

Board of Selectmen Meeting Tuesday February 5<sup>th</sup>, 2019, 11:00 am at 10 Station Square

Present: James Weagle-Chairman, Chris Wheelock-Selectman, Michael Phillips-Selectman, Glenn Cassady-Road Agent, Reggie Charron-Water/Sewer Superintendent, Robin Irving-Project Admin, Phil Beaulieu-NHDOT District I, Bill Cass-NHDOT Asst. Commissioner & Chief Engineer, Dave Rodrigue-NHDOT Director of Operations, Al Rossetto

Chairman Weagle opened the meeting at 11:03 am

#### Discussion re Town ownership of Brown Road

Asst. Commissioner Bill Cass explained the phased plan for improvements on Brown Road provided that the Town votes to take ownership. Instead of just resurfacing, DOT plans to do more rehabilitation on the portion from Route 3 to Craggy Road, a similar level as was done on Lost Nation 2 years ago. The rest of Brown Road will have a heavy shim. The improvements will be phased over 2 years with the first section from Route 3 to just beyond the last house (roughly 1600 feet) reserved for Year2. This section needs to be boxed cut with drainage improvement, slope stabilization and guardrail work. During Year1, the section from 1600ft to the 1-mile marker at Craggy Road will be "the sandwich project." This will include laying down 4-8" of gravel on the existing pavement with 2 ½ "pavement (1" level course and 1 ½" wearing course) daylighted on the sides. All culverts would be replaces and drainage would be improved.

Robin Irving asked DOT if there was a financial breakdown available. Phil Beaulieu said that he could provide the numbers. Dave Rodrigue stated that the State has agreed to a significant investment of 600K for these improvements and wanted to know if the Town had a contribution to the investment in Brown Road. Selectman Wheelock emphasized that the cost to the Town would be deferred but it would be ownership. Rodrigue requested the Town to consider taking ownership of the entire length of Brown Road. The Selectmen preferred to phase the ownership due to impact of cost on the taxpayers. Rodrigue reminded the Board that NHDOT can statutorily reclassify a Class 2 road to a Class 5 road *unilaterally*. Phil Beaulieu agreed to attend the Town of Northumberland's Town Meeting on Saturday, March 16<sup>th</sup> at 10 am so that he would be available to answer questions from the public regarding this project in the warrant article. Robin Irving will forward language from the warrant article to NHDOT to get consensus on the language. The language should reflect intent similar to the following..."the Town agrees to take ownership and future maintenance, and accept once the State completes..."

#### Discussion re Swap of Church Sreett for Main/State Streets

Beaulieu, Rodrigue and Cass had an opportunity to inspect the area roads prior to the meeting and their initial reaction to the swap of streets is that NHDOT is NOT interested. Not only is there a significant difference in the condition of the streets but they have several other concerns including drainage, buildings close to the road, excessively wide accesses for example. Because NHDOT has some discretion with respect to Route 3, they wanted to have a better understanding or why the Board was seeking the swap. Selectman Weagle explained that the primary motive was to gain more control over the business district (example: street fairs). Robin Irving said that downtown revitalization efforts have led to grants

that offer façade upgrades, lighting/pole conversion to underground and/or solar, and bicycle sharrows—all projects within easement boundaries that would be easier under Town control.

Rodrigue asked if there was an intention to change the traffic flow and/or pattern. Selectman Wheelock explained that the thought would be that Church Street would be designated as Route 3 and would be non-stop north and south, while yields would be on the Main and State Streets. Selectman Phillips asked if the State would be willing to conduct traffic studies. Bill Cass said that NHDOT has Main and State Streets on their schedule to mill and fill this summer but have concerns with coordination and timing with the TAP (Transportation Alternatives Program) project that was just awarded. Robin Irving said that the grant money was just awarded last week so she expects that 2020 will likely be dedicated to engineering and construction won't start until 2021. Phil Beaulieu said that this timeline is consistent with projects that he has dealt with. Cass wants to coordinate with the TAP project so NHDOT is going to remove Main/State from the paving list this year and do what they need to get 2 more years (the streets may get a shim coat or they may get nothing at all); they also would like to coordinate with the TAP engineer to get Church Street evaluated to determine the cost of maintenance. The State will re-visit the issue of swap once some kind of evaluation is conducted.

The tentative article regarding the swap shall be removed from the draft warrant.

#### Discussion re Making School Street One-Way or Discontinuing School Street

The Board decided to wait until next year to see what the TAP engineer recommends before we request either action in a warrant article. The tentative article regarding the disposition of School Street shall be removed from the draft warrant.

No further issues were discussed.

Motion to adjourn by Chairman Weagle. The motion was seconded by Selectman Phillips. All in favor 3-0

Meeting adjourned at 12:10 pm