

CLASS V ROADS STUDY COMMITTEE
TUESDAY, September 4th, 2018
4 PM
TOWN OFFICE CONFERENCE ROOM

Present: Sue MacKenzie, Bret Ryan, Dan Brand, Karen Henry, Frank Bowles, Mike Smith

Agenda

Follow up from last meeting

- Letter to landowner adjacent to Hewes Brook Bridge
- Revised contract for RR Bridge over Hewes Brook
- River Road Reroute
 - Archeological Survey Phase 1a and 1b
 - Stabilization of old route
 - Easement Pending permits
- Grant Brook area
- Pavement Preservation: Pinnacle Hill
- USACE/GSI

Conn River Bank erosion: to monitor or not to monitor

- Project Reports
- Hewes Brook Bridge
- River Road Reroute
- Grant Brook Area
- Baker 1
- Pony Hill
- Pavement Preservation: 2019

Other Business

The meeting was called to order at 403 PM.

Minutes – The minutes from the 8-21-2018 meeting were approved as presented.

Letter from Jonathan Voegele (new agenda item) – Mr. Voegele submitted a letter to the Select Board on September 4th (earlier this day) requesting that the school bus be allowed to drive over the section of River Road that is closed to all vehicles that exceed 6 tons. He stated that not doing so will cost the Town tax dollars in order to provide a van and driver in order to drop off his child at home.

Sue asked the Roads Committee for their opinion on providing an exception for the school bus. Bret was not in favor of making an exception to the weight limit for the bus. Karen stated that the bank is moving, and that it has moved at least ½" this summer. Bret pointed out that the issue is legally complicated. Karen said that an analysis would be required to prove its safety, and that the analysis would necessarily require a lot of assumptions. Bret pointed out that there is not a law or rule about the distance from a child's home to a bus stop, nor is there a regulation regarding the amount of time that a child spends on the school bus.

There was some discussion about the cause of the hazard – weight vs. vibration—however, the conclusion was that the bank is actively moving and heavy vehicles increase the risk of failure.

Sue asked whether it was the Committee's recommendation that the 6 ton weight limit be maintained and the consensus was yes. The Committee's primary concern and motivation for this recommendation is for the safety of the traveling public.

Letter to Mr. Emery –Sue announced that the Select Board has not yet considered whether to mail the letter that Frank has written to Mr. Emery asking to be allowed to use his property for temporary bridge placement during the Hewes Brook Bridge reconstruction should the Town need it. Frank also took this opportunity to state that he does not want to shoulder any responsibility for the Hewes' Brook project. He is willing to help with this project when presented with specific questions. He thinks that the management style of the Select Board does not take advantage of Frank's background as a manager. Sue responded that the Select Board still needs to decide what the level of responsibility of a "Project Manager" is.

Sue also reported that the Select Board has received a revised contract from Hanson for \$311K. Bret asked for clarification on the original estimate. It was \$150K to \$200K. Sue said that the increased price is caused by the uncertainties related to this project, including challenges related to dewatering during construction. Karen asked whether if the project construction goes well, can the Town receive a reimbursement for some of the contract. Sue said that she hopes so, and that this topic has been discussed. Mike asked about writing the contract for a "do not exceed" amount of money, and Sue replied that yes, the Select Board was likely to do this.

There was discussion about the fact that power utility poles were moved earlier in the day for the Hewes' Brook project and for the River Road reroute project.

Progress on the reconstruction of the Closed portion of River Road -

Sue announced that the Phase 1B portion of the archeological study would be starting tomorrow morning (September 5th, 2018) at 9 am. A rare plant species survey will also be done. Bret mentioned the option of eminent domain. Sue said that right now the final decision is up to DES (NH Department of Environmental Services). Mike asked for clarification of the activities of Phase 1B. Sue said that they will be digging about 12 holes approximately 1 foot deep. They are looking for skeletons, arrowheads, etc...If anything of archeological significance is found, Frank explained that a mitigation process will start. Karen said that Dennis Thompson was going to be present for the survey and Sue said that she and Rusty Keith would be present for it as well.

Karen described the stabilization process. There are well casings spaced 9 to 11 feet apart and drilled 10 feet into bedrock down the center of the old road. The well casings are grouted at the bottom, and they will be filled with concrete. There will be helical anchors oriented 30° from horizontal placed to the East (cross ways to the road) that will be 30 feet long. The helical piers will be welded to the well casings 2 feet below grade. There will also be a steel wire mesh on the "back" (to the East side) of the well casings that extends about 8 feet down from the surface. The steel mesh will support a drainage material that is about 1 ½" thick – it is a drainage mat wrapped in nonwoven geotextile. The purpose for the drainage mat is to diffuse channelized water flow reaching the stabilization "wall" throughout the drainage material. This will prevent piping and erosion of the soil upslope of the wall. Bret expressed concerns about not achieving the current compaction conditions once the trench (or other excavation) occurs to place the wire mesh and drainage material.

Sue pointed out that even though a one lane construction road will be 'built' on the current East lane of the closed portion of River Road, once the new section of road is open, the current road will have all pavement and gravel removed.

Sue also passed around photos from touring the River in which several photos show significant erosion compared to last year.

Grant Brook slope reconstruction – Sue reported that this project is complete, and the Select Board is pleased with the work that was done.

Pavement preservation/placement – Sue said that Blaktop got the bid to repave Pinnacle Hill Road and that they will complete that project this year.

Geostabilization International (GSI) and the US Army Corps of Engineers (USACE) – Karen has connected with Chris Hatfield from USACE about potentially partnering with GSI to stabilize the Connecticut River bank near Carola Lea's house. Chris said that USACE has drafted an Environmental Assessment (EA) of the project area and that a Feasibility Study has been complete. The next step will be to get public comment on the EA (which will require public notice). After that step is complete, they will send the "project" down to USACE Division Headquarters (North Atlantic Division) for approval to complete the design phase. Once the design is approved, then the project goes out to bid.

Sue commented that this is what Chris Hatfield told her three months ago, and asked whether Karen might call them once a week.

Karen asked Chris whether USACE would consider working with GSI on the project, and his reply was that he would look at the proposal. Karen said that she is not holding a lot of hope. Chris said that they MUST compete the job. However, they may consider the concepts presented by GSI in their design phase. Karen's understanding is that he was going to present the GSI proposal to the geotechnical engineers involved with this project for their reaction. Karen said that she would call Chris back again in the next few weeks.

Connecticut River bank erosion to monitor or not to monitor—Sue asked about bank monitoring on the South end of River Road near the Hanover Town Line and the gravel section of River Road between East Thetford Road and North Thetford Road. Should we attempt to monitor or wait until bank collapse before repairing?

There was considerable discussion about the locations of significant bank erosion, especially on the Northern section of River Road. Mike said that the only reason to monitor would be concern for safety. Bret said that he thought there were Town records about drainage issues on the property currently owned by the Voegeles. Sue will look into the potential for Town records relating to drainage from this property. Mike suggested that Fred Stearns could describe issues related to drainage on the property.

Potential source of bridge reconstruction funds – At the last meeting, Steve Williams reported that NH Municipal has about \$10M available for bridge reconstruction – for reimbursement up to 80% of the costs of bridge reconstruction. Sue researched this further and noted that the first step of the process for applying for funding is to fill out forms regarding preliminary estimates of costs for rehabilitation or replacing a specific bridge. The Town sends it in, and the State DOT examines the potential project, develops a preliminary estimate which they then send to the

Town. The Town then raises the funds. The Town pays for the project and then is reimbursed by the State only when presented with a canceled check from the construction contractor. Further, the State must approve each step of the entire project. Sue mentioned the double culvert on Pinnacle Hill and at the Skiway end of Flint Hill. Sue would like to start the process. Bret is concerned about the overall costs of the project (when forced to comply with State DOT regulations and standards).

Project Reports – Sue reported no new developments on Baker 1 or Pony Hill. Pavement preservation in 2019 – candidate areas are Baker Hill and Acorn Hill. If the culvert replacement occurs in 2019 on Baker Hill, then it would be logical to have that road be repaved at the same time. If Baker Hill is not completed in 2019, then pave River Road from the Grant Brook repair North to East Thetford Road. She noted that the paving equipment will already be at the site for the new reroute section. She asked the Committee to think about which makes the most sense.

Other Business-Karen asked whether Tony Puntin was ever engaged regarding Baker Hill culvert replacement and the Pony Hill culvert replacement. Sue said that she did not because there is going to be a contractor (from Lewiston) to provide an estimate on sleeving the culverts in these two areas. Karen mentioned that GSI also provides culvert sleeving services.

Mike asked for the Committee to be kept in the loop on the school bus issue (Voegelé family).

The meeting was adjourned at 455 PM.

/s/ Karen Henry