

TOWN OF ORFORD

Board of Selectmen

Meeting Minutes

March 30, 2022

MEMBERS PRESENT: John Adams, Jen Carter, Chase Kling

OTHERS PRESENT: Esther Dobbins-Marsh, Road Agent Terry Straight, Engineers with DuBois & King (D&K)-Bob Durfee and Mark Neuroth, Abutters-Bill & Sylvia Paxton, Ben & Carol Paxton

Prior to the Selectboard meeting, Adams and Kling met with Bob Durfee, Engineer from DuBois & King at the Mousley Brook culvert site to review the Mousley Brook culvert replacement project.

Call Meeting to Order

The meeting was called to order at 5:30 pm

Archertown Road/Jacobs Brook bridge project:

The meeting is to discuss the design for the project. The goal is to review the study completed in 2019, the **Engineering Investigation and Recommendations study** which was submitted to the NH DOT and approved. The last step is to also have the Selectboard approve the study, as well as select and vote on a plan design from the four (4) options presented. The 2019 study included a survey of the area, a hydraulic study to determine if the existing bridge opening was adequate (it is), and evaluated of the existing bridge (50' in length, 16' 4" curb to curb wide, currently a one lane, 10-ton weight limit bridge) and abutments. The abutments are bulging, and the bridge deck is in poor condition. D&K recommends replacing this bridge. The four (4) **design options** are as follows:

1. A precast concrete arch superstructure and wingwalls on cast-in-place concrete footings
 - This option would require the road to be raised 3-4' and would impact driveways and connecting roads – D&K Do Not recommend this option due to the cost increase.
2. A steel stringer and concrete deck superstructure on cast-in-place abutments
 - This option replaces the bridge and abutments most similar to the existing bridge, and is the most cost-effective option. **D&K Recommend this option.** NH DOT will require the bridge to be a two-lane bridge (50' in length, 23' wide curb-to-curb, 27' wide overall).
3. A precast/prestressed concrete beam (voided slab or box) and concrete deck superstructure on cast-in-place abutments
 - This option would require the deck to be 50' span length and would push the limits of the structure. In addition, it will cost more than the recommended option. D&K Do Not recommend this option.
4. Do nothing option – D&K is required to study this option, but it's definitely not recommended

The Town completed a survey of the bridge area and those findings will be considered as part of the plan design.

D&K will need to prepare a Project Review and Compliance submittal to the NH Division of Historical Resources. This is for an **Archeological Sensitivity Assessment** of the location of the abandoned mill at the southwest quadrant of the project site by a qualified archeologist. D&K assumes no archeological resources will be found or be present, so this phase of the project should be relatively short. D&K feel the old mill will not be impacted by the bridge project, but will be fenced off during construction. Adams said the Orford Historical Society may have information on the site – Adams will provide contact information to Durfee.

The standard **construction sequence** is to close the bridge and road, and detour traffic around the project. Installing a temporary bridge would require access to private property which would require easements and stipends to the property owners. It would add costs and time to the project.

Dublin Road will be open, but not as a primary detour. Adams said there is concern by a camp ground owner off Archertown Road regarding how campers will gain access to his property, as currently it can't be accessed coming down the Archertown Road onto Highbridge road. Durfee said there are some options D&K will look into:

- The construction phase of the project may be able to include improvements to the end of Highbridge Road to allow better access off Archertown Road. This could be done on a temporary or permanent basis.
- Schedule the bridge replacement to start mid-September 2023 (the end of camping season) and finish sometime in January 2024. The project will take approximately 5 months, and work can be done in the winter months. In the summer of 2024 is when seeding of the slopes can occur and any paving needed.

Funding of the project - the estimated cost at the time of the review study in 2019 was \$1,171,000 as a state project the cost share is 80/20 between the State and Town. However, there have been several changes that increase the total cost of the project and funding. Additionally, federal funds are now available for the construction costs of the project, which means for the Town of Orford the construction costs will be paid 100% between the State of NH and the Federal government. Engineering fees will still be split 80/20 between the State and Orford. Having the federal government involved will add costs to the construction phase, and also to the engineering costs. Federal guidelines require additional administration oversight from D&K during construction. Even with all these changes, the saving to Orford will be between \$150,000 and \$200,000.

The way the municipal bridge aid program works is a reimbursement program, so the Town has to have funds in place to be able to pay 100% of the cost and then receive reimbursement from the State. During construction the contractor will bill monthly, the Town pays and submits to the NH DOT and reimbursement will come back to the Town within 30 days. Engineering fees are paid up front by the Town, submitted to the NH DOT but the reimbursement takes longer. Preliminary and Final Design and Bid Phase engineering fees are reimbursed once those phases of the project are completed.

Mobilizing and Storage of Equipment during the 5-month construction phase – equipment will be kept in the roadway near both ends of the bridge behind the barriers. If that's not enough

room, the contractor may need to secure temporary easements from abutters to store equipment on their property. Temporary construction easement may also be needed to allow the contractor to get their equipment to access the construction site. Part of the preliminary design will be to look at where easements may be required. Compensation can be offered for the temporary easement, and it will be reimbursed to the Town at 80%, however, if part of the construction portion of the project, it may be paid at 100% like the rest of construction costs.

Comments and Concerns

- Can the bridge design be as un-obstructive as possible to the view of the brook?
- Vibrations – to remove the buttresses will generate vibrations which can cause damage to nearby house foundations – Durfee said any damage to nearby buildings is normally covered by the contractor's insurance company. Often the contractor will video tape the inside and out of nearby buildings so it's clear the damage occurred because of vibrations during construction. The Paxton's have a small house near the bridge and its foundation is built on the same ledge as the bridge abutments.
- Noise during construction – Durfee said the work hours will be established by the contractor, usually 7:00 am to 3:30 pm or 8:00 am to 4:30 pm. The State requires contractors to only work within the established hours
- Speed limit is 30 mph – is there anyway that can be lowered. Cars drive too fast over the bridge as it is, and making it a two-lane bridge may cause speeding to be more of an issue.
- What would the maintenance schedule look like for the bridge? The bridge will be designed for a 75-year service life. Annually the highway department should clean off the bridge deck and railings, and clean out the ditch lines. No painting will be required, except for the ends of the girders to prevent water from rusting the steel. The bridge sits high enough to prevent moisture/mist from the brook to rise up to the girders under the deck, so just the ends are painted for protection.

Durfee said these issues and comments are helpful and will be considered when finalizing the plan design. After this meeting the study will be updated to reflect items discussed and the new cost breakdown for engineering and construction fees. The schedule is to start the bid process in January 2023.

Motion made by Adams, seconded by Kling to approve the recommend alternate Option #2 for the Archertown Road/Jacobs Brook bridge replacement project. Motion Passed 3/0

When the DOT approved the 2019 report, D&K was also approved for preliminary and final design (a draft was presented to the Selectboard). Adams asked for clarification on Section B as it appears to be in conflict with Section C – Durfee will have this clarified before the final Agreement for Professional Services is submitted to the Town for signature.

Approval of Minutes from the 03/16/2022 Work Session – no action was taken at this meeting – will be added to a future agenda

Appointments:

- **Road Committee** – *Motion made by Adams, seconded by Carter to appoint Alan Bean as a member to the Road Committee. Motion Passed 3/0*
- **Planning Board Ex-Officio** – after discussion it was agreed that Jennifer Carter will resign her position as a Planning Board member and Chair to allow her to be appointed as the Planning Board Ex-Officio

Motion made by Adams, seconded by Kling to appoint Jennifer Carter as the Ex-Officio to the Planning Board. Motion Passed 3/0

Review Engineer Review proposal for the Mountain View plan – DuBois & King submitted its proposal for engineering Review of the plat submittal for a new private road leading to a new single-family home, referred to as the Mountain View Hideaway property. A Class V road leads to a Class VI road that leads to a logging road/proposed private road. The estimated fee is set at \$3,000. The board discussed who would be responsible for payment of the fee. The board could not find any discussion of fees from the Planning Board minutes where it should have been addressed with the applicant. Adams is also concerned about setting a precedent for future applicants that may expect the Town to pay for their engineering fees. The Selectboard need to work on the process to address when a property owner wants to construct on property with no road frontage. Therefore, for this application, the Town will absorb the fee for the engineering review of \$3,000.

Motion made by Adams, seconded by Carter to authorize the engineering review of Mountain View Hideaway LLC street plat. Because of special circumstances of the Mountain View Hideaway project the Town will pay the engineering fee of \$3,000. Motion Passed 3/0

Correspondence

- McGoff Salvage Junkyard renewal applications were received. The Selectboard agreed to approve the license with three (3) conditions the company must comply with.
Motion made by Adams, seconded by Carter to approve a conditional renewal license for Jim McGoff as the licensed operator of McGoff Salvage for map & lot #08-95-08 and #08-95-07. Motion Passed 3/0
- Kling presented information on the Class VI section of Prettyman Road. The road needs maintenance, as agreed by the property owner, Tiffany Vance, at the time of her purchase of the property. Kling acknowledges the road can't be worked on at this time, however, the Road Agent and Vance need to have a plan in place for maintenance once mud season is over. Dobbins-Marsh will relay this to the Road Agent.

Review of Manifest, Payroll and Payables

The manifest, payroll and accounts payable folders were reviewed and signed where necessary

Adjourn

Motion made by Adams, seconded by Kling adjourn the meeting. Motion Passed.

The meeting adjourned at 8:10 pm

Respectfully Submitted,

Esther Dobbins-Marsh