

**TOWN OF PETERBOROUGH
CAPITAL IMPROVEMENTS COMMITTEE**

**5:00 P.M. Thursday
October 27, 2016**

MINUTES

Present: Susan Stanbury, Roland Patten, Alan Zeller, Kim Rode, James Kelly, Leandra MacDonald, Ed Juengst and Bob Hanson.

Also Present: Peter Throop, Director, and Laura Norton, Administrative Assistant, Office of Community Development.

Chair Patten (Mr. Patten) called the meeting to order at 5:00 p.m.

Minutes:

A motion was made/seconded (Zeller/Stanbury) to approve the Minutes of October 20, 2016 as written with all in favor.

Public Works Presentations:

Highway:

Utility Relocation - Main Street Bridge: \$460,000

Seth MacLean introduced himself as the Operations Director for the Department of Public Works (DPW). He began by noting the potential opportunity of relocating all aerial utilities as a part of the Main Street Bridge reconstruction project. "This is an opportunity to continue the relocation that started on Grove Street" he said. Mr. MacLean projected a basic line sketch to show the members the area where utility poles could be eliminated telling the members he had very basic estimates for the project "but it is worth mentioning the \$460,000 allotted for the Pine Street sidewalks and rehabilitation in that area *may* be covered by the federal and state funding." A brief discussion that included further dialogue about the relocation, building the new Library, number of poles to be replaced (10-12) and inclusion of telephone and cable wires as well followed. Mr. MacLean told the members about a grant application submitted to NH DOT (80% State/20% Town) for further greenification of the Common Pathway through the Downtown area. Ms. MacDonald noted she had seen the application as a sitting member of Southwest Regional Planning Committee's Transportation Advisory Committee (TAC, which makes recommendations for a 10-year plan and any TAP projects). "It popped up

on the radar there but I never heard anything of it” she said. Mr. Throop explained that when a great opportunity presents itself often the town will start by getting a place in line and then come back to the public. “Please don’t let that happen again” replied Ms. MacDonald adding her concern that several parking spaces were being sacrificed with the project as the plan for the pathway is not running along the river as designed.

Mr. Kelly asked what the consequence of *not* removing the poles would be with Mr. Throop replying “mostly aesthetics but also safety.” A brief discussion of the proximity of the utility poles to the street on Concord Street followed. Mr. Juengst told the members there had been interest in relocating the utilities in the past, “It is expensive but if the ground is going to be dug up anyway it may be a good time to do it” he said. Mr. Zeller agreed adding “I would hate to see us look back and ask ourselves why we did not do it when it was the sensible thing to do. We would have a lot of regrets and hand wringing for not taking the opportunity, I am a fan of underground utilities.”

Storm Water Reconstruction/Separation in the Downtown: \$35,000

“This is a continuation of an annual program that we would like to keep going” said Mr. MacLean adding “this spring we will be out behind 20 Grove Street to fix the situation there and then work out from that point.” He went on to tell the members about a state fund to offset the cost of the work. “It is a one-time loan through the state revolving fund. We are putting a scope together tomorrow and then we will take it to the public process” he said. Mr. Throop interject the Budget Committee and Board of Selectmen had cut the requested \$35,000 to \$20,000 last year.

Roadway Surface Management Program: \$450,000

“This is an ongoing request” said Mr. MacLean “which is offset by the State Aid Block Grant (approximately \$187,000). He briefly reviewed the comprehensive road maintenance program in place and the potential of investing in an interactive road assessment software that would be hands-on and involve our GIS Mapping System and allow the town to update road conditions in real time. When asked about the cost Mr. MacLean noted some companies charge between \$75,000 and \$100,000 “but we are not interested in that” he said adding “with our interns and our GIS System we think we can do it for \$5,000 to \$10,000 a year and we expect to have something in the spring.” A brief discussion about conditions of specific roads in town followed with Mr. Throop concluding the Block Grant was \$187,307 this year. Mr. Juengst suggested “perhaps you could use more than \$450,000 a year, the roads need more of a priority than they are getting.” Mr. MacLean replied

“agreed, but when we get this software into place we will be making better short term decisions.”

Sidewalks: \$40,000 (\$20,000 offset by the GDTIF)

Mr. MacLean gave the members a report of the progress made on sidewalks in the Downtown this summer and the expectation for next year. When Ms. MacDonald asked about the rehabilitation of other sidewalks in town with Mr. MacLean replied “we would like to continue this project, we do need to address a lot of our sidewalks, absolutely.”

Buildings and Grounds:

Transcript Dam Rehabilitation: \$300,000

Mr. MacLean noted the Dam had been inspected “and the structural assessment for repair is \$300,000” he said. A brief discussion about breaching the Dam (which would cost more due to the need for dredging, silt mitigation and other downstream factors) as well as the life expectancy of the rehab (30 years), risk factors (slim to none) and aesthetic value of the Dam followed. This discussion brought up a brief discussion about the Main Street Bridge which is now slated for bid in February 2018. “We are waiting for a Section 4F Permit which deals with wildlife and historical features” said Mr. MacLean.

North Peterborough Dam: \$750,000

“Engineering studies are back and the recommendation is \$750,000 to address the deficiencies” said Mr. MacLean. He read a partial list of the problems and looking up said “unlike the Transcript Dam, this Dam is important as it impacts wells upstream and maintains the water tables.” He concluded by noting “\$250,000 would address the bare necessities but to address longer term needs, the cost is \$750,000”

Mr. Hanson asked about combining the bond for the two Dams and the utility relocation with Mr. Throop noting “that is the understanding.” When Ms. MacDonald asked about the bond total and term Mr. Throop noted he would have to get that information to them.

Town House Restoration/Renovation: \$1,000,000

Mr. MacLean noted the Town House’s 100th year birthday was coming up and it was hoped renovations could be done in time for that celebration. He noted a historic assessment that had been done by a local architect along with the New Hampshire Land and Community Heritage Investment Program (LCHIP). He noted LCHIP invests in the longevity of historical buildings (roofs, walkways,

etc.). Ms. Stanbury noted “that is a lot of money when you consider all the other needs of the infrastructure.” Mr. MacLean agreed and said “I expect this figure to come down substantially” adding “but the Town House has a useful life as well.” When asked if LCHIP funded elevators Mr. MacLean replied “no.”

Recycling:

Replacement of Economy/American Aluminum Baler: \$33,000

Mr. MacLean noted this baler was manufactured in 1977 and carries heavy annual maintenance costs. “Repairs would be in the neighborhood of \$20,000 but with a new one costing \$33,000 it is time to replace it” he said.

Highway:

Replace GMS Sierra 2500 4X4 – H-01: \$65,000

“The H-01 is the Highway Superintendent’s daily work truck and has 110,000 miles on it” said Mr. MacLean. A brief discussion about lease/purchases, re-sale of vehicles and trade-ins (and reporting that revenue) followed. Mr. Kelly asked about bonding (more debt) rather than taking from tax monies. “Debt is cheap right is now, we should spread it out” he said. Mr. Throop offer to make a model if the members thought it was useful “and see what makes the most sense.”

Replace Freightliner FL-80 –H-02: \$160,000

Mr. MacLean noted this vehicle has approximately 55,000 miles and 6,000 engine miles on it and that is used as a back-up plow if another machine is out for maintenance.

Replace Trackless MT-5 Sidewalk Machine: \$110,000

Mr. MacLean noted this machine was used for sidewalk plowing in the Downtown area as well as out Concord Street to the High School. “It has had a tremendous workload over the years and is now used mainly as a back-up option” he said.

Replace Ford F-250 4X4: \$65,000

Mr. MacLean noted this truck was in poor condition and had approximately 104,000 miles on it.

Utilities:

Collection System TV Inspection: \$30,000

“This is an annual contribution to continue to identify infiltration and inflow issues and schedule repairs” said Mr. MacLean.

Replace Ford F-350 4X4 with Crane: \$100,000

“Both the truck and the crane are in poor condition” said Mr. MacLean adding “the \$100,000 reflects \$65,000 for the truck and \$35,000 for the crane and related installation.

Mr. MacLean asked if the members would like him to review other items of his CIP past FY 2018 with the members content with what they had heard. Noting this was Mr. MacLean’s first CIP presentation Mr. Patten interjected “good job on your maiden voyage.”

Review of CIP Spreadsheet:

Mr. Throop pointed out a lease-purchase for the Police Department had been adjusted, the IT Department had a reduction in FY 18 of \$2000.00, Ambulance lease-purchase amounts were now shown on Page 6 and the Summer Street Well Bond was added to Utilities.

Mr. Throop concluded by asking if the members would like to have anything modeled in the spreadsheet (a this versus that type of thing) and whether or not they wanted to call any of the Departments back for additional questions or clarification. After a brief discussion the member decided to use the next meeting as a deliberative session. Mr. Patten acknowledged the department’s needs and desires but added “sometimes the two are not in comparison.” Ms. MacDonald suggested “looking at this in a dynamic way will be helpful” with Mr. Patten adding “we make the recommendations but not the final decision.”

Other Business:

None

Next Meeting:

November 3, 2016 at 5:00 p.m. at the Town House

The meeting adjourned at 7:00 p.m.

Respectfully submitted,

Laura Norton
Administrative Assistant