

Young Road Culvert Replacement Hearing and discussion with HTA engineers

Nonpublic Meeting with Department Heads regarding personnel issues

Action:

333 Calef Town Office Building: Owner is willing to give the town the option of an additional year (August 1, 2017 to July 31, 2018). ***Will the Board authorize signing the amendment?***

Information:

Goals: The board has talked about a running list of issues; however, the Board has not started to focus yet on goals and the big picture. I suggest the Board needs to focus on larger issues and work at developing a small list of what it views as most important.

Logging Operations: Currently the town has a bright colored sheet that we give out with every request to the town for an intent to cut. The issue is many loggers go directly to the state for the form. My suggestion is we add a notice that the property owner on a Class VI road or at the entrance point onto a Class V road will be held responsible for repair of any road damaged by heavy vehicles. The town can adopt a weight limit for Class VI roads but it must apply to all vehicles, not just a particular product being hauled. The starting point for effective regulation of any form of very heavy truck traffic is the adoption of year-round weight limits for the Class VI road in question. RSA 231:90 and RSA 231:91 provide the authority and procedures for adopting weight limits. (We would need an engineer who could identify what the weight limits and time frames should be. Any such weight limit regime would have to provide for the allowance of exemptions for affected users, such as a logging operation. Assuming the proposed truckloads of the logger would exceed weight limits adopted by the Select Board for the Class VI road, the logger could be granted an exemption subject to the requirement of providing a bond to cover the cost for repairing the Class VI road. This subject is discussed in A Hard Road to Travel on pp. 113-115.