

## 2019 Public Works Annual Report

The public works department had another busy year in 2019. Our season began with the reconstruction of 1/2 mile of road on Faxon Hill. We reclaimed the existing pavement and excavated the entire road base to remove rocks and unsuitable base material. 500 feet of under drain was installed across from the cemetery and the road was widened to provide proper drainage. The base aggregate was injected with liquid asphalt. This asphalt emulsion injection process will stabilize the road base and help prevent settling and uneven heaving in the winter. Three inches of hot mix was placed in two lifts to complete the project. Stone lined ditches were added to drain the water away from the roadway. Block grant funds derived from the state gas tax help to fund these projects. We propose to work on our other asphalt roads in 2020 that have not seen any road sealing in several years. We need to keep up on these projects to reduce maintenance costs. Preventative maintenance and chip seals are a cost effective means to prolong our asphalt roads. Our plan is to finish Faxon Hill rd. reconstruction in fiscal year 2021.

Wetland permitting for the reconstruction of the Ayers Pond Rd. bridge was approved by the NH Department of Environmental Services. We propose to remove the decaying abutments and steel superstructure in 2019 and replace them with new cast in place concrete abutments and wing walls. Then a new timber deck assembly will be placed with approved guardrail. This project will require the installation of a temporary bridge crossing over Woodward Brook during construction. Final engineering plans were completed this year and revealed that substantial concrete wing walls were needed to provide scour protection for the bridge abutments. As a result, we will ask the town to appropriate approximately \$60,000.00 to complete the project in 2021. The reconstruction and upgrades to this bridge will remove it from the State DOT red list.

In July public works partnered with the building contractor and excavated the foundation of the Center Schoolhouse. After demolition and removal of the rear annex, skid steers removed the soil under the building then loaded on to trucks with the town excavator for removal from the site. After the footings and walls were poured, backfill was placed and compacted around the footing drains. Utility lines including electric, water and sewer as well as future connections for the fire cistern were installed and backfilled. A new 1,500 gallon propane tank was installed underground behind the building. Future work still remains and will be completed upon funding from the town.

We completed a geo-grid road fabric pilot project on the Marlow Rd. on the back side of Lake Ashuelot. A section of road with poor drainage and road base materials resulted in chronic spring mud issues. We windrowed the existing gravel off to the side and then rolled out a Tensar Geo-grid fabric on the road base. Then placed several truck loads of new ledge pack over the fabric and compacted it to spec. We hope to eliminate the mud issues in this spot in the future.

The dry fire hydrant at the boat launch on the Marlow Rd. was repaired this fall. We excavated the standpipe and found where the pipe had separated from frost action in the winter. We replaced the broken pipe and fastened the connections in a way to eliminate the frost from damaging the hydrant in the future. We pumped tested the hydrant and placed it back in service for the Fire Department. We also replaced the inlet structure at the fire pond in East Washington. A new concrete pre-cast structure with removable flash boards was installed along with 50 feet of new 18" culvert under East Washington Rd. This repair permitted the pond level to return to normal and provide adequate cover over the dry hydrant inlet.

Other work this year included gravel road maintenance. We applied 9,000 gallons of calcium chloride for road stabilization, replaced several culverts, cleaned ditches and mowed all roadsides and fire lanes. We constructed 120' of new road at the new center cemetery to accommodate access around the perimeter which greatly improves traffic flow.

In 2018 the selectmen proposed a warrant article to change the road classification of our "Roads To Summer Cottages" to class VI highways. Under State law, RSA 231:79 exempts towns from winter maintenance between the dates of December 10 to April 10. This proposed change was in response to the fact that the Town had never plowed these roads in the winter months for the last 30 years. We were looking for a way to continue this policy and still be in line with state law. This generated good discussion from the floor at town meeting and ultimately resulted in a NO vote from the floor. The resulting discussion centered around asking the State legislature to amend RSA 231:79 to expand the non maintenance in the winter from November 15 to April 30. We worked with our local legislators and the NH Municipal Association to draft an amendment to the existing law. SB 53 was introduced in April and I testified before the house and senate transportations committees as to why this change was necessary. The senate passed the bill overwhelmingly on June 5, 2019 and the governor signed it into law on September 8, 2019. This year we are asking the town to vote favorably to expand the non maintenance law so we may return to our previous policy.

I would like to thank the town departments, employees and selectmen for their continued support of the Public Works Department.

Respectfully Submitted,  
Edward G. Thayer, Public Works Director