

SELECT BOARD MEETING
September 23, 2021 5:30PM
Town Hall (hybrid)

Quorum noted

5:30 PM: Meeting called to order by Chairperson Orestis.

A. Roll Call: Mr. Orestis, Mr. Donhauser, Mr. McPherson, Mr. Widi, and Ms. Dow.

B. Public Comment:

There was no public comment.

C. Public Hearings:

5:31 PM Public Hearing opened.

1. Adoption of the Maine Municipal Association Updated September 2021 General Assistance Ordinance and Adoption of the General Assistance Ordinance Appendices A-H for a term of October 1, 2021 – September 30, 2022.

There was no public comment.

5:32 PM Public Hearing closed.

Mr. Orestis moved, second by Mr. Widi, that the Select Board adopt the General Assistance Ordinance, prepared by the Maine Municipal Association, dated September 2021 and the Appendices, A-H, for a term of October 1, 2021 through September 30, 2022.

Roll Call Vote:

Mr. Orestis – Yes

Mr. Donhauser – Yes

Mr. McPherson - Yes

Mr. Widi – Yes

Ms. Dow - Yes

Unanimous vote to approve motion.

5:33 PM Public Hearing opened.

2. Approval of a Catering Permit Application for Shipyard Brew Pub for an event on October 1, 2021 at 2077 State Road (Raitt Farm).

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There was no public comment.

5:34 PM Public Hearing closed.

Mr. Widi moved, second by Ms. Dow, that the Select Board approve the Application for a Catering Permit for the Shipyard Brew Pub 1, LLC for a wedding event at the Raitt Farm on October 8, 2021 located at 2077 State Road, Eliot, Maine.

Roll Call Vote:

Mr. Orestis – Yes
Mr. Donhauser – Yes
Mr. McPherson - Yes
Mr. Widi – Yes
Ms. Dow - Yes

Unanimous vote to approve motion.

D. Approval of Minutes of Previous Meeting(s)

5:35 PM Motion by Mr. McPherson, second by Mr. Widi, to approve the minutes of August 26, 2021, as written.

Roll Call Vote:

Mr. Orestis – Yes
Mr. Donhauser – Yes
Mr. McPherson - Yes
Mr. Widi – Yes
Ms. Dow - Yes

Unanimous vote to approve motion.

E. Department Head/Committee Reports

5:36 PM 1. Police Department – Acceptance of Grant - Accreditation

Ms. Granfield said that I think we have the Chief online. He can provide you with some information on this so I will defer to the Chief.

Chief Moya said that this was a grant offered by the Maine Municipal Association (MMA). It is a \$5,000 grant and has to be used towards accreditation. We are

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basically in the middle of that so it just seemed like a no-brainer. We're using some software. We're probably going to have to make some changes to the evidenced room and this is just going to free up some money that we didn't expect to need. It also, which is a good thing, puts a little pressure on me to get this done within 12 months. I like that pressure. It's money to help us get through this program and is a really important goal to meet. It's \$2,500 right up front and, once we meet our goal of becoming accredited, we will get another \$2,500. If you have any questions, I'm happy to answer.

5:38 PM Mr. Orestis said that we have some information in the packet but could you tell us a little more about the accreditation. It looks like it could come in through a third party.

Chief Moya said that the State of Maine recently, and I want to say we are going on two years, created their own accreditation standard, which is us looking at every one of our policies, making sure that we are doing the latest and greatest as far as police work goes. Once we meet this accreditation, we'll also get a discount on the liability insurance on the police-side of things. But really, it's just making sure we are following gold standard policies and procedures. I was just looking today and we've re-done close to 70 policies and all of these policies meet the standards. It just kind of changes how we do business. It's quite the undertaking, especially with a department our size. Everybody here is committed to doing it and I think it's going to be a great goal, once we accomplish it.

Mr. Widi moved, second by Mr. McPherson, that the Select Board accept the Maine Municipal Association Risk Management Services Grant in the amount of \$5,000. The grant will be awarded as such: \$2,500 upon award and proof of contract with outside agency and \$2,500 at the end of award period when the MLEAP requirements are met.

Roll Call Vote:

Mr. Orestis – Yes

Mr. Donhauser – Yes

Mr. McPherson - Yes

Mr. Widi – Yes

Ms. Dow - Yes

Unanimous vote to approve motion.

5:40 PM **2. Police Department – Cruiser Purchase**

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Chief Moya said that this has been quite a challenge. I've been trying to find a used program car like we've done in the past to not break the bank but to find something suitable for both police work and my needs, as well. Used cars, right now, are just through the roof. Inventory is limited. There is just nothing I felt really comfortable moving forward with, and super expensive, too. With that, Quirk Auto in Augusta we've gotten cars from in the past. They had a couple of what is considered an 'admin package' police car (SUV) and they have been sitting on the lot. One of them is gone. This one was left and, quite honestly, for the price tag of \$31,690 and only 9 miles on it, it is actually a new car. It's a police cruiser and it's probably the best deal we're going to find.

5:42 PM Mr. Orestis said that, typically with these, we usually go out to bid. So, we should probably waive the 3-bid rule for this.

Ms. Granfield said that the Chief provided the other ones that were reviewed. We didn't actually go out to bid on it. He gathered the data so you may want to waive the rule.

Mr. Widi said that it is easy enough to do but didn't we already approve the expenditure of the money. Isn't it technically the department head's choice at that point. It's a car, I get it, it isn't a pencil.

Ms. Granfield said that I think the reason it was brought forth is because of the amount of money and to let you know what the Chief has done. It doesn't necessarily need to be brought back but we thought it made the most sense so that people would be aware of the process.

Mr. McPherson added that it's the lowest price, anyway.

Mr. Orestis said that I think it's fantastic following procedure. We're in a limited position right now with the market for cars but I just want to make sure we're following the rules. I have zero issue with this car. It looks great.

5:44 PM **Mr. Orestis moved, second by Mr. Widi, that the Select Board waive the three-bid rule for this vehicle.**

Roll Call Vote:

Mr. Orestis – Yes

Mr. Donhauser – Yes

Mr. McPherson - Yes

Mr. Widi – Yes

Ms. Dow - Yes

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Unanimous vote to approve motion.

Mr. Orestis moved, second by Mr. Widi, that the Select Board authorize a \$3,000 trade-in allowance for the current 2011 Dodge Charger to purchase one (1) Ford Explorer Interceptor Utility in the amount of \$31,690 from Quirk Ford of Augusta, Maine. In addition, authorizing the remaining funds of \$3,310 to go toward upfit of the emergency equipment.

Roll Call Vote:

Mr. Orestis – Yes

Mr. Donhauser – Yes

Mr. McPherson - Yes

Mr. Widi – Yes

Ms. Dow - Yes

Unanimous vote to approve motion.

5:45 PM 3. July/August Financials

Ms. Granfield said that Mr. Miles provided this. It's just the beginning of the fiscal year. We didn't feel there were any issues associated with the financials so we just provided them to you. At this point, everything is on track with the budget. If you have any questions let us know.

5:46 PM 4. Town Manager Report

Ms. Granfield said that we go have the **Feasibility Study** ongoing for the Town Office, meeting with the CIP Committee and Building Committee and Port City Architecture; that they are making progress. We're hoping to get some additional members on that group. I know the Chair has been looking to have more input and will ultimately be getting back with the staff to go over where we're at. We are looking at doing test borings and there are funds available for that. It's already been authorized. That will determine areas of possibility of if it's feasible where they want to put a building and parking lot and such. We did officially submit our application for the **American Recovery Plan Act** and now we're just waiting for the money. Mr. Miles has an account to put the funds in as soon as we receive it. We submitted the upcoming **budget timeline calendar**. All the departments have that so they can start working on their budgets. After November 1, when the new Town Manager comes on board, he and the Treasurer will start meeting with the departments to review all the budget requests. As you know, we're in the process of **union negotiations**; that we're almost finished with the Police contract and nearing an end, hopefully, with Public Works but these are the last two we are

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doing. You may have noticed there's been a lot of **paving** going on in the Town. Mr. Robinson has done a great job with the remaining budget. He's had issues with all the rain we've had to complete everything but he's done a great job and the paving looks great. We're also supposed to be getting some to do the striping. Times are difficult to get the people right now. You'll be hearing more about the **Route 236 Project** later in the budget. And with the **Water and Sewer Project**, we've been meeting with Kittery on a regular basis regarding the agreement because there needs to be expansion. I wanted to note. This is new this year, the **Senior Property Tax Assistance Program**. We've publicized it. It's on the website. So, individuals have until the 1st of November to submit an application and then they will be evaluated. I think it will be a help for those who meet the qualifications. Also, I've been working on the **non-union salary and staffing study**. I hope to have that completed so I can present it to the SB in the upcoming meeting on October 14th. Regarding the **transition information**, I've been preparing a lot of that. When it's completed, I'll send it to the SB, as well as the new Town Manager, and then we can start going over that. I think, regarding the Town Manager, everything is coming forth. Just final review and negotiation on the contract so I think we now have everything we need for that. A reminder that **Festival Day** is this Saturday and there will be road closure. It's all been publicized on the website. We continue to monitor the status of **COVID**. We had some impact in Community Services, based on one of their programs, but everything was handled excellently by Ms. Muzeroll-Roy with CDC, people were notified that had to be, so we've been on top of that. Regarding the **remote meetings**, I believe all the Boards, at this point, have adopted the policy. The only one that hasn't, to-date right now, is the CIP Committee and I think they will be reviewing that. I think it's a good option for folks to utilize. That's all I have to report. If you have any questions, I'd be happy to answer them.

5:51 PM Mr. Donhauser said that, with respect to the annual audit, Mr. Miles passed on to me the auditor's preliminary report. Generally, with an auditor's report, there is an MD&A (manager's discussion and analysis). That's in draft form and, in addition to that, they should come before the SB and bring the audit. Then also, generally, almost always what's called a Management Letter, which details possible improvements or issues with general controls, and things like that, that they may have run into during their audit process. I'm very disappointed, to be honest with you, in the current auditor. It's been delayed and delayed and delayed. It's way past due and I think we need to push this along and get the auditor to bring forth the audit, finish it, get it out of draft form, and issue a Management Letter to us.

5:52 PM Ms. Granfield said that I have spoken with them and requested the Management Letter and they will be providing that and the final report. I also have them scheduled to present to the SB at your October 14th meeting. And we have moved

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forth with not to continue with the same auditor and going out with Request for Proposals (RFP). I have notified the auditor and they will provide the information that needs to be for a transition to new auditors. At this point, we hope things will be better on-track with an upcoming audit.

5:53 PM Mr. Donhauser said that this is an audit for the June 2020 year so it's over a year old. Normally, we should be able to see an audit in six months, at the very outset. I know we have a pandemic but an auditor doesn't necessarily sit with every individual in the Town. They're looking at financial records. They're not talking to people all the time. So, we need to make sure, when we go out to bid, we sort of hold the auditor's toes to the fire that we expect an audit down within a 6-month period. I think we actually should incorporate a penalty if they don't with a reduction in our fee, in some respect, if they don't do it within that period of time. So, that's my recommendation and I'm looking forward to talking with the auditor.

F. New Business:

5:55 PM 1. Water/Sewer Project & Draft Corridor Study – Beech Road to Route 101/Goodwin Road/Dover Road

Ms. Granfield said that I think Mr. Brubaker has been doing an excellent job with this and he will be presenting the project to you.

Mr. Brubaker said that I think we're going to start with the Water & Sewer Project. We are making good progress on that. I won't say more because I'm going to turn it over to our consultant from Underwood Engineers, Cole Melendy, our project engineer and he can give you an update on that project.

5:56 PM Mr. Melendy passed out a report and map of the project to SB members. He clarified that there is nothing new on the attachments; that I just wanted to have them for context. As it moves forward, we're expediting Contract #1, which is the work on Route 236. Giving a brief update, we were in here in March, just the work we've been doing since that time leading up to bidding this winter for Contract #1. There are going to be three contracts for the project. The intent with Contract #1 is to get ahead of the DOT. We know that a DOT project is coming up so we want to expedite that, first, and the other subsequent phases will follow. We've been driving to make sure we are on track to bid this winter so that we're building in the spring. Get Contract #1 out of the way so DOT can come in behind us with their work. He explained the map showing the three contracts/routes, saying that Contract #1 is Route 236, Contract #2 is everything outside of Route 236 (piping, etc.), and Contract #3 is the pumping stations. The reason we broke it up this way, you want the lead to be the lead of the contractor so a pumping

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station contractor is likely going to be likely different than a contractor that would be putting pipe in the ground. So, we've got the pipe contractors for Route 236 and then cross-country areas at Beech Road and State Road and then Contract #3 will be the pumping station because that's more of a specialty. Depending on the contract, it will open up more opportunity for other contractors to bid because it is somewhat specialty work. Also, breaking it up into three contracts gives you some flexibility in the size of the project. If you put out a huge project, you're going to preclude a number of good contractors that are capable but don't have the bonding capacity to do a huge project. So, we tried to put this in reasonable sizes, big enough so that you're going to get quality contractors but small enough so that you won't preclude some good ones in the area. There will be three separate contract documents for each contract – the front end, some requirements for us around it and, then, the technical specs. We are on track to bid this winter for Contract #1 so that we're ready to dig in the spring. A lot of things have been going on in the background. Since we last met, we met with Kittery Water District and the Eliot Fire Department and what we are doing there is looking at the specifications that Kittery requires, we talked about hydrant locations, we talked about how best to route the water. Regarding the sewer IMA, we've had three meetings with Kittery and those negotiations are progressing. Mr. Brubaker and I have been talking and I think we're going to present some suggested language for the IMA to try force the issue, if you will, or encourage the issue. I think that will be next step and we'll be meeting with them in the next few weeks; that we're waiting for Kittery to provide some feedback from our discussions. Regarding Maine DOT, we have some permits. All the work we have to do is in Maine DOT ROWs. Beech and State are MEDOT ROWs, too. We're focusing on Route 236 so we have the permits in for that. We are putting a driveway permit for the pumping station that's related to Contract #3 just because we want to make sure we get ahead of that work as part of Contract #1. So, we're going to do all the work necessary as part of Contract #1 to get out of the roads so the State can come in behind us to do the paving and that will improve the driveway for the pumping station down by Sturgeon Creek. There will be some other DOT permits to follow. Regarding DEP and SRF (State Revolving Fund), we've been meeting with them, who also manages the SRF through the bond bank. They are the clearinghouse, if you will, for everyone on the SRF priority list. Regarding the discussions we've had with SRF, there are some components you have to do with SRF funding. So, an environmental report is one of those things that they require as part of the SRF loan. Because it's three separate contracts, we're going to do three separate environmental reports. You might have seen something about that because we've been working on that with Ms. Granfield and Mr. Brubaker in the background and that is going out next week. That will be with the wetlands permitting, and whatnot. So, we will have three of those environmental permits but one overarching SRF application. It's a Clean Water SRF, and clean water means sewer and, then, there's a component of the water and that part would have

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to be, talking to Mr. Miles, funded locally as it's not eligible for SRF. Most of the project is eligible for the Clean Water SRF. Regarding easements, we have a couple of easements with Sea Dog. We provided a suggested easement to slightly modify the existing easement that we have just so it will be easier to tie in; that with the easement we got in 2012, when we started in with final design, now, it would be better if it was moved over 'here' 30 feet. We want to make sure that all the I's are dotted and the T's are crossed in that phase. We've sent him a draft easement for his consideration.

6:04 PM Mr. Brubaker clarified for anyone who doesn't know that Sea Dog Realty owns Eliot Commons.

Mr. Melendy said that we'd like to move the line a little bit from the existing easement but we still have a little bit of time on that for feedback and a decision. Regarding next steps, sometime in October/November we will have 100% design plans and specifications ready for approval. We are going out to bid in January and dig in the spring.

Mr. Donhauser said that the Governor recently announced that there's a huge surplus. Do you have any idea if that impacts the SRF at the State level.

6:05 PM Mr. Melendy said that I don't know. There's been a lot of rumors with stimulus funding. We haven't seen anything concrete. The word on the street is that there may be more information coming out in October on how that might affect it. We are in line for it and we're cautiously optimistic.

Mr. Donhauser asked how many projects are before the SRF. Do you have any idea.

Mr. Melendy said that there's a list.

Mr. Brubaker said that I've looked at the list; that they just sent something out today, by email, and the list was two pages of tables. A very ballpark estimate just for the 2021 allocation maybe 30.

Mr. Melendy agreed. You are funded for your bonding capacity so, with the SRF, you can only take out as much as you are authorized to bond. So, we had some conversations with them, based on Mr. Miles' guidance, and we want to make sure that they are aware it's an 82.6 limit based on the warrant article. We made an adjustment for it after the draft list came out.

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6:06 PM Ms. Dow said that I am new to the SB so I wasn't here in March. I recall the previous plan, and maybe what was talked about with voters, having one more part of Bolt Hill (I live on Bolt Hill) on the sewer. The sewer on Bolt Hill has some issues of its own. I thought that there was something about a pumping station down further on Bolt Hill Road.

Mr. Melendy said that there is an existing pumping station at Eliot Commons that pumps from Eliot Commons, up Levesque Drive, south down Route 236, down Bolt Hill Road and into your existing sewers, which is a private system.

Ms. Dow wanted confirmation that the sewer line that Bolt Hill is connected to is private. (Mr. Widi showed the private system on the map of the project.)

6:08 PM Mr. Melendy said that, within that pink line on Bolt Hill, there are a couple developments that also have pumping stations that are tied into that same private force main – The Villages and Cole Brown Estate – and then enters the public system. About a decade ago, we did a project where we had to line all those manholes on Bolt Hill Road because of a hydrogen sulfide deterioration from the age of the wastewater in that force main. The acid was eating away the concrete. When wastewater gets old in a force main, it goes anoxic, with a very slow flow. During that time, there are bugs in the wastewater that eats up all the oxygen so, when it comes out, it is oxygen-starved and the bacteria creates hydrogen sulfide, which then converts the acid. The manhole is basically like limestone and the acid just eats away at the manhole and all the aggregate falls out. So, what happened is that wastewater came out, acid formed, and it looked like wet drywall.

6:10 PM Ms. Dow said that there are current problems with that system; that it still smells bad quite often; that maybe the flow isn't moving. I just want to make sure that these issues we are dealing with, now, on our old sewer system aren't being avoided and instead left to focus on the new system. I'm not seeing it in our plan to deal with that issue.

Mr. Melendy said that the way we designed the new project is that the Eliot Commons pumping station can be tied to the new sewers. So, if that occurs, what we've talked about in the past is that we don't need this force main all the way up Levesque, down Route 236, it's a private force main. But there are users on Bolt Hill Road that rely on that force main to get their wastewater to those sewers on Bolt Hill Road. So, we have had some discussions suggesting we cap that force main at Bolt Hill Road so we don't have that length just sitting there, and abandon that part. The only people then tied into it are going to be the people that are on Bolt Hill Road. In terms of the odor, people think they smell the odor but that odor is the indicator of that acid attack. You smell it but really the damage is done by the acid. So, if the Eliot Commons force main is removed from that system,

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you've now cut more than half the length of that force main so the wastewater from the connections on Bolt Hill ought to be 'fresher' wastewater because it isn't sitting as long.

6:12 PM Mr. Donhauser asked if the flow would reverse. In other words, from Route 236, going up Bolt Hill Road, it's uphill and if the pump station is abandoned, it's going to become a gravity feed back down to Route 236.

Mr. Melendy said that that is an interesting question. It's not going to be gravity because we have the pumping stations at The Villages and Cole Brown Estate and they are going to pump. There may be opportunity. It makes it a little more complicated because it's going to be a low-pressure force main on Route 236. I think it's best if it keeps going down Bolt Hill and it will be shorter, a smaller diameter, and it will be fresher because it is a shorter force main because we would be cutting off approximately two-thirds of that force main.

Mr. Donhauser said, to be clear, what we're talking about is outside the scope of what you are doing.

Ms. Dow asked if this is outside of what was proposed.

6:13 PM Mr. Melendy explained that we are providing the trunk line, if you will, the foundation for connections. Actual connections of the Eliot Commons pumping station, and the abandonment of that, we are designing to accommodate for that but it is not currently in the plan to do that work. With the connections, we will get to the ROW, and the connections will come later and would be the responsibility of the owners.

Mr. Donhauser said that Fred Forsley (Sea Dog Realty) is the owner of Eliot Commons and his company owns the pump station at the mall. The pumps are running down Route 236, with a very small force main, then up over Bolt Hill. That's all privately-owned by him and he charges people along there to be connected in. So, what we're attempting to do is inside this little circle, which is Contract #1 on Route 236. We're not buying into that private force main; that he is going to have to maintain that system. We are actually putting another force main on the opposite side of the road and I would imagine that there are people on Route 236 that want to hook into our force main and not his force main.

6:15 PM Mr. Melendy said that that's one of the reasons we are on the opposite side, talking about the wetland impact and the offset needed. The connections are going to be on that side so there will be less crossings on the main road.

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Mr. Donhauser said that it is his understanding that Mr. Forsley offered to sell that force main to the Town. If he sells us the force main, not only do we receive the force main but also all the apparent maintenance and the issues, and we don't want to buy that; that we don't want to buy into that bag of worms.

Ms. Dow asked if Mr. Forsley paid the Kittery Water District for that sewer.

Mr. Donhauser said that the users pay the sewer bills.

Mr. Melendy said that I don't know how that is billed.

Mr. Brubaker said that I'm not sure what arrangement he has, if any, with Kittery.

Mr. Donhauser said that I would think that ultimately, when everything shakes out, that everyone is going to want to be on the new Town sewer and water.

6:17 PM Mr. Widi said that I am a very simple man so I am going to simply put my understanding of it. The argument is that our new improvement will increase the flow, increase the flow up Bolt Hill Road to eliminate or reduce the smell. That's the fix this project is going to do. Any other repairs needed on Bolt Hill Road are separate from this project. Is that correct.

Mr. Melendy said that the flow is going to be directed to State Road, not Bolt Hill. But I think that, by getting Eliot Commons out and eliminating that whole stretch on Route 236 of that force main, that ought to improve, at least a little bit, the smell on Bolt Hill Road. The repair that the Town did on Bolt Hill Road, the intent in putting the fiberglass lining in was to make it chemically resistant to future acid attacks. So, that was why that alternative was selected with those manhole repairs.

6:18 PM Mr. Widi asked if the new manholes have the fiberglass lining built in, now, or are they straight steel. What are the new lines made out of.

Mr. Melendy said that it can be HDPE (high density polyethylene), as an example, but there are lots of ways. HDPE is what we typically use for this application. We did have some conversations with Mr. Forsley regarding the easement change, as we think this is the best for everybody if we can adjust the line. It will be easier to tie into the pumping station in the future by your new sewers. We're moving forward and we're on schedule.

6:20 PM Mr. Brubaker said that the other part of this Route 236 project is the draft Route 236 Corridor Study. This was a study done by SMPDC in close coordination with the Town and DOT to evaluate traffic and safety data in existing conditions along

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Route 236 from Beech Road all the way up to 101, also known as Goodwin Road/Dover Road. Based on that, the study recommends improvements at major intersections and other locations along the corridor. Putting it together is the consulting firm Gorrill-Palmer; that a similar study was done in 2019 with the same players for the part of Route 236 between Beech Road and Stevenson Road in Kittery. So, between those two studies, we have a comprehensive look at some traffic and safety improvements that are recommended the whole length of Route 236 in Eliot. Once the current draft study is finalized, we expect it and the 2019 study inform some pavement markings, signals, and sign upgrades that DOT could make as far as their upcoming Route 236 asphalt overlay project, which they plan to begin soon after we are done with our work for the water and sewer project. You have reviewed one aspect of this study, which is that we wanted to get feedback from you, the PB, and the school district on some concepts at Depot Road intersection including both roundabout and non-roundabout concepts. Based on that feedback, there wasn't a whole bunch of support for the roundabout concepts so it's still in the study but is not a preferred alternative for Depot Road so there are few different alternatives that the study has for Depot Road. I do think the DOT will want to know what the Town's consensus is on what to do there but that could be a no-build option, as well. But we did hear that there were some concerns about the roundabout so we have it in the study with equal footing with two non-roundabout options but I just wanted to mention that. We are expecting to finalize, since Gorrill-Palmer's contract is coming up and SMPDC does want to finalize the study, so we do want the public to have one more chance at this and we will be having a public information meeting next Tuesday in this room; that that is on our website. After that, we will be looking to finalize the study. With that, I'd be happy to answer any questions and I also have a PDF of the concepts if you are interested in any particular intersection or stretch between Beech Road and Goodwin Road.

6:24 PM Mr. Widi asked if there was any talk about the Bolt Hill/Route 236 intersection.

Mr. Brubaker said that that was covered by the 2019 study. One of the main things that both studies recommend is a center turn lane on Route 236 where there are driveways at intersections. The concept at Bolt Hill, in the 2019 study, was to basically have those center turn lanes and, as you approach the intersection, those turn into left-turn lanes, signage, and striping improvement, as well as adding a turn lane on Bolt Hill Road Extension heading southwest into the intersection, in conjunction with making Fernald Road one way in. The study did look at traffic signal warrants at Bolt Hill and they came up just short of warranting a signal but I know that has been suggested by some that that intersection needs one. It didn't meet warrants but I believe it will soon meet warrants.

Mr. Widi asked if warrants meant accidents.

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6:25 PM Mr. Brubaker said that warrants basically mean the threshold required for a signal. There are traffic-based warrants and also crash-based warrants. There are pedestrian warrants, as well.

Mr. Widi said that my input on that, for example, is that I go to NAPA and I avoid that intersection like the plague because it's a death trap. So, the traffic might be lower, asking how that would be accounted for with engineers; that people avoid it because it's a death trap. It is then a circular wheel where they say there isn't enough traffic there but it's a death trap and, as a result, there's not traffic there. Round and round we go and that is my concern.

6:26 PM Ms. Dow said that two new developments have been added since that study. My question is how far out are they thinking, these studies. Are they thinking forward 20 years of traffic flow or exactly that moment of traffic.

Mr. Brubaker said that they are doing both. They are doing what a lot of these studies do, which is looking at existing traffic and then using a growth rate to project out 20 years. So, both studies did look at 2035-2040 traffic, which is a bit higher. You make a good point that people might be avoiding that intersection.

Mr. Widi said that my other concerns is that those two housing developments are elderly housing. I would assume that those people then go the other way to the intersection of State Road and Bolt Hill, which is a very narrow, essentially concrete line. My Parents used to own a house on Bolt Hill and I grew up there, and it was a death trap then. I don't live anywhere near there, now, but I'm very aware of the issues around Bolt Hill Road and I think that is one that we should address.

6:28 PM Ms. Lemire said that my driving behavior is completely different because of Bolt Hill Road.

Mr. Brubaker agreed that it is an intersection we want to keep monitoring and I know that the SMPDC folks are aware of that, too. Again, I do believe as The Villages comes more online in terms of new units opening up and as there are other destinations close by on Route 236, like White Heron, there is going to be more traffic using that intersection and I should think we would do another warrant study soon for the minor approach curb warrant signal. Engineers will tell you that, once it warrants a signal, you don't pop one off the next day. You have to do a more detailed engineering study but it is the first step for an intersection to become signalized. Noting other information, the study has found that the State Road intersection does warrant a signal, which is in the study under future signalization. This intersection is kind of like a T intersection but it is aligned

SELECT BOARD MEETING
September 23, 2021 5:30PM (continued)
Town Hall (hybrid)

across the street with Eliot Baptist Church. I also wanted to mention that Skip Devito is here from the Garden Club and, since this is a Route 236 item, he came in to talk with me and Ms. Rawski about an idea the Garden Club has for that median in front of Eliot Commons. He invited Mr. Devito to speak to this.

6:29 PM Mr. Devito said that we've been looking at Route 236 for a long time, thinking how to improve it, as it is really out of character for the Town. Every road in Town looks picturesque and beautiful and Route 236 doesn't look like Eliot. I think the worst of it is that median. When you compare it to the median at Kittery, that is very lovely with plantings and trees there. Our median strip there is pushing up weeds. I know the Garden Club will support it and some private folks that will, and maybe some businesses will. I'm hoping the Town will, too, because it's just out of character for the Town and there are a lot of opportunities. It's a big, long strip and it really looks rough.

Mr. Brubaker said that we just wanted to make you aware and maybe something with the DOT there would be an opportunity to make that happen.

G. Old Business:

There was no old business.

NOTE: At this time, Mr. Donhauser excused himself from the meeting.

H. Approval of Warrant(s):

6:31 PM Mr. Orestis moved, second by Mr. Widi, that the Select Board approve A/P Warrant #144 in the amount of \$18,038.53, dated August 31, 2021; A/P Warrant #19 in the amount of \$107,973.20, dated September 2, 2021; A/P Warrant #21 in the amount of \$40,931.29, dated September 8, 2021.

Roll Call Vote:

Mr. Orestis – Yes

Mr. McPherson - Yes

Mr. Widi – Yes

Ms. Dow - Yes

Unanimous vote to approve motion.

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I. Selectmen's Report:

6:32 PM Mr. Orestis said that we are always looking for committee members for boards and committees in the Town.

There were no Selectmen's reports tonight.

J. Executive Session

There was no executive session.

K. Adjourn

Mr. McPherson moved, second by Mr. Orestis, that the Select Board adjourn.

Roll Call Vote:

Mr. Orestis – Yes

Mr. McPherson - Yes

Mr. Widi – Yes

Ms. Dow - Yes

Unanimous vote to approve motion.

The meeting adjourned at 6:33 PM.

Respectfully submitted,

Ellen Lemire, Recording Secretary

S/ Robert McPherson, Secretary

Date approved: October 28, 2021