

Annual Report of Andover Select Board

Volunteers are the backbone of any small town, and Andover is no exception. We would like to thank all of the many people who give their time to serve on the boards and committees necessary to run our town; all of the people who take care of the parks and ball field, keep the skating rink cleared, coach our kids and offer summertime activities and help in the libraries; teach us about renewable energies and offer opportunities to make our homes more energy efficient; offer a place for community activities, arts, education and exercise. Andover is a better community because of you all.

BRIDGES

Morrill Hill Road Bridge was completed and the town has received the 80% reimbursement from the State Aid Bridge Program. This money replenished the general fund balance, which we use for emergencies and for leveling the tax rate.

Last Street Bridge was added to our list of projects in the second half of the year. Substructure materials had to be special ordered or custom made, which has delayed the replacement. The work will be done by our highway department.

The replacement of the Elbow Pond Road culvert qualified for FEMA aid due to the damage done in the 2017 October storm event. The town invested in a hydrological study of the ever-changing watershed and an engineering design to determine the best long-term solution for keeping the road open. There is an article on this year's warrant to fund the project, with monies coming from the unassigned fund balance and the Bridge Rehabilitation Capital Reserve Fund. 75% of the cost will be reimbursed through FEMA.

Lawrence Street Bridge, our biggest project, is in line for replacement in 2022 with the State Aid Bridge Program providing 80% of the total cost of design and construction. Hoyle Tanner engineers held a public meeting in October both at the bridge and at town hall to go over the best options for replacement while keeping access open. They received a good amount of feedback and sugges-

tions from residents who attended. After meeting with NHDOT officials, the engineers will again meet with residents with an updated design. At present, the estimate for the town's portion in 2018 dollars is \$638,000. We have approximately \$147,000 in the Lawrence Street Bridge Capital Reserve Fund.

ROADS

Old College Road was the special project this year. We were able to get a jump on it last year when GMI was in the area with a grinder and we were able to grind the existing surface of the most damaged part of the road for half the cost. This year, our town crew, with the help of local contractors, did all the maintenance work (culvert replacement and drainage) in preparation for final grinding, grading and paving, which was put out to bid.

The State provided a special grant through SB 38 to all municipalities through the Highway Block Grand for unfunded infrastructure projects. Andover received \$86,000. We used the money to chip seal Switch Road and improve drainage on Boston Hill and Shaw Hill Roads.

PUTTING PROJECTS OUT TO BID

The most cost effective way to pay for a highway project is the use the town crew and local contractors to do the prep work, typically regular maintenance such as replacing culverts and drainage improvement. The town has established rates for labor and equipment rental, which is considerably less than outside contracted labor and equipment. The grinding, grading, paving and shoulder work is the major part of a road project done by a paving company, which the town gets bids for.

WHITE OAK PIT

The Town and the State of NH Department of Transportation have finally determined after in depth research, that the property known as White Oak Pit, is owned by the State. While the research was on-going, the town opted not to continue to excavate sand from the site, and we added \$40,000 to last year's budget to cover the purchase and

delivery of sand. The State has recently offered to sell the property to the town for \$51,100. There will be an additional cost for a final survey, driveway permits and establishment of an easement ROW. We believe this is a reasonable offer and it will put to rest years of uncertainty due to lack of records. The property should yield several more years of sand for the town.

Once the town votes to purchase the property, DOT must offer it to other state agencies before it goes to the Governor's Council for final approval. For that reason, a reduction in the winter materials line will not appear until the 2020 budget. There will be an article on the warrant to approve the purchase, monies to come from the unassigned fund balance.

TRANSFER STATION

The Transfer Station was built in 1989 when town dumps were shut down across the state. Twenty nine years later, it is time to replace the hopper cover and office and bring the rodent population under control. The bog and woods surrounding our transfer station provide a natural habitat for wood rats. Unfortunately, the rats have damaged buildings and created an unhealthy environment with their unchecked expansion into the embankments around the hopper and into the office. The new office build-

ing and embankment with concrete blocks are designed to discourage rodent invasion. The materials and design of the office and hopper cover are intended to meet our needs long term and to meet Department of Labor requirements. The Town Building Expendable Trust Fund covered most of the cost for the new building. Final touches for completion, to include the right side wing wall, septic, bathroom and shower will be done when necessary funds are raised.

You will also notice the grading done directly across from the recycle building to hold 3 storage containers and to provide improved drainage. This was done in advance of and in coordination with the construction of the new Verizon Communications Tower on the hill to the west of the transfer station.

The market for single stream recycling (all recyclables in one container) has collapsed and the cost to dispose of single stream tripled in the last nine months. The select board decided to return to source separated recycling, which will allow us to make money on separated commodities such as cardboard and aluminum cans.

We turned to Northeast Resource Recovery Association (NRRA) for help and they sent a team of seasoned transfer station managers and NRRA

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