

CIP MEETING OF 9.30.14

MINUTES APPROVED 10.21.14

Present: M. Foote, **Vice-Chair**; A. Doyle; B. Kneuer; G. Denio; P. Lambert

Absent: W. Contardo; R. Hamel; D. Lasell; H. McLean; S. Saunders, **Planning Director**

Staff: K. Snow, **Zoning Technician**

M. Foote called the September 30, 2014 meeting of the CIP Committee to order at 6:30 pm.

Minutes: The motion to approve the minutes from the meeting of September 23, 2014 was made by G. Denio with the second by A. Doyle. All voted in favor of approval, 5-0.

M. Foote let the other members know that the first presentation for the evening would be the Water Department, followed by Fire, and DPW.

WATER DEPARTMENT: Seth Nuttleman gave an overview of what projects they finished since last year. They completed Phase I of Union Ave, and just finished Phase II. Other projects were Weeks St and Morrill Street. They got their pick up, did an upgrade to plant, and continued remodeling of the base offices during winter months. Anything on the last after the first 2 years tends to be shuffled around.

Chapin Terrace is on the list; this is in Lakeport. They have had discussions with Paul Moynihan as this is in rough shape. This pipe is from the 1950's so it is not that old but there is a history of pipe breaks here. They are working with DPW on this. They will do the pipe repair and sit down with DPW on the asphalt and work on the budgeting with them. A trench patch is not popular as 1/3 of the cost is in the asphalt so they contribute to DPW's budget which is less, so this works better.

Bowman Street: The pipe here is 1930's cast iron pipe, and there are restrictions in the flow which affects the water quality. DPW is looking for funds for Adams St.

Merrimac from Pine to Lovell is scheduled for next year. The pipe here is 1894 cast iron, but there are not as many flow restrictions. There is another section on Merrimac near the Sarah Circle end, where there have been half a dozen breaks within a 1000 foot area so they are keeping this on the radar, and could do depending on road conditions this winter.

Woodland Ave pipe is in the same situation, and it needs upgrades for various reasons.

Morningside Ave keeps getting moved back. This is 2" iron pipe, but the road is in good shape. There are no problems now but this is in the forefront. This will keep being moved back if there are no issues with this.

Larkwood, Orchard, and Round Bay are out 3 years. They are moved around based on history, so there is a tendency to change.

Purchases: These are familiar items to the committee members. They began the process of putting money into capital for items that always need attention. The first 3 items, pump replace/upgrade, gate and hydrant upgrades are that. The city has 10 very large pumps and 15-20 smaller pumps. The large pumps cost 30k to rebuild. Pumps tend to break suddenly, so they keep the money there for issues that come up.

Gate upgrades and hydrants: They began budgeting for this every year. There are moving parts within the distribution system and moving parts require more upkeep. Hydrants are the same way. They change seats and do painting.

They are looking at purchasing 2 ¾ ton pick-up trucks. There is a difference in the values. The second one, at 45K, is a full service truck. The other is 31K. To properly equip the full service vehicle is a lot more money.

They swapped the fuel transfer tank last time, but now need to upgrade the tank and pump.

Intake gate repair: There are 2 intakes going into Paugus Bay and one gate is not operating properly. It is bound and locked into the closed position now. They need to do an exploratory dig, and hope to loosen the packing as they rock this back and forth. If they find a major issue here the 20K is not going to do it.

M. Foote asked how a gate is activated and S. Nuttleman said there is a pipe in the ground. The cover comes to the surface and pops off. There is a 2" square operating nut and they put the wrench down, and start rocking this back and forth. This is a butterfly gate and if you break it, it will open and close at will so they are being careful with it.

Briarcrest VFD: This will be an energy savings, as they can ramp up and down while starting so there are no waves, and they can control the rate of flow. They can pump longer using less energy. They are looking at this one first for the upgrade. The tank is steel and up on a hill. During the last inspection 2 years ago it was starting to show signs of corrosion inside on the panels. The professionals think this is due for sandblasting about 5-7 years out. These VFD's will permit them to take this off line for repairs.

Switch gear: There is no standby power at the primary pump area on Union Avenue but there is good storage capacity. Prolonged outages are an issue. A big generator will start them as an VFD. They want another generator at the treatment plant, and that is about 3 years out. Steps are being taken to be proactive and keep the system covered.

Next year they want a VFD at the Weirs booster station. That permits more function of controlling start/stop pressures.

They are unsure of when they will do the demo of the Weirs tank. It depends on funding, and this is not seen by a lot of people so this could get bounced around. They are going to try to paint the Long Bay tank, as the exterior is breaking down; the interior is good. This is on the 4 year plan.

Down the road they will need a loader and back hoe as aging of the equipment occurs.

Ava Doyle thanked the Water Department for keeping the equipment looking good. S. Nuttleman said they try to be prepared and want the equipment to look good for the public, as that is good customer service.

M. Foote thanked the Water Department for supporting the Conservation Commission. He said he has gone out with Scott McPhie, and has seen some of the gates.

M. Foote called a recess at 6:45 while we waited on Fire to arrive.

He called the meeting back to order at 6:55 pm and let the members know we would proceed with DPW's presentation as they arrived first.

DEPARTMENT OF PUBLIC WORKS: Paul Moynihan appeared. He said first on the list are street repairs. They increased their request this year to 1,750,000. They have generated a pavement condition index for city streets. It is clear from experience that the ones rebuilt and paved in the last 15 years need an overlay and the department can save a lot of money with that. The current program doesn't allow that. Now we do the worst streets first. 20-30% of city streets are in poor condition or failed. They want to set aside ½ million to shim and overlay recent streets. They will try to chip away at the other streets with the 1.2 million, while trying to keep the recent ones in good condition, which saves money in the long run.

M. Foote said he was at the City Council meeting and saw the presentation. He said it was interesting, and they gave an explanation of what they are looking at. He said he also recently read in the paper about the section outside of Opechee Park. P. Moynihan said delamination began occurring about 3 years ago. They tried to patch but this has a 1" overlay. We don't normally have delamination in Laconia, and there is some theory that the asphalt that was approved that year could have contributed to that. They are trying to deal with the issue and he is talking to the City Manager; that hasn't gone to City Council yet. They want to try to do before the season ends. M. Foote said it was talked about in a letter to the editor. P. Moynihan said if this had been caught within 8 years it might not have happened.

Bridge Maintenance: We began the bridge program and have 10 bridges. We look at them, and keep up with the maintenance and work with DOT. We hired a firm who made recommendations to extend the life of the bridges. The life of a bridge is 50 years but can be used longer if they remove salt, and do more maintenance. They haven't been able to do the maintenance following the recommendations they received. That request is for 45K and 30K in alternating years.

Fence/Guardrail Replacement: He said they have been successful in getting this appropriation, in the 30-40k in recent years. Some are on the verge of failure. They are doing one on North Street, which has been in bad condition for 20 years. That alone is a 30K job. They also have retaining walls, fences (pipe rail), and guard rails in rural sections that need attention.

DPW 31: vehicle replacement, paying off the bond from a few years ago, balance will enable to pick up some pieces. Keep updating that.

Drainage study: They have been doing this for 4 years. Many areas have experienced flooding, more than we have had in 20-25 years. There were areas revealed with serious issues. We need to do a full study of the worst areas. This is for a continuing engineering analysis, 20K allows us to continue doing that. We are doing 2 major drainage projects this fall and need to continue funding this.

Sidewalk: We do this annually but did no new sidewalks this year due to staff time commitments. They did approximately 15-20 areas where the sidewalk ends, and they are trying to fill in areas. They have been using the funds within 2 years even if they carry the money forward. Problems areas need to be identified.

Court and Academy Bridges: Nothing will be done for 2 years. Academy is in the state aid bridge project. They managed to get into the program since the city invested 40K in engineering costs. This was also done with Court St, but that is not in the program yet, as the state DOT is backlogged. 4-6 years out there will be a major expense coming on both when they kick into the program. If someone is getting on the list now, they are out to about 2022.

Parking garage repairs: Last year they did further study on structural issues. In coffers for engineering work. We will have recommendations by the time this kicks in. We are earmarking money now, but there is no estimate yet.

Hilliard Rd Bridge: This is located in a remote area. Hilliard Rd goes through to Petal Pushers, and you used to be able to take the road to go to the Weirs. A major culvert would have to be rebuilt if reopening. The road was deemed not needed. Between Harglen and Hillcroft you have to cross a swampy area which drains into Paugus Bay. During heavy rains the culvert is within a foot of the road surface. There are 17 lots here that are vulnerable, and a lot of seasonal residents. This didn't make the cut last year, but they did some preliminary engineering. They are asking for 77K for final design, and then 370K for next year for construction money. There will be no state money for this as they don't consider it a bridge, as it needs to be 10' long. When the new one is done, it will meet the 10'. This needs to be done.

Ava Doyle asked if Hilliard Road was built out to be a connector again, would this bridge serve that and was told yes. It will serve well into the future even if reopened.

M. Foote said he wondered the same thing. He asked with this flowing through twin culverts, will there be a more even flow for wildlife. P. Moynihan said this won't be culverts. It will be an open span with no pipes, so movement of water species will be much freer, and this will be less susceptible to beaver blockage. This will improve ability for fish and aquatic life to move from one side to other.

Union Avenue # 69 and # 70 are new and need to get before CIP and City Council as we need some funds to move forward.

At the traffic light after Fratello's there is a significant retaining wall, which ranges from 4' – 11' in height. It was built about 200 years ago. They have had concerns from Lakeport Landing and Irwin's, as this is showing wear. They have rebuilt small portions. There is a rut in the lane when turning onto Elm, and they are afraid that when DPW configured the road they damaged the wall. P. Moynihan said they think the rutting in road is more of a loading issue as there is a lot of truck traffic making that turn from that far right lane but this is an old enough wall, with some weak points, so they do want an engineering study. We need to select a firm.

Plantation Road, across from St Helene's, has issues. This becomes Colonial Road. It was built in the 60's by a developer and was never fully accepted, but we have been plowing the road for about 30 years. About 5 years ago we examined gravel roads that were questionable that were deemed not public. 1948 is the key date, as any roads built before 1/1/48 become public roads if used by the public. This is Prescriptive ROW, and they had no layout and official plan, but became public. Plantation doesn't fit into that. We are trying to back away, as the City attorney said can't spend public fund on private roads.

Hillcroft, Harglen, and Barbara Blvd are dealing with theirs through associations. He said he thinks this is significant enough, so he is recommending asking the City Manager and City Council to allow some engineering study on the road. We need to design a drainage system, the configuration, as there are water and sewer issues. They had a call to put sewer in but this is not a public road.

They need to hold a public meeting with the property owners and get the ball rolling. We need to meet with them and give them figures on how to bring this up. On Phoenician Way they are doing a share 50/50 - a betterment assessment. They just don't have enough staff to deal with these roads.

P. Moynihan said the Sanitary Sewer is supported by a different fund.

B. Kneuer asked about Plantation Road and why it is not their responsibility to do the estimates. P. Moynihan said the residents already feel abandoned by the city. There are a number of tax payers there. Hilliard, Harglen and Barbara Blvd got some feedback before we backed away. Colonial and Plantation are a bigger bite so we are thinking more of public relations.

B. Kneuer said this is kind of a trade off since the history of how it got on the list is lost in the mists of time so maybe we could compromise in the negotiations. P. Moynihan said that the City Manager may

not think this is the best way to go with this; he will discuss this with him but at least CIP is aware of this. This is a bigger one to try to back away from than the other 3 were.

Ava Doyle asked if a lot of these homes are on septic and was told that all are. There are drainage issues, and the department has spent a lot of money here on rain events. A. Doyle asked if this could impact 11B and was told yes. There is a drainage culvert which crosses to Sundown and Ashleigh Drive. P. Moynihan said he thinks the analysis would involve 11B, too.

Ava Doyle asked how close this is to Gatehouse and P. Moynihan said about ¼ mile. A. Doyle asked if there could be issues with contaminating those wells and P. Moynihan said it is more looking at filling in the leach fields than contamination.

They found dioxane at Gatehouse. They discovered the BOC, which is man-made. The State felt it was possible that the dioxane contamination could be caused by the old landfill. The uppermost properties on Plantation are within 1000' of the landfill so yes, this could come to be an issue here but more because of the landfill, than the road. There are some issues here that the city will have to deal with forcefully. The residents have been calling for 5 years on this, and were upset when they were told the City is going to back away from this. There is a question as to why it was on the list. They need to start the ball rolling for discussion.

Sanitary Sewer requests are different this year as the technician is focusing on long term goals. The total at the bottom is \$366K. That number is what the City Council has been approving for the last few years, which is the max they can afford. CIP doesn't need to get into this, as this is from the Enterprise Fund.

Gravity sewer mains requests went from 55K to 100K and this year they are asking for \$110. They have been doing upgrades. Some of the sewers are 75 – 100 years old. On Union Ave they upgraded about 50 % of the sewer. They use a camera system to check this. They clean the pipe, insert the camera, and look at the pipe.

P. Moynihan said that Matt Mooney is concerned the camera needs upgrades as the current unit is not effective with 6" pipe. It works with 8" and above. Right now they have to hire services. M. Mooney wants to trade our unit and get an upgraded one which would save money on the outside services.

There were no further questions for DPW so Paul Moynihan gave their projects in order of priority.

DPW Priorities:

- #1: Street Repairs (DPW #8)
- #2: DPW Vehicle Replacement (DPW # 31)
- #3: Drainage Improvements City Wide (DPW # 46)
- #4: Comprehensive Drainage Study (DPW # 45)
- #5: Fence/Guardrail Replacement (DPE # 30)
- #6: Sidewalk Repair/Construction (DPW # 54)
- #7: Laconia Parking Garage Repairs (DPW # 62)
- #8: Annual Bridge Repair/Maintenance (DPW # 10)

#9: Hilliard Road Bridge: Design/Construct (DPW # 67)

#10: Union Ave Retaining Wall: Engineering Study (DPW # 69)

#11: Plantation Road: Road and Drain Assessment (DPW # 70)

FIRE DEPARTMENT: Ken Erickson let the committee know that they are starting the construction project. This is out to bid right now and they hope to break ground in 60 days.

The department has received 1.4 million in grants in the past years. They have one request now as they are looking for an emergency generator and EOC. He said that grants right now are almost non-existent. They received 300K in donations to upgrade the rescue side of the department.

The #1 priority is to replace all the portable radios. The Federal government bought the entire state of NH portable radios a few years ago. That is currently under investigation as the equipment was outdated when purchased. They have taken frequencies that they operate on and narrowed them down. We need 6.5 watts of transmitting power; that is critical for firefighters. They can't transmit from inside buildings now. If you push the panic button on the radio it goes to channel 1, which sends them to aid, but that isn't working. If we need help from the police we are having issues getting through. The radios need to be replaced before someone gets hurt. These are 155K. They are requesting Motorola again as they are the industry leader. We need to be able to communicate with the mutual aid office. This will upgrade all the portables and shoulder mikes.

The Federal government said we have to go to narrow band but this is so small of a band it makes the ability to receive/transmit difficult. Our department is now operating on 4 watts.

G. Denio asked how many radios he is talking about and was told 44.

B. Kneuer asked what happens to the old radios and K. Erickson said in the past they gave some of the old ones to DPW. P. Moynihan said they use those with flagmen. They don't have the high intensity use that Fire does. K. Erickson said there is an issue with what they are permitted to do with these were given to them by the state. The rest of the mutual aid center is not having issues, but our building sizes are bigger. We looked at putting repeaters on some buildings, but the cost is 35K per repeater, and there were issues with who pays for them on private buildings.

The inflatable boat was given to them by a local resident who had a 16' rubber inflatable which he was not using. That is used in the river, in Pickerel Pond, and in Opechee. They use it in winter as they can carry it everywhere. We have big boats in the water year round. This one is for smaller rivers and winter use. They are requesting 28K for that.

Engine 3 is the only yellow truck in the city. This has 2 big hose reels on the back and is used as the hose wagon, to lay hose to a fire from the hydrant. This is used as a spare engine. The City mechanic is concerned with the overall capacity of the truck. It has low mileage but is 30 years old. There is a lot of salt exposure to the undercarriage. This is on for next year.

B. Kneuer asked if this is on this year as it is on the information they received and K. Erickson said it is; it was changed at the last minute.

The Weirs truck would become the spare. They try to maintain the fleet so nothing is older than 24 years old. Every 7 years they need to replace a truck. They started buying used trucks a few years back, which got the department through a bind they were in at that time. They sold the used one for the same money they spent on it. By buying the used ones we got out of the sequence and we need to get back on track.

Engine 2 is 24 years old, the Weirs engine is 11, and the downtown one is 1. The other is 29 years old. There is little storage for equipment. There is no major apparatus replacement in the foreseeable future.

Looking ahead to 2017 they want to renovate the Weirs station and add a bay to the outside. They would have 3 front bays, which would give them quick access. They are looking at an inexpensive fix. They want to add a mezzanine in the back, add women's facilities, 2 bathrooms, and renovate the Endicott side. That request is around 800K.

The Weirs would increase to 4 on duty. There were 500 homes added in the Weirs recently. There is a 4.5 story structure going up now. There is a major project in the works for Weirs Boulevard, by Brady Sullivan, with 3 major buildings and multi-units. With the increase in the work load they will need more people on duty.

In 2020, they are looking at a tanker truck. There are no hydrants in the north of the city. If growth occurs there they will need a water supply. There is no fire protection from a water prospective now.

We would require a third fire station out by Robbie Mills if there is growth on the north side of the City. If a major development went in here we would need it as there is no water/sewer. On Leighton Ave and Eastman Shore people are taking down small houses and putting up mansions. There is no access to water. There are a few dry hydrants, but flow is extremely limited, and they can't water get out of the lake due to access issues. There are tankers in Meredith, Gilford, and Belmont who can respond but that takes a long time to reach that area of city.

M. Foote said that behind the pump station on Rollercoaster there is a new telephone pole, and asked if that is for coms. K. Erickson said that stops at Scenic Road now. They monitor sewer plants now.

K. Erickson said engine 5 reduced miles in one year substantially. They lowered that by 6K in one year. They do oil changes by the hours, which means they did 8 oil changes less in a year and those are 600.00 each. Tires are 4200.00 for 4, so they are saving money in other areas by keeping this off the road.

Adjourn: P. Lambert moved to adjourn with the second by M. Foote. All voted in favor, 5-0, and the meeting adjourned at 8 pm.