

MINUTES OF HAVERHILL ADVISORY HIGHWAY COMMITTEE MEETING

Thursday, April 28, 2016

Draft Subject to Review, Correction and Approval at Following Meeting

Members Present: Interim TM Jo Lacaillade, Road Agent Stuart McDanolds, Joe Maccini, Howard Hatch (arrived at 6:40), and Selectboard Rep Darwin Clogston

Members of the Public: Wayne Fortier

The meeting began at 6:30 pm.

The meeting began with members talking about the Clark Pond Road project. Road Agent Stuart McDanolds stated that five feet deep seemed more than adequate. Everything that has been done at 18 inches has held up very well if the road had some decent material and the problem was deeper. Joe thought there was a lot of water on that hill. Stuart said that there was one spot that they listed the water at four feet and he wasn't going to say that they didn't have standing water in the tube when it was pulled up, but they were pretty damp. It wasn't running out of them, but it was damp. This is a surprisingly dry spring. Joe commented that it wasn't an expensive deal to go up hillsides of that road and run the drain from halfway down to the farm up to the top of the hill. Interim TM Jo Lacaillade asked if it was down either side, not down the middle. Joe stated that the middle didn't do any good. Stuart said that Joe had said three rows and that was what concerned him. Joe said if it was him he would go each side. Stuart responded that originally it was three rows under drain five feet down. Joe said with both sides, you'd get most of the water. Stuart responded that was how he felt so he was thinking if it's caught over here and caught over there, there shouldn't be a lot in the middle, but if water is hit, he wouldn't be against chasing the water up through. Joe said that when they were going up through there, when they hit water, Sam Clough ran those lines into the middle of the road. Stuart's question was on the under drain if they would be happy with two. Joe thought two would be fine. He also mentioned that he didn't want to make a final decision on that without someone else there. Stuart thought that rehashing it over and coming up with a more refined plan. Joe asked how much material Stuart had and if he was going to grind the pavement and then put on some material. Stuart said that to be quite honest, since there was nothing underneath it, he didn't know if it wouldn't be advantageous to just peel it up, lug it back to the pit at the garage and crush it at a later date to use as reclaim. Joe commented that anything that was used on that road was reclaimed; there was no new gravel on that road. Wayne Fortier asked if that was good or bad. Joe stated that reclaim works good as long as whoever takes it up and sends it back to the yard without a lot of dirt with it. If it is pavement and gravel and it's crushed, it's a good product. Stuart commented that it was a lot easier to make junk than to keep it nice and you would have to really stay on the person peeling it up. Darwin asked what the matter was with just leaving it there. Stuart said that by the time the under draining was done, it was going to be so screwed up and a mess, you wouldn't want it in the way to compact it and rebuild the road. Stuart then wanted to shoot down through and said that they wanted the road to maintain a decent contour at the same elevation because there are good ditches. Joe said that they didn't want to go any higher. Stuart commented that this means to throw it away, you would be throwing away a foot-and-a-half of material. He went on to say that that was what they were going to put back for their minimum spec road surface. Joe commented that the only real bad area that was going to require that is from slightly below Thornton's dooryard. Stuart said that it would be basically below Thornton's dooryard and the next to last boring was the wettest one that they had. Joe said that was right at the top and just before you turn to go to Gerald's house. He asked if this was the only area that they were going to do this in and Stuart said that he was told, but he didn't see it, but the material all the way down the hill was garbage. Joe said that there was no material there and Stuart said there was none. There was the one spot at the bottom, on the

north side, where the pavement slid. The base of the material of pavement is not staying at the same elevation as the rest of the road. There is a soft spot there. The other side has held up much better than the north side. Stuart was thinking that three rows of four inch would be more than adequate buried in a foot of stone with fabric on it. He said that he has never done under drain so when they start talking under draining. Joe stated that the State uses 8 inch, but if Stuart wanted to use 6 inches to go ahead. Stuart commented you would be using elephant trunk and Joe said that it would be real pipe. Stuart said that he was looking at PVC and Joe said to use 6 inch. Stuart's concern was if they were to lie that on stone to catch water and allow it to get to the pipe, would you put in a copper dam every 100 feet so you didn't start washing down through the stone and take your hillside out from underneath. Joe said that if they lay the 6 inch under drain with the holes down, face it to the floor of the ditch, don't put anything under the pipe, just lay the pipe on the bottom of the ditch and put a foot of stone on it and just use gravel on top of that and a layer of fabric on top of the stone. There won't be any washing problem. Stuart was concerned that he's heard people put crushed stone under a culvert and he's thinking why "are they making a waterway". Joe again said to not put anything under the under drain; just let the under drain take the water all the way to the bottom of the ditch and this works a lot better. Stuart asked if they would put in a copper dam every now and then or just let it work into the pipe. Joe said to come all the way through there with just burying the pipe with stone and he said it doesn't make any difference if it's 10 inches, a foot or even 8 as long as there is something covering the pipe, put some fabric on top of it so that when you put your gravel or sand in that it doesn't infiltrate down into the stone and plug the pipe up and then just come up the hill. This was the cheapest way to do this. Stuart was looking at going up there with an excavator with 2½- or 3-foot bucket, so he thought three feet and three rows. Joe thought to not go any higher than a 2-foot bucket and a 15" bucket would be better. Stuart doesn't want to cheapen up the project and have it fail in five years. Joe didn't think it would be cheapened by doing a narrow ditch. Joe commented that as long as the road is done by proper standards, the way the standards are drawn so that it breaks to both sides, the water will follow that to both of the under drains. The water will fall through the gravel to the under drain and there won't be an issue with it. Jo asked if they were going to have contractors bidding that have buckets the size they are talking about. Joe said if they are asked and it's speced that way. Wayne asked if this was actually going to go out for bid and if Stuart and his crew were going to be doing the work. Stuart commented that he was hoping not to. Jo commented that that was never in the plan for the road crew. There was a little more discussion about the size of the buckets and how it affects the price of the project. Joe commented that someone needed to be at this project to watch over it and make sure that the pipe is where it's supposed to be, the stone is over the pipe and fabric is on top of the stone. Stuart was fine with watching over this one but Jo stated that he couldn't be there every minute. She thought that they needed a clerk of the work or something like that. Stuart asked Joe what he was doing this summer and Joe said "cut it out". Wayne asked how long this project would take. Stuart said that the whole road construction project was 2,000 feet. Joe stated that they would need an inspector for the drainage and someone would need to be there to get it down to subgrade. After that, there is no need for anyone to be there. Joe commented that by excavating the whole road before doing the under drain saves so much time and money as long as the contractor understands that the way it is to be done. Stuart and Joe had a brief discussion about the type of fabric to be used. Wayne again asked how long a 2,000-foot project was going to take. Joe commented that if 300 feet are opened up at a time up the hill, it would go pretty fast. Stuart commented that he was thinking of closing the road for the project because there is easy access all around. Joe commented that a contractor would give a better price if the road is closed during construction. Darwin asked that if they were closing the road and to answer Wayne's question, what would they tell people about how long this will take. Stuart commented that they would be hard pressed to be under two weeks. Joe also commented that it would be put in the bid that the road wasn't to be closed for more than two weeks. Stuart commented that he had about 600 yards of reclaim. Joe commented that there were about 3,000 left over when the Town did Clark Pond Road. Wayne asked when there is reclaim, does whoever takes up the old pavement take it up with a bucket loader and load it into a truck and take it to the pit. Joe stated that it would be taken up with an excavator. It then gets crushed and put into the pit.

It doesn't get crushed on the scene. Stuart's understanding is that it is taboo to be anywhere near the water table with crushed asphalt. They are going to deplete their resource of material up there and will then have to figure out a place to put it. Joe commented that a lot of towns come in with a reclaimer and grind it right where it lays, but Stuart doesn't want to raise the road any more than it is, so he wants to take that foot and a half out. Stuart commented that bomagging is pretty expensive so getting a crusher for \$3 or \$4 a yard is pretty cheap compared to the chewer. Joe commented that if you stop and look at the whole deal, it is expensive. When you think about paying a contractor to take that pavement up, put it in a truck, truck it to your garage and then you have to replace that material with something else, it's got to be trucked back in and put back out. When that reclaimer goes through, the only thing you do is take a grader and smooth it out and put your select material on top of it.

There was some discussion about thru traffic on Clark Pond Road and Brushwood Road. Stuart commented that there were areas that he would like to limit the tonnage more than it already is. A tonnage could be picked that would allow people to properly function with a little consideration for the Town on the road that they are on. He would love to address something like that. Joe didn't want to get into that and the Town of Haverhill wasn't going to get into the scale business. Darwin asked if they had received his one-page estimate sheet on Clark Pond Road. He then asked if they were in agreement with what's happening on Clark Pond. Howard Hatch arrived and Stuart did a brief synopsis of where they were at on the Clark Pond Road project. Darwin asked if it was going to be bid that the contractor would truck it to the garage and then use the Town's material back. Stuart commented that it would be the Town's coarse sand. He would have to calculate how many yards of stone. Joe stated that if this was going out to bid, let the contractor supply it and leave the Town out of it. Stuart continued with his synopsis. There was concern about the amount of tar on the road and Joe asked if 3 inches met the State specs and Stuart said that it did. Darwin asked Howard if 3 was enough and what about the rest of it. Joe commented that if he had to grade it, he would want $\frac{3}{4}$ crushed, but $1\frac{1}{2}$ would be fine and it would be cheaper. Stuart then said that they weren't going to have to go back and maintain it. Once it was set and compacted, it would be paved and never looked at again. Wayne asked Joe how long it would take a contractor to do this project. Joe thought it shouldn't be more than three weeks. Stuart agreed. Joe commented that if it was him that was putting it out to bid, he would say that the contractor had two weeks to get the road out and back in and then he's going to have to deal with traffic. This would be an incentive to make them move faster. Stuart commented that he could do a calculation on yardage going out and coming back now that they had changed some specifications. Joe thought that the material would most likely be coming out of Blaisdell, if it will pass. Stuart's understanding is that he now has two pits in Town that will pass State specs. He received a price from one person on a screened 3-inch minus and he has used a 3-inch crushed minus and he told him that he would prefer to stay with a crushed because there is more angular rock and you get a better, stronger layer out of angular rock. Darwin asked what had been decided on the tar on the top. Stuart said they hadn't decided on the tar yet. Darwin asked Howard what he thought. Howard commented that he was still in reverse because in the beginning, he never reflected that this was going to get done. Joe also commented that this was not part of any of their discussions. Howard said that that hill would get shimmed right now. The slide is not water; it's heat from the summer time. Stuart commented that if you look at the contour of the road and doesn't that settle in much more. Joe commented that there was sand on top of the pavement when they paved it and it just slid and didn't bond. Stuart said that it appeared to be more of a belly than simply an inch of pavement coming off the top. Joe again said that when the Committee started, this road was not even in the discussion. Darwin said that they will come around to that, but he wanted to see where they were on Clark Pond Road. Howard said that there were a couple more that had come out in the last week right between the corner and the bridge. The inch that had blown off the top, the second layer is broken now. It should have been patched some way. If it goes much longer and the ground stays soft, it's going to break right through. Darwin asked that if they were going to do the total reconstruction of Clark Pond Road, what would be put on the top – 3 or 4 inches. Joe said that he would go with some really big base, such as a 2-inch stone in the base. Howard said a strong base and make sure the top is not fine that something is going to happen with the heat in the summer. Joe said nothing less than $\frac{3}{8}$

mix for the top. He also mentioned that if a big base is used, it's much stronger. Howard gave them the experience of putting down 5 inches and what was done with it. There was 4 inches put down on Industrial Park and Joe said that that was holding up but didn't see the traffic that Clark Pond does. Howard said that compaction was so important. Some of the roads that have been done the water is traveling in the road and can't get out of the road once it starts settling. They've also got ditches made that have been over ditched and they haven't finished. If the ditch isn't finished and not compacted enough, it's going to settle wrong. This is an important part of paving and ditching. Stuart commented that most of the ditching is done with the grader. It sounds to him like they would be better off with an excavator and go right up the ditch, push it back, pull it up, clean it up, put it in the truck and work the edge to compact the edge back in. Joe said that it would protect the road better. Darwin commented that maybe they could come back to Clark Pond Road because they needed to talk about Brushwood Road and he wanted to talk about Lily Pond Road. Joe commented that he would go with no less than 4 inches. Stuart said 3 inches of base and 1 inch of asphalt. Joe said that someone may tell Stuart that he would be better off with 1¾ stone in the base, put down 2 inches, then 1 inch of binder and then put the top on. They do this sometimes and he can't tell them why because he doesn't know. Wayne asked "It doesn't work?" and Joe said that he didn't know because he's not an expert on asphalt. Joe mentioned that it can't go down dirty and Howard said that it needs to be hot, not in November.

Stuart commented that the other end of Brushwood Road was mentioned. He believes that there is 1.2 miles left to pave on that road. Basically, they haven't paved yet from Daniels Road down. Darwin said that it says 6400 feet and Stuart said that was just over a mile. Darwin said at least something was right on paper. Wayne said that Joe spoke about someone being there and inspecting the drainage. (This is back to the Clark Pond Road job.) Joe said inspecting the drain, getting the subgrade shaped and the fabric down and after that, no one needs to be there. Joe said he was not available for that; he was not looking for work. Wayne asked if they would have to find someone of knowledge to make sure that that function is performed properly and Joe said that would be really good. Wayne said that, to him, that was the key, because if they are going to do anything to the roads, they've always said that they will pay as they go but they are going to do it right. His next question was about the elements of a contract. He sees that the Committee's function is to help Stuart in drafting what that contract might look like and would they do that. Joe said that Stuart pretty much had it already. He's got his distance, where the under drain is going, depth and yardage. Wayne said that he was asking if the Committee would look at the specs of the contract and make sure that everything is in there that needs to be in there. Joe said that the person to ask for that would be his brother because he does that every day. Howard stated to get the compacted yardage right; don't skimp. If the road from Kings to Route 116 had stayed a gravel road, the cost of maintenance would have been so much less. It wouldn't have even needed to be graded. Joe said that Stuart was not going to list exact yardage; it would say 1 foot of stone over pipe and the trench to be backfilled with clean sand; and the road to be sub-graded to 1½ feet below existing grade. That means someone has to come in and do center line and put in offset stakes before they start, and that is where somebody should inspect it to make sure the offset stakes are the right distance and the elevation is right. Wayne asked if the contractor would do that. Joe said the contractor would do that and the inspector would make sure it was correct. Joe said that then you have something to go by; when you take a road out, you put it back where it was. Howard said that what he meant by the yardage was, figure out how much you are going to put in and then stick with it. Stuart said that on his County Road job last year, they had enough money for 2600 yards. Unfortunately, he came up about 200 feet short with all the intersections on the other end that eat yardage. When we hit the magic number of yards, we stopped right there because that is what we had designated for money to do the job. This one here, there is a simple calculation after compaction of how much you have to truck in loose in order to get the proper amount compacted. Joe said that the only place there would be a compaction issue with this project would be on the under drain. As long as you watch and make sure somebody is compacting it, it should be pretty close. You are only going 3.5 feet before you are going to be using a big roller. You are only putting in a foot and a half of material. If somebody cheated and put the whole foot and a half down, you should be able to compact it. They

shouldn't; they should do it some and compact it and then put in the top and compact again. Anybody who is doing it, you would think, would do it that way because they do not want to waste their crushed material that is going on top. Wayne asked what the size of the stone being placed on the top of the drain pipe. Joe and Stuart responded 1½ inch. Joe said that is terrible to work with; ¾ is a lot nicer. Stuart said if you have to shovel it by hand, it is worse but any guy that is good with an excavator should be able to lay it right out. Joe said they are going to be using a loader and shoveling it. Joe said 1½ inch is cheaper and does the same thing. Stuart stated that structurally the 1½ inch stone will be fine. Joe asked if it would be schedule 35. Stuart said that schedule 35 would be his minimum; he is not a fan of elephant trunk stuff. Joe said that would work well. Wayne asked what the pipe was made of and Joe said that it was plastic. Stuart said that it was green sewer pipe.

Wayne asked if Rick Ladd was at the last meeting and Joe said that he wasn't there for the second meeting. Wayne commented that he took some notes and could make up some Minutes. Howard commented that the Minutes that Rick did were not anything that he heard or said.

They then moved on to Brushwood. Joe asked what they were going to do to Brushwood. Stuart said that after he checks his pipes, they were going to do a shim and an overlay. Joe asked how much and Stuart said 1.2 miles (6400 feet). Joe asked what he was going to put on it – ¾ top. Stuart said that usually with the top coat, they have used 3/8 or ½ inch. Joe thought he should use ¾. Stuart said that if it's put on thick enough, it can be as big as they want. The road has a few areas that should be dug out and worked on underneath because it's alligatored. Joe asked if it would be worth grader shimming first. Stuart said that once the guy is there, he gives a better price the more tonnage you do. There was more discussion about this process. Jo asked what was meant by a grader shim. Joe said that there is a shoe put on the grader blade so the asphalt doesn't go off into the ditch. Where there is a low spot, you shim. Wayne asked if Joe recommends the Town hauling the asphalt and Joe said just for the shim coat. The State still does that everywhere because it saves them money. Howard commented that there needed to be a good grader operator. Wayne asked if the Town had a good grader operator. Stuart said that the Town's grader operator was better than a trainee. Joe asked if this operator had ever done this and Stuart said he knew they had a shoe, but they've never done it since he's been there. Jo asked if anyone at the table could remember the Town ever doing a grader shim and no one could. Howard commented that there were 8 or 9 driveways that needed culverts. Stuart's understanding when he started working for the Town was the Town did all the driveway pipes. He could never understand why the Town would want to take on the burden of every driveway in Town. According to RSA, they are not liable for driveway pipes. Joe said that somebody allowed these people to put in a driveway without a driveway pipe. Stuart said that it was probably 30 or 40 years ago and Joe said "absolutely". Joe said that on top of the hill, the quarry is full of water (Lily Pond Rd). The water sits there and tries to go down the side of the road. He's not saying that they're not going to have to hire someone to come in and break some rock to get rid of that water, but until they get rid of the water at the top, it's going to be a problem all the way to the bottom. Stuart said that his feeling is a lot of that water from the top above Moody Road comes down and goes out behind several houses there and over behind where Pike has their spring and then goes harmlessly out into a field. There are quite a few culverts to drain the water that way. Joe said that from what they could find with a bar and a shovel going down that road, the water is everywhere underneath that road. Darwin said that when the boring was done on Lily Pond, there was not any water. Howard asked if there were any borings done above Moody Road to which Stuart replied that all of the borings were done at the lower end. Joe said that he was not saying that they couldn't come from the quarry down to the first drive and then go across the road with it instead of having to put driveway pipes all the way down but you have to get rid of the water at the top. If you don't, it is going to be there as long as that road is there. Jo said that she felt the difference between what the RSA says about culverts, and we would have to look at it again, and doing the culvert work for our benefit are two different things. Howard said that some of that road has driveways that were put in incorrectly. To make the road right, you have culverts in there that aren't even used

anymore; another one was put in beside it right in the middle of the hill. Wayne pointed out that was done a long time ago. Howard said that one is plugged completely; down the road, that is quite a long project. Joe said it is also a risky project; when the Town does that there is a potential for a mess because when you take the pavement off that hill and it rains there will be trouble. Stuart said that according to the boring samples, there is more to that road than under Clark Pond. Joe said that Lily Pond is steeper and picks up a lot more water. Stuart said there was only one hole on Lily Pond where they labeled water at 2½ feet down. He would have thought at the time of the year that they did the borings, there would be water coming out of the hole. There was discussion about the reports of the borings on Lily Pond Road. Boring 1-9 were Clark Pond, all others were Lily Pond. Darwin said that he did not think they had to chase the water all the way down from the quarry. Joe said no, if they get that water from that quarry, down to that first driveway and get it across the road into that other ditch, it would take care of it. Stuart asked if he was talking about quarry on the top to which Joe said yes; the one that is across the road near English's. Stuart is not sure how much they can dig it down right there, Joe concurred. There was discussion about whether they could remove some of the ledge. Wayne asked Joe if the water from the quarry stays on the right-hand side. Joe said there is no ditch there, the water is infiltrating under the road and traveling down. Stuart said that is why that one area right by that driveway is so broke up; you can't do a thing with it because there is so much water. Howard said if he was doing it he would see about breaking some rock if we have to and dropping that down but the trees have to come out; Joe concurred. Joe said if you are going to fix a road, there is no sense in leaving them because if you do, it is not going to fix the road. This is in the area of the quarry. There was a discussion about a big tree in the front yard of a home just above Moody Road and its impact on the road; Joe stated that if it is in the right of way it should not be an issue. Darwin pointed out it is in someone's front yard. Wayne asked about the junction of Moody Road coming down towards Halls, if somehow you put drainage in that goes under the road to the Hall side it would go down that natural gully, wouldn't it? If you take care of the majority of the water at the top there, there would still be a lot of work that needs to be done with driveways and culverts down around Betty Conrad's, but the majority of that water you could divert it to the right-hand side coming down. Joe said that he would try to do that sooner rather than later and see what we end up with. Maybe we could shim that road and see how it holds up but it is a complete waste of time doing anything without getting rid of the water because that place is wet. Stuart said they did not do anything above about where Mrs. Conrad's lower driveway is for borings. Howard asked if the Town would do anything in the meantime with regards to drainage, culverts and driveways. Joe said that he felt that they should. Stuart said there are only so many projects that you can bite off in a year but as far as opening ditches and stuff like that he does not have any problem with taking on stuff like that. Joe said that they have to get those culverts cleaned out, they are really plugged. They used an example of a ditch at Betty Conrad's property. There is no way it is taking water and there is no ditching leading up to it. Darwin said that the reason he brought up Moody Road was at the first Advisory Committee meeting the question was asked "should capital funds be first used to complete capital needs on satisfactory roads to maximize longevity or should funds be directed first to the worst roads in need of total repair"? And the committee took the position that the worst roads require first focus. Jo pointed out that the meeting in question was the one that the Road Agent and Town Manager were not at. Darwin said that was true. Howard said that the next time they met Glenn was totally against it. Joe said he was a commissioner in Woodsville for 30 some years and he felt whether it be the road department, commissioners, you are responsible to try to look out for your taxpayers. When they start wrecking their vehicles to get over a road, you can't ignore it; you have to do something about that. Wayne said that he didn't necessarily disagree but at the second meeting these two projects were identified and this committee agreed with those projects. Joe said he never agreed to these. Wayne said the Clark Pond Road project was discussed at length. Joe said they talked about doing the other one first. Wayne said there was no discussion about doing Lily Pond Road. Howard said that Joe told them what was needed to fix Clark Pond Road but they were not in agreement to doing it. Wayne said he was clear that these two projects were presented by Glenn at the second meeting and no one went against them. Howard said they didn't have anything on the Brushwood

Road; they were just told they were going to pave it. Wayne said he did not hear any objection to that. Joe said they had no argument with Brushwood because it was just finishing up a project. Wayne reiterated again that he heard no argument about doing Clark Pond Road. Joe just felt it was coming after the other one; it doesn't make any difference to him but in his opinion, you can't ignore a road that gets so bad in the spring a car can hardly get over it. It is not only the cars; it is the cost of putting salt and sand on a road like that. If a road is smooth, it does not cost half as much to maintain it. Darwin said that Stuart didn't plow Lily Pond sometimes this year because there wasn't any sense in it. He further stated that at the second meeting of the committee he remembers Glenn saying that he was not interested in the Advisory Committee prioritizing the roads; he was interested in what should happen to the road. He was interested in their knowledge in terms of how to deal with the road but he was not interested in what they thought about the priorities. Joe said that is fine, if that is the way it is going to be. Darwin said there wasn't any discussion about the what-ifs of fixing either road. Stuart said the Town had studies done that tried to help them as a Town to prioritize in what order we should address based on traffic counts, condition and everything else. He has heard lots of talk about what criteria was used but he thinks the criteria was picked based on what would serve our public the best and unfortunately there is only x number of dollars available. He feels that we should try to maintain, to the best of our ability, what we have. He has no problem trying to address some of the drainage problems that exist on Lily Pond in advance of a road job. If that takes care of a majority of the problem, it is not going to fix the road but it may perhaps buy some time until they can. Joe said they have to address the water, add ditches, from the top of the hill to at least down to the first driveway uphill from Moody Road. Wayne said that his problem is, because he did not hear any objections by 2 of you concerning these projects, we went to our town's people and identified these two projects and it looks like we are going to use the \$300,000 on these two projects. Wayne wondered if there is money in the current budget to address some of the culvert and drainage work spoken about at this meeting. Stuart said that the number given to them from Glenn about the cost of the 2 projects on the table, the number is underestimated because the under drain was not factored in. He has some dollars allocated in his operating budget for a road project every year and if he incorporates that money into this project, he thinks he will have the funding he needs. Joe asked if the Town was going to have to come up with any more money for the Page Road project than had already been approved to which Jo said no. Wayne said that if they are able to address the top of Lily Pond and start to do some culvert work this year and we unplug the culverts, next year if the Town continues to allocate the \$150,000 what could we do to Lily Pond? Joe felt they would need to wait until there is at least \$300,000 or 2 years. Wayne wondered if there was anything they could do with the \$150,000 next year that would be worth it?

Joe said other than getting rid of the water now to see what happens; that is a way to see what that is going to do for Lily Pond. Howard does not think with the projects that are scheduled for this summer that they can take on that additional work. Jo said that perhaps there are some other projects that could be pushed back. They talked about where the \$50,000 of tar that is in the operating budget is going to be used. Stuart said that he would like to repave the far end of County Road that was reconstructed last year. Joe said that was another project that they (the committee) never heard about. Jo said that summer road projects that are part of the operating budget are not things that come to the Advisory Committee. Jo asked how imperative it was to repave that. Stuart said that he would just like to put it back to the way it was. Jo said that was not what she asked, how imperative is it to do that. Stuart said that it is probably one of the roads that could live reasonably well as gravel because it is not that steep. Howard felt it might be a good idea to put it off because there may be concerns about ditches up there, they are pretty steep. Jo said that she had talked to Stuart about some that she felt were way too deep. Darwin said that the Haverhill Highway crew did not do the County Road project. Stuart said they subbed it out but supplied the material. Wayne asked "To fix Lily Pond Road from the quarry to the bottom, how much money is it going to take"? Stuart said that the estimate he has seen is \$277,000. Darwin said that he shows \$382,000 for the total cost. Joe said it didn't make any difference because it is a few years off. Joe felt that Lily Pond would be a good place to try the grader shim after the water issues are resolved and see how it comes out

and buy some time. No one thought that with this year's money there would be money to do any kind of shim coat on Lily Pond. Howard felt that the road department had a lot of gravel left to put out and he is concerned about how that is getting done. Wayne reiterated that if we can work on water, ditching and culvert issues on Lily Pond that it will show the people that we are making a good faith effort to work on that road. It was felt that if the road was redone from the bottom up to Moody Road that the level part after would be fine. There was more discussion about what could be done this summer on Lily Pond. Contact will be made with the owner of the tree that is an issue in the right of way and see if that can be resolved. Stuart said up until last year we did not have any money being set aside for these types of road projects so we are way ahead of where we were at this point. Joe said not to count on the road capital reserve staying like it is because if the school situation stays the way it is right now their need for money is high and people can only afford so much. Stuart says he lives in this town and pays taxes too so he completely understands that. Joe said this money could go away and we have to make the best of it and get done what we can. Howard said that another concern he has is that we raised \$150,000 last year and we are again this year but there won't be \$300,000 in the fund. He said he has brought the question up at the Trustee of Trust Funds, he has brought it up to the Town office and he has brought it up to Jon Hobbs; it is costing more to have it in a trust fund, why can't we open an account at the bank that is guaranteed and not lose money? Jo said that NH law does not allow that. Howard said that is BS. Jo said she has talked to the DRA and the auditor, the law does not allow the Town to invest that type of money in that type of account. He said other places do it that way. Jo said that doesn't mean they are doing it legally and Howard said he didn't care. Jo said that she does because they all took an oath to uphold the laws and constitution of the State of New Hampshire and that means something to her. Howard said that Woodsville does it; Jo said they have been told they do it illegally and Joe Maccini said that is correct. Wayne wanted to know why the account has less than was put in and Jo and Howard explained that there are fees to maintain those accounts. Jo said that last year Howard brought forward a request for a warrant article that would allow the Trustees to change the way the fees were paid. They used to be paid through the budget but new legislation allowed for them to be absorbed by the individual funds. The voters authorized the Trustees to do that and the Trustees decided to do so with that system so now the fees are billed to those accounts which reduces them during the year by whatever the fee is. Stuart asked if Woodsville gets their portion of this money and Jo said yes, but it comes out of the general budget. These projects are in the budget and the Woodsville formula includes these expenditures; it is not reducing the money available in the Capital Reserve by their share. There was a brief discussion about what part of the road would be done first if they were to tackle it with the \$150,000 allocated in the 2017 budget. It was decided to wait and look at the project then, after the water and drainage have been fixed and go from there. There was further discussion about the cost to do the Clark Pond Road and Brushwood Road projects. Stuart said that he will have to use some of his operating budget to complete the project because of the added costs of the drainage. Joe asked if they had their objective for tonight's meeting met. Darwin felt they should move on but not tonight; he feels they should talk about gravel. Jo said that when they get into the gravel issue, was that the purpose of this committee? There was a discussion about the mission statement, which says that the purpose is to assist with the capital needs assessment. Wayne read the full mission statement. He said that Glenn had stated in the past that if we build a road right, there should be no need for road bans but what he is hearing tonight is that we need to have road postings and enforce them. If we see a truck on a posted road that is not delivering to anyone on that road then the postings should be enforced. Signage and enforcement on Clark Pond Road should be done. Wayne stated that traffic enforcement is part of the Police Department duties and the Town will ask them to be more proactive in enforcing any road postings. There was more discussion on traffic control and road postings and how to make it work. Wayne felt this has been a productive meeting; he thinks they have identified what to do on the two projects presented to the town's people, but if there is any way possible to start to address the water issues at the top of Lily Pond we will do that too. He would like to get to Lily Pond at some juncture but there are a lot more projects. Howard said that he felt getting the 40-50K of gravel out a bigger project than either one of these. Stuart said he still has to bid it out and see where it is

coming from. Joe said that is a big deal moving that much material. Stuart said it is a lot of material considering he is already moving 8000 yards a year anyway of their own crushed material. Howard said they may have to quit working down at the pit to get the work done. Stuart said they hire the crushing done. Howard said that their loader is there. Stuart said no, that is all on the crusher. There was a discussion about the cost of the gravel that the highway department uses from its own pit. There was discussion about gravel road reconstruction projects. Joe said that most of the gravel roads are coming into shape pretty good. Howard spoke about how bad the road mudded up by DeRosia's. Wayne stated it is not doing that since we repaired it and Howard agreed. Darwin asked for clarification about the amount in the gravel budget. Jo reported that the Town Report shows \$109,000 in the gravel budget. Stuart will be purchasing the extra gravel for the allotment he was given this year. There was more discussion on the gravel that we produce at our pits. Darwin wanted a breakdown of where the \$109,000 will be spent. Stuart said basically it will pay to crush the Town's 8000 yards, pay for the material, and his summer road projects are in there. Darwin wanted to know specifically where it will be used. Stuart said some will go out to Mountain Lakes, some down to Pike and Haverhill Corner; it will be spread out over the whole town. Joe said it does not go to the road projects that we are talking about. Stuart said that he would be using some for the 3 inch minus because it is something he does not own. Joe asked if he was taking it out of this money. Darwin said you can't. Stuart said he believes he can. How can he tell them he can't, gravel is gravel. Darwin said that you just bid the project; Jo answered that it hasn't bid out yet. Stuart said that is not his project; that will be hired out for someone to do. He has been allowed to spend out of the Capital project fund \$150,000 on that project but then under drain was incorporated into it. Jo clarified that Stuart is going to supplement the additional money needed for the Clark Pond Road project from his operating budget because there was not enough budgeted for the project. Darwin said that is not how the money is supposed to be spent, if there is not enough money budgeted then you can't go as far on Brushwood. Stuart said that the money estimated in the budget was prior to the recommendation of the Advisory Highway Committee to put in under drains and that money has to come from somewhere. He has money in his operating budget for small road projects, as he has had for several years, and he will just forego some of that to get Clark Pond done and done correctly. Wayne wanted to clarify that Stuart has other road projects besides the 2 identified in the Capital Roads fund. Stuart said yes; we have been doing projects to improve areas of dirt roads every summer since he has been here. They are usually budgeted in the \$70,000 range to supply the gravel. Darwin said you did not even have \$70,000 in the gravel budget before this year. Jo stated that some of the costs of those projects are under hired equipment. Stuart said that he has not identified which of the projects he wanted to take on this year but not some of this will be directed to the drainage on Lily Pond Road. Jo referred back to the mission statement for a minute; is it the expectation that we are supposed to call an Advisory Highway Committee meeting for every project that is not part of the capital reserves because that is not what the mission statement is designed for. It was designed to assist with Capital Improvement expenditures and other issues as requested by the Road Agent or Town Manager. Are we going to watch everything that the highway department does? Joe said he did not think so. Wayne said no, his understanding is major road projects to include equipment purchases over \$10,000. Joe said capital road projects. Wayne said that does not include other road projects that fall within the operating budget. Howard said that replacing or reconstructing 4000 feet of a road is a capital project. Joe said they have all they can handle putting that much gravel out. Howard said he knows that is why Darwin has the question. Darwin said that you have machine hire in here for \$80,500 and you have summer sand and gravel for \$109,000. Jo said that they (Darwin and Howard) sat through the budget committee meeting, that was all talked about in those. Darwin said he knows and he is still asking the same questions. He agrees with Howard he wants to know where \$109,000 is going. Stuart said if you want to see where last year's went, you could go look at all the bills and you would find every nickel and dime that went through the highway department for the road projects and machine hire. Joe asked if the \$109,000 was for gravel. Stuart said yes, some at both pits and some purchased. Darwin said he has no doubt that Stuart spent his money and he spent it appropriately but he wants to know where the money is being used this year. There was discussion about what is

budgeted under machine hire but without the detail used to generate the budget available for this meeting it could not be given in exact detail. Stuart said that putting an extra 4000 yards of gravel into the mix takes extra infrastructure into the mix. Howard wanted to hear Stuart say tonight that every gravel road in the Town of Haverhill is going to have so many yards of gravel added to it. Jo asked if that would work because aren't they all different; it depends on their current condition. Joe said yes. Howard said when you go 20 years without adding any, there is a need. Jo asked if it was Stuart's fault that we went 20 years without adding gravel to some of the roads. Howard said he has been saying it for 32 years. Jo said that she knows but we did not have the money until this year. Stuart said that he can only deal with the 5 years that he has been here and honestly say that he has done the best he can do with the money that has been given to him to do it. Howard said he is not looking at the Road Agent, he is looking at the job that has been done and the guidance that they have had. Wayne said he knows that Howard is not satisfied with that job but this is the first year in all the time that Howard has been talking about it that we have 2 plans and part of a 3rd one under discussion and he has had input. Howard said he would do drainage and grubbing back on Lily Pond Road before he would do another capital gravel project. Stuart said that we have been over the price for Clark Pond Road and we know that there is a discrepancy because there is a lot of extra work that is going to go into the road; did I or did I not state that I would be willing to let some of my funds that are normally for one of his projects to be incorporated into that. It is all Town money, it is all going to a good cause to accomplish this project, and get it off the books, done. He is willing to give up his road project of his own for this year to try to get something else done. Joe said he did not understand road project of his own, is there another road project they don't know about? Stuart said every year we have done approximately 3-4K feet of rebuilding a gravel road and he has money in his operating budget to do one of those projects. Joe said that he doesn't have the time and Stuart concurred. He further stated that the money is needed to finish another project because the scope of the project has changed. Stuart said that between Page Road culvert, Stonecrest culvert, attacking the drainage up on Lily Pond will be some of their projects and there will still be the day-to-day maintenance to get done. He thinks he probably has as much as he can possibly deal with in one summer. Joe asked if Page Road would have someone else inspecting it to which Stuart said yes but there were a lot of things built into the project that the Town Highway crew is responsible for to cut down the costs. He is committed to trucking 1600 yards of material up there which will come out of machine hire. With that said, he would like to get this project (Clark Pond Rd) done and get it off the books. If we want to discuss down the road about weight limits and thru trucks, that can be done. Darwin said that one of his points was that if you are going to do a total reconstruction of Clark Pond and you are going to do a total reconstruction of Lily Pond Road, you drive both of those roads and he does not care what the traffic count was; his wife rides bicycle for thousands of miles a year and she travels down Clark Pond Road on narrow tires and she stays on the seat of that bike. Joe said that is why he was surprised at the second meeting after Glenn got involved that the project switched from down there to up here, and he didn't know why. It is none of his business; we are just here to tell you what we think you should do to make it right. I don't want to get blamed for picking the project. Stuart asked if they are in agreement that Lily Pond needs a total reconstruction. Joe said he said it before the first meeting and at the first meeting. Stuart said so we all agree, and we know total reconstruction is not free. Joe said we are not going to be able to do it for a few years. Stuart said there are things that have been brought forward tonight that can be done to address some of the issues such as drainage, water and ditches. Joe and Wayne both said that the attempt to work on the water at the top will be a good start and see where it goes. Two years from now maybe we can reconstruct the whole road. Howard said he did not think they would get it done this year. He did not know the road crew had to do so much with the Page Road project. Stuart said that he has a full plate. Joe said he did not think Stuart should be getting involved with anything other than getting the gravel on the roads. Howard said get your gravel on the road and if it were him he would shim Clark Pond Road. Joe said Mountain Lakes' roads are better than they have been in years. Jo said that they are not getting too many complaints on any road other than Lily Pond. Darwin doesn't mind saying that he has beat that horse. Stuart said that all of this discussion is not just about one road; it is about the whole

Town so you have to get the biggest bang for your buck and help the most effected. Wayne said that one of the things that stumbled him a bit is when Glenn, at that second meeting, identified these 2 projects he thought everyone was on board with that. And then when we go to the people and say we are going to do these two projects no one complained. Howard said Wayne was the one that did that and Wayne said yes because we had discussed these two projects. Joe said those decisions are up to the Selectboard; it is not up to the Advisory Committee. We told you what we thought and if you felt differently, that is entirely up to you guys. Jo asked if Lily Pond was even discussed at the second meeting. She asks because there are no minutes. Joe said no, because Glenn brought in Clark Pond and Brushwood. Jo clarified that Stuart and Glenn were not at the first meeting. Wayne said that part of the Committee's mission is to set priorities and we heard why we are paving Brushwood is to retain what we have in good condition. Joe said that is finishing it. Wayne thinks in the future we need to have more detailed discussion on what our priorities really are. Joe said that we already got them set out for the next several years we don't have to look for any. Wayne said that he thinks Lily Pond is up there but he would like to see us do something to Lily Pond as soon as we can if it is feasible. It might not be feasible this year but if we can get a handle on the water to prevent further damage of the road until we can get the next \$300K to repair it properly that will show that we are concerned. Jo clarified that the \$300K should be there in 2018, so Lily Pond is the projected project? Wayne said that Lily Pond will be the next priority project. Joe said that unfortunately it may not be the high travel count but as far as he is concerned if the road is bad people go a different way and that is why counts could be down. Darwin said that is why Brushwood counts are off.

The meeting was adjourned at 8:40 pm.

Minutes transcribed by Karen Hyde and Jo Lacaillade