River Road. Sue said that over 20 years, the costs of maintaining paved and gravel roads are approximately the same.
- Will analysis of current road conditions be quantitative or subjective?

Next steps will be to define the project boundaries or givens. Kevin presented the following list and group discussed this:

- Use the 2018 Culvert Inventory
- Use the recent bridge inspection reports
- Use warrant articles for major repairs
- Have a budget to build the plan (amount to be determined, and it might be zero)
  - Is it a given that this Committee will develop the plan? There was discussion of this topic and no conclusion was reached.
- There is a bridge capital reserve fund for bridge replacements

Additions to the list of givens:

- Use the inventory of paved road conditions in the Town of Lyme
- We DON'T HAVE an existing gravel road plan and we need one

Kevin said that he will write a summary document of what we have done so far for the Committee to review.

## **Project Reports**

Baker 1 – Bill reported that Erin and the contractor did not show up to yesterday's meeting. He will talk to two neighbors to determine whether the road was closed during and after large storms. There was some talk about when the road was re-routed and constructed to its current configuration and Bret remembers that it was some time after the early 1960s. So far, there is no evidence that the road was closed due to the 1974 flood event, but there are few people who would be in Town that could recall whether this occurred.

Mr. Roby, Right Angle Engineering and Sue MacKenzie met regarding Mr. Roby's concerns on the Baker 1 project. He is not so concerned about the inlet, but about the wetland. However, the current plan is to shorten the culvert to keep it in the Town's Right-of-way. Frank and Bret suggested that the Town might have the legal right to use 8 feet away from the culvert inlet and outlet via "adverse possession." Kevin said that he recalled the Mr. Roby liked the shorter culvert plan better. Bill asked whether there was a rational justification for Mr. Roby's opinion.

Dorchester 383 and 393 culvert replacement proposal – Karen reported that to her knowledge Right Angle Engineering has submitted a "draft" proposal to FEMA for consideration, but that she has not seen a copy of it. She is not comfortable with this lack of information and has asked Erin Darrow for a copy of the proposal. Karen read the following excerpt from an email received from Right Angle Engineering:

"Whitney Welch has scheduled a conference call meeting on April 20<sup>th</sup> with Richard Verville from FEMA to review the application and BCA for the Hazard Mitigation Grant Program (HMGP) funding

opportunities coming up with the state. The HMGP is competitive at a statewide level, and will be reviewed by Richard Verville at FEMA.

Whitney has offered that the deadline of April 9<sup>th</sup> for the application will be extended to accommodate this meeting. “

Karen said that she has asked for a copy of the application. Sue stated that she needs to submit the proposal to the Town before it is submitted to FEMA. Dan asked how the benefits are monetized. Karen said that if we saw the proposal we might be able to discern that.

Hewes Brook Bridge Replacement – Frank said that he is waiting for a completed construction plan and specifications for the Hewes Brook Bridge. He would like to go through the specifications in detail before the project is bid. However, his email is not working because of yesterday's storm, so the plans may be waiting. We have not yet heard from the abutter Mr. Emery. The utility pole has been placed, but the lines have not yet been relocated.

Frank would like to review the plans, specifications and bid package before it is put out to bid in the Town's name.

Culvert Inventory by the Upper Valley Lake Sunapee Regional Planning Commission (RPC) – Dan reported that he met with Megan Butts and learned that the RPC has hired a new professional planner for the next 6 months, and she and Megan will be doing the culvert inventory. There will be training first. Megan said that the RPC would be happy to have observers during the culvert inventory process. Early May is a target start date for the inventory. It will take about 4-6 weeks for the culvert inventory to be completed. There are over 400 culverts in Lyme, and it will take around 30 minutes per culvert to do the inventory.

There was a lot of discussion about what the culvert inventory might involve.

Matt Stevens from the Conservation Commission was introduced to Karen.

New Business – Karen brought up the possibility of having a brief educational component to some of the Roads Committee meetings. The Committee members were open to this idea. There was some discussion of presenting the Muddy Roads project results to the Highway Department.

No update on US Army Corps of Engineer design progress for bank stabilization on River Road near North Thetford Road.

Most recent meeting of the Connecticut River Joint Commission Upper Valley Sub Committee Mr. Kennedy presented several examples of “bad” riverbank stabilization along the Connecticut River – all were in the Town of Lyme. He criticized grades and type of vegetation used. He was pro root-wads and against rip rap. He said that root wads have worked well on the Mascoma River. Sue said that River Road would have to be moved in order for this to work well on the banks near North Thetford Road. Karen pointed out that anything that changes the current and sediment deposition in one location has implications for the current and sediment load downstream and possibly upstream.

There was considerable discussion on this topic, to include the submerged culvert in Hidden Valley.

The meeting was adjourned at 5PM.

Respectfully Submitted,

