

CANDIA PLANNING BOARD
MEETING MINUTES OF June 7th, 2023
APPROVED MINUTES

PB Members Present: Rudy Cartier, Chair; Brien Brock, BOS Rep.; Judi Lindsey; Scott Komisarek; Kevin Coughlin; Tim D'Arcy; Mike Guay, Alt. sitting in for Mark Chalbeck

Linda Carroll, Alt.

PB Members Absent: Mike Santa, Alt.; Mark Chalbeck, V-Chair (excused)

* Rudy Cartier, Chair; called the PB meeting to order at approximately 7:00PM, followed immediately by the Pledge of Allegiance

New Business:

- Recognition for Josh Pouliot & Joyce Bedard

R. Cartier: The first thing I would like to have the board do tonight is to give some recognition and certificates of appreciation to two of our former board members that have donated a lot of their time over the last six years. The board and the town, I'm sure, appreciate the fact that you actually came onto the board to help out what was going on. And I know from my personal standpoint, as Chair, you have been very helpful to the board and to the town to get things done. I would like to, on behalf of the board, give you some certificates of appreciation.

Joyce Bedard and Josh Pouliot

Old Business:

Nate Miller from SNHPC: CIP – I don't have presentation per say. It was just really an opportunity to talk to Jeff and make sure that you were able to ask any questions. Jeff has the most projects out of any of the department heads that submitted applications. There are a lot of moving parts with the way that he has laid out the phasing of the different projects. This was really an opportunity for you all to ask questions and make sure that you're clear about what he has applied for, and I have some questions as well for him about structure and financing and things like that. I am not sure how you want to do it Rudy.

B. Brock: Just start with the first one.

R. Cartier: I think part of the impetus, as Nate had said, you have information on here for various roads and we know how you handled things, but I think as far as getting it into the CIP, it would probably be very advantageous, to have how you have developed these and probably a little more detail on sections.

Mike, you want to fill in for Mark? Just for the record, Mike Guay is going to be filling in for Mark Chalbeck.

N. Miller: Sure, I can start with my questions or...

B. Brock: Start with Tower Hill.

N. Miller: Sure. That's probably the logical place to start. Jeff, do you want to talk about Tower Hill and how it is your top priority?

Jeff Wuebbolt – Town Road Agent: Obviously, that is the first thing on the CIP for next year. So that is going to be the last part of Tower Hill. This year, the plan is to go from the Snow Slickers to the top of the hill where it starts to go down on the Auburn Side. And then next year is going to be from the top of the hill to the Auburn Town Line.

B. Brock: Before you go any further, did you get any more feedback from the water works? Are they going to do something up there too for you?

J. Wuebbolt: They have already kind of worked with the runoffs. They actually built those. They actually maintain them, which is actually really kind of nice for the town, so we don't have to worry about them. They go up there, normally three times a year and they clean them out for us. And then they re-riprap them when they need it. For that last part of the Tower Hill Project, those runoffs are going to play in to pretty much the drainage plan for that whole project.

T. D'Arcy: Any plans to pave it?

J. Wuebbolt: So, right now, I don't know if you are familiar with what we did on Currier Rd. or if you are familiar with what we did last year on Tower Hill but essentially, it's going to be just like a regular road rebuild. Everything is going to get dug out. Everything is going to get a sand bed with gravel over it. We are actually putting underdrain and road fabric on the parts that need it as well. So, it's going to be getting a completely new, it's a complete reconstruction of the road. A lot of it is actually getting widened. Dead trees getting cut and stuff like that.

R. Cartier: This is the last section?

J. Wuebbolt: This will be, yes. From the top of the hill to the Auburn Line. Last year we ended at the Snow Slickers. This year we are going to be going, it wasn't on the CIP, this year we will be going from the Snow Slickers to the top of the hill. And then where the CIP starts next year, we will be going from the top of the hill to the Auburn Town Line.

N. Miller: So Jeff, that's about 1500 feet. You are confident in the \$150,000?

J. Wuebbolt: Yeah. The nice thing about rebuilds or reconstructions, where we save a lot of money as a town, is we have all of our all sand. We don't have to buy sand. That is a huge amount of money that we don't have to pay because we have it right at the town pit.

N. Miller: So you are looking at a warrant article for?

J. Wuebbolt: Yes.

N. Miller: And the previous Tower Hills were done by warrant article?

J. Wuebbolt: Yes.

N. Miller: Does that make sense to the board?

Yes

R. Cartier: And you figure \$150,000 is going to be enough?

J. Wuebbolt: Yes, that is not that long of a stretch of road. And the other thing too is there is always other amounts that I can pull from if it goes over because the backside is not going to need, there is not going to

be a ton on the backside as far as digging because the Eversource Tower actually runs, that line runs right down the center of Tower Hill and it's under the road. So, there's not really going to be a whole lot of digging that goes there. Really, that back hill really just needs to be brought up like 18-24 inches, so the water will shed off and we are going to widen it a little bit so some spots, two cars can actually pass, where now they really can't. It's about a car and a half.

N. Miller: North Road Box Culvert: This one, I think, will be a little bit trickier because the application talked about a federal grant. In talking with Jeff about what federal grant they were looking at for that project, it's not feasible for this type of project.

J. Wuebbolt: Pretty much, we don't qualify. We don't actually meet the threshold for the size of project, dollar wise, as well as North Road is not a federal aid eligible road.

B. Brock: Is that going to be a warrant article?

J. Wuebbolt: I was planning on doing it budget and grant. I will probably end up putting it in with the warrant article and I think what we will do is kind of scale it back a little bit from what we were going to do and do something we can either just pay for either with the budget or the warrant article.

R. Cartier: Jeff, how critical is it compared to what was done?

J. Wuebbolt: The only reason that it is still an issue really is it still overtops. Actually, pretty frequently. I helped him with that project. That was never supposed to be a permanent thing. That was done because it was better than what was there. We had some money in the budget, and we just did something. And I will say, it's definitely better but it still overtops.

B. Brock: That box culvert has to be over \$300,000 by now.

J. Wuebbolt: Not the stuff that we were looking at, I think we can do it for right around there. I've talked to Tom Severino about it, about a couple of different things that I was thinking down there and then he kind of gave me what he was thinking, and I think we can probably do it for about that. I could either scale that amount back to do a little bit less of a project because right now, the plan was, we were going to do the box culvert but also kind of raise that grade a little bit because really, it could be raised and honestly, it should be. But we can always save money by doing something different and maybe raising it at a different point in time. Because eventually, as you will probably see later on in the CIP, we are going to repave North Road and we can just do it then. The funding at this point is up in the air but it is definitely a priority project that we want to get done. I would like to leave it as number two, I just need to try to figure out where the money is going to come from.

N. Miller: It sounds like you have two different options for approaching that project.

J. Wuebbolt: My thought is I would like to keep it as a stand-alone project. I would like to keep it for 2024. Most of these projects are going to be coming out of the budget.

N. Miller: Tower Hill Road and this would be a warrant article.

J. Wuebbolt: Crowley Road needs to be completely redone. That road was never dugout, it was just paved over.

R. Cartier: When you are talking about this stuff. You have about \$800,000 for 2024. Do you have any of these in 2024 that will be warrant articles?

N. Miller: If you look at 2024. If you look at what Jeff's laid out for 2024. Tower Hill would be a warrant article. ...

R. Cartier: Nate, did you total up per year?

B. Brock: Take Crowley out of the CIP.

R. Cartier: I agree, it's not a road that is used a lot.

N. Miller: For 2024, now you have three projects. Tower Hill Road, North Road Box Culvert, South Road resurfacing.

If we move to Fiscal 2025, that leaves us Jane Drive and North Road.

R. Cartier: When you say a quarter of a mile, is this cutting back because you don't have as much money?

If you went in for \$450,000 in warrant articles in year one. This would be \$350,000.

N. Miller: No. Bean Island.

J. Wuebbolt.: We are getting a traffic study done on that road right now. There is a chance we can take this project out and just close that bridge.

R. Cartier: What if you kept it at \$450,000?

B. Brock: Remember, when we first started these projects, it was \$100,000. Now we are starting to carry this number higher. I don't want to lose the support that we have had.

J. Wuebbolt: Either I will get more done than what I have in the budget, or I will ask for less money. My thinking as to why I try to use the asphalt budget in one spot. If you have 5,6, 10,000 left over, you pick a bad spot and you get it.

S. Komisarek: How long does a road typically last? How many miles do we have in town?

Answer collectively: 12 years.

J. Wuebbolt.: A little over 60 miles.

S. Komisarek: So, you would have to do 4 miles a year.

J. Wuebbolt: We are getting close to being done with road reconstruction. Most of the higher traffic / main roads we have in town have been rebuilt. We can go a lot farther than we have for road reconstruction.

R. Cartier: Do you have any idea how many miles that you would consider as needing to be rebuilt? The roads maybe last 12 to 15 years.

J. Wuebbolt: 12 – 15 years is the lifespan. That is what the DOT goes by. Our roads get less traffic. Once a road has been redone, you never have to dig it up again. Some roads get past the point that you can't just go and resurface.

B. Brock: Rather than rebuilding the roads with Jeff, can we get back to what we are here for? That is not our job.

N. Miller: What do we do with the \$230,000 that is in the budget? The second question is, there is another project that Jeff applied for in 2025 and that's Bean Island.

B. Brock: I think we sit on Bean Island.

J. W.: The only problem with that grant is it is not a grant; it is a reimbursement. We have to front the money.

North Road - Phase I Operating – Phase II – Warrant Article

N. Miller: 2026 – Merrill Road - \$200,000 – Warrant Article. Depot Road – Operating Budget - between the bridge and Patten Hill Road – Proposed to be operating budget – Third Phase of North Road - \$150,000 – Warrant Article

J. Wuebbolt: Stump and Adams Road. We can do that. That comes out of the budget and that will be more highway.

This is a plan. I can take projects out. At the end of the day, I have to ...I have followed the CIP for the most part. I can do a full workup of prices. Depot Road may not cost everything that I have on there. They are very crude estimates.

N. Miller: 2027 – New Boston Road East – Fieldstone Lane \$150,000 from operating for resurfacing. Podunk Road as a warrant article, resurfacing.

2028 – Currier Road reconstruction - \$150,000 warrant article. New Boston Road West – reconstruction.

J. W: It's something I've talked to Boyd about before. I think, at some point, if we keep adding roads, we will increase capacity. We do use it quite a bit.

N. Miller: 2029 – Patten Hill Phase II \$150,000 as a warrant article. Brown Road \$150,000 resurfacing – operating budget. Old Deerfield Road Bridge as a Warrant Article for \$174,000 for the 20%. We have a plan.

Jeff did a terrific job.

- Approval of Minutes 5.17.23

Some revisional suggestions/amendments were made.

Motion to accept minutes as amended: T. D'Arcy. Second: S. Komisarek. Abstain: J. Lindsey and M. Guay. Everyone else was in favor. Motion passed.

Appeal Updates:

- ***Foster Farms***, New Boston Road –The hearing has been postponed. The counsel had a conflict so they asked for a change. June 29th at 1:00PM.
- ***23 Main Street*** –The hearing was held on May. He took it under advisement, and he has 60 days.

Other Business:

- Southern NH Planning Commission - InvestNH HOP Updates –
- Town Ordinances certified by town clerk and submit the latest version Town planning. They are not official until this is done.

B. Brock: The Board of Selectmen changed their start time to 6:30, would this board consider changing the start time of this board.

R. Cartier: I don't think there is any, let me check.

B. Brock: **Motion** to change the planning board meeting time to 6:30, effective July 19th. J. Lindsey: **Second**. All were in favor – **Motion passed**.

R. Cartier: I was going to cancel the meeting for July 5th. It would be prudent because it is a vacation week.

We have two informational meetings. One of them involves a case that is going to have to go to the ZBA. It would be an expansion of a non-conforming use. We have another subdivision inquiry on High Street – unless there was some kind of condition, they could put a road in and do a subdivision.

All of the documents / applications will be on our website.

GIS Update – Cemetery Updates is coming a little bit slower than expected.

Comments from the Public:

Student – Lilly - Professional Pastry Arts – needed to attend a town meeting as part of her curriculum requirements to receive high honors. Rudy signed her paperwork.

Motion to adjourn: T. D'Arcy. **Second**: J. Lindsey. All were in favor. **Motion passed**.

Respectfully submitted,

Amy M. Spencer

Land Use Coordinator

cc: file