

LYNDEBOROUGH BOARD OF SELECTMEN
MEETING MINUTES
December 9, 2015
FINAL

Members Present: Chairman Fred Douglas, Selectman Lee Mayhew and Selectman Mark Schultz.

Staff Present: Town Administrator Russ Boland, Fire Chief Rick McQuade, Assistant Fire Chief Brian Smith and Road Agent Kent Perry

Public Present: About a dozen members of the community were present to hear the proposal concerning the Mountain Road Project.

Media Present: Jessie Salisbury

Recorder: Kathleen Humphreys

Chairman Douglas called the meeting to order at 5:05pm. Pledge of Allegiance was conducted.

Consent Agenda:

Review and signing of consent agenda items

- a. AP Warrant
- b. Payroll
- c. Overpayment Refund 234-030-000
- d. Overpayment Refund 239-092-000
- e. Overpayment Refund 212-005-000
- f. Overpayment Refund 239-077-000
- g. Appointment to Office-Patrol Officer
- h. Non-Public Meeting Minutes 11/24/15 Session I & II
- i. Non-Public Meeting Minutes 12/3/15
- j. Meeting Minutes 11/11/15
- k. Meeting Minutes 11/24/15
- l. Meeting Minutes 12/3/15

VOTE: Selectman Mayhew made a motion, Selectman Schultz seconded, to accept the consent items. Motion passed 3-0-0.

VOTE at 5:08 pm: Selectman Mayhew made a motion, Selectman Schultz seconded, to enter non-public session under RSA 91-A:3 (c). Roll Call vote all in favor.

The Board, T/A Boland, Fire Chief McQuade and Assistant Fire Chief Smith were in attendance.

VOTE at 5:56 pm: Selectman Mayhew made a motion, Selectman Schultz seconded, to reenter the public session. Motion passed 3-0-0.

Appointments:

Mountain Road Engineering Project Update

Kevin Leonard from Northpoint Engineering was present along with a dozen members of the community.

Mr. Leonard discussed the firm's three recommendations with the aid of a PowerPoint presentation with a dialogue with members of the community, Board and Town Administrator.

The three options presented were:

- A. **Pavement Reclaim and Pave** – This option would consist of 8 inch deep reclaimed stabilized base followed by 4-inch thick pavement. Given the findings of the subsurface exploration we would expect the road not hold up as well as you'd like with this method.

- B. **Full Depth Reconstruction** – (Non Reinforced Pavement Design) – This option would consist of excavating the existing road bed down 24 inches and removing this material. The road base would be rebuilt with 12-inches of crushed gravel, 8-inches of crushed stone (fine), and 4-inches of pavement.

- C. **Full Depth Reconstruction with Geogrid Reinforcement** – (Geogrid Reinforcement Pavement Design) – This option would consist of excavating the existing road bed down to 20-inches and removing this material. The road base would be rebuilt with a geogrid, 10-inches of crushed gravel, 6-inches of crushed stone (fine) and 4-inches of pavement.

Northpoint Engineering recommends option C.

Resident Leo Trudeau asked about geogrid fabric and its life expectancy. He was informed it lasts longer than pavement. Mr. Trudeau also asked about the value of the material being trucked away and is it possible for it to be used as fill for town projects. Mr. Leonard replied it can be used as fill or trucked away. He also said that for every truck load that goes out of town, a new truckload of material comes into town to replace that.

Resident Mark Chamberlin asked if the material could be ground and reused as a base material. He was informed that normally it can be but he is unsure if there will be enough volume here.

Resident Burton Reynolds asked why the option is considering excavating down to 20" vs 15". Mr. Leonard said that at this level it should be reasonable for it to last 20 years and would only need pavement and 15" might not last that long.

Chairman Douglas asked about the substandard material and is it possible to stockpile it and would it have any value?

Mr. Leonard replied it could have value but suggested if the material is going to be re-used, it would need to be dried out first per the recommendation of the Geotechnical Engineering Study. Mr. Perry informed the Board the Highway Department has a thousand yards of asphalt stockpiled already. He said the test pits showed the material is not good quality and thought if others could take the material and crush and reuse it that would be an option. He does need material for future work on roads such as Crooked S Road.

The Board and residents had questions of how competitive the bids would be if the contractor could haul the material away. There is a possibility their bid could be lower but contractors would not pay for the material.

Mr. Chamberlin asked if the whole project has to be done utilizing the same option. Mr. Leonard discussed that there is a different recommendation for dealing with ledge which is prevalent in certain areas of Mountain Road but under drainage would still be needed.

Selectman Mayhew asked if there would be a cost difference of doing the project in one pass vs stages and if when bidding the job is there a benefit in volume. The answer was yes, it would be more expensive to do the project in multiple stages. It could be 10-15% more but would vary depending on the cost of gas and asphalt.

The Board felt this project is important and this is a big decision on the monetary layout but other projects such as Center Road also need to be addressed. A preliminary statement from the engineers suggested that some sections of Center Road are in bad shape.

Community Forum

None

Old Business

The Police Department will have the new police vehicle paid for by the end of 2015.

New Business

Town Administrator's Report

2015 Encumbrances: T/A Boland reviewed the possible encumbered funds with the Board. He will present updated amounts at the Dec. 23, 2015 Selectmen's Meeting.

Fuel Accountability: The fuel pump at the highway garage is not accurate. It has been reading 1.1 gallon per every 1 gallon. A new Fuel Accountability will be put in effect. For now a fuel log will be available for each trip. Volta Fuel will provide a quote.

DPW Maintenance Program: Nortrax will provide a bid to cover the town's seven vehicles. \$18,000 will cover the fleet including minor service such as oil and lube.

Major repairs will be onsite. Louise Dwyer, the town bookkeeper, will provide a spread sheet for each vehicle. Nortrax will look at the grader piston to see if the arm can be moved down more.

Resident Jessie Salisbury was asked if the Heritage Commission Budget should be transferred. She was provided with the process that would require that the Commission should ask for the transfer of funds by the end of the year for this to happen.

Kevin Leonard stayed to discuss the bid process with the Board. It was determined to bid the entire project at one time, including the portion the town will be responsible for.

VOTE: Selectman Mayhew made the motion to go with Option C, Full Depth Reconstruction with Geogrid Reinforcement. Selectman Schultz seconded the motion. Motion passed 3-0.

VOTE: Selectman Mayhew made the motion, Selectman Schultz seconded to adjourn at 7:15pm. Motion passed 3-0.

Adjournment:

All scheduled items having been addressed, the public meeting was adjourned at 7:26pm.

Date:

Kathleen Humphreys, Transcriber

Chairman Fred Douglas

Selectman Lee Mayhew

Selectman Mark Schultz

APPROVED BY THE BOARD OF SELECTMEN ON DECEMBER 23, 2015

