

# MINUTES OF HAVERHILL ADVISORY HIGHWAY COMMITTEE MEETING

Wednesday, June 15, 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 and Selectboard Rep Darwin Clogston

**Members of the Public:** None

The meeting began at 6:00 pm.

The minutes of the previous meeting were discussed and accepted.

The Clark Pond Road bid specifications were reviewed for errors and omissions. Joe asked if the Town was going to ask for a bond. ITM Lacaillade said it was on her list of questions for the committee tonight. Joe said that the difference between having the contractor bond the job is if the Contractor is bonded, and anything goes wrong during the job, with that contractor, or a feud between the Town and the Contractor, the bonding company has to finish the job at no additional cost to the Town; they have to do it for what the prices were. ITM Lacaillade said she is fine with having a bonding requirement in there. Joe said that when they are just insured, they just have a letter of credit that says the company has enough money to do it and as far as he is concerned that doesn't amount to anything. Stuart said that he has never bonded anything so this is new territory. Howard said that he believes Haverhill needs to start some protection; he referred to the schools and the middle school roof issue. It was pointed out that the school roof was bonded but that bond is long since gone. The committee spoke of all of the items that fell through the cracks on that job. There was a discussion about the cost of the job and Joe felt it was high enough that a bond was warranted. Joe asked if the Town is relying on State specs to insure compaction, he said there is no provision for inspection or the mention of meeting state specs. Joe said to Stuart that the contractors that are going to do this are going to say that you should not compact where the underdrain is but your underdrain is going to be under the edge of the road and yes, it needs to be compacted. Stuart said definitely. Jo said they would add language to state that they wanted compaction to meet state specs. Joe said that will call for like 92-93%. Joe said he would get Stuart the name of who they used in Woodsville to come in and do the test; it is just good insurance. Howard referred to Route 116 with the water and sewer lines running under the road; Joe said you can see where they are. The other thing Joe saw was that Stuart said he doesn't want to do anything with the stone ditches up there on each side; you should put a provision in the bid that any damage done to those stones ditches will be repaired at the expense of the contractor. That will keep them away from the stone ditches. Joe said that they are digging out the road and putting the material back to the grade it is now so they won't have to redo those ditches. Stuart said that it also is a fact that the material under the road is not worth keeping. Joe said if you want to protect yourself, you can tell them not to dig into those ditches, and it doesn't matter who the contractor is, they will use every bit of room they have, especially backfilling that underdrain, and if you don't make somebody be careful, if they don't have a reason for being careful, they won't care. Jo said they would add language that states that any damage done to the existing ditches will be repaired at the contractor's expense. Joe asked if Stuart concurred. Stuart said that the whole purpose of this is to maintain the ditches as they are presently constructed; there is quite a lot of money invested in those ditches and there will be a place where we daylight the pipes and they will have some work right there but realistically there is no area anywhere else. He supposed at this point they priced it out at 21 feet and a consideration might be to widen it by a foot but that brings it out to the ditches. Joe said that just encourages more traffic. Before this whole business started both Joe and Howard said that the road should be posted to no thru trucks and Wayne was going to see about having the Police Department police that. Stuart said there is "no thru trucks" on Brushwood Road but we still have issues on it. Howard mentioned some trucks that are using it heavy. Joe said that until you get the Police to enforce this Town ordinance.... Wayne said he would talk to the

Chief. Stuart said that he thinks there should be signs at the junction of County Road on Brushwood because trucks will turn on County Road to skirt the “no thru trucks” posting; they did not travel the full road, they turned onto another. Joe thought that was a good idea and signs doesn’t cost that much money. Joe said that is all he found with the bid packet, other than that, he felt it looked good. Stuart said that he and Jo had discussed taking the limitation off that the vendor has to provide at least three New Hampshire municipalities for whom they have worked. Being a border town to Vermont, he was not sure that was needed. Joe said that it is not a level playing field between New Hampshire and Vermont. If a New Hampshire contractor wants to work in Vermont, you have to pay sales tax to Vermont for everything you do on your equipment for that year. Jo said that we will leave New Hampshire in there. Howard said that was information he did not know. Joe said that is why you see all of the equipment with number plates on them now even ones with track; why would you register them, you can’t run them on the road. The only reason is, if you go into Vermont to work, they can’t make you pay the sales tax on the parts because it is registered in New Hampshire. Howard wanted to know if there was going to be a Clerk of the Works. Jo read the section that is in the document that states the Town will have one. Howard asked if there was anyone on the crew of the Town that could do this; he did not think Stuart should be tied up doing this. Howard wondered if there was anyone from the Town crew that could be assigned with Stuart just checking from time to time. He said that he has not been part of as many drainage projects as Joe has but he has done a number of them and every time he wasn’t there, he has a drainage project that doesn’t work. Jo said the Town will have someone there but she thought this group had discussed at the last meeting about hiring someone from the area that has that experience. Joe said if you could find somebody. Stuart said there are a number of retirees that have done this sort of stuff. Howard said that the drainage is a whole project. Stuart said it is the foundation of the job, Howard concurred. Joe is not saying to take a Vermont contractor out of this; he is just saying they don’t get treated very well when they go over there. Jo said that she is sure there are Vermont contractors that have done enough jobs in New Hampshire to qualify. Joe said absolutely. Jo said that the only area she and Stuart had talked about was the words “New Hampshire” municipalities in the Vendor qualification statement and Stuart wondered about just having “local”. Howard said there is a policy that was passed by the Selectboard that grants a local preference. Jo and Stuart both responded that the size of this job does not qualify it for that policy and that policy is currently under review. Joe said that one person that would be very honest and watchful and would understand this underdrain project would be Michael Leafe. Joe said he is as honest as the day is long and very dedicated. He was Road Agent in Woodsville for 30 years. Stuart said that he and Jo had talked about Dave Shields too. Joe said that he would be outstanding. Stuart said he was not sure he would be available but he will ask him. He said it is his understanding that the Clerk of the Works will only be there for the underdrain part of the project. Joe said underdrain and subgrade; you do not need to worry about your compaction much after the subgrade is done because you are only putting a foot and a half of material on. If someone is using a vibratory roll, if they have done their compaction in the bottom half, you would have to do something screwy to mess that up with the top foot and one half. Stuart thought they had discussed having the Clerk of the Works for the underdrain and Joe reiterated for the subgrade also to make sure it is staked, and there is a crown to it heading the water to the underdrain. You don’t want someone going up there and leaving the middle of the road low and start putting gravel on because it will take all the water right to the middle of the road. Stuart said that it won’t get to the drain. Joe said it has to be shaped before any gravel goes down. After that he wouldn’t worry about it. Jo asked for a ballpark amount of time they are talking about for that part of the project. Joe said he could not imagine it would take more than 2 weeks. Stuart agreed. Joe said, reading this it appears that the contractor is paving the road, and Joe questioned not just having it part of the Highway Department paving. Stuart is having them bid it right into the job along with the shoulder gravel. Stuart said that speaking of pavement, it is his intention to just have a 2 ½ in course layer put down and then come back the following summer for a shim and overlay in case there is any settling. Howard said he would do 2 ½ and then 1 ½ and finish it. Stuart asked if he meant to finish it first try, because he only has it in for 2 ½. Joe said that he was just surprised because he thought this would be paved when the Town did theirs. Stuart said that his paving should be done by the end of the month as far as Brushwood Road goes. We got a bid for \$63 and change for that project. Joe said to see what they bid it for and if it comes in high, take it out of the job. Stuart said that the only thing is, by having someone else do it, they get to tack their 10% on. Joe said exactly.

Joe said if it were him, he would want more than that on it. Jo said that she wanted to go back to what Stuart was just saying because that was one of the things she questioned also and wanted it discussed at this meeting. Stuart is talking about just doing the 2 ½ inch base layer this year and then doing the finish layer next year. Joe asked if those joints were going to bother them with plowing; are you going to have them come in and grind the joint. Stuart said that they could lay their 2 ½ inches so it is smooth off the butt connections. Joe said and shim off from that. Stuart said yes and go back in and cut your joint. Joe said that he has no problem with that. Stuart said if they have just the slightest problem and miss a spot in compaction and get a little settling, he would not want to be locked into the settle spot for 20 years down the road. Joe and Howard said it shouldn't happen but Joe said he is fine with waiting. Stuart said a 2 ½-inch base and then you go back and lay a 1 ½-inch on top of that it gives you a good 4 inches of brand new pavement. Howard wanted it understood that this puts Clark Pond Road in 3 sections now; you are going to have to come back and do 2 sections shortly. Stuart said in a week he will have done 4 sections, if not 5, on Brushwood Road because at \$100,000 you can't pave only so much. Howard said he was just looking at a road that was done in one section and he has complained about it ever since it was done. Stuart said it boils down to dollars. Howard said let's not do any more work half assed. Joe said this is going to be done right; this job should not be any problem once it is done and that is what they want. The last thing he wants and his whole goal here is to not have to do the project again but whether he does all of the paving this year or shims it next year, it is good insurance but he would hope there isn't any problem. Darwin said to put 1 ½-inch overlay over the top what is a ballpark price for that. Stuart said that the 2 ½-inch of base is going to be the same price so you divide that by roughly a third, it is roughly 665 tons so you are looking at about 400 tons to cap it. The bid this year is \$63.74 a ton Stuart believes. Howard said roughly \$25,000. Stuart said that at that point, because it is a small piece and he just priced a small section on the far end of County Road where they need to put back pavement that was removed during a rebuild and that came in at \$28,000 with a tar rate of \$70 per ton. Darwin said, if you put that in next year's budget, and you have \$50,000 in your tar budget, if it stays the same next year, that is half of your tar budget. Stuart concurred. Joe said that could be encumbered into part of this job for next year. Stuart said because of the cost of the paving on Brushwood and the cost of this job, there won't be room in the Capital Reserve budget to do that. Joe stated that his part of this is what needs to be done on the project; how you do it and when you do, it is nothing to him. Stuart said in taking the road down the foot and one half first and doing the underdrain is good because then the ditches are shallower that need to be dug and there should not be collapse problems. Joe said that we are going to continue to have a problem on that road if we don't get the trucks off from it. This business of hauling out of the local pits and going that road; they aren't saving any mileage. Stuart concurred. Howard said that State isn't either; the State pit is on that road. Joe said 6 wheelers are on that road. Jo said that she knows they talked about this at the last meeting but remind her, are there any signs on Clark Pond Road that say "no thru trucks"? Joe said no. He said that there needs to be a vote of the Selectboard to do that. Howard asked if that had been brought up at a Selectboard meeting. Both Jo and Stuart said they did not believe it had. Joe said it has to be voted by them and established so the Police Department can enforce it. Joe gave a history of the "no thru trucks" postings on Forest St in Woodsville and Brushwood Road; those were done by the Town, voted by the Selectboard. Stuart asked what could be done about Town road and intersections with fields etc. It seems like a lot of people use a load of gravel on every one where they come in and go out and they just keep running through the mud. Howard said that he just put gravel on an entrance into a field on 116 because the State doesn't. Stuart wondered if the Town is able to force somebody to maintain their entrance. Howard said he did not know. Joe said when he was Road Agent in Woodsville they couldn't even force someone to put in a driveway culvert unless it was a new driveway. If it is an existing driveway and there is something wrong with the culvert, you can't make them replace it. Howard spoke of a field that he has that borders Clark Pond Road, Terrace Drive and 116 that he has no access to because of paving that has been done. Jo said that she would put it on the agenda for the 6/27 Selectboard Meeting but unfortunately, Darwin would not be at that meeting. Darwin said he does not have any problem with putting up weight limit signs but if you are not enforcing what you have. Joe said that is between the Selectboard and the Police Department but it is important. Darwin said he does not disagree with them but it is one more thing; let's hope they get it enforced. Jo said that if the Police have a choice between going to a domestic or stopping a truck, they are going to go to the domestic. Joe said

that when you watch one following a truck going to McDonald's (the cruiser not the truck) and they don't stop them there is a problem. Jo clarified that he meant the truck went thru the road without a stop on that road even though it is posted no thru trucks; Joe said that was correct. Jo said she would make sure it is on an agenda. Joe said he did not think neither he nor Howard is going to give up on that. He said trucks get a bad rap, as far as the damage they do to the road, but when it is a road that was never intended for that use, it shouldn't be used. Stuart said this is one of the things that Glenn used to talk to him about and he was told we couldn't limit commerce. Stuart said you have to because the trucks are bigger and heavier and these roads were never built to specifications for them. He doesn't know if Clark Pond Road is going to be built to the specifications. Joe said absolutely not. Stuart said we are going to be way better than we were; Joe concurred. Joe said that the other thing the Town Manager and the Selectboard need to look at is that you have got to keep all your businesses that are in Town in business too. Stuart said that Darwin has weight limits on his agenda; what would be a reasonable weight limit for French Pond Road. We have a trucking company out there and we certainly do not want to discourage business. Joe said there have been gravel pits on that road forever. Stuart said that doesn't mean we shouldn't care for our roads and he is not trying to stir or kick the can or anything else. I am trying to see what would be a reasonable figure. Joe said it should be the same as the State; you can't really do any different if they are going to be on a level playing field with everyone else. Stuart said correct; you take a 10 wheeler at 55,000 and you know if you have 14 yards on that truck, you are not even close. Joe said that he has actually seen 10 wheelers that can actually haul 12 yards. Stuart said that when he drove for Ted, 12 yards was pretty much a legal load. Joe said they had 2 hired trucks that worked for Morrill that were light enough that they could haul 14 but they did not have much on them for brakes and they had single frames. They were just skinny little trucks and were not good for the roads because people couldn't stop them. Stuart said that he doesn't have a problem with something like that but you go out there with a log truck and he is at 150,000 even though he is a tri-axle, he is way over his 101,000 that he should be. Joe said it should be the same as the State. He does not care what it is or who it is, everybody should be the same, and it should all be the State regulations. The best part of it is, even where Mountain Lakes had their gravel pit, the only bad spot was right by Bob Fagnant's, just this side of where he lives, that was the only place that wasn't good gravel under the road. The rest of it is all good. Stuart said that he knows out past Bob's there are a couple of places that are alligatored pretty bad but there is a lot of weight that goes out that road even beyond Kevin's. Joe said to look what has been built in Mountain Lakes. Stuart said that it goes out to a State highway which lets you go everywhere from there. Darwin said that he has a couple of comments. In the minutes from last time, it said that Joe commented that a contractor would give a better price if the road is closed during construction maybe that ought to be put in the bid. Jo thought that it was in there. Joe said it states a 2-week limit. Darwin said it doesn't state anything about the road being closed. There was a brief discussion about the road closure notifications that will need to be given to residents, the golf course etc. Joe said that having that in the bid is a good thing so they know they have to get going and we don't even know what a rainy day is. Darwin said we don't have to spend time on it here, just make sure it is in there. They looked back and it was not in there so that would be added. Darwin said that as he understands it, this bid is for all of the materials, all of the trucking. Stuart said yes. Darwin thought that at one point Stuart had said they would be doing the sand or something like that. Jo said that Joe had made it clear at the last meeting that he wanted it to be part of the bid. So Darwin confirmed again we are bidding everything. Stuart said yes; we did come up with a brief parts list of what we feel the project will entail. Howard asked about cost plus; it is stated that they have the ability to change to complete but it doesn't say whether you can go over that amount of not. Jo asked Howard to point out where he was looking in the bid packet. They talked about the penalty that could be imposed if they went over on the time allowed to do the project. Jo said that a lot of that language came from the template she used to develop the bid packet. Darwin said that while Howard was looking for the part, he had a question. He wanted them to look at page 5 of the bid packet where it says the rebuilding of the rest of the road will require approximately 2300 yards of material to be removed; removed to where? Stuart said he did not care, that product that is being removed is not anything that he cares about or wants to keep, and it is just low grade fill. Darwin said that we need to know where the material is going because we don't want it just dumped anywhere. Joe said that we do have to be careful that it is disposed of in a place that the Town approves. Darwin said that he doesn't understand any of this so they are going to dig

down a foot and a half? Joe said it will be gone. Darwin clarified that it will be the contractor's problem to get rid of it. Stuart said that the only part the Town is going to keep is the old asphalt. Joe said that as far as he can see, the key to this job is finding someone really close that will take that material. Stuart said that Ted took a bunch off from a job on 116 and now he has a whole lower yard down there that is all fill that came off from some job. Darwin asked if the stuff in that was crap. Stuart said that they have all the boring that shows it is coarser than clay and finer than sand; silty sand. Jo said to Howard that 7 might be where he was looking for. Joe said that the only thing that the Town could really get hurt on is if they found some ledge but he doesn't believe there is any there. Stuart said that test borings were done on the entire road and there was nothing that showed ledge, obviously you can miss it in the testing but nothing jumped out at them and said there is ledge there. Jo pointed out on the bid form there is language about a performance bond that she probably needs to incorporate into the bid specifications also. Joe agreed. Darwin asked what the bid came in for Brushwood Road. Stuart did not have the numbers with him but it was around \$127,000. Joe asked who got the bid and Stuart said Blaktop. Joe said historically Blaktop does a good job. Joe asked if it was Tim Cramer that Stuart works with and Stuart said yes. He said he had also consulted him about what he would do the first year to Clark Pond Road and he had suggested the 2.5-inch base and to wait a year for the top coat. Joe said he has done a lot of them. Darwin asked for a copy of the paving bids put in his box. Jo asked if we had to address anything to do with flagging. Joe and Howard said if the road is closed, there won't be a need. Joe said that the bid should state that it will be up to the contractor to provide proper signage and lighting when they close that road. Jo asked when they get it open to one lane, wouldn't they still need flaggers? Joe said that a statement could be put in that there has to be a minimum amount of traffic control after the 2 week period. Jo asked if there was a State standard because she knows it was an issue last year on a project in Woodsville. Howard said on Ladd Street too. Howard said flagging should be on the contractor. Both Howard and Joe agreed that it can't be on the road crew; Jo said she did not want that either just wanted to make sure it was clear in the bid packet that we would not be supplying it. Jo asked if all of the other technical specs looked ok. Joe said yes. Darwin said that he would like to include the full paving of 2 1/2-inch base and 1 1/2-inch topcoat. He supposes it could be taken out later. Joe asked; even if we are not going to do it this year just encumber that amount of money. Darwin said he was not sure he understands that process but he understands what they are telling him. Joe said that a contractor is not going to want to do part of the paving this year and come back next year on a price from this year. Darwin said he wants to put it in the bid and get it done now. Joe said that is between you guys. Darwin asked if he saw no advantage or disadvantage. Joe said it is good insurance to leave it and do it in the spring. Darwin said let's not then. Stuart said it will drag out the finish but if there is any imperfection you could address it then because it will have already settled and compacted. Joe was trying to figure out how we could save some of the money from this year for next year but he was sure we would need all of the money this year. Darwin said that is one of the reasons he was saying now is the time but if it serves a purpose to wait then..... Jo wanted it clear that the top coat would not come out of the capital reserve money next year; it would just be out of the regular paving budget. Joe said that is actually a neater, cleaner deal. Darwin said that is just his thought; he does not know anything about the reasons. Joe said he did not care but he could personally see where Stuart was coming from. Stuart said that if we were to throw the extra 1 1/2 inch on it would be roughly 399 tons to do it so the more you do, the cheaper it gets. He got a bid of \$70 a ton on County Road so you are looking at \$28,000 to put the top coat on if it were to come in at the same rate. If you did it at the same time they did the base, your price would be better. Joe told Stuart that he may have to be involved a little bit in this; if they get ready to do this and he sees the underdrain and they have a 5-HP plate compactor and that is what they are doing their underdrain with, there should probably be a little more than that because it is not going to meet spec. You will never get it to pass a compaction test. Stuart said that they limited them to a minimum of an 18" ditch. Joe said good. Stuart said that he knows Ted has a 9-HP compactor and that is probably the biggest you are going to put in that size ditch. Jo said that she wanted to talk about that a little bit because that was another area that Stuart and she had a difference on. Howard thought they were talking a minimum of a 15-inch ditch. Stuart said that he had to set the minimum and he chose 18. Joe said that someone could come in with a one-foot bucket and do that; it would be to their advantage to do it that way. Stuart said that you are looking to get a certain amount of area to capture water. Howard said it has to be large enough for people to get in there. Stuart agreed and said there are a lot of

people that don't fit in an 18" ditch. Joe said that they did a lot of this and the backfilling with 8 miles of underdrain in Georgia, Vermont and you can't believe how well that went. They filled it all with stone so you didn't have to compact it. Jo just wanted to make sure the committee was fine with the 18-inch bucket. Joe said it didn't make any difference so long as they compact it. Stuart said that about all that would fit in a 12-inch ditch is one of those gas-fired jumping jacks unless you have a mini excavator. Joe said that no one is going to get down to 12. Stuart said he would not want to be compacting a ditch even at 2 feet down. Joe said anybody in their right mind wouldn't go over 18. Stuart said it costs more for the stone and this is why he had the 18-inch minimum. Howard said that every inch you gain in width is extra yardage. Stuart agreed. Joe said that when a contractor comes in and does it with a 2-foot bucket and comes whining that they used more stone, it is not our fault. Stuart concurred. Jo asked Howard if he had found the other section he was concerned about to do with overrides. Howard said no. Joe said that if there is something that we missed and it is legitimate, it will be legitimate. Howard said he has dealt with contractors that are cost plus all the time and if you run into something that needs to be corrected; we have a job we are doing over again because corners were cut. Stuart said that if we were to go up through there and we hit ledge, he would not be against cost plus it to take care of that ledge and get it out of our way. Joe said when you hit the ledge, don't just panic, keep digging, and see what it does. Stuart concurred. Joe said if it runs even you don't need to blast it because water is going to stay on top of it. Stuart said if it is just a spine that is going to cause a dam; he did use Bogie this year he had his hydraulic hammer up on Briar Hill and we took advantage of him being in the neighborhood and got rid of some rocks on Briar Hill and some ledge. Joe said that Stuart will find that those won't work very well in a trench; when you hit rock in a trench, it is usually a good competent rock. It is not like roadside rock. Stuart said that he and Ted had done a cellar hole up on Lime Kiln and they had to blast it but at that point they had the whole cellar opened up. Darwin asked if they could do a minimum width of 12 inches. Joe said yes but no one would be able to do it. You have to be able to get down in that ditch and place that pipe. Stuart did not want them to come in with a mini excavator and cheap us up on the underdrain. Joe said there is no magic, you can't get down in there at that width and get the drain in. Howard said that with a Clerk of the Works watching that stuff, making sure that pipe is together and doesn't come apart. Joe said that is the thing to have someone watching, he thinks it is a great idea. Howard agreed. Joe said if you can get Dave Shields that will be outstanding. Howard said that Joe would be great at overseeing it too. Jo said we have mentioned it to him, he has said no, but they keep trying. Howard asked if he was afraid he would be blamed for something? Joe said if he is there, he would not have to worry about it. Stuart said that whoever gets Clerk of the Works has got to be someone he trusts and respects. Howard did not feel, with the stuff on Stuart's plate, that he can be away and have his men unsupervised that is why he asked if Stuart felt he had anyone in his crew that could do it. Stuart said that possibly he could have 2 but compaction and stuff, he is not sure. Jo said that she feels that they have to have someone that really knows the project. Joe said that if you set it up, they are going to have to give you a starting date and he will get us the name of who they used to do the compaction testing. You call them up and tell them what days you think you are going to need them to come in and do random tests. It keeps everybody honest. Jo said that is what we want. Howard agreed. Stuart said that if we invest a little money in bringing somebody in and he goes down the line and does several tests and goes home, we pay the price and get documented results. Joe said that he always used to love to have somebody come on the job the first part of the job with a nuclear tester because after you do a few tests and you are using one specific compactor, it doesn't take very long to know how many passes you have to make over the material to get what you want and then you can just go. It is a lot better to have the tester there and the contractor knows what he has got to have otherwise he might be wasting money pounding that stuff when he doesn't need to. Jo said that she was going to push out the dates on this bid a week because she wants to give bidders ample time to get them in. She is also pushing out the pre-bid meeting at the site by a week. Joe said giving them two weeks ought to be enough time on a little job like this. Joe said it is a lot more straight forward then the bridge deal. Joe asked if that was going, referring to Page Road. Jo advised that it will start in July. Howard asked to change the subject. Howard wanted to know if a different way of doing the Stonecrest culvert project had been considered. Did the Town ever consider putting a smaller culvert in and putting a stand pipe; there is enough elevation there. Howard wanted to know how much water goes through there. Stuart said worst case scenario about 1/2 of pipe. Howard said to slide a pipe through, put a stand pipe on

it, leave that open. There is a hell of an area there, buy the rights. Stuart said he had priced slip lining the pipe and it was 1000 bucks a foot. Slip lining and grouting. Stuart said he may be off on his numbers but that 6' corrugated is 78 cubic feet per second; it's flow rate. If you go down to a 4' by about a 5' smooth bore, because it is egg shaped in the portion that had collapsed, you can still get in there it leaves such a void around the pipe and also with that smaller pipe it still handles 78 cubic feet per second of water flow. And there is a lot of grout to fill the void. Jo asked what the Town part is of the proposed project there. Stuart said that when they first started this, they looked at slip lining and he called Jason Morrill and Jason referred him to a place in Ascutney and to Neil Daniels and he was given a price of \$90,000 to do that slip line. Joe asked if Jason wasn't interested. Stuart said this was after he had left. Joe said if you wanted to put in a bigger pipe; Stuart interjected that it could be a snap tight or something like that and slip it right in there. Joe said they did a lot of that over in Lincoln. Jo said that the Stonecrest project is budgeted at \$70,000 and the Town portion of that is \$28,000. Darwin clarified that we are taking funds from the fish people. Joe said if they get involved you have to have rocks in the bottom. Jo said they are involved and there are rocks in the bottom. Howard asked if that was on Stonecrest and Jo said yes. It is in the budget this year and we actually got our wetland permit today. They talked about whether there are even any fish in that water. Jo said that they are getting the culvert done for \$28,000 of Town money. Howard said that if the Town had to do it you could put a culvert through and put your header in. Stuart said that the only thing that concerns him about regrouting it is the time involved for them to try to do it themselves because you can only build that grout up so much each day without worrying about crushing your pipe. And you also have to be concerned with putting people in the pipe. Joe referred back to the Clark Pond culvert project and they just bricked in there. There was more discussion about the Clark Pond culvert project from a few years ago. Jo said that she was going to make the changes that were discussed tonight and get the revision back out to all of them and if she does not hear from them, she will get the bid packet out. Jo thanked the committee for all of their hard work on this project. Joe hopes it goes well and his whole goal for being on this committee is to make sure things go well and we only do it once. Jo said she agreed. There was a brief discussion as to which way the trucks will haul the old asphalt, Stuart said it will be up to the contractor. Joe said the trucks won't be very heavy hauling the broke up pavement. There was a brief discussion about a water problem on Tewksbury Road and what can be done to alleviate it.

The meeting was adjourned at 7:04 pm.

Minutes transcribed by Jo Lacaillade