



Town of Nantucket
Capital Program Committee
www.nantucket-ma.gov

Members: Stephen Welch (Chair), Richard Hussey (Vice Chair), Jill Vieth (Secretary), Jason Bridges, Pete Kaizer, Christy Kickham, Barry Rector

MINUTES

Thursday, October 20, 2022

131 Pleasant Street & Zoom

Called to order at 10:12 a.m. and announcements made by Mr. Welch

Staff: Gregg Tivnan, Town Manager; Brian Turbitt, Financial Director; Susan Carmel, Assistant Financial Director; Terry Norton, Town Minutes Taker

Attending Members: Welch, Hussey, Vieth, Kickham

Remote Participation: Vieth

Absent Members: Bridges, Kaizer, Rector

Department Heads: Stephen Arceneaux, Department Public Works (DPW) Director

Documents used: Copy of draft minutes as listed; Capital Improvement Plan (CIP) Requests and supplemental documentation

Adoption of Agenda

Motion **Motion to Approve as drafted.** (made by: Hussey) (seconded)

Roll-call Vote Carried 4-0//Hussey, Kickham, Vieth, and Welch-aye

I. PUBLIC COMMENTS

1. None

II. APPROVE MINUTES

1. October 6, 2022

Motion **Motion to Approve.** (made by: Hussey) (seconded)

Roll-call Vote Carried 3-0//Hussey, Kickham, & Vieth-aye; Welch abstain

III. OVERVIEW AND DISCUSSION OF FY2024 CAPITAL REQUESTS

1. DPW Transportation

Discussion a. Presentation of FY2024 and Out-Year Requests.

Arceneaux – Replace DPW Fuel Tank \$375,000; Sidewalk Improvement Plan (SB Strategic Plan) \$1.125m; Road Improvements/Maintenance Island Wide (SBSP) \$3m; Multi-Use Path Maintenance (SBSP) \$1m; Cobblestone Improvements \$550,000; ‘Sconset Footbridge Construction (Supplemental Funding) \$100,000.

Turbitt – Millie’s Bridge was done in September using Natural Resources funds; won’t be covering that today. Millie’s Bridge Redesign w/Constructions, \$1m; Mr. Tivnan will discuss the \$13m Supplemental Funding Surfside Area Roads Reconstruction-Lover’s Lane, Monohansett, and Okorwaw.

Kickham – Asked how they establish high-priority sidewalk repair areas.

Arceneaux – We drive around and write out a list; we then put that against the budget. We settled on India Street for FY2024, but we’ll have a contractor coming in to help prepare a life-cycle list.

Kickham – Suggested telling the public what you have done and what you are planning to do.

Welch – Asked if there are any fire cisterns to be infilled. Confirmed the sidewalk repair is from Centre Street to parallel with Liberty Street section of India.

Arceneaux – Not that he’s aware of but he’ll work with Water and Fire.

Explained how the Island-wide road repair is prioritized for FY2024. This spreadsheet was produced by the contractor we’re working with using a 5% increase for the estimates.

Welch – Something like the road repair spreadsheet is sufficient for our needs. Looking back, suggested another page showing what was completed. A similar spreadsheet would also work well for sidewalks. He didn’t see Newtown Road, asked if that was approved for widening with sidewalk or multi-use path (yes last year).

Arceneaux – To ensure we aren’t cutting into roads resurfaced less than 3 years ago, we have to talk to all interested parties and utilities to ensure nothing is projected. We are asking the Town to extend that to 5 years.

We are using a different type of paving for the multi-use paths in an effort to reduce costs. Top repair priority will be anything broken and cracked. It’s a similar breakdown as for the road, not including cobblestone or sidewalks.

Welch – Asked if the vendor will be using this type of report. This level of detail would be helpful to the community.

Arceneaux – We will have a plan for our rights of way with a community-friendly version of this to be posted to our website.

Our contractor will help to assess cobblestone, Belgium block, and brick road repair. We will be doing patchwork because it’s so expensive. Looking at only North Water with minor work on Main Street. We’re looking at doing a major door-to-door project for Main Street in the future.

Welch – Asked about the assessment of Lower Pearl Street, New Whale Street, Liberty Street, Gardner Court, and Stone Alley.

Arceneaux – That assessment was done by BETA, the contractor, and will be pushed out to a later fiscal year.

Welch – There’s a lot of community discussion about the methodology and best practices for installation of cobblestone.

Arceneaux – We’ve addressed the 2’ drop at the top of Cobblestone Hill. We address repair work from our on-site review but will have a contractor come in to assess and possibly reduce the list. We have on record the proper installation and are working with Historic District Commission (HDC) to maintain the standard they have on record. The money we are asking for now is for an overhaul of a specific area.

Kickham – Asked if there’s a balance in the cobblestone account (yes). Asked how that would be allotted.

Arceneaux – He’d make a request to Finance to use those funds for this purpose.

Kickham – Regarding Cobblestone Hill, asked if there’s any coordination with sidewalk and cobblestone to eliminate the curb and go with a flat sidewalk.

Arceneaux – We’ve requested changes of HDC; nothing can be done without a significant amount of dialogue and meetings. Working on bringing it back to where it was.

Hussey – Asked if any medium requests fall under imminent threat to safety. If there are, you should bump them up to high priority. He thinks both bridges are threats to safety.

Arceneaux – The assessments he was given didn’t meet the requirements of imminent threat at that time. Both bridges require a degree of engineering we are not able to do ourselves.

Welch – We’ll pick Millie’s Bridge up at a later date. Suggested moving on to the ‘Sconset footbridge.

Arceneaux – Our strategic planner is working with us to find someone to do the work.

Welch – A request was put in for FY2021 and now there’s a supplemental request; this isn’t going to get cheaper, is highly visible, and heavily used.

Kickham – Asked if ‘Sconset Bridge includes painting.

Arceneaux – He’d have to ask Chuck Larson; whether or not it’s included, we will paint it.

Supplemental Funding Surfside Area Roads Reconstruction:

Tivnan – He has been involved in with ‘Sconset and Vertex to make the bridge safe. Millie’s Bridge is also part of the Coastal Resiliency Plan undertaken by Arcadis and is one of our top 5 priority projects; right now, it’s being determined what to do with the bridge.

He’s involved with the Surfside water and transportation enhancement Projects. Since 2016, there have been multiple appropriations to reconstruct the road with multi-use paths. There is a water main expansion project happening that will overlap these roads which are being accelerated to coincide with the road reconstruction. Applied for a State funding \$7.8m for work on the 2021 Airport Water System Extension in conjunction with PFAS mitigation. Our intent with this request is that, once the fast-track water main is opened, we would start these projects. The reconstruction of the roads is phased to follow the water-main work; the funding is in place for the water-main work. GPI and CDM Smith are working together to design the drainage and side paths all the way to Monohansett.

Hussey – Why is this rated medium priority.

Turbitt – We can look into changing that to high priority.

Welch – By combining the water with the tarmac work, asked if that provides some cost savings.

Tivnan – About \$200,000 is saved at best.

Welch – Asked if side paths will be on each road.

Tivnan – Yes, the side path would be 10’ wide with a buffer between it and the road.

Vieth – Going back to Okorwaw and Monohansett, asked which side the path will be placed; it looks like you’re going into properties.

Tivnan – It would be on the right side and not in the road. Most of the paths are within the road layout but are engaged in getting voluntary easements or takings. Where there are pinch points, the road would be shifted left and might require a small taking.

Vieth – Along Okorwaw, the terrain goes up with a lot of driveways.

Tivnan – We just started engaging in outreach; some discussion has involved the skirts over the driveways. We realize some utilities will need to be moved.

Kickham – Asked if there would be any driveway repairs covered by this work. He’s concerned about giving someone a Belgium block driveway who doesn’t have it now.

Tivnan – Any driveway apron work would be paid through this program. They took aerial views to find out who has Belgium block aprons.

Welch – Asked where they are with the Transportation Planner; it was brought up that this is a straight-shot cut through that could be high speed. He’s wondering if speed mitigation is part of the process. He doesn’t think it’s fair to characterize this as a reconstruction; this is a road enhancement and should be reflected as such in documents that will go on to the Finance Com.

Tivnan – It’s a project of value. Pat Reed, Transport Planner, is involved and came up with combining water and transportation enhancements. It’s really an area improvement plan. As far as speed mitigation, that’s a huge issue for Lovers Lane. The current conceptual designs for Okorwaw and Mono have various elements for traffic calming. We are planning to public sessions when we have better plans in hand.

Out Years 2025:

Arceneaux – There will be more information forthcoming.

b.RORI Completion/Discussion

IV. OTHER BUSINESS

1. Discussion of Potential New Day and Time for Meetings.
2. Change of Meeting Venue: Update from Finance Department
Turbitt – We need NCPTV to be available.
3. Report-writing Workgroup – Update action items:
Turbitt – Reached out to PLUM for availability.
4. Green Sheet/Committee Reports

- a. None
- 5. Good of the Order
 - a. None
- 6. Date of the next meeting
 - a. Thursday, October 27, 2022 @ 10:00 am
- 4. Adjournment

Motion **Motion to Adjourn at 11:33 am.** (made by: Hussey) (seconded)

Roll-call Vote Carried 4-0//Hussey, Kickham, Vieth, and Welch-aye

Submitted by:

Terry L. Norton