



Town of South Thomaston, Maine
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Selectboard:
Jan Gaudio
Walter Reitz
John Spear

Selectboard Minutes

Date: June 1, 2021, 6:00 PM **Place:** Zoom and You Tube Channel

REV: 2

This meeting was held remotely.

Selectboard Present: Jan Gaudio, John Spear, Walter Reitz

Others Present: Terri-Lynn Baines, Andrew Hedrich, Pennie Alley, Skip Connell, Jim McDonald, Betty Thomas, Merle Rockwell, Lynne Canavan, Sarah, Bill and Cindy, Karen Smith, Chad Harris, Kevin Gordon, Dr. Christine Flaherty, Julia O'Brien, Sally Merchant, Andrew Stancioff, Theo Pratt, John Koffel, Sharon Setz

Note: A listing as present does not denote attendance for the entire meeting.

I. Call to Order

Reitz called the meeting to order at 6:01.

II. Adjustments to Agenda

Spear asked to add scheduling a meeting interview CEO/LPI applicant as soon as possible.

III. Public Comment for Items not on the agenda

There was no public comment.

IV. Opening Statements from the Board.

Gaudio spoke of how the Island Road Project started with the Wood's study and the Island Institute. Grants were secured to save money and made the project more affordable for the town. He stated delays are hurting the project, but it is important the Board address the issues and questions. He feels the Board had listened at previous meetings and made the changes that were requested.

Reitz spoke of the two significant storms in 2018. Road flooding could cause delay of emergency vehicles to Spruce Head Island. He mentioned storms are increasing in significance and ferocity. Reitz also mentioned the Board backed off from blasting the ledge and made other adjustments and we are now on a tight time frame. Reitz briefly discussed the intersection of Island Road and Village Road.

Spear said the revised cost estimate increase is driven in part by revisions, but also feels this is a better plan than the original plan.

V. Engineers review of revisions to the draft plans.

Andrew Hedrich introduced himself. He is an engineer and works for Gartley & Dorsky. He gave a brief history of how he became involved in the Island Road project. He has been working on the project since the project began in February 2019. Hedrich presented the 9-page Island Road Reconstruction 75 % Progress Set. Hedrich feels the plan nailed down where the road should be situated. The goal was to stabilize the road and to improve road elevations. DOT and DEP Permits have not yet been applied for. Hedrich explained centerline elevation. The elevated road will be 22 feet wide. Hedrich explained the building of the base of the road and stabilizing the sides. The curvature of the road by the pound will be maintained if not increased a little. Hedrich showed on the plans where the road will be raised beside the pound and talked about tying the driveways back into the road. No ledge will be removed with hammering or blasting. There was a short discussion about the entrance to the lobster pound.

Hedrich explained reasons for the revised cost estimate. These reasons include unit pricing has increased 10% to 20 %, flagger pay has increased, the amount of riprap increased. The original cost estimate was \$385,000. The cost estimate is now \$403,000. Construction estimates are based on contractor numbers.

Reitz asked Hedrich what are the most likely and costly gotchas that could come up. Hedrich replied ledge is the most likely. Riprap could be an extra expense if the amount is not sufficient. Reitz asked if affordability becomes awful, what could we reduce? Hedrich suggested reducing the amount of riprap and vegetate the edges. He said it is not an ideal solution but would give the town the ability to armor this now and at a later date add riprap. Another suggestion was to peel a little bit of asphalt back. 3.5" instead of 4". The Town could also separate the project into two projects and do one now and one later.

Spear asked Hendrich if he is confident the contingency in the revised cost estimate is sufficient. Hedrich feels it is. Spear asked if the current plan continues to be completely within the right of way except for driveway tie ins. Hedrich confirmed it is. Spear also asked Hedrich to confirm they were not anticipating any subsurface excavation. It is simply a matter of grinding down the existing road, putting down the textile fabric and bringing fill in on top of that. Hedrich confirmed the only time they would be subsurface excavation would be for drainage pipes.

VI. Remarks, comments, and suggestions from citizens.

There were many questions, comments, and suggestions from citizens. John Koffel started the questions. He asked if the \$403,000 cost estimate include the engineer cost and the contingency. Hedrich replied it does not include the engineer cost but does include the contingency. Koffel also questioned the 2020 budget and what amount was approved for the project.

Reitz went through the process of the Selectboard and Budget Committee approving a preliminary budget. That budget was then approved at Town meeting. There was a discussion on the length of the road improvement. Koffel does not feel the budget is sufficient to build the project.

Hedrich explained how the plans and budget are devised. There was a lengthy discussion on the budget, and the length of the road and town approval of the project.

Julia O'Brien said she had small scale comments. She is pleased to hear geotextile fabric and vegetation will be used. She had concerns about the guard rails. There are exposed large granite blocks by the beach that are not addressed in the notes.

C2 shows no guard rail along the Nolan property, but there is no note about removing it.

She would like the note "field adjustment will be made if subsurface ledge is encountered" adjusted. There was a discussion on the drain and drainage by Hooydonks and drainage removed by the land owned by Ilvonen. O'Brien would like to see narrower shoulders. O'Brien also wanted to know what blasted ledge meant? On C6 she questioned why there were no fog lines or centerlines? Will stones be placed or dumped?

Hedrich answered her questions. He said the vegetative approach is not a permanent solution in places where the road would be overtopped by water.

The vegetative approach could be done as a temporary measure.

If an extra guard rail is needed the contingency can be used or put off to later.

What to do with the granite blocks would be a field adjustment.

No ledge will be blasted or hammered.

Hedrich said the shoulders do alter and are narrower in places.

Blasted ledge is an engineer term. It is angular large rock.

Geotextile fabric will be used.

Fog and center lines will be updated on C6.

There was a discussion on the supervision of the construction and the bidding process.

There was a short discussion about ocean rise and wave action impact on the road.

Kevin Gordon said most of his concerns were addressed by O'Brien. He said he is also concerned about wetlands. There was a discussion on the impact on the wetlands.

Gordon would also like to see the road tie into the lanes on the bridge, which are 10 feet. He felt this would slow traffic. Hedrich explained the road is 22 feet, this is DOT standards. The fog line could be painted in tighter. Hedrich suggested flashing speed limit signs.

There was a discussion on vegetation vs riprap. Hedrich explained there would be a gentle transition from the road to the driveways.

Chad Harris also brought up the note about field changes if ledge is found.

Hedrich said again, it will be very clear ledge is not going to be blasted or hammered. Spear, Gaudio and Reitz all agree that they have supported no ledge blasted or hammered. A lengthy discussion followed on this matter.

Harris wanted to know who would be in charge of making decisions in the field? Hedrich replied he would.

Harris asked about the timeline of the project. A discussion followed. It will take three or four months to get a permit from DEP so most likely the earliest would be next spring.

Andrew Stancioff said he did not want to derail this project and we are all concerned with sea level rise. He felt many of the problems from the first plans have been eliminated. He questioned how the road would be kept from being undermined. The road base will be prevented from eroding by using mirafi hp270 geotextile fabric. There was a discussion on the use of this material.

There was a lengthy discussion on ponding water, the elevation of surrounding areas and possible impact of flooding waters.

There was a brief discussion on how and who will oversee construction.

VII. Discussion on revised plans and future steps.

With the revised plans there is a shortfall. There was a discussion on when to put this out to bid. What, if anything, could we cut out of this project? There was a discussion on costs and funding sources. This will be on the agenda June 10th.

VIII. Certify Ordinances

Spear moved and Gaudio seconded a motion to certify the proposed amendments to the Shoreland Zoning Ordinance as a true copy.

Motion passed 3-0.

Spear moved and Gaudio seconded a motion to certify the proposed amendments to the Land Use Ordinance as a true copy.

Motion passed 3-0.

Spear moved and Gaudio seconded a motion to approve the Solar System amendments to the Land Use Ordinance as a true copy.

Motion passed 3-0.

IX. Town Warrant

Spear motion we execute the warrant as presented at the meeting which include articles 1 -36. Gaudio seconded the motion with two amendments, Article 35 agree to agreement and correcting the date at the end.

Motion passed 3-0

X. Adjourn

Gaudio moved and Spear seconded a motion to adjourn at 8:24

Motion passed 3-0.

Selectboard approved June 10, 2021