



TOWN OF WARNER

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Committee Members
Tim Blagden
Darren Blood
Michael Brown
Christine Frost (Chair)
Casey Milender
Sam Milender
Faith Minton
Rhonda Rood
Carol Anne Sims

Alternates
Chris Bailey
Arlon Chaffee

Corridor Committee Minutes

Monday, 5:30 pm January 9, 2023
Lower Meeting Room Warner Town Hall 5 E Main St

The Corridor Committee meeting was called to order promptly at 5:30. In attendance were
Committee Members: Tim Blagden, Darren Blood, Michael Brown, Casey Milender, Sam Milender,

Faith Minton, Rhonda Rood, and Christine Frost. Alternates: Arlon Chaffee. Guests included Tim Allen, Public Works Director. As well as other members of the public.

Christine opened the meeting at 5:31 and passed out the minutes from December 12, 2022. She noted that the Committee has done exceptional work in a very small amount of time. She noted that the minutes for the January 2 meeting would be sent out tomorrow. She stated that the agenda for the evening would comprise listening and asking questions to the Town's Public Works Director and introduced Tim Allen.

Tim Allen provided an overview of the current state of the sidewalk network within the Town of Warner. There are approx. 8,000 linear feet of sidewalk that the Town currently maintains. The average sidewalk width is 5 feet. The Public Works Department plans to upgrade/repair approximately 400-500 linear ft a year. This is an aggressive schedule for his staff, in fact this past year approximately 200 linear ft was replaced. Currently about 50% (4,000 ft) of sidewalks are 'out of shape', or in need to be part of the scheduled maintenance plan. Most of the sidewalks were put in during the 1990's. Tim informed the group that 2 years ago he received a quote of \$25 sq. ft. to replace/refurbish sidewalk. This approximately equals \$62,500 for 500 linear ft. This is compared to approximately \$35K that it costs Town staff. To update/repair all ~ 5,000 ft. it would cost the Town about \$400,000.

Darren asked about the implementation and costs of maintenance of asphalt vs. brick. Tim's experience is that brick will outlast asphalt and is more aesthetically significant. Brick is easier to replace, in small spaces, where poured concrete or asphalt require larger patching, and tend to be more affected by roots, frost heaving etc. A pole can be replaced easily around small spaces; with concrete, you must replace the larger amounts of concrete.

Rhonda asked about stamped concrete and how it could be more aesthetically pleasing but cheaper?

Recently, Tim Allen received a quote for stamped concrete costs for a project near the school and it was \$6,000 more than the brick. Tim surmised that concrete is more costly to maintain when there are issues - vs. brick can be fixed quicker and with less expense.

Tim Allen then talked about winter maintenance issues. Generally, he spends about 180-200 hours a year in staff time clearing the sidewalks with 2 staff. This plus material costs the Town approximately \$30K to \$40 a year depending on the weather. It is always weather dependent. One extraordinary bad winter cost the Town \$60K. He provided some specific costs such as \$1,800 a ton for ice-melt. Ice-melt that is used by the Town is pet safe. They also use a sand/salt mix. It all depends on the weather; the temperature dictates what applications are used.

Tim Allen also elaborated on the type of equipment that the Town has at its disposal to remove snow from the sidewalk/walkways. He stated that he does not have the ideal equipment for the sidewalks. A truck is used for the 8ft multi-use path that is near Exit 9 and they use a small tractor for the other sidewalks in town. There can be significant salt and road debris that the state plows onto the sidewalks that makes it difficult for removal.

Tim Allen stated that for winter maintenance for 4000 ft of new sidewalk it would be less than 1/2 of the current costs due to the conditions.

Wet snow on the sidewalk makes it even more difficult to remove. Sidewalks get done 10-12 hours after a storm. Focus is on immediate downtown, and then a day after the storm, other sidewalks are cleared.

Moving to the potential for various options of a pedestrian walkway (i.e., Corridor Project) Tim explained that it would be less expensive to maintain an 8ft path because they can drive the truck down it with both a plow and sander. Either way an ideal situation would be having a minimum of 2 ft of grass/permeable surface between the roadway and the sidewalk/path because it helps keep the road materials off the sidewalk. A good reference is to look at the Town of Boscawen. Other considerations are the directional orientation regarding the sun, consider shading etc. Tim estimated that the East side of Main Street costs about half of what the West side of the road costs to maintain. Tim also noted that if a path or sidewalk was created with blacktop that there tends to be less winter maintenance because the sun heats this up faster and helps eliminate ice where other materials may have ice at the same temperature.

There was a question regarding the potential to narrow the road to help slow the traffic and make it safer for pedestrians and bicycles. The narrower the street the slower the cars will go. Between the experience of Darren and Tim Blagden, it was agreed that the State may consider changing to 11 ft. lanes, which has been the case in other projects in NH. Communication with NHDOT during the project may allow this, but it will be up to the public process and diligence of the Town to keep on top of engineering etc. and ensure that if this is what the Town wants that it gets implemented.

Tim Allen also noted the long-term maintenance with different types of implementation materials. Concrete, depending on chemicals in it, requires treatment to maintain it every (3-5 years), which would be an added cost. Asphalt also requires treatment.

Summary notes for Corridor Committee consideration in their decision-making:

Anything over 2 ft buffer between the road and the sidewalk would be helpful to alleviate the salt/road debris. Need to consider adding proper equipment if there is an additional 3,715 ft. of sidewalk installed in Town. Equipment that is designed to properly maintain the sidewalk network in Town would reduce the amount of staff time to maintain winter use. Current sidewalk equipment would last 10 years. (This equipment has a broom for summer as well) If the current one was replaced by new equipment, then the tractor which is also used by Warner P&R would need to be replaced.

A member of the public spoke and was concerned about the salt and debris that the State plow trucks move on to their property and felt that if there was a sidewalk that it would further encroach on their property harming their lawn, foundation of their home and personal health.

Tim Allen provided that having a buffer of 2ft between the road and sidewalk would be helpful. Additionally, he outlined how the Town staff would remove snow from the sidewalk. When the snow is wet and difficult it gets put back onto the street and then picked up by trucks and trucked to the 'snow dump' location. When snow is 'fluffy' it gets blown off the sidewalk and Town staff do their best to locate in areas that are not on citizen's property as much as is able.

It was noted that the Town should talk to the State about what they are putting on the street! While this may not be immediately germane to any recommendation that the Committee may make to the Selectboard. Comment Public - Why would the Town spend more money on additional sidewalks? How can more sidewalks be justified financially? Christine noted that this was heard by the Committee, but not an appropriate question to Tim Allen.

A public question: What about water infrastructure? Cross pipes/ manholes/ hydrants and water shut offs in each home. This would all be part of the vetting process if the project goes ahead.

Christine thanked Tim Allen for his time and turned the agenda to follow up with the survey. She asked Sam how the poster notices were going. Sam reported that posters had been made and Casey had distributed the numerous public places and local businesses including market basket, bulletin boards, the Kitchen, the Library, PO, Sugar River Bank among many others.

Christine noted the coordination of all Committee members and the quick and efficient work. It was noted by other Committee members that the Transfer Station could also be a good place to post.

Members of the public attending the meeting noted that they have also helped distribute the poster, note cards and word of mouth.

Tim Blagden reported that in the short three days that survey has been live, over 340 responses have been received.

There was discussion from the public about anyone who is unable to complete the survey online. The Committee had discussed the prior, and after weighing the benefits of efficiency and capacity of Committee members, it was agreed that the survey should remain as an online survey. Christine volunteered to create something to bring to the Food Pantry and the Library that would indicate to anyone that does not have access to a phone or computer to contact her and she would ensure that their voice was part of the survey.

Meeting minutes from December 19, 2022, were reviewed. Mike moved to approve with minor edits, approved by Darren, all were in favor of accepting the minutes.

TO DOs for next meeting:

- All continue to get the word out about the survey
- Come to the next meeting prepared to review the results of the survey
- Tim B. to provide overview of the survey at next meeting
- Christine will contact Library and Food Pantry and provide way for anyone without cell phone or computer to get their opinion into the survey.
 - Faith, Mike to review minutes

Meeting adjourned at 6:44.

Next meeting January 16 @ 5:30.

Respectfully submitted