

CLASS V ROADS STUDY COMMITTEE
SEPTEMBER 1, 2015
Approved 9/15/15

PRESENT: Jim Jenks, Bill Malcolm, Mike Smith, Dan Brand, Sue MacKenzie.
Guest: David Roby

Meeting called to order at 6:06.

Minutes of August 18, 2015 approved

1. Magnesium Chloride presentation at the special meeting on 8/25/15, went very well. Innovative Surface Solutions proposal was to provide tank, sprayer and pump, 2 storage tanks. Storage Tanks will be ours after 6 years. Tank, sprayer and pump will be ours in 3 years. Both in exchange for buying 22,000 gallons of chloride per year. We can cancel at any time. Mg Ch++ can also be added to the salt to increase the efficiency of spreading salt in winter and we will be able to use less salt. The salt would also be effective at lower temperatures.
2. Gravel roads plan needs to be revised. We need to start with our priority roads and rebuild by adding gravel and grading with a crown and incorporating Magnesium Chloride and compaction. Mg Cl ++ will cost \$1500 per mile. River Road sprayer was limited to the road, did not run off at all. We need to estimate the cost of adding 6-8 inches of crushed gravel, grading and compaction to plan the future schedule of gravel road restoration. It was suggested that we regrind more of our particularly bad paved roads to gravel using this treatment. This would be a temporary measure until we can afford to rebuild the paved road. It was noted that in grinding the pavement it is important to go very slow and/or grind it twice to get the material fine enough. Will also need to add gravel over the top of this material, grade, add chloride and compact. This will pay back over time as we will need less material and maintenance. The comment was made that we do not need a new grader. The current grader is in good condition and will last a long time if properly maintained. We need to calculate the cost of rebuilding a mile of gravel road. Culverts need to be included in the cost of rebuilding a road, and this will vary by road.
3. The Slump: Discussed attaching the road to the ledge. CLD and Willis will be submitting a proposal for further exploration to determine if this is feasible. **The landowner does not want River Road moved. He would like this fix to take place without cutting trees or disturbing soils. Discussion included committee's reinforcement that safety and integrity of the road(s) are of paramount importance is solving all issues regarding Lyme Roads.** Discussed the rebar monitors. One thought was to put a tape on the bars at a consistent level to make monitoring easier. The highway crew wanted to cut them to the same level.
4. Discussed Roadside mowing. Some concern was expressed about the esthetic effects. Also concerns about cultivated hedges and trees being damaged. **Reviewed**

the 15' X 15" cutting parameters, this was seen as excessive. Explained that this is needed for road maintenance as well as more tree clearing than is currently done. In several areas it is impossible for our trucks to dump gravel on the roads because the body of the truck gets hung up in the tree branches.

5. Pavement preservation: Which road to start with and what is the best method to use on each road? Goose Pond Road is in need of preservation soon. We need to diagram all of the under drains in town and have a program of routine maintenance. Is "Crack Sealing" a viable method for us to use.
6. Next: we need to have a gravel roads plan (road by road) with cost and time projections. Our Paved Roads need to be completely revised again with cost and time projections. The committee is recommending we try to exchange the roller for a smaller roller.

Respectfully submitted,
/s/ Sue MacKenzie

Next meeting 9/15/15