

Minutes of the Antrim Planning Board Meeting September 15, 1994

Present: Judith Pratt, Chairman; Michael Oldershaw; David Boule' ex officio; Alternate Peter Moore sitting for Edwin Rowehl; Alternate Ken Akins sitting for Wayne DeKoning.

Chairman Judith Pratt opened the meeting at 7:30 P.M. and introduced the Board as noted above.

Thomas W. Dowling concerning a public hearing for a Site Plan Review for a Veterinary Clinic to be located on Route 202 in the Highway Business District tax map 1C lot 580. Tom Dowling presented his proposal which will include boarding facilities with some of the animals staying overnight. He plans to renovate the premises to suit the use and will be using the whole building. There are no plans to rent space. Dowling stated that the septic system has been approved by the State for the metered use of 156 gallons per day which is the capacity of the existing system. He has also made arrangements with a firm located in Massachusetts to accept waste materials. Dowling noted that the facility will accommodate a maximum of twenty animals. There being no further testimony David Boule moved to Accept the Application of Thomas W. Dowling for a Site Plan Review for a Veterinary Clinic to be located on Route 202 in the Highway Business District, now owned by Mundaca Investment Corporation. Mike Oldershaw second. So moved unanimously. Mike Oldershaw moved to approve the Application of Thomas W. Dowling Planning Board File #94007 for a Site Plan Review for a Veterinary Clinic on property located on Route 202 in the Highway Business District tax map 1C lot 580. (Now owned by Mundaca Investment Corporation.) Second David Boule'. The vote: Ken Akins, yes; David Boule', yes; Peter Moore, yes; Mike Oldershaw, yes. So moved unanimously.

Swiftwater Girl Scout Council: Concerning a public hearing on Phase II of a Site Plan Review for Camp Chenoa located on Brimstone Corner Road in the Rural Conservation District tax map 2&5 lot 1572. Chairman Judith Pratt opened the public hearing and Thomas J. Sommers, P.E. associated with Costello Lomasney and deNapoli presented the proposal. He commented that the Girl Scouts have obtained approval of Phase I and are now seeking approval of Phase II. An area for a gravel pit and stump dump has been cut in the process of cutting the timber on the lot. This cut is still on going. Somers noted that they have obtained building permits for the multi-use building, 2 camper units, and to renovate the boat house. They do not have permits for two floating rafts which will be built some time in the future. He pointed out the areas for the proposed septic systems and testified that all permanent water supplies will be underground and all temporary supplies will be on top of the ground. A section of the road has been cut and tree harvesting is continuing. The applicant has permits for two dry hydrants and has submitted application to the Water Supply and Pollution Control for septic approval. A Site Specific Permit has been

granted but has not been received by the Applicant. The fire department has not reviewed the project and a traffic survey done by Costello, Lomasney and deNapoli has been completed. (copy attached) This survey addresses an area of concern from the beach to the camp entrance. Somers observed that according to this survey the average annual trip projection (including all camping traffic) represents 11.5% of the total. His report suggests that the State has funds available for such improvements with 20% participation of the Town. Based on the figures presented Somers estimates the extent of the Girl Scouts participation should be \$8000. but the Scouts have volunteered to participate for \$15,000.(firm) The Chair established that the Selectmen have jurisdiction over roads. There was much discussion about the options available with it being noted that Brimstone Corner Road is closed subject to gates and bars at the Price Farm. Ex officio member of the Board Selectman David Boule' questioned how the improvements would benefit the Town. Selectmen Tom Davis asked when and where the count was taken. It was established that one counter was east of the beach and one at the bridge. Both being very close to the bridge. The count taken during peak summer traffic. Abutter Mary Cuddihy commented that there are 38 trips a day to the Price Farm School. Reference was made to a review of the plan by the Fire Department. It was established that there is no heat and wiring in the Adirondack shelters. Chairman Pratt commented on the maximum slope of the interior road. Sommers stated that while they cannot meet the Town maximum slope requirement of 12% it is an interior road which goes right through the property with an entrance and an exit. Paul Whittemore representing Helen Whittemore expressed his concern about access to his property which abuts property owned by the Girl Scouts. Chairman Pratt pointed out that such an agreement would have to be made between the interested parties. Whittemore also commented on the "balancing rock" a geological phenomenon that people hike in to view. The Chair suggested that Mr. Whittemore submit any suggestions for the area to Martha Pinello Chairman of the Conservation Commission. Mike Oldershaw observed that the Planning Board has an obligation to see that any action taken by the Board does not create a landlocked property. The Chair suggested that the Board hire a consultant to represent the Town and review the Technical Report prepared by Costello, Lomasney and deNapoli for the Swift Water Girl Scout Council. The names of B.G.Miller, P.E, Karen Cullen and Southwest Region Planning Commission were mentioned. The Board agreed that Chairman Pratt will contact any or all of these people or someone who will accomplish an unbiased review and to get an estimate of the cost of such a review before the next meeting. Tom Sommers asked to be placed on the October agenda and was given a choice of October 6 or 20. Sommers agreed to October 20 saying that they would be better prepared by that date. Sommers also stated that he will need an extension to the six month permit for the temporary trailer which expires December 31, 1994. It was established that this comes under purview of the Selectmen. There was further discussion relative to the Town's road improvement budget and

where the funds should be spent. Mary Cuddihy observed that there is a lot of traffic all of the time on Brimstone Corner Road and it is not all the Girl Scouts. Judy Stuart commented on the present condition of Brimstone Corner Road. Tom Sommers spoke to the Town's responsibility for roads and bridges. David Boule' questioned the location of the proposed docks and the amount of frontage to be used. Sommers stated that they will be permanent docks, T shaped consisting of boat docks, swimming docks and sailboat docks. The intention is to keep the swimmers away from the boats. The first section of the main building is scheduled this year. In answer to a question from David Boule' it was established that the gravel area is about 3 acres. Tom Sommers noted that there will be a crusher on site for some time and timber cutting will continue through the winter. There being no further discussion the Chairman continued the public hearing until October 20 at 7:30 P.M.

Announcements:

Planning Board Workshop
Municipal Law Lectures
Volunteer of the year awards

Minutes September 8, 1994: Mike Oldershaw moved to accept the minutes as presented. Ken Akins second. So moved unanimously.

Proposed Zoning Changes: Judith Pratt reported on her conversation with Philip Dwight Chairman of the Board of Selectmen in which he advised her that it is illegal to present Zoning Amendments to the voters at the General Election in November. Dwight informed Chairman Pratt that such amendments should be presented on the ballot at Town Meeting. Dwight got his information from the NHMA Attorney and Planning Board Attorney Silas Little. The Board has a meeting scheduled for September 29 which will be held, meanwhile, Chairman Pratt will talk to Attorney Silas Little about this and other matters. On that same evening an Application for a Lot Line Adjustment/Annexation made by Dennis McKenny for Merle and Margaret Aborn and Richard and Crystal Patten will be addressed.

Mike Oldershaw commented on the need for the planning for future needs by Town Departments.

Mike Oldershaw made the motion to adjourn. Ken Akins second. Meeting adjourned at 9:05 P.M.

Respectfully submitted,
Barbara Elia, Secretary

SWIFT WATER GIRL SCOUT COUNCIL
CAMP CHENOA, ANTRIM, NH

TECHNICAL REPORT

SEPTEMBER 1, 1994

TECHNICAL REPORT

The following is a report of CLD's findings regarding the condition of the causeway bridge on Gregg Lake Road in Antrim, New Hampshire, including the deficiencies of the bridge and roadway, and their ability to handle traffic during construction and operation of the camp.

I. EXISTING CONDITIONS

A. Roadway

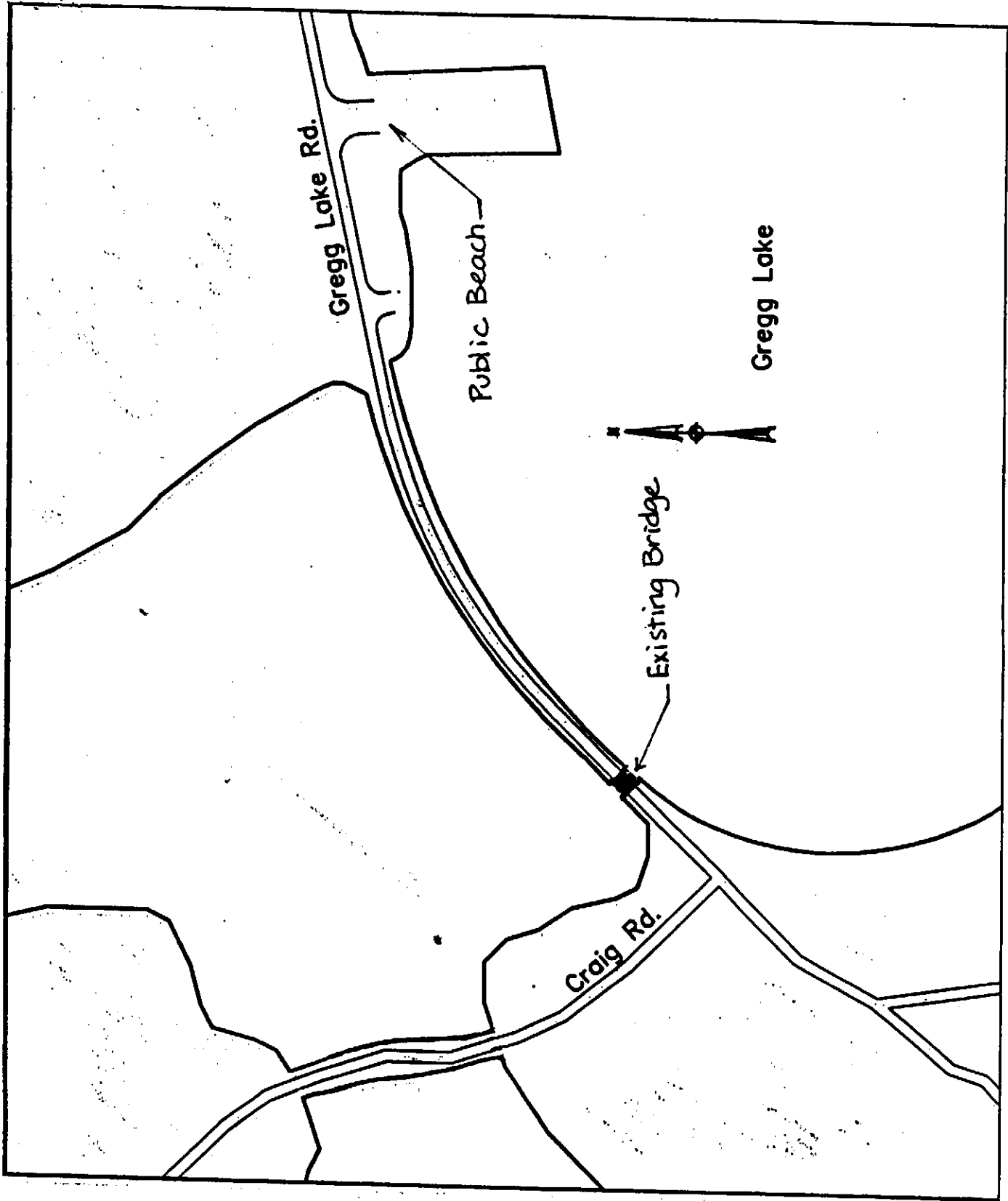
Gregg Lake Road is about 0.8 miles long between South Holt Hill Road to the east and Craig Road to the west. Along this length, the roadway varies in width from 17 feet near the public beach to 14 feet at its narrowest point in front of the Brown Cottage. While the roadway is narrow east of the public beach, there is a buffer between the road and the lake itself. Slopes, large rocks, and concrete blocks present physical barriers to the water which do not exist on the causeway, where there is only vegetation between the road and the water. From the public beach west to its intersection with Craig Road, Gregg Lake Road is consistently between 16 and 17 feet wide. Pavement condition is fair, with occasional potholes and cracking along the edges. The pavement depth does not appear to be substantial, since pins driven to set the traffic counters did not meet with much resistance.

B. Bridge

A brief visual inspection of the bridge indicated that the Gregg Lake Road Bridge provides only a 16'-2" rail-to-rail roadway width. The existing bridge has a 14" concrete slab deck with a 24-foot span. The existing deck has severe spalling at its fascia, deck corners and rail. Some of the reinforcing steel in the bottom of mat of the slab is completely debonded from the concrete and hangs into the water.

No existing bridge plans are available; however, the NHDOT has "rated" the structure (by inspection) and suggested it be posted E-2 (which indicates no required load posting for normal traffic loadings).

The existing "rail" system consists of wood "rails" between concrete posts. This "rail" system is



substandard. Erosion of the fill materials has occurred at the ends of the bridge slab at all corners of the bridge deck due to inadequate drainage details.

II. ROADWAY AND BRIDGE DEFICIENCIES

The minimum width of a two-way bridge for a rural road is 24 feet, according to AASHTO's "A Policy on Geometric Design of Highways and Streets." AASHTO states that "...in no case should the roadway width be less than 18 feet." For a rolling terrain, rural road with a current ADT of 250-400, and a design speed of 30 mph, the recommended width of the travelled way is 20 feet with two 2-foot shoulders, a total of 24 feet.

AASHTO allows an exception for a special purpose road used only for recreational, resource development, or local service (generally lightly travelled with low speed and light truck traffic) which would make an 18-foot roadway acceptable for Gregg Lake Road. The NHDOT would need to approve the use of this criteria; however, it appears to be a reasonable solution for this roadway, which would balance traffic needs with wetland impacts.

III. TRAFFIC EVALUATION

Traffic volume counts were conducted along Gregg Lake Road at two locations during July, 1994: on the east side of the public beach, and adjacent to the causeway. The actual count data is attached to this report. The table below compares the two locations.

Vehicles Per Day - Gregg Lake Road

<u>Day of Week (July 1994)</u>	<u>East of Beach</u>	<u>On Causeway</u>
Tuesday	254	204
Wednesday	240	197
Thursday	296	203
Friday	411	278
Saturday	585	165
Sunday	507	243
Average Weekly Traffic Volume	2595	1513

Because Gregg Lake Road serves primarily a recreational function, there is no consistent peak hour during the course of the week. These variations are reflected in the hourly traffic counts. Therefore, peak hour analysis is not appropriate for this roadway.

Without available traffic information during other times of the year, we have estimated the amount of traffic that crosses

over the causeway during the course of the year. While we recognize that traffic along Gregg Lake Road would be expected to be higher during the summer months, particularly the section east of the public beach, traffic volumes across the causeway should be somewhat less variable. It is our understanding that a day school on Brimstone Corner Road generates traffic on the causeway during the non-summer months. Therefore, we believe that the reduction in traffic on the causeway during the off-season would be offset by traffic to and from the day school.

Given that assumption, using the July traffic volumes as an average weekly condition during the year should provide a reasonable approximation of total traffic volumes crossing the causeway during the course of a full year.

With an average weekly volume of 1513 trips on the causeway today, the total annual traffic would be:

1513 trips per week * 52 weeks or 78,676
annual vehicle trips on the causeway,
excluding the new trips to the camp.

To derive a "fair share" contribution from the Girl Scouts to the cost of roadway improvements, the percentage of the traffic on the causeway attributable to the camp must be estimated.

The weekly trip generation of the Girl Scout camp was estimated based on the drop-off and pick-up of an anticipated summer camp population of 200 campers per week, plus 50 staff members and additional miscellaneous trips for deliveries and visitors. This calculation results in an estimated 950 camp-related trips on the causeway per week during each week that the camp is open in the summer.

Assuming a nine-week summer camping season means that

(950 * 9), or *8,550 trips on the causeway
could be reasonably attributable to summer use
of the Girl Scout camp.

It is our understanding that some off-season, weekend camping activities by smaller groups (say, 50-60 persons) are also anticipated at this camp, plus additional trips by maintenance personnel during the year. Assuming a total of 50 vehicle trips for weekend campers plus 6 maintenance-related trips per week to the site during the off-season (30 weeks) equals:

56 trips/week * 30 weeks = 1680 camp-related trips
on the causeway during the off-season.

Thus, the total number of camp-related trips added to the

causeway over the course of a year would be:

8550 (summer) + 1680 (off-season) = 10,230
annual trips.

Adding all these camp-related trips to the existing annual
causeway traffic volume would be

(78,676 + 10,230), or 88,906 total trips on
the causeway per year with the camp in place.

As a percentage of total causeway traffic, the camp's volume
would be:

10,230/88,906, or 11.5% of total annual
causeway traffic volume.

IV. RECOMMENDATIONS

It is clear that this bridge is in need of replacement because of its functional deficiencies and deteriorating structural condition regardless of whether the Girl Scout camp is built at this location. A new bridge or a series of culverts could provide the required hydraulic capacity with a minimum widening of the roadway to reduce environmental impact to the involved wetlands. Based on discussions with the New Hampshire Department of Transportation, the Town would be eligible for State bridge funds for the replacement of the structure and the adjacent roadway improvements. The program splits the cost of the bridge replacement between the Town and the State on a 20/80 basis, respectively.

The reconstruction of the bridge and improvement of the roadway would require the closing of Gregg Lake Road on the causeway (from the public beach to the intersection of Craig Road) for approximately one month.

A preliminary cost opinion for the upgrade of the roadway to an 18-foot width (acceptable for a special purpose roadway) and replacement of the structure with a bridge of similar hydraulic capacity is approximately \$350,000 for engineering and construction. By utilizing the State bridge program funding, the Town share would be approximately \$70,000.