

LINCOLN BOARD OF SELECTMEN'S

APPROVED

MEETING MINUTES

TUESDAY, JANUARY 17, 2023 – 5:30PM

LINCOLN TOWN HALL - 148 MAIN STREET, LINCOLN, NH

(THE RECORDING OF THIS MEETING CAN BE FOUND ON YOUTUBE)

Lincoln Board of Selectmen Present: Chairman, OJ Robinson, Vice Chair, Tamra Ham and Selectman Jack Daly

Staff Present: Town Manager, Carina Park and Executive Assistant, Jane Leslie.

Public Present via Zoom: The Pines Homeowners Association Members: Kevin Barry and Mike Norris

Public Present: Debbie Celino, Jim Welsh, Kevin Bell and Al Poulin

I. CALL TO ORDER

Chairman Robinson called the meeting to order at 5:32 pm.

II. APPROVAL OF MEETING MINUTES FROM PREVIOUS MEETING

MOTION: “To approve the BOS meeting minutes of December 19, 2022 as amended.”

Motion: Tamra Ham Second: Jack Daly All in favor.

MOTION: “To approve the Non-Public BOS meeting minutes of December 19, 2022 as presented.”

Motion: Tamra Ham Second: Jack Daly All in favor.

MOTION: “To approve the BOS meeting minutes of December 21, 2022 as presented.”

Motion: Tamra Ham Second: Jack Daly All in favor.

MOTION: “To approve the Non-Public BOS meeting minutes of December 21, 2022 as presented.”

Motion: Tamra Ham Second: Jack Daly All in favor.

MOTION: “To approve the BOS meeting minutes of January 3, 2023 as amended.”

Motion: Tamra Ham Second: Jack Daly Motion carries.

Abstained: Tamra Ham

III. “THE PINES” AT FOREST RIDGE ROAD BONDS *Discussion*

Michael Shepard, Esq. (The Pines at Forest Ridge Representative) has requested that the Town release a cash bond based on the owner/applicant’s engineer’s 2020 estimate of construction costs for the project, including a 15% contingency. The bond posted in 2020 was to cover the costs of all on-site improvements (i.e., the construction, drainage and associated site work) at “The Pines” at Forest Ridge. This matter is on the Planning Board’s January 25th Agenda and will be discussed. The Applicant has submitted “as-built plan” survey & Construction Control Affidavit (Town Engineer Ray Korber has reviewed as-built plan survey) and upon hearing that the applicant possibly met conditions of approval, the Planning Board will then hold a public hearing to see if the conditions of approval have in fact been met, and whether the cash bond may be released.

The following condition No. 2 is from the Planning Board’s Notice of Decision dated August 5, 2020:

- 2. A maintenance bond of \$35,000 shall be provided.** Once the detention ponds have been constructed in accordance with the approved plans, the maintenance and operation of the ponds and associated stormwater management features shall be the responsibility of “The Pines” at Forest
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Ridge Condominium Association (“The Pines CA”). Maintenance and operations shall be in accordance with the approved Stormwater Inspection and Maintenance Manual for The Pines at Forest Ridge (“Inspection and Maintenance Manual”). In the event that The Pines CA lacks proper authority to take on the responsibility and exercise the power necessary to maintain and operate the ponds; then, unless and until such time as the Pines CA does have all necessary authority, the declarant (“Mount Coolidge Construction”), its successors or assigns shall be fully responsible for maintenance and operation of the ponds. There shall be a bond so long as Mount Coolidge Construction (MCC) is responsible for the maintenance and operation of the ponds.

Mike Norris (The Pines HOA member) commented that The Pines HOA is currently reviewing the *Inspection and Maintenance Manual* to gain a better understanding of exactly what the HOA’s responsibilities will entail once they assume responsibility of maintaining and operating the ponds.

Kevin Barry (The Pines HOA member) discussed the 2014 On-Site Road Construction Bond for On-Site Road and Utilities at The Pines at Forest Ridge (\$115k) and the Off-Site Repair Bond for Use of Certain Roads for Access to The Pines (\$100k). It appears that in 2021, the On-Site Road Construction Bond was decreased from \$115k to \$10k based on the On-Site Construction Bond Agreement dated August 28, 2014 which states the following:

On-Site Bond: [1] *The Town, on advice of its engineer, has agreed to accept, as an On-Site cash or surety Bond, at New Jefferson’s election, in the sum of twenty-five percent (25%) of the construction cost of the on-site utilities and roads.*

[2]: *At the annual anniversary of the issuance of the On-Site Bond, the Town agrees that New Jefferson can reduce the On-Site Bond to the sum of twenty-five percent (25%) of the cost to complete the on-site work.*

Kevin Barry noted that section [4] of the Bond Agreement reads as follows: *The reduced On-Site Bond will be terminated upon completion of the finish coat of paving at The Pines.* Mr. Barry commented that there are four (4) units that still need to be built, and the roads are being destroyed from the construction that is going on up at The Pines.

Chairman Robinson commented that he became aware of the bond reduction last year, however, an explanation was never provided as to why the bond was reduced. A discussion ensued regarding the work that remains to be done up at Forest Ridge (The Pines), and Mike Norris explained that the HOA is appealing to the Board of Selectmen to assist them and *not* release the bonds (\$110k) until such time this situation comes to a final resolution. Kevin Barry wanted to bring to the Board’s attention that The Pines HOA is now faced with having to pay for and complete the unfinished work that the contractor has neglected to complete. Selectman Daly suggested that The Pines HOA reach out to the Attorney General’s Office to see if there is any recourse they could take. Robinson added that the Planning Board now has a provision/requirement that an Applicant must now come before the Planning Board if they wish to request a bond(s) be released that were related to the applicants’ conditions of approval.

Mr. Barry expressed concerns about the equipment (two 500-gallon diesel tanks & unsecured construction equipment) and conditions of the property, and questioned who is liable for this. Daly suggested that the HOA put their safety concerns in writing and submit them to the Town Manager, and if necessary, the Fire Chief/Code Compliance Officer can get involved and/or the State if necessary.

IV. SPECIAL WARRANT ARTICLES

Riverfront Park Project:

Town Engineer, Ray Korber is awaiting a response from DES for the proposed remediation strategy for Riverfront Park. Without this, Korber is hesitant to produce a formal estimate for the remediation, however, he wanted to informally tell the Board at this time (due to time constraints) that his soft estimate for remediation is in the \$700-\$800k range. Using the 2020 figures for construction (\$2.2M) will bring the total project cost to approximately \$3M. Korber explained that the estimate reflects a revised scope of work to address the contamination found on site, as well as more recent price estimates for the various elements of construction. The estimate is based on the design criteria approved by the town to date, and is based on the latest design (preliminary dated 4/25/20). The estimate is broken down into Phase 1 and Phase 2 work in keeping with the phasing discussed to date. Discussions with DES are still on-going regarding acceptable remediation/mitigation measures that will be required for regulatory approval of the project. The cost estimate reflects those discussions and our understanding of the most likely scenario that would be acceptable to DES. The estimate is an order of magnitude estimate based on the latest discussions with DES and the level of effort completed to date, and should be used for planning purposes only. By comparison, the estimate (see attached) is within approximately 6% of the inflation adjusted estimated completed in 2017, excluding additional costs required to address the contamination found on site (the demolition/remediation and site preparation costs alone will cost approximately \$1.2M).

There was a brief discussion about applying for an EPA Brownfield Grant. There is an application process offered in the spring and the fall, and the grant is not awarded to every applicant, however, Selectman Ham recommends that the Town still pursue this grant, regardless of how much time it takes to get approved for it.

Selectman Daly questioned what the timeframe was for the Riverfront Park grant to be expended, and if there was a process to have the grant extended (the grant expiration is September 23, 2023). OJ recommended considering an alternative location for the skate park (e.g., community center, Kanc Rec) so that grant funding is not lost, as well as the thousands of dollars fundraised over the course of the past 10-years for the skate park. The Board agreed to put this on the January 30th agenda (Alternative Skate Park Locations) to involve more stakeholders and the community, then make a decision and begin the project in the spring. Selectman Ham suggested that they also put the matching grant (Land & Water Conservation Fund) that the town received on the January 30th agenda to discuss the \$200k that the Town may have to return.

Jim Welsh commented that he does not feel tax dollars should be spent on the Riverfront Park until the serious infrastructure needs are addressed, however, he supports the skate park at the Community Center.

The Board agreed to conduct a site visit to the Community Center (194 Pollard Rd.) on Tuesday, January 24th at 12 noon, and then travel to the Kanc Rec (62 Forest Ridge Rd.) shortly thereafter.

Fire Department Engine 2 Pumper Truck:

The Board has already voted to bring this to Town Meeting; however, Carina presented the Board with an alternative means to fund the new truck without the use of a bond. The Town currently has a 2022 surplus of \$600k+ which may decrease somewhat, but Carina feels that conservatively they will have \$400k+. Carina suggests appropriating monies from the undesignated fund balance to the Fire Department Capital Reserve Fund (CIP) so that they can legally enter into a contract to purchase the truck (Truck cost \$701k-\$902k), as the CRF will be funded, and the Town can collect interest on the money until such time that the Town takes delivery of the vehicle in 2025. This will essentially eliminate the need for a bond for this

project, and opens the Town up to take on debt for another project. The Board was in agreement that this would be the best approach and to draft a warrant article to appropriate \$450k from the undesignated fund balance to the Fire Department Capital Reserve Fund.

Route 3 Water Main Project:

Weston & Sampson (W&S) has provided the Town with a cost estimate for the water main upgrades on Route 3 (see attached). The total project cost is estimated at \$2.2M - \$2.8M based on the material selected. Engineering for the project is estimated at \$311K if the Board chooses to only fund that portion of the project in 2023. W&S recommended for capital improvement planning purposes, that the town utilize a total project cost of approximately \$2,900,000 based on the work completed as part of the assessment. This would allow for the project to be completed using the most expensive of the three potential pipe material options, while covering project contingency and engineering costs. The Board agreed to a warrant article to bond the \$2.2M, and a warrant article to immediately fund the \$325k for the engineering.

New Police Department Facility:

Carina met with Lavallee Brensinger Architects (LBA) this week to discuss a program redesign for the Police Facility (with the ability to add-on in the future), and will continue to work with them over the coming weeks to produce new designs and updated cost figures. Carina questioned whether or not the Board wants to commit to a warrant article raising funds for this project; funds for schematic/construction designs, grant matching, and/or for the project as a whole? Al Poulin asked if it was possible for the town to be the contractor for this project? Al explained that the town could be in charge of hiring the contractor for the work rather than the Architect which could potentially save the town a few million dollars. OJ thought this was a good point to keep in mind, and suggested that they first need the bond and/or funds for the engineering, and would like to bring both of these before Town Meeting. There was a brief discussion about obtaining grants for this project, and Tammy was not comfortable putting this on the warrant without first reaching out to grant writers to explore additional funding that may be available for this project. [Note: At this time, the Fire Department is not a part of this project, however, there are considerations of upgrading and putting an addition on to the current department]. OJ suggested this be put on Tuesday's agenda (1/24/23) to discuss when they return to Town Hall after the site visit to the Community Center and the Kanc Rec.

The Board took a two (2) minute recess.

School Resource Officer (SRO):

Chief Morris has yet to discuss cost figures (cost formula) with the School regarding the SRO position. As the Town is required to gross appropriate the funds, they will need to raise approximately \$120k for this position. Carina explained that due to the way the SRO grant is written, they will only pay for an entry level position, and because the 2023 wage scale will be changing once the Union Contract is finalized, they decided to use a base position based on the new proposed wages to derive at a more accurate wage calculation (they initially used the previous wage scale for wage calculations). As a result, the new SRO total gross appropriation will be approximately \$120k annually (salary/benefits) of which 75% will be grant revenue, and a percentage from the school (cost formula).

Cemetery Record Retention Software:

After earlier discussions with the Town Clerk and Cemetery Trustees, it was decided that it is best to have a separate warrant article for the purchase of the Cemetery Record Retention software so that the Trustees and the Town Clerk can both express their thoughts on the matter, and the voters will decide (the cost is roughly \$10k).

OLD BUSINESS:

Granicus – Short-Term Rental Program:

The Town has collaborated with Granicus (third-party software vendor) to create a short-term rental registration portal on the town’s website. There is an issue with the payment processing application in the portal that is preventing short-term rental operators from registering their property(s). Once this payment processing application is fixed, Granicus will send an email to short-term rental operators to register their units.

Industrial Business Park Zoning Amendment(s):

Selectman Daly asked the Board if they wanted to present a warrant article to change the zoning at the Industrial Business Park to General Use to accommodate possible multi-family/affordable housing. Carina explained that the date has passed to submit warrant articles, and this is something that would fall under the Planning Board’s purview.

VI. NON-PUBLIC Session Pursuant to RSA 91-A:3:(III) (a,c) Personnel

MOTION: “To go into Non-public session pursuant to RSA 91-A:3 (III) (a,c) Personnel”

Motion: Tamra Ham Second: OJ Robinson All in favor.

The BOS went into Non-public session at 8:05 p.m.

MOTION: “To re-enter public session.”

Motion: Jack Daly Second: Tamra Ham All in favor.

The Board reconvened public session at 8:35 p.m.


VII. ADJOURNMENT

After review of the weekly payables and with no further business to attend to, the Board made the following motion:

MOTION: “To adjourn.”

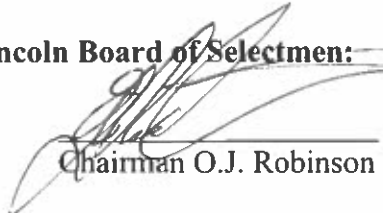
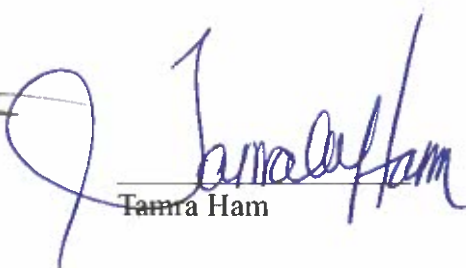

Motion: OJ Robinson Second: Jack Daly Motion carries.

The meeting adjourned at 8:35 p.m.


Respectfully Submitted,
Jane Leslie

Approval Date: January 30, 2023

Lincoln Board of Selectmen:

 Chairman O.J. Robinson  Tamra Ham  Jack Daly

New Police Department Cruiser:

The total purchase price to fully outfit a new Police cruiser will cost \$61,857.

Highway Block Grant:

The Town received \$30k which is the standard amount every year.

V. OLD/NEW BUSINESS

Town Managers Report:

Special Warrant Articles were covered under Section IV above.

H2O Innovations (Wastewater Treatment Plant Operators)

Carina and DPW Director Hadaway met with representatives from H2O Innovations regarding their contract which is up for renewal April 1, 2023. H2O is proposing a 21% increase in their new contract. Their mark-up is based in part on increased material supplies, electricity, fuel etc. This will increase the sewage disposal budget to \$251k.

NEW BUSINESS:

Cinde Warmington, Executive Councilor – District 2

The Board received a letter from the new Executive Councilor of District 2 (see attached).

Employee Earned Paid Time Off (PTO):

Carina explained that the current process for town employee’s accrual of paid time off (PTO) has become an arduous task for Finance Director, Johnna Hart to track for numerous reasons. After a discussion with Town Attorney, Peter Philips and Finance Director, Johnna Hart, Carina asked the Board if they would be receptive to changing the Personnel Policy to allow employee PTO (vacation/sick time) to be “front-loaded” and available to the employee on the first of January (based on 12-months of service; prorated if employee terminates employment with the Town of Lincoln, voluntarily/involuntarily). Language will be drafted and implemented on the *Time Off Request Sheet* whereas the employee will acknowledge that they have read and understand that any time used/unearned will be their responsibility to pay back to the Town upon separation.

MOTION: “To approve the amendments to Section 6-Paid Time Off (PTO) Eligibility of the Town of Lincoln Personnel Policies Manual”

Motion: Tamra Ham

Second: Jack Daly

All in favor.

Kanc Rec Ski Area Operation:

Resident, Vicky Martin sent the Board of Selectmen an email regarding proposed structural changes (moving the candy window) and returning the Kanc Rec building to its pre-Covid interior setup (re-open the upstairs area; return couches & comfortable chairs). Selectman Ham noted that any discussions about the Kanc Rec should include both Lincoln and Woodstock Boards, which was also a request by Vicky Martin. A discussion ensued on recent changes made at the Kanc during and post-Covid, and possibly returning the interior of the building to the way it was pre-Covid. Selectman Daly will visit the Kanc Rec to get a better idea of the current set-up, and the Board will discuss this matter further at their January 30th Selectmen’s meeting.

January 17, 2023
Board of Selectmen's Meeting
Please **PRINT** Legibly

(Print Name)	(Telephone #)	(Email Address)
Kevon Bell		
Jim Welsh		



THE EXECUTIVE COUNCIL OF THE STATE OF NEW HAMPSHIRE

STATE HOUSE, 107 NORTH MAIN STREET, CONCORD NH 03301

**CINDE WARMINGTON
EXECUTIVE COUNCILOR
DISTRICT TWO**

January 11, 2022

Town of Lincoln
PO Box 25
Lincoln, NH 03251

Members of the Lincoln Selectboard,

As your new Executive Councilor, I am writing to introduce myself, welcome you to District 2, and offer my support and assistance in any way I can be helpful.

Over the last two years, I have been honored to serve dozens of communities across the state advocating on matters which come before the Executive Council. With the newly reconfigured Council districts, I now represent 81 municipalities, including Lincoln, in a district that stretches along the central and western parts of the state from the southern border, through the Upper Valley, and north to Bretton Woods.

One of the primary duties of the Executive Council is to provide constituent services. That means listening to the needs of communities in the district, increasing the access and transparency to our executive branch, looking for opportunities to benefit each community, and advocating on your behalf. I am available as a resource for you in any conversations you may have with our various state agencies, particularly when you encounter problems or roadblocks.

My office will be reaching out in the coming weeks to schedule a time for us to sit down and discuss how I can best serve Lincoln over the next two years. I also plan to attend one of your upcoming selectboard meetings to hear about the issues impacting your community, and will reach out to you in advance of my visit.

Feel free to contact me at any time by phone or email. I look forward to working together with you to serve our communities.

Sincerely,

A handwritten signature in cursive script that reads "Cinde Warmington".

Cinde Warmington
Executive Councilor, District 2

CINDE WARMINGTON P.O. BOX 2133 CONCORD, NH 03301

CINDE.WARMINGTON@NH.GOV

CONCORD OFFICE: 603.271.3632

CELL: 603.387.0481

No.	Item Description	Units	Unit Price	Engineer's Estimate				Total Cost
				Phase 1 Qty	Phase 1 Cost	Phase 2 Qty	Phase 2 Cost	
General Requirements								LWS
1	Mobilization/Demobilization	LS	---	1	\$132,600	1	\$60,300	\$192,900
2	Maintenance of Traffic	LS	\$10,000	0.7	\$7,000	0.3	\$3,000	\$10,000
				Subtotal:	\$139,600		\$63,300	\$202,900
Erosion and Sediment Control								ZPS
3	Hay Bales	EA	\$20	150	\$3,000	200	\$4,000	\$7,000
4	Silt Fence	LF	\$5	2700	\$13,500	1400	\$7,000	\$20,500
5	Sediment Trap	EA	\$2,000	1	\$2,000	1	\$2,000	\$4,000
6	Construction Exit	EA	\$2,000	2	\$4,000	2	\$4,000	\$8,000
7	Erosion Stone	CY	\$60	100	\$6,000	100	\$6,000	\$12,000
8	Calcium Chloride	BG	\$40	100	\$4,000	100	\$4,000	\$8,000
				Subtotal:	\$32,600		\$27,000	\$59,600
Demolition, Remediation and Site Preparation								
9	Cleaning and Grubbing	AC	\$9,000	4.5	\$45,000	3.8		\$45,000
10	Stripping/Stockpiling/Rough Grading	AC	\$6,000	2.0	\$12,000	2.0		\$12,000
11	Excavation-Mixed Urban Fill	TN	\$125	7000	\$875,000			\$875,000
12	Gravel Backfill	CY	\$40	4450	\$178,000			\$178,000
13	Common Fill-Imported	CY	\$20	4950	\$99,000			\$99,000
14	Geogrid	SY	\$5	9000	\$45,000			\$45,000
15	Sludge Removal and Disposal-Wetland Area	LS	\$210,000			1	\$210,000	\$210,000
				Subtotal:	\$1,284,000		\$210,000	\$1,464,000
Utilities								
16	12x12x8 Wet Tap	EA	\$8,000	1	\$8,000			\$8,000
17	8" DI Water	LF	\$115	280	\$32,200			\$32,200
18	DI Fittings	LBS	\$8	500	\$4,000			\$4,000
19	Hydrant	EA	\$5,200	1	\$5,200			\$5,200
20	Wastewater Pump Station	EA	\$21,000	1	\$21,000			\$21,000
21	2" HDPE Force Main	LF	\$70	530	\$37,100			\$37,100
22	Transformer	EA	\$25,000	1	\$25,000			\$25,000
23	Underground Electric	LF	\$35	700	\$24,500	800	\$28,000	\$52,500
24	Pu/boxes	EA	\$1,300	4	\$5,200	4	\$5,200	\$10,400
				Subtotal:	\$162,200		\$33,200	\$195,400
Parking Lot, Access Drive, Pathways and Stormwater Management								
25	Gravel-Parking Lot & Access Drive	CY	\$40	1850	\$74,000			\$74,000
26	Crushed Gravel-Parking Lot & Access Drive	CY	\$50	925	\$46,250			\$46,250
27	3/4" Crushed Stone	CY	\$53	300	\$16,500			\$16,500
28	Class C Stone	CY	\$75	200	\$15,000			\$15,000
29	2" HBP Binder Course-Parking Lot & Access Drive	TN	\$180	620	\$111,600			\$111,600
30	1" HBP Wearing Course-Parking Lot & Access Drive	TN	\$190	310	\$58,800			\$58,800
31	Vehicle Granite Curb	LF	\$65	615	\$39,975			\$39,975
32	Pathways	SY	\$45	2150	\$96,750	2100	\$94,500	\$191,250
33	Rain Garden w/ Forebay	LS	\$65,000	1	\$65,000			\$65,000
				Subtotal:	\$620,676		\$94,600	\$616,376
Landscaping								
34	4" Loam and Seed	SY	\$8	8700	\$69,600	16000	\$128,000	\$197,600
35	Stabilization Mulch-Forest Edges	LS	\$2,500			1	\$2,500	\$2,500
36	Trees-Deciduous 2.5"-3" cal	EA	\$900			70	\$63,000	\$63,000
37	Trees-Evergreen 10'-12' ht.	EA	\$900			25	\$22,500	\$22,500
38	Shrubs	EA	\$65			200	\$13,000	\$13,000
39	Plantings-Rain Garden and Parking Lot	SF	\$8	8500	\$68,000			\$68,000
40	Plantings-Wetland Area	SF	\$8			13400	\$80,400	\$80,400
				Subtotal:	\$137,600		\$309,400	\$447,000
Park Features and Amenities								
41	Skate Park (By Others)	LS	---					
42	Playground Equipment and Surfacing	LS	\$155,000			1	\$155,000	\$155,000
43	Playground Shade Structure (12x24)	LS	\$30,000			1	\$30,000	\$30,000
44	Embankment (Imported)-Grass Knoll	CY	\$20	6850	\$137,000			\$137,000
45	Geotextile-Grass Knoll Area	SY	\$3			2750	\$8,250	\$8,250
46	Embankment (Imported)-Vegetated Mound	CY	\$20	11500	\$230,000			\$230,000
47	Main Entry Feature-Sign and Boulder Work	LS	\$9,500	1	\$9,500			\$9,500
48	Pedestrian Entry Feature-Sign and Boulder Work	LS	\$5,500	1	\$5,500			\$5,500
49	Timber Gate-Pedestrian Entry	LS	\$3,500	1	\$3,500			\$3,500
50	Signage and Wayfinding	EA	\$610	12	\$7,320			\$7,320
51	Site Lighting	EA	\$6,100	15	\$91,500			\$91,500
52	Pi/eze	SF	\$19	4350	\$84,500			\$84,500
53	Restrooms (22x22)	SF	\$275	484	\$133,100			\$133,100
54	Information and Storage Building (22x22)	SF	\$185	484	\$89,540			\$89,540
55	Canoe Launch Storage Building (12x20)	SF	\$80			240	\$19,200	\$19,200
56	Pavilion Building (24x48)	SF	\$105			1152	\$120,960	\$120,960
57	Bike Flow Trails	LF	\$10			2675	\$26,750	\$26,750
58	Pump Track	LS	\$30,000			1	\$30,000	\$30,000
59	Stone Dust Surface-Dog Park	SF	\$3			2500	\$7,500	\$7,500
60	4' Chain Link Fence and Gate-Dog Park	LF	\$30			350	\$10,500	\$10,500
61	6' Chain Link Fence-Perimeter	LF	\$35	1400	\$49,000			\$49,000
62	Access Drive Guardrail-Wetland Area	LF	\$35	300	\$10,500			\$10,500
63	8' Boardwalk-Wetland Area	LS	\$30,000			1	\$30,000	\$30,000
64	Footbridge	LS	\$10,000	1	\$10,000	1	\$10,000	\$20,000
65	Lawn Games, Picnic Tables, Charcoal Grills	LS	\$12,000			1	\$12,000	\$12,000
66	Bike Racks	EA	\$800	10	\$8,000			\$8,000
67	Bench Seating	EA	\$3,000	10	\$30,000			\$30,000
68	Stone Walls	LF	\$85	870	\$73,950	380	\$32,300	\$106,250
69	Boulders	EA	\$125	56	\$7,000	24	\$3,000	\$10,000
70	Public Art/Sculpture	AL	\$15,000	2.0	\$30,000	2.0	\$30,000	\$60,000
				Subtotal:	\$851,810		\$462,480	\$1,494,370
				Construction:	\$3,078,485		\$1,399,860	\$4,478,345
				Engineering (~15%):	\$461,803		\$209,979	\$671,782
				Subtotal:	\$3,540,288		\$1,609,839	\$5,150,327
				Contingency (~10%):	\$364,049		\$180,984	\$515,033
				Recommended Budget:	\$3,904,337		\$1,790,823	\$5,695,160

- Notes:**
- Construction costs are order-of-magnitude costs based on the preliminary design completed to date (4-25-20)
 - Construction costs are subject to final site remediation and mitigation requirements as required by NHDES.
 - Construction costs are subject to final design development.
 - Cost estimate should be used for planning purposes only.

January 5, 2023

Nate Hadaway
Public Works Director
Town of Lincoln
65 Old Airport Road
Lincoln, NH 03251

Re: Lincoln, NH – NH Route 3 Water Main Assessment & Cost Estimate

Dear Mr. Hadaway:

This letter provides a summary of work completed by Weston & Sampson Engineers to prepare a preliminary evaluation and cost estimate for the replacement of the existing 8-inch water main that serves as the primary distribution main for the Indian Head pressure zone, which is located on NH route 3 from the Boyce Brook Pump Station to the Indian Head water storage tank located south of the Flume Gorge Visitor's Center. In discussions with the town this section of water main has an extensive break history due to improper pipe bedding during the original construction. The Town of Lincoln is considering a warrant article for the construction of a replacement main and has asked Weston & Sampson to prepare a preliminary evaluation and cost estimate. Provided below is a summary of the study, construction means and methods, special constraints and considerations of construction, probable cost of the project (with optional pipe material alternatives), and recommendations.

Summary of Study

The New Hampshire Department of Transportation (NHDOT) online project viewer was reviewed for locating relevant plans for the area from Boyce Brook Pump Station to the Flume Gorge Visitor Center and Indian Head Water Storage Tank. The most relevant plan was the "[Plan of Proposed Federal Aid Primary Project NO. FI 238 \(8\) Daniel Webster Highway](#)" dated February 4, 1954 which depicted the realignment of NH Route 3. NHDOT plans provided information on roadway and bedrock elevations from when Route 3 was reconstructed but did not indicate any existing utilities located along Route 3. Based on conversations with the town, this section of NH Route 3 includes existing water, sewer, electric, and drain utilities within the right of way (ROW). To get a better understanding of NHDOT requirements for the proposed construction of the water main, Sam Kenney (Weston & Sampson) met with Jim McMahon (NHDOT District I Engineer), and Nate Hadaway (Lincoln DPW) on October 27, 2022, to conduct a site walk of Route 3 along the proposed water main replacement extents.

During the site walk it was determined that the optimal proposed water main location is on the east side of NH Route 3 located on the outside of the ROW and adjacent to the existing water and wastewater utilities. The east side of the ROW follows the original alignment of NH Route 3 and contains significant amounts of imported fill material. This expectation that the majority of future construction will be conducted in imported fill led to a decision to eliminate geoprobes along the water main installation route from the study scope as it is anticipated that subsurface conditions will be generally favorable along large portions of the alignment. Jim McMahon provided Weston & Sampson with his contact at New Hampshire Electric Cooperative (NHEC), who provided information on the existing electric utility plan on NH Route 3. We also discussed the installation of the recent electric utilities on NH Route 3 with Jim King, NHEC Contractor Supervisor, who was present during the installation.

NHEC indicates that there is a 4-conduit electric duct bank along Route 3 carrying an energized single phase 7,200-volt conductor. Additionally, there is an abandoned direct buried 3-phase primary conductor along Route 3 that has potential to be encountered during construction of a new water main. Jim King was able to provide insight into whether there was a utility sleeve under the bridge abutment of the I-93N off ramp at Exit 34 or if existing utilities were in the shoulder of NH Route 3 between the roadway and the abutment. Previous discussions with NHDOT indicated that there may be a utility sleeve under the bridge abutment to accommodate water and sewer utilities. However, Jim King indicates that during the electric utility installation work they attempted to locate the existing sleeve under the abutment and were unsuccessful. The location of a utility sleeve is undetermined, and the feature may not exist. The town believes the location of all existing utilities

adjacent to the bridge abutment are located between the abutment wall and the edge of NH Route 3. This includes the existing 8-inch water main, sewer, and electric utilities. Jim King indicated that digging conditions along Route 3 were mostly boney river rock and newer fill closer to NHDOT facilities. He also stated no ledge or materials larger than one cubic yard were encountered during electrical installation.

The exact locations of the water and sewer infrastructure are not documented on an existing plan set that was located during the study. The town has generally identified these locations on the east side of NH Route 3 because of completing previous repair efforts to the infrastructure. The water main under the Exit 34 off ramp was encountered during the install of the NHEC utility when the directional drilling effort damaged the existing water main at a depth of approximately 7 – 8 feet and approximately 60 feet off the edge of NH Route 3. Additionally, this section of water main experienced a break adjacent to the Indian Head Motel where the infrastructure was found to be close to an existing building and immediately adjacent to a pad-mounted electrical transformer.

Construction Methods & Proposed Alignment

To maintain existing water service to the area during construction it is recommended that either a temporary water system be provided during construction or that the existing water main remains in use and the services transferred to the new main following completion of the project. Due to length of the proposed water main and the elevation gain along the project extents it was determined that use of an above ground temporary water main during construction was not practical and would add considerable cost to the project and may be difficult to implement. To reduce construction duration and excessive costs being added to the project it is recommended that the existing 8-inch main should be used to continue normal water supply service to this area during construction. Following completion of the installation of a new 12-inch diameter water main, the existing services can be transferred to the new main and the existing 8-inch main can be abandoned in place. The proposed main is anticipated to be installed on the eastern side of the existing water main excepting two locations discussed in further detail below. Based on discussions with NHDOT and NHEC it is assumed that the proposed water main will encounter generally favorable excavation conditions due to the proposed main being within the previous roadway alignment/imported fill. Most of the water main is anticipated to be installed via open trenching methods. Perpendicular crossings of NH Route 3 (including reconnection of existing services and the connection at the Indian Head Resort) may require installation via horizontal directional drilling which is discussed further within this study.

From the field investigations and available records, the proposed alignment for this project was developed based on the location of the existing main and additional consideration of the I-93 Exit 34 overpass and off ramp to NH Route 3. The proposed water main alignment will extend from the Boyce Brook Pump Station to the north of the existing water main before following NH Route 3 on the east side of the roadway and located to the east side of the existing main excepting two locations adjacent to the Indian Head Resort and the I-93 Exit 34 overpass. The proposed alignment follows NH Route 3 on the east side of the existing main until reaching Indian Head Resort, where the new main will cross the existing main and gain an alignment closer to the pavement edge of NH Route 3. The existing water infrastructure adjacent to the Indian Head Resort is located immediately adjacent to an existing structure which complicates maintenance efforts on the water main. Construction of the main adjacent to the I-93 offramp will also encounter constraints such as construction methodology and sequencing. It is anticipated that the water main will need to be installed between the travel way and bridge abutment at the overpass as an existing utility sleeve under the abutment likely does not exist. The proposed main will then cross the I-93 offramp and continue along NH Route 3 to the water storage tank site south of the Flume Gorge Visitor's Center. The general proposed alignment of the main can be seen in the attached figures.

Construction Constraints and Special Considerations

During the site walk on October 27, 2022, Jim McMahon (NHDOT) requested that services crossing NH Route 3 be installed via horizontal directional drill and that open cut installation would be allowed only as a last resort and would require milling and inlay of pavement if performed. For this project the 8-inch service to the Indian Head Resort is the only large diameter service that would need to be installed by horizontal directional drill. The town believes that this service may be in relatively good condition and may not require replacement as part of this

project. A cost has been carried for the installation of this service if its condition is found to require replacement because of future planning efforts.

There are two schedule constraints that could impact construction that would need to be considered. The first is NHDOT "No dig/No Work" rule that is in place from November 15 until April 15 annually. Any work along NH Route 3 would need to be completed outside of the no work timeframe unless negotiated with the NHDOT. The second time constraint is specifically for work in the location on the I-93N Exist 34 off ramp to NH Route 3. Installation of the proposed water main across the off ramp will need to be scheduled with respect to the Flume Gorge tourism season to prevent considerable traffic flow issues in the area. The timeframe between the No Work rule ending on April 15 and the Visitor's Center opening date in May and the timing between the closing of the Visitor's Center (mid-October) and beginning of the NHDOT no work rule are potential scheduling options for completion of this work. It will also be necessary to investigate the NHDOT resurfacing schedule for the I-93N off ramp once a timeframe is selected for the project construction. Currently there is a crack seal scheduled to go out to bid in Spring of 2023 for the off ramp. NHDOT estimates that they will repave the ramp in 2026 or 2027. If the water main installation can be coordinated adjacent to this time frame, NHDOT may allow the water main installation to be performed via open trench methods which will reduce overall project costs.

Pipe Selection & Project Costs

Ductile iron pipe was the primary option considered for the project with water main material alternatives of HDPE and PVC pipe also being considered. Previous discussions with the town have indicated that HDPE or PVC pipe may be considered for this application due to reduced costs and availability of products. Recent discussions with pipe suppliers have indicated that the lead time for ductile iron pipe is approximately 40 weeks compared with 6 – 8 weeks for HDPE and 4 – 6 weeks for PVC. Additionally, the material costs of 12-inch pipe for these material options (in September 2022) were \$72/linear foot for Ductile iron, \$39/linear foot for HDPE, and \$42/linear foot for PVC. Due to the current cost and lead time of ductile iron pipe, it is recommended that the alternatives of HDPE and PVC be considered by the town and reevaluated during the design process to make a final selection of material for the project. For capital improvement planning and appropriation purposes, the town should utilize the project cost incorporating use of ductile iron pipe.

The scope of the project includes the installation of 5,500 LF of proposed water main, and associated water main appurtenances such as hydrants, valves, service connections, connection to existing Boyce Brook Pump Station and Indian Head water storage tank, and surface restoration along length of water main. A more detailed breakdown of the project costs by these components is provided in the Appendix. The cost of the project utilizing 12-inch ductile iron pipe is as shown in the project cost below. The December 2022 costs have been projected to an anticipated start date of April 2024 using an Engineering News Record (ENR) factor of 1.13:

Project Costs – Ductile Iron Piping

Construction Subtotal (w/ Mobilization): \$1,727,000

Contingency: \$519,000

Engineering: \$311,000

Total 2022 Project Cost: \$2,557,000

Total 2024 Project Cost: \$2,890,000

Utilizing alternate pipe materials results in a total project cost of approximately \$2,120,000 utilizing HDPE pipe and approximately \$2,210,000 utilizing PVC pipe. As discussed above the town can examine the potential benefits of considering alternative pipe materials as a cost savings measure.

Recommendations

For capital improvement planning purposes, we recommend that the town utilize a total project cost of approximately \$2,900,000 based on the work completed as part of this assessment. This would allow for the project to be completed using the most expensive of the three potential pipe material options, while covering project contingency and engineering costs. If the project moves forward, the town should consider the potential cost savings of utilizing either HDPE or PVC pipe to reduce overall project costs. If the town decides to utilize

ductile iron piping, a separate procurement contract can be created to purchase materials for the project ahead of construction to reduce overall impacts to schedule while waiting for material procurement.

Thank you for this opportunity to assist the town with the assessment of the NH Route 3 water main and the proposed water main replacement. If you have questions about the contents of this assessment or would like to discuss anything further, please contact me at 603-570-6314 or kenneys@wseinc.com.

Sincerely,
WESTON & SAMPSON ENGINEERS, INC.



Samuel H. Kenney, P.E.
Project Manager / Team Leader

Enclosures

\\wse03.local\WSE\Projects\NH\Lincoln NH\2221101 Route 3 WM Assessment\Deliverable\Rt 3 NH WM Study Memo.docx

LINCOLN, NH ROUTE 3 WM STUDY

Legend
Lincoln

Flume Gorge Visitor Center

**INDIAN HEAD
WATER STORAGE
TANK**

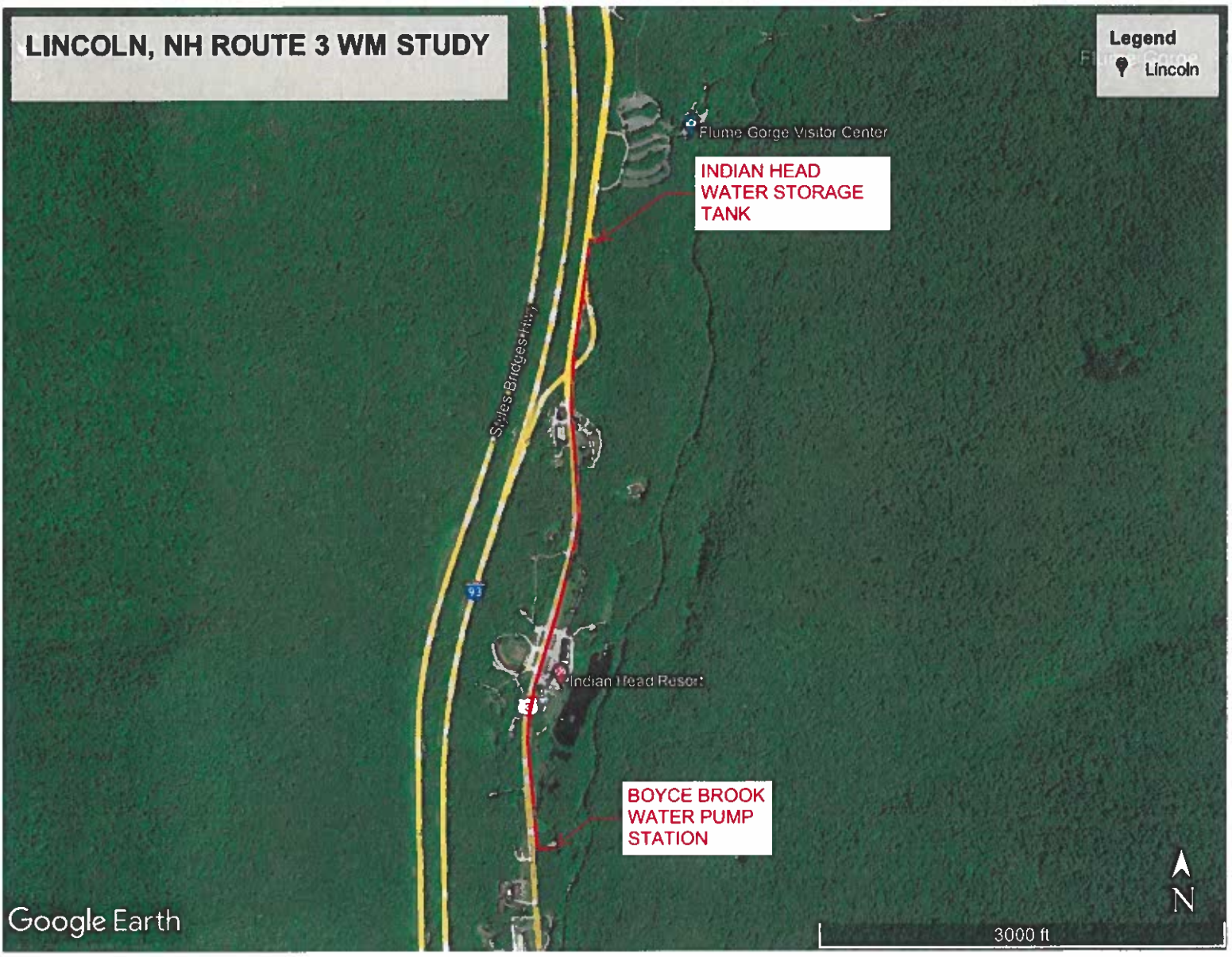
Styles Bridges Hwy

Indian Head Resort

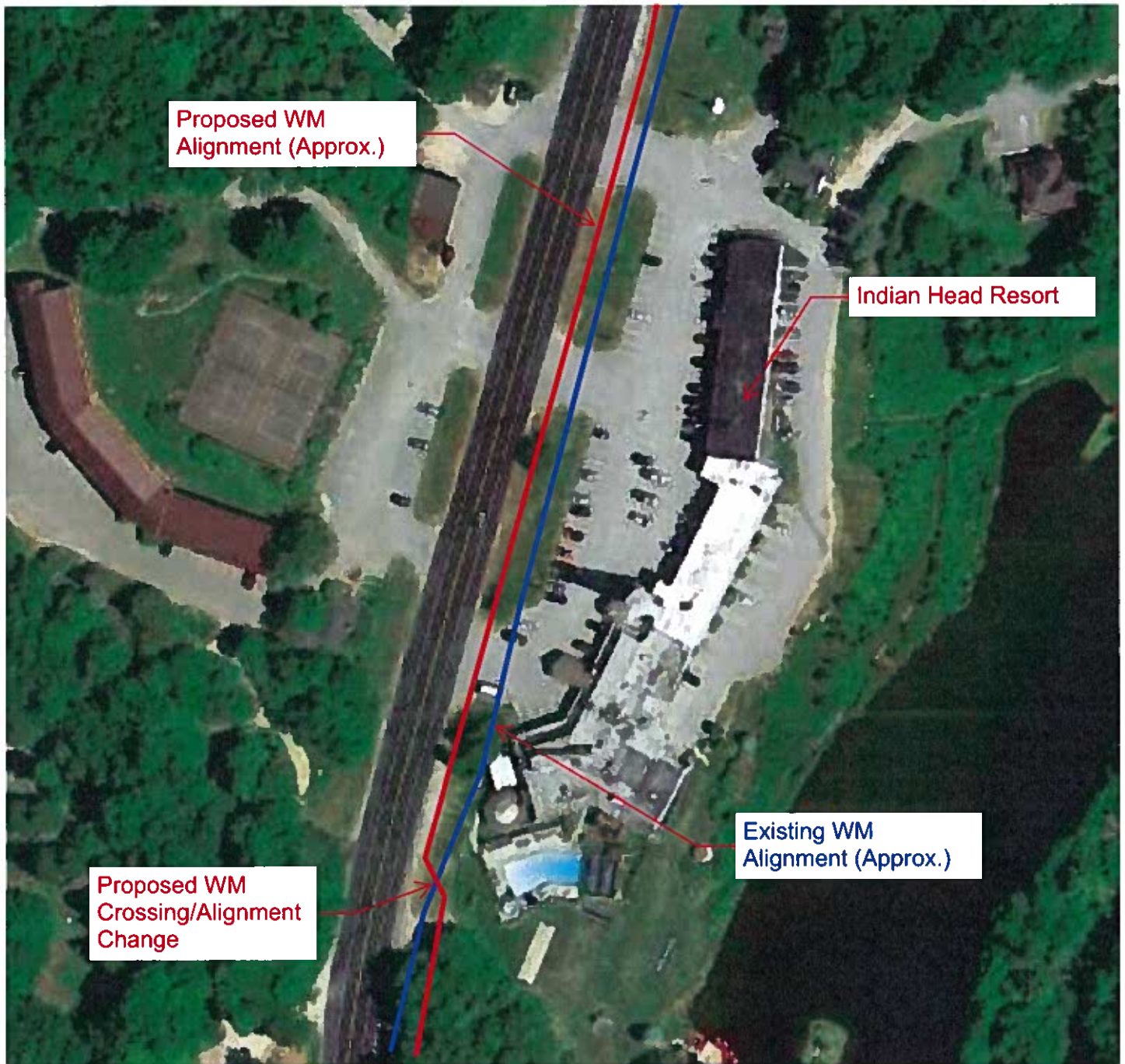
**BOYCE BROOK
WATER PUMP
STATION**

Google Earth

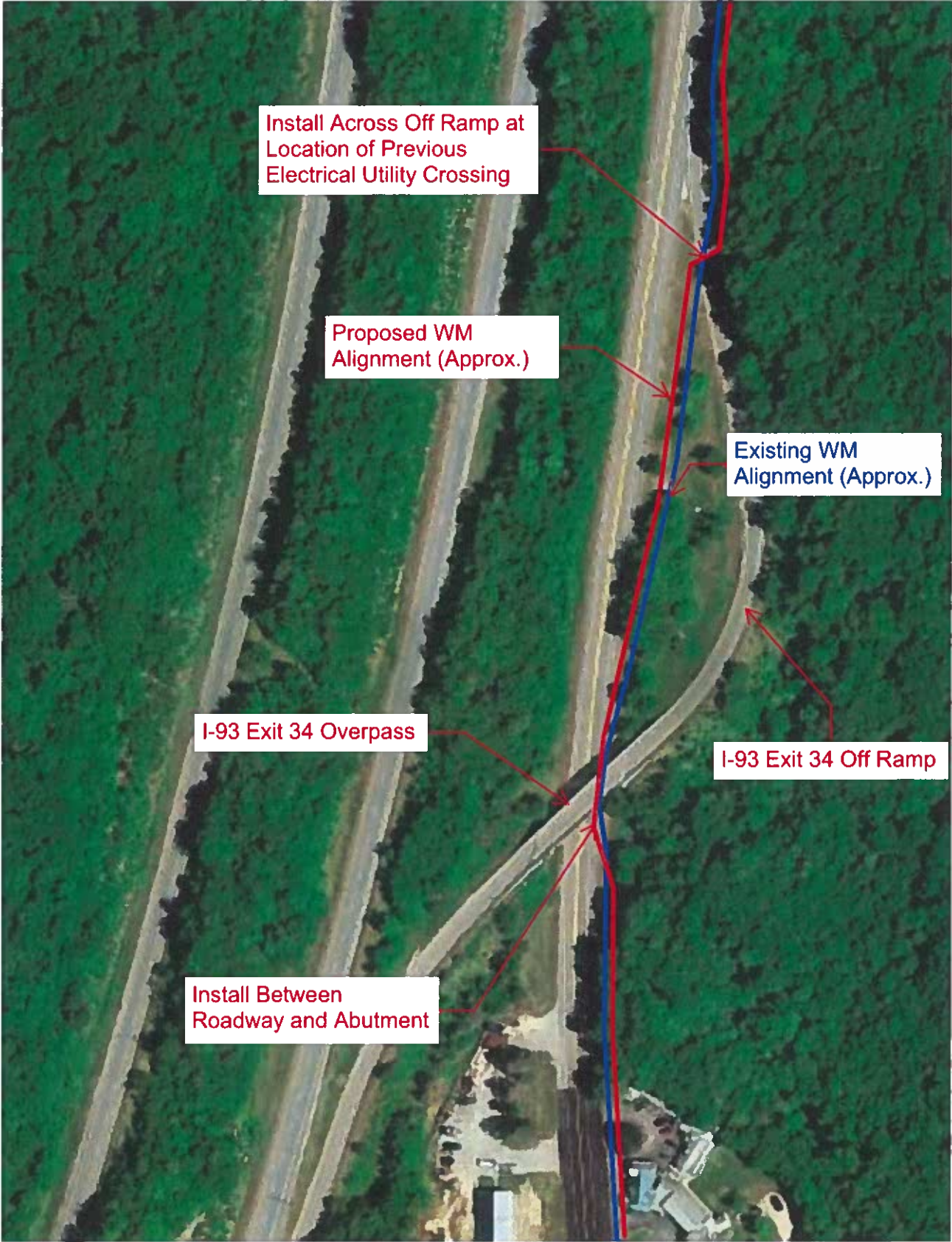
3000 ft



NH Route 3 WM - Proposed Alignment at Indian Head Resort



NH Route 3 WM - Proposed Alignment at I-93 Exit 34 Area



TAYLOR POND WATER MAIN REPLACEMENT ENGINEER'S COST ESTIMATE

Auburn Water Department
August 2018

ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT
WATER MAINS AND FITTINGS					
1a	12-inch pipe and fittings, per l.f. (Ductile Iron)	5,500	LF	\$240.00	\$1,320,000.00
1b	8-inch HDD Installed HDPE	100	LF	\$240.00	\$24,000.00
1c	6-inch pipe and fittings, per l.f. (Ductile Iron)	40	LF	\$160.00	\$6,400.00
1d	Additional Fittings, per lb.	200	LB	\$4.00	\$800.00
HYDRANTS & VALVES					
3a	12-inch Gate Valve, per valve	5	EA	\$2,500.00	\$12,500.00
3b	New hydrant, per hydrant	6	EA	\$3,000.00	\$18,000.00
3c	8-inch Gate Valve, per valve	1	EA	\$2,500.00	\$2,500.00
3d	6-inch Gate Valve, per valve	7	EA	\$1,700.00	\$11,900.00
SERVICE CONNECTIONS					
4a	1-inch Curb Stop, each	0	EA	\$1,000.00	\$0.00
4b	1-inch Corporation Stop, each	0	EA	\$1,000.00	\$0.00
4c	1-inch Service Pipe, per l.f.	0	LF	\$30.00	\$0.00
SEWER AND DRAIN RECONSTRUCTION					
5a	Sewer and Drain Reconstruction, per construction	5	EA.	\$1,500.00	\$7,500.00
ROCK EXCAVATION					
6a(1)	Rock Excavation, per cu. Yd.	250	CY	\$80.00	\$20,000.00
6a(2)	Additional Rock Excavation, per cu. Yd.	125	CY	\$40.00	\$5,000.00
EARTHWORK					
7a	Unsuitable Material above normal grade, per cu. yd.	550	CY	\$20.00	\$11,000.00
7b	Unsuitable Material below normal grade, per cu. yd.	200	CY	\$20.00	\$4,000.00
7c	Additional Earthwork, per cu. yd.	200	CY	\$15.00	\$3,000.00
7d	Test Pits, per cu. yd.	20	CY	\$70.00	\$1,400.00
SURFACE RESTORATION					
8a	Temporary trench pavement (Type 1), per linear foot	525	LF	\$15.00	\$7,875.00
8b	Permanent trench pavement (type 2), per linear foot	525	LF	\$25.00	\$13,125.00
8c	Gravel road reconstruction	170	LF	\$15.00	\$2,550.00
8d	Cross Country Restoartion	4,805	LF	\$10.00	\$48,050.00
Paving					
9a	Mill & Inlay, SY	387	SY	\$15.00	\$5,805.00
DUST CONTROL					
10a	Calcium Chloride, per lb	2,000	LB	\$1.00	\$2,000.00
TRAFFIC MAINTENANCE					
11a	Uniformed Officers	800	HR	\$80.00	\$64,000.00
SUBTOTAL					\$1,591,405.00
5% Mobilization					\$79,570
30% Contingency					\$501,293
18% Engineering					\$300,776
CONSTRUCTION TOTAL					\$2,473,043
<small>P:\WHL\Lincoln NH\2221101 Route 3 WM Assessment\Tables & Calc\Route 3 WM Engineers Cost Est.xls\Material Comparison</small>					

TAYLOR POND WATER MAIN REPLACEMENT ENGINEER'S COST ESTIMATE

Auburn Water Department
August 2018

ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	
WATER MAINS AND FITTINGS						
1a	12-inch pipe and fittings, per l.f. (HDPE)	5,500	LF	\$160.00	\$880,000.00	
1b	8-inch HDD Installed HDPE	100	LF	\$240.00	\$24,000.00	
1c	6-inch pipe and fittings, per l.f. (Ductile Iron)	40	LF	\$160.00	\$6,400.00	
1d	Additional Fittings, per lb.	200	LB	\$4.00	\$800.00	
HYDRANTS & VALVES						
3a	12-inch Gate Valve, per valve	5	EA	\$2,500.00	\$12,500.00	
3b	New hydrant, per hydrant	6	EA	\$3,000.00	\$18,000.00	
3c	8-inch Gate Valve, per valve	1	EA	\$2,500.00	\$2,500.00	
3d	6-inch Gate Valve, per valve	7	EA	\$1,700.00	\$11,900.00	
SERVICE CONNECTIONS						
4a	1-inch Curb Stop, each	0	EA	\$1,000.00	\$0.00	
4b	1-inch Corporation Stop, each	0	EA	\$1,000.00	\$0.00	
4c	1-inch Service Pipe, per l.f.	0	LF	\$30.00	\$0.00	
SEWER AND DRAIN RECONSTRUCTION						
5a	Sewer and Drain Reconstruction, per construction	5	EA.	\$1,500.00	\$7,500.00	
ROCK EXCAVATION						
6a(1)	Rock Excavation, per cu. Yd.	250	CY	\$80.00	\$20,000.00	
6a(2)	Additional Rock Excavation, per cu. Yd.	125	CY	\$40.00	\$5,000.00	
EARTHWORK						
7a	Unsuitable Material above normal grade, per cu. yd.	550	CY	\$20.00	\$11,000.00	
7b	Unsuitable Material below normal grade, per cu. yd.	200	CY	\$20.00	\$4,000.00	
7c	Additional Earthwork, per cu. yd.	200	CY	\$15.00	\$3,000.00	
7d	Test Pits, per cu. yd.	20	CY	\$70.00	\$1,400.00	
SURFACE RESTORATION						
8a	Temporary trench pavement (Type 1), per linear foot	525	LF	\$15.00	\$7,875.00	
8b	Permanent trench pavement (type 2), per linear foot	525	LF	\$25.00	\$13,125.00	
8c	Gravel road reconstruction	170	LF	\$15.00	\$2,550.00	
8d	Cross Country Restoartion	4,805	LF	\$10.00	\$48,050.00	
Paving						
9a	Mill & Inlay, SY	387	SY	\$15.00	\$5,805.00	
DUST CONTROL						
10a	Calcium Chloride, per lb	2,000	LB	\$1.00	\$2,000.00	
TRAFFIC MAINTENANCE						
11a	Uniformed Officers	800	HR	\$80.00	\$64,000.00	
					SUBTOTAL	\$1,151,405.00
					5% Mobilization	\$57,570
					30% Contingency	\$362,693
					18% Engineering	\$217,616
					CONSTRUCTION TOTAL	\$1,789,283
<small>P:\NH\Lincoln NH\2221101 Route 3 WM Assessment\Tables & Calcs\Route 3 WM Engineers Cost Est.xls\Material Comparison</small>						

TAYLOR POND WATER MAIN REPLACEMENT ENGINEER'S COST ESTIMATE

Auburn Water Department
August 2018

ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT
WATER MAINS AND FITTINGS					
1a	12-inch pipe and fittings, per l.f. (PVC)	5,500	LF	\$140.00	\$770,000.00
1b	8-inch HDD Installed HDPE	100	LF	\$240.00	\$24,000.00
1c	6-inch pipe and fittings, per l.f. (Ductile Iron)	40	LF	\$160.00	\$6,400.00
1d	Additional Fittings, per lb.	200	LB	\$4.00	\$800.00
HYDRANTS & VALVES					
3a	12-inch Gate Valve, per valve	5	EA	\$2,500.00	\$12,500.00
3b	New hydrant, per hydrant	6	EA	\$3,000.00	\$18,000.00
3c	8-inch Gate Valve, per valve	1	EA	\$2,500.00	\$2,500.00
3d	6-inch Gate Valve, per valve	7	EA	\$1,700.00	\$11,900.00
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4a	1-inch Curb Stop, each	0	EA	\$1,000.00	\$0.00
4b	1-inch Corporation Stop, each	0	EA	\$1,000.00	\$0.00
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8d	Cross Country Restoartion	4,805	LF	\$10.00	\$48,050.00
Paving					
9a	Mill & Inlay, SY	387	SY	\$15.00	\$5,805.00
DUST CONTROL					
10a	Calcium Chloride, per lb	2,000	LB	\$1.00	\$2,000.00
TRAFFIC MAINTENANCE					
11a	Uniformed Officers	800	HR	\$80.00	\$64,000.00
SUBTOTAL					\$1,041,405.00
5% Mobilization					\$52,070
30% Contingency					\$328,043
18% Engineering					\$196,826
CONSTRUCTION TOTAL					\$1,618,343
P:\NH\Lincoln NH\2221101 Route 3 WM Assessment\Tables & Calc\Route 3 WM Engineers Cost Est.xls\Material Comparison					