



Office of Board of Selectmen Town of Mason

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Selectmen Meeting – Jeds Lane Site Walk 5/13/2022
Approved Minutes

Present: Selectmen Kate Batcheller, Charlie Moser, John Suiter; Admin Asst Jen Tenney; Road Agent Dave Morrison, Highway Maintainer Sean Pearson, Fire Chief Tony Burns, Engineer Erin Darrow; Residents Anne Moser, Prudence Wells, Steve Wells, David Hoffman, Tim Kelly; Non-resident Steve Zack

Called to Order: The meeting was called to order at 10:35am by Chair Kate Batcheller, attendance was taken by roll call as reflected above. Chair Kate Batcheller announced not to go on property K-49-3 as we did not have owner's permission to do so.

Engineer Erin Darrow from Right Angle Engineering discussed the proposed Jeds Lane project:

- The existing bridge has significant structural issues that need to be addressed promptly:
 - Existing abutments show undermining and sever scour.
 - It is possible there are voids under the road behind abutments.
 - Multiple washouts and overtopping have contributed to the undermining.
 - When road overtops, all houses on Jeds Lane have restricted access.
 - Erin suggests the town should consider a weight limit on the bridge until it can be replaced.
- Existing bridge:
 - Dimensions – Average 21' across the Mason Brook and 20' wide across Jeds Lane. It between 8'-9' high from road surface to streambed elevation.
 - Materials – Dry-laid granite slab and stone abutments, slab decking, concrete and wood materials (in layers).
- Replacement bridge:
 - Designed to improve hydraulic capacity to reduce the likelihood of washout and overtopping.
 - Two proposed bridge options:
 - A bridge closer in size to the existing bridge
 - This will not completely address flooding problems and a permanent overflow culvert would be needed.
 - Increasing the width of the bridge to 24'-26' feet wide with a longer span

- This increases capacity and alleviates the need for the proposed permanent overflow culvert. The proposed 5-foot culvert would stay in place through the bridge replacement then would be removed, only if the longer/increased span option is selected. This would also allow for two-way traffic on the bridge.
 - Both options include planting around bridge once construction is finished to compensate for what was cut down for construction to take place.
 - The new bridge is proposed to be concrete and we can re-use elements from the existing bridge in the layout for the new bridge.
- Rehabilitation/repairs to the bridge would be costly and take longer than a replacement
 - The extent of voids behind the rocks in the abutments is unknown, and the existing bridge would likely have to be deconstructed and reconstructed to ensure scour and undermining are sufficiently addressed.
- Construction dates of existing bridge is unknown. Construction is expected to take 4-8 weeks to complete and would need to be done in fall months when rainfall has decreased.
- Funding:
 - This project may be eligible for funding through FEMA due to flooding concern and improvement of hydraulic capacity. FEMA typically covers 75% of costs, however it currently could cover 85-90% of costs.
 - Funds are currently in place to cover the proposed bridge repair and culvert installation via GOFERR funding.
- Co-operation from both abutters of the bridge is still pending. Selectmen will contact the abutters to arrange a public meeting to discuss this project further. All residents of Jeds Lane will be notified when the date of this meeting has been set.

Adjournment: There being no further business, Kate motioned to adjourn, second from John. Roll call vote Kate-aye, Charlie-aye, John-aye. Meeting adjourned at 10:35am.

Respectfully Submitted,
Jennifer Tenney
 BOS Administrative Assistant