

FINAL

BOARD OF SELECTMEN'S MEETING

SEPTEMBER 27, 1999

7:30 P.M. - MUNICIPAL OFFICE BUILDING - HANOVER, NH

The meeting of the Board of Selectmen was called to order at 7:30 p.m. by the Vice-Chairman, Marilyn W. Black. Present were: Marilyn W. Black, Vice-Chairman; Katherine S. Connolly; John Manchester; John Colligan; Julia Griffin, Town Manager; and members of the public.

Ms. Black announced that this meeting was being taped by CATV 6 and that hearing enhancement equipment was available for anyone who wished to use it.

1. PUBLIC COMMENT.

Emily Mead of Etna presented to the Board a petition signed by 185 individuals regarding the proposed work to the Schoolhouse Lane bridge in Etna. She read the contents of the petition into the record: "We the undersigned residents of Etna ask you to cease the restructuring of downtown Etna. We ask that you abide by the wishes of the community for the least amount of change for at least one year. There appear to be no parking problems in front of the store except at the north end where landscaping will preserve the sight line. All other parking spaces should be left alone. The bridge should remain unpaved and should be properly maintained by the Highway Department, which includes filling in potholes, dampening down the dust, and sanding in the winter when necessary. Pedestrians will wait their turn on either side negating the necessity for a five foot hanging bridge on the south side which would interfere with employee parking. Place the following signs in appropriate places: 10 miles per hour, Caution - Narrow Bridge, Watch for Pedestrians." Mrs. Mead stated that the Etna residents were under the impression that the Town was about to begin work soon, and therefore the petition was initiated.

Mr. Manchester asked Mrs. Mead why the residents did not wish the bridge to be paved. Mrs. Mead answered that paving would necessitate widening of the bridge which she does not feel is necessary.

Rick Dickinson pointed out that Etna is still a rural New England village, and he would like to keep it that way. He referred to other small villages in Vermont with similar characteristics, and added that it is those characteristics which makes Etna Village unique. He noted that the new post office has been open about a month and there have been no problems. He suggested that the Board vote to do no work on the Schoolhouse Lane Bridge for a year and see what happens during that time in terms of accidents or problems.

Marshall Krumpe of Grasse Road asked the Board to consider continuing a sidewalk from Balch Hill Lane to at least Grasse Road in conjunction with the water main work and additional road improvements on East Wheelock

Street. He noted that there are a lot of walkers and runners in this area with extremely fast traffic, and it would be nice to have the ability to walk on that hill year round in a safe manner.

John Mudge stated that he agrees with Mrs. Mead about postponing work on Schoolhouse Lane for a year. He suggested that the Town slow down as far as their widening and paving of roads and widening of bridges, adding that people live in rural Hanover for a reason.

Dave Cioffi of Partridge Road stated that while he understands the Board's concern for safety, he suggested that it would be wise to wait, watch and see what happens. He recommended putting the funds aside until they are ready to be spent. He acknowledged that the work may in fact be necessary, but he thinks that rural life in Etna is quite nice.

Ms. Black pointed out that the Town has been working with Rick Dickinson on the post office project for three and a half years. The decisions made a couple of weeks ago concerning Schoolhouse Lane were to put an island at the south corner to prevent cars from parking right at the entrance of the bridge, to widen the bridge by moving the guardrails out, to put a pedestrian walkway in and to pave the bridge. She indicated that these decisions were made by a unanimous vote of the Selectmen. Ms. Black asked Keith Southworth to address the issue of why the decision was made to pave the bridge.

Mr. Southworth stated that the first reason for paving the bridge is for safety. He added that originally one of the disagreements about keeping the post office where it was had to do with a safety hazard. He pointed out that the State agrees with the paving of the bridge, and indicated that the bridge will be widened to just over 20 feet wide between the guardrails, which is considerably less than what was recommended by the State. Mr. Southworth added that they would be removing some trees to allow for a better sight line. To maintain the area, he stated that these safety improvements were necessary. Regarding maintenance, Mr. Southworth noted that as the Town grows, the Highway Department is not growing, and whatever can be done to make maintenance less costly and time consuming the better off the Town will be. He acknowledged that sooner or later it would probably be necessary to add another person to the Highway Department, but at the present time there is not adequate staff to maintain the bridge the way it is.

Ms. Black drew a sketch of the bridge showing the location of the guardrails and the surface. She indicated that if the bridge were to be widened there would be no edges to hold the dirt in, and it would have to be graded once a week to hold a surface with no edges. Ms. Black also noted that the residents had asked for dust control; if dust control is put on the road over a bridge, it is accomplished with a chemical that would go into Mink Brook. Ms. Black stressed that everything the Board does tries to consider the health and safety of all residents. She added that the Town does not have the crew, time or money to maintain a dirt road with the increased number of trips that the new post office will generate.

Mr. Colligan asked how much time was spent maintaining the bridge at the current time. Mr. Southworth answered that it is hard to say as the post office has only been open for a month and the full impact is not yet known. He added that the bridge is part of his assigned plow route with the Town pickup and is a miserable road to plow. It is impossible to use

larger trucks because the bridge is not wide enough.

Mr. Colligan asked if the widening of the bridge would allow the Highway Department to use a wider plow. Mr. Southworth answered that it will not necessarily allow the use of a wider plow, but it will make it easier to use the smaller plow. He added that paving will also eliminate the dust complaints of some residents.

Mr. Colligan stated that he was very sympathetic to the points made by Ms. Black, and his comments were in no way meant to try to second guess either her expertise or the Town's expertise. He noted, however, that he is hearing very loud and clear from a lot of people that live closest to the Schoolhouse Lane area that there is a very strong preference to wait for a period of 12 months. He indicated that he has put a lot of weight behind the people that are closest to the issue that have a very strong value of trying to preserve the rural environment. He agreed with Ms. Black that the Town has a legal liability and responsibility for safety, but he is not aware that there have been any accidents and suggested that signs be put up and more time be allowed to come back and revisit the issue with more information. Mr. Colligan stated that he does not see a real dangerous situation existing, particularly given the fact that the sight line can be addressed.

Mr. Manchester indicated that he does not see how delaying action will change the safety aspects of the situation. Mr. Colligan noted that if the sight line problem can be fixed then the most dangerous situation would be addressed.

Ms. Connolly indicated that she had sat on the Planning Board case, and the sight line was only one part of the perceived dangers of moving the post office with its 600 trips a day. Another perceived danger was the condition of the bridge, its narrowness and its surface. During site plan deliberations the Planning Board also considered requiring Mr. Dickinson to pave his parking lot because of the dust problem and perceived dangers with potholes. Ms. Connolly commented that she does not believe it ever occurred to the Planning Board that the bridge would not be paved because of the number of trips. She stated that unfortunately Mr. Dickinson by his own design placed the post office in a corner requiring a lot of traffic across the bridge, and making it unsafe in many ways.

Ms. Griffin indicated that the reason Town staff felt it important to do what she would define as fairly minor improvements compared to replacing the whole bridge, is because the State essentially put the Town on notice that there is a liability situation due to the narrowness of the bridge, the two-way traffic, and the frequency of traffic, in addition to the sight line problem. She noted that while she can certainly understand the residents' desire to wait and see, if an accident occurs between now and the time the Town begins work the Town will be in a very difficult position legally trying to defend its actions.

Emily Mead pointed out that the people who use the bridge are not random sightseers, but people who are used to going across the bridge and know what to expect.

Mr. Colligan stated that he feels very strongly that paving and widening the area will increase the chances that people will go faster, and therefore will increase the chances of an accident. If the Town is really interested in keeping the speed down, he does not believe the answer is paving and widening the bridge. Mr. Colligan pointed out that the Town has a liability on every road whether or not the State is putting the Town on notice. He added that he would still be comfortable taking the risk on this particular stretch of road to get more information and experience.

Mr. Dickinson asked what is meant by the State putting the Town on notice. Ms. Griffin answered that a letter is on file in Hanover and in the State District 2 office so that if an accident were to occur, any astute lawyer would ask for copies of letters related to each road. The Town is obligated to keep all of this correspondence in a road file, and the Town could be sued on that basis.

Mr. Dickinson noted that there have been opinions received from various people including a State engineer and Peter Kulbacki, and he realizes that these individuals are engineers and that they are qualified. Part of his project for the post office was that he was required to have a traffic survey done by a group of engineers who sat at the property for four days and conducted their survey, which found the road to be safe. Mr. Dickinson stated that he does not feel that either the State engineer or Mr. Kulbacki could make a valid or accurate assessment of the safety of the area given the fact that they did not put the same amount of time into their survey as he put into his. He added that there is really no evidence to prove that the road is not safe and there have been no accidents there.

Ray Eusden, a resident of King Road, suggested that if the Board wished to talk about safety that it look at Trescott Road. He feels that this is the place where accidents occur and an area that the Board should be worried about. Mr. Eusden added that he goes to the post office for his mail each day and has never had a problem. He suggested that the paving of the road will result in faster traffic, and recommended that it be kept as a dirt road.

Ms. Black pointed out that this discussion came under public comment on the agenda; it was not an item on the agenda for the Board to take action on. If the Board wishes to take any action, the matter would have to be agendized for a future meeting; no decisions can be made at this time because the public has not been made aware that a decision would be made. She thanked the members of the audience for attending the meeting and for sharing their opinions, and indicated that the Board would discuss whether or not to place the matter on the agenda for the next meeting. Ms. Black added that it would require a majority vote of the Board to reverse its previous decision to bring the matter up again.

Ms. Connolly asked when the paving season ends; Mr. Southworth answered that the paving season will end during the middle to end of October.

A member of the audience asked whether work would go ahead on the project. Ms. Black answered that work would commence unless the Board votes to reconsider. She continued to say that the Board could vote at

this meeting to reconsider, but to make any further decisions the matter would have to be re-agendized for a future meeting.

Mr. Colligan MADE THE MOTION that the Board of Selectmen vote to reconsider a motion made at the September 13, 1999 meeting of the Board of Selectmen regarding improvements to Schoolhouse Lane. Ms. Connolly SECONDED THE MOTION.

Mr. Colligan stated that given what the Board has heard at this meeting, he feels it is always very important to be able to reconsider a matter if there is a very significant difference of opinion between the elected Board and the community. He also feels that it is important for the Chair to be present for discussion of this issue.

Ms. Connolly indicated that she is uncomfortable both with reconsidering the matter and not reconsidering it given the discussion at this meeting. She would prefer to have a fully vented discussion, and stated that she has a tendency to agree with Mr. Colligan. However, she pointed out that she would prefer not to go too far beyond the paving season for this fall in the event the Board decides to commence with the work.

Ms. Griffin commented that the Board's next meeting is scheduled for October 18th, and is the only Board meeting in October.

Ms. Black stated that she would be interested in re-opening discussion if the only subject for discussion was the paving and widening of the bridge, leaving the other decisions as they have been made.

Mr. Colligan stated that since he was the one making the motion, he would like to re-open the discussion with the consideration of the petition.

The Board of Selectmen VOTED ONE (MR. COLLIGAN) IN FAVOR, THREE (MS. BLACK, MS. CONNOLLY, MR. MANCHESTER) OPPOSED TO RECONSIDER A MOTION MADE AT THE SEPTEMBER 13, 1999 MEETING OF THE BOARD OF SELECTMEN REGARDING IMPROVEMENTS TO SCHOOLHOUSE LANE. The motion failed.

2. PRESENTATION BY REPRESENTATIVES OF YOUTH-IN-ACTION.

Kathy Geraghty, Director of Youth-in-Action, thanked the Board of Selectmen for inviting them to speak and introduced four students who are active in the organization.

The students' presentation included ways in which they became involved in Youth-in-Action and explained the activities available to them and the way that the group works. Benefits they have received from being involved in Youth-in-Action include bringing a positive light to being a teenager, taking a break from daily pressures, contributing to the community and opportunities to learn new skills as well as use skills they

currently have. They also mentioned their participation allows a chance

to meet students from other grades, to make new friends, and to work in fields in which they are interested.

Ms. Geraghty listed activities that the students have been involved with since the beginning of the school year. The year started with a barbecue to welcome new students. Lists of volunteers were sent to local PTOs for babysitting, to DHMC for their Elder Care Program, to the Rec Department for their Rent A Kid program, and to the Richmond School for tutoring. Volunteers have served at the Norwich Library Book Sale, at Glory Days of the Railroad, and have baked cookies for CHAD. Seventeen seniors have started to fill out applications to be Big Brothers and Big Sisters and there are several students working on newcomer packets for new students coming into the school. Ms. Geraghty noted that during a recent weekend students worked at Hanover Metal Recycling, joined in a Memory Walk at Hanover Terrace and at the Diabetes Walk at Hanover High School. They have also helped an elderly woman clean out her apartment, spent a weekend finishing the fall newsletter, and spent time getting ready for the applesauce project, Make a Difference Day and the haunted house. She added that the students are very busy and she is proud that they make time in their lives to do community service.

Mr. Manchester asked how many students are involved in the organization; Ms. Geraghty answered that there are 171 students registered so far this year.

Mr. Colligan thanked the students for giving their time and talents to the community, adding that it is unusual in today's world as people are usually focused on doing things for themselves. He congratulated the students and suggested that they try to continue their good work throughout their lives.

Ms. Connolly commented that it also nice to know that the students are getting something from being involved in the organization, as well as giving, and encouraged them to continue their good work.

Ms. Geraghty noted that this year Youth-in-Action will celebrate its 16th anniversary. Mr. Colligan thanked Ms. Geraghty for her leadership in the organization.

3. DISCUSSION OF PROPOSED ACTION PLAN TO DEVELOP CONCEPTUAL PLAN FOR SENIOR CENTER.

Ms. Griffin indicated that she and Jonathan Edwards had met with staff from the Office of State Planning in Concord in August. She sent a memo to the Board outlining some of the issues raised during that meeting. She and Mr. Edwards had gone to the meeting to discuss the opportunity for Hanover to apply for Community Development Block Grant (CDBG) funds for partial funding of construction of the senior center. They received information about ways in which the Town's application could be enhanced and partnerships that could potentially be sought with the county. The first thing the Office of State Planning urged the Town to do was to apply for feasibility grant money which would enable the Town to do two things. One would be to conduct a low to moderate income impact assessment to

determine the number of low and moderate income seniors that would be served by a senior center in Hanover, and the other would be to conduct a preliminary conceptual design. The feasibility money could be used to conduct this preliminary design as well. Ms. Griffin added that grants are in the amount of \$12,000 and are under utilized, which means that the chances of receiving a grant when one is applied for is very high assuming the applicant meets the requirements. She noted that the next funding round applications are due on November 1st.

Ms. Griffin stated that the Senior Citizens Advisory Committee has done a wonderful job coming up with an initial space needs analysis for a proposed senior center in Hanover. They have spent a lot of time looking at what they wish they had in their current facility, the needs of the various people who intend to use the senior center, and have looked at model senior centers around the state. She noted that the site which has been earmarked for a potential senior center is the former Roberts property on Park Street; she added that she has also been working with the Town attorney on a draft purchase and sale agreement on property at 48 Lebanon Street which is contiguous to the Park Street property. These two parcels together would result in a significantly large piece of property on which to build a senior center with sufficient on-site parking.

Mr. Colligan pointed out that Hanover is basically next to the lowest ranking in the entire state in terms of receiving any grants. He noted that he would support the concept of bringing to the Town a proposal for a senior center as he feels it is very important for the community. However, in reviewing the information presented he stated he is not concluding that Hanover will qualify for any assistance which means that the project will have to be fully scoped out for what the taxpayers are going to choose to take on. He asked how much a feasibility study would cost, noting that the feasibility grant is a \$12,000 grant. Ms. Griffin answered that the grant would cover the entire cost of the feasibility study. She added that there are several consultants around the state that regularly implement the feasibility grants for communities, and the \$12,000 figure is based on the average cost to conduct such a study. There are things that Hanover could do to enhance its points, for example, more money or an in-kind contribution, i.e. a parcel of land, to include in the application for a higher score.

Ms. Griffin pointed out that one of the goals of the feasibility study would be to look at first what portion of the senior center using population is of low or moderate income in Hanover, and also to help the Town to take a look at strategies for boosting scoring by partnering with other entities such as the County, which has a separate CDBG allocation every year. She added that it is not unusual to have to go through two or three funding rounds before a project is actually funded. She noted that many communities first use a funding round to test the waters and get good tips in terms of how to enhance their package, and then go with a second request for funding. The Office of State Planning is trying to be helpful in giving the Town guidance in terms of how to best prepare for submitting an actual application for CDBG funds at some later point in time.

Mr. Colligan indicated that he could support the feasibility study but would

like to have the matter brought to the voters before a final decision is made for the construction of the senior center. Ms. Griffin indicated that Town Meeting would need to approving the siting of the senior center on a parcel. The Town received Town Meeting approval to purchase the site, but a significant decision would be the actual authorization to construct a facility; regardless of the funding sources, Town Meeting approval would be required.

Ms. Griffin stated that if the Town is successful in receiving feasibility study money, the time frame for completion of the project would be four to six months. Once notice of award is received, a preliminary conceptual design would be completed as well as a low and moderate income senior citizens survey of Hanover. At this point the Board would need to revisit the project and make decisions about going forward and actually submitting a CDBG application. Ms. Griffin noted that Jonathan Edwards is prepared to write such a grant with the Board's approval.

Ms. Connolly MADE THE MOTION that the Board of Selectmen vote to apply for the \$12,000 CDBG feasibility grant funds for the development of a conceptual plan for the Senior Center. Mr. Colligan SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPLY FOR THE \$12,000 CDBG FEASIBILITY GRANT FUNDS FOR THE DEVELOPMENT OF A CONCEPTUAL PLAN FOR THE SENIOR CENTER.

4. REVIEW AND DISCUSSION OF PROPOSED INVESTMENT POLICY.

Michael Gilbar, Administrative Services Director, presented the proposed investment policy and noted that there have been no changes made in the policy since last year. Ms. Griffin explained that State statute requires that the Board officially adopt the investment policy on an annual basis.

Mr. Manchester asked for the average amount invested. Mr. Gilbar answered that during tax time, usually around the end of the calendar year and end of the fiscal year, the figure would be around \$4 to \$5 million. The remainder of the year it would be approximately \$2 to \$3 million.

Mr. Colligan MADE THE MOTION that the Board of Selectmen vote to adopt the proposed investment policy. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADOPT THE PROPOSED INVESTMENT POLICY.

5. DISCUSSION REGARDING PROPOSED CONSERVATION COMMISSION BY-LAWS

Ms. Griffin stated that the Conservation Commission had spent a good deal of time going over previous by-laws which were fairly nondescript, and coming up with the draft version on which they would like the Selectmen's feedback.

Mr. Colligan suggested that the following changes be made to the proposed by-laws: (1) Section 2.B.3. Membership - in the case of vacancies and removals, he would like to see the words "and subject to selectboard procedures" added; (2) Section 3.E. - Duties - in the discussion of conflict

of interest, Mr. Colligan would like to see the words "and to follow the Town policy, which is being drafted" added; (3) Under 4.B. - Officers - he would like to add "subject to selectboard procedure" and to strike the following sentence; (4) Under 5.A. - Expenses and Funding - Mr. Colligan noted that this section references the memorandum of understanding, and he would like the Board to know that he is not aware that there has been a discussion yet addressing a dollar cap. Ms. Griffin pointed out that this discussion will be held at the next Conservation Commission meeting. Mr. Colligan indicated that if the above changes are made, he would be happy to endorse the proposed by-laws from a liaison standpoint.

Ms. Griffin indicated that there has been work underway regarding the recruiting of new board and committee members. The typical problem is that there is either a new selectboard after Town Meeting in May, or at least one or two new members, and it is only after Town Meeting that the Board then tries to recruit new members for boards and commissions. She suggested that a September deadline, rather than June, be inserted into the language in Section 4.A. - Election of Chair, Vice-Chair and Treasurer. Ms. Connolly recommended that the language read "by its September meeting" rather than "at its September meeting" as there may be boards and commissions that are together earlier.

Mr. Colligan noted that he would like to give the courtesy to the Commission to react to the changes discussed. Ms. Griffin explained that the Commission has to approve the by-laws before they are submitted to the Selectmen.

6. AUTHORIZATION TO EXECUTE UNDERPINNING LICENSE WITH SEVEN LEBANON STREET L.L.C.

Ms. Griffin noted that in recent years she has been careful to be sure that the Town has underpinning licenses whenever building supports are within the right of way. She explained that the document before the Board is a very straightforward document, which requires the Board's authorization for her to sign it on behalf of the Town.

Ms. Connolly MADE THE MOTION that the Board of Selectmen authorize the Town Manager to execute the underpinning license with Seven Lebanon Street L.L.C. Mr. Manchester SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO AUTHORIZE THE TOWN MANAGER TO EXECUTE THE UNDERPINNING LICENSE WITH SEVEN LEBANON STREET L.L.C.

7. ADMINISTRATIVE REPORTS.

Ms. Griffin noted that work is well underway with the water main replacement on Wheelock Street. The work is fairly ambitious and will involve replacing the water line for which the Town received a low interest loan through the Department of Environmental Services to fund \$4.2 million worth of improvements. She added that this is the first phase; work this fall will be from the intersection of Rip Road up to Grasse Road, and next spring from Rip Road down to Park Street. She added that they are also beginning to look at creating turn pockets at Park and Wheelock Street to ease the traffic buildup at that intersection, and to replace the signal with

a signal that can be activated by pedestrians. Ms. Griffin indicated that she would be coming back to the Board in the context of budget discussions with recommendations for easing the turning movements at that intersection to reduce the queuing that currently occurs there.

Ms. Griffin also reported that she has been approached by residents urging the Town to consider allowing a bit more of a paved apron on the eastbound lane of Wheelock in conjunction with replacing the paving on that street. This would allow more room for walkers, runners and bikers. Ms. Griffin stated that she had asked Peter Kulbacki and Keith Southworth to see what could be done within the budget to add some more paved area in that location.

Ms. Griffin indicated that work on Rip Road should be beginning soon. One change in connection with that work is that they will try to make the intersection of Rip Road and Wheelock more of a 90 degree intersection rather than what is now an almost 45 degree intersection, to allow for a safer intersection for cars exiting and entering Rip Road.

Ms. Griffin also reported that the Town has the use of a radar machine on a trial basis for a period of approximately two weeks. This machine when approached will indicate the speed of the vehicle, but does not issue a speeding ticket. The machine is meant to be used to alert drivers to what their actual speed is versus the posted speed. She indicated that she may come back to the Board with a recommendation to apply for State Highway Safety Agency funds to purchase such a machine. This would allow the Police Department to let people know about speed limits without the luxury of having a police officer available for directed patrols.

Ms. Connolly asked if there was any reason a sidewalk would not be considered for Wheelock Street. Ms. Griffin answered that the only issue raised with sidewalks would be the need to amend the sidewalk district in those areas outside of the district where sidewalks would be installed. She added that the only downside to adding sidewalks is the maintenance issue.

8. SELECTMEN'S REPORTS.

Ms. Connolly

Ms. Connolly reported on a recent parking retreat which consisted of a full day of discussions on future parking and parking lots, and resulted in many interesting thoughts and facts regarding parking. She indicated that there was a good cross section of people attending, it was an interesting day, and she feels that a lot was accomplished.

Ms. Connolly also reported that she will be attending her first Upper Valley Lake Sunapee Regional Planning Commission meeting. On the agenda is the possibility of their establishing meeting times of either 9:00 on Monday mornings, which would be impossible with her professional working schedule, or 7:00 p.m. on the first and third Monday of each month which would conflict with the Board of Selectmen meetings.

Regarding the Planning Board, Ms. Connolly reported that a site plan was

approved on Lyme Road. The Planning Board also denied without prejudice a subdivision application because the creation of the proposed lot was much too onerous on the neighboring lot. The Planning Board is allowing the application to return without prejudice as it is not viable in its present configuration. The Planning Board also spent time discussing possible changes in the rural residential district.

Mr. Colligan

Mr. Colligan reported that the next meeting of the open space group will be October 27th at 3:30 p.m. He added that if people had questions or concerns, the minutes from the prior meetings are available at the Town Planning and Zoning Office.

Mr. Manchester

Mr. Manchester reported that the Howe Library held a parade on September 17th, and the Howe Library Trustee's meeting is scheduled for October 7th. On October 14th, there will be a discussion of the Howe Library expansion plans.

Ms. Connolly added that the Howe Library had invited the prospective architect to present a lecture, which she felt was wonderful and allowed insight into libraries past, present and future.

Ms. Black

Ms. Black reported that the Selectmen, with the exception of Mr. Colligan, will be leaving soon to travel to Nihonmatsu, Japan to sign the friendship agreement. Therefore, four of the Selectmen will be missing a ceremony for Cary Clark which will be held Monday, October 4th. She read the following proclamation into the record: "Whereas Cary Clark began his career in the office of legal affairs at Dartmouth College 25 years ago, and whereas he represents the College in all discussions, negotiations with the Town of Hanover, and whereas he has represented the College with integrity and an understanding of the needs of both Town and Gown, and whereas he has served with humor, knowledge and compassion, and whereas his leadership in the management of the Town and the administration of the College have maintained an open, honest and cooperative working relationship, therefore the Selectmen of Hanover do hereby establish that this day, Monday, October 4, 1999 be proclaimed as Cary Clark day in recognition of his valuable service to the community for the past 25 years."

Ms. Black also reported that there are new structures and obstacles for use in the skateboard park, and that it has been very well utilized recently.

Ms. Griffin pointed out that there will soon be outdoor art in Hanover that the viewing public may want to be made aware of. There is a group of artists from Switzerland who do outdoor multi-media art. The display is scheduled from October 2nd to November 5th and will include various lights that will illuminate parts of the Green and parts of the Dartmouth campus

during the evening hours. Members of the group have also been interviewing residents in Hanover and will be running a multi-media presentation inside the Hood Museum during the same time period for the daytime hours. The organizers of the event have agreed to abide by the Town's requirements that they need to be careful about positioning of the lights so that they do not impact drivers, and that the lights are not lit beyond 10:00 p.m.

9. OTHER BUSINESS

Regarding the Grasse Road issue, Mr. Colligan indicated that he was concerned about the time table for request for a rehearing or an appeal. He feels the Grasse Road issue is a very current example of a special exception that was granted on September 9th with the date of the written rationale dated September 20th. Mr. Colligan noted that apparently the Town attorney has advised the Planning and Zoning office that the 20 day clock ends September 29th which, in effect, means that the public has about a week to respond. He pointed out that his concern in no way is a criticism of the ZBA's abilities as they are one of the hardest working boards in Hanover, but it seems to him that there has to be some middle ground. His understanding is that in the past the clock has started once the public has seen the decision, and it seems as if this would be the simple solution to have the clock start as soon as the decision is made public.

Additionally, Mr. Colligan pointed out that typically when calling the Planning and Zoning office the caller reaches voice mail. In the interest of trying to increase productivity and cut down on phone tag as the conflict of interest policy is being drafted, he feels that this is an issue that needs to be addressed.

Ms. Griffin explained that the voice mail and e-mail policies are now being looked at, and an understanding is being worked on regarding the current state of the art on government and the right-to-know law with respect to e-mail. The understanding deals with what could be construed as a deliberation that may occur because of e-mail between board and commission members. Ms. Griffin indicated that she has asked the Town attorney to provide language for a proposed section of a policy that would help guide board and commission members in terms of what they should be doing in e-mail or voice mail versus formal deliberations or formal meetings.

Mr. Colligan indicated that he would also like to bring to the Board's attention that there are some people in the East South Street area that are very concerned and upset because of the continued presence of mobile homes for the construction crew. He recognizes that Dartmouth College is running the project and he has directed people to them for a response, but feels that at some point if there is no satisfaction or no response the Board may have to become involved in a discussion to address the issue. Mr. Colligan understands that the trailers were supposed to have been at the location the first three or four weeks of construction, and have been there since January impacting peoples' livelihoods.

Ms. Griffin explained that the delay in moving the staging trailers from East South Street has to do with a situation encountered with water with regard to the parking garage. She added that Woody Simonds has been in close contact with all of the business owners on East South Street, two in particular who have registered concerns to her, and they have all been made aware of the fact that the trailers will be out by the end of September. However, this date is dependent on pouring the first level of the parking garage.

Regarding construction in Thompson Arena area, Mr. Colligan noted that it was also represented to people in the Tyler Road area that part of the tennis court building area would not be used by the trucks. The trucks were supposed to have been going in and out of the Thompson Arena parking lot, but they have been going in and out of the Tyler Road area all summer long. Mr. Colligan stated that he feels if someone makes a representation they are going to try to minimize disruption, they should go out of their way to do it.

Lastly, Mr. Colligan indicated that he knows the Board has spent a lot of time on the Schoolhouse Lane issue and, as he stated previously, he would not want anyone to construe his disagreement as second guessing or undermining the Town or the State's expertise. However, he recommended that the Board revisit this issue when Mr. Walsh is back and, as a compromise, wait six months before any work other than the sight line piece is done. He explained the reason for this is that the Board is elected to represent the residents. He feels that the best thing to do would be to wait and let people have a chance to live with the situation, just as has been done with the Ledyard Bridge project.

Mr. Colligan stated that he feels by waiting the Board would not be irresponsible, and would not expose the Town to unnecessary risk. It appears to him that once the Board decides on a plan of action it will follow through on it no matter what. He referred to the Valley Road stop signs, and noted that he understood from the July meeting that the Board was willing to wait six months. He indicated that people in the neighborhood are still very upset, but they will wait for those six months and will probably be back before the Board because there has never been an accident there. He does not feel that the Board would be inconsistent to allow another piece of time on the Schoolhouse Lane issue given what seems to be a unanimous, strong message from the people that are going to be the most impacted. Mr. Colligan apologized if he put the Board in an awkward position by his disagreement.

Ms. Griffin pointed out that work is due to start on Schoolhouse Lane on September 28th, and requested the Board to give her direction if it wished to delay the work. She indicated that as a manager she has always felt fundamentally that the Board of Selectman has the ultimate responsibility to maintain the safety of roadways, intersections, and traffic signals, and that this is something that is not open to the democratic process the way a site plan for a private development is. Ms. Griffin added that there could be a public hearing on every single road improvement that is done in Hanover, including every re-paving, every widening and every bridge replacement. She pointed out that the Town just replaced the River Road

bridge with a wider two-lane bridge, and did not hold a public hearing consisting of River Road neighbors to talk about the matter. The work was done because it was the Town's best judgment, given the travel habits of people in the 90's, that as the old 18 and 19 ft. bridges are replaced they need to be replaced with updated, slightly wider bridges to allow for safe two-way traffic. Ms. Griffin noted that a parking and traffic plan was arrived at for Schoolhouse Lane which avoided installing a signal and avoided a significant amount of work in the village, deciding to do what she would define as the bare minimum. She pointed out that the police chief did not feel that the work would result in increased speeds given that it is a very short bridge with a tight right-hand turn. In addition, the work is an attempt to reduce maintenance expenses. Regarding the dust problem, if the road were not paved the Town could be there twice a day in the summer with the water truck, and it still would not take care of the problem with the volume of traffic using the bridge with the post office in its current location.

Mr. Colligan stated that he does not agree that the work is not something that should be subjected to a democratic process. He feels that the Board can still accomplish what it is responsible to do if the members are able to be not so hardened on the position of having to do the work now. He feels that this unnecessarily creates animosity in the community.

Ms. Black noted that the Board made a decision earlier in the evening, and she does not wish to debate the issue again. Mr. Colligan stated that he has the right as a Selectmen to bring the issue back up, and he can bring it back up at every meeting if he wishes. Ms. Black suggested that Mr. Colligan read the RSAs regarding who has responsibility for roadways and safety. Mr. Colligan answered that he knows who is responsible for roadways and safety, and he is not saying that the Board may still not conclude that doing the work is the best thing to do; it is the way that the Board is doing it that he objects to. Mr. Colligan stated that he is sorry that the process is more important than the decision making.

In response to a question from an audience member, Ms. Griffin explained that the Planning Board as part of site plan approval required the removal of two parking spaces, where it is now proposed to put the only raised curbed island. The reason the Board is recommending installing a curbed island rather than to paint it with cross hatches is that the island is the only way to prevent trucks from parking there.

Ms. Black indicated that another condition of the Planning Board was that the Selectmen do something to make Schoolhouse Lane bridge safe. To leave the bridge the way it is would not meet the criteria that the Planning Board set down for the opening of the post office. Mr. Colligan noted that he understood that the Planning Board was not supposed to tell the Selectboard what to do. Ms. Griffin explained that the requirement of the Planning Board is that the Selectboard address the safety of the bridge at the intersection. She feels that the work proposed represents the absolute least impact.

Mr. Colligan commented that the Board seems to be incapable of listening to the public. Ms. Black stated that the Board would not address anything

more on this issue at this time. She added that she is terribly concerned that the demeanor in public meetings, both by members of the Board and the public, is slipping below a level of acceptance that she will not abide by, and she feels it is time to come back to being respectful of one another's opinions. Ms. Black stated that she feels the Board can disagree in an agreeable way. She feels that everyone has the right to an opinion, but it is not necessary to pound that opinion into other people. Ms. Black commented that listening is a two way street for everyone, and she hopes the decisions made by the Board are based on what is best for the entire Town. She noted that sometimes the public has ideas that are not necessarily the best thing for the Town, and she would hope that the elected officials would have the judgment and authority to act in the way they feel is best.

Mr. Colligan said that with all due respect to suggest that because there is a strong disagreement that it is an issue of demeanor, he would take as a comment suggesting that it is not acceptable to disagree. Regarding Ms. Black's comment that sometimes people in the community have ideas that they think they know better than the Selectboard, he would take that comment as a very arrogant comment from a group of elected officials who think they know better than the public. He noted that this is a democratic process, and if people are unhappy with the leadership they can change the leadership. He feels it is unfortunate that because there is a strong disagreement that Ms. Black suggests that the issue is demeanor, and to disagree one has to disagree agreeably.

10. ADJOURNMENT.

Ms. Connolly MADE THE MOTION to adjourn the meeting of the Board of Selectmen. Mr. Manchester SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADJOURN THE MEETING.

Ms. Connolly MADE THE MOTION to go to nonpublic session to discuss a matter which may affect the reputation of an individual. Mr. Manchester SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GO TO NONPUBLIC SESSION TO DISCUSS A MATTER WHICH MAY AFFECT THE REPUTATION OF AN INDIVIDUAL.

SUMMARY

- 1. Mr. Colligan MADE THE MOTION that the Board of Selectmen vote to reconsider a motion made at the September 13, 1999 meeting of the Board of Selectmen regarding improvements to Schoolhouse Lane. Ms. Connolly SECONDED THE MOTION. The Board of Selectmen VOTED ONE (MR. COLLIGAN) IN FAVOR, THREE (MS. BLACK, MS. CONNOLLY, MR. MANCHESTER) OPPOSED TO RECONSIDER A MOTION MADE AT THE SEPTEMBER 13, 1999 MEETING OF THE BOARD OF SELECTMEN REGARDING IMPROVEMENTS TO SCHOOLHOUSE LANE. The motion failed.**
- 2. Ms. Connolly MADE THE MOTION that the Board of Selectmen vote to apply for the \$12,000 CDBG feasibility grant funds for the development of a conceptual plan for the Senior Center. Mr. Colligan SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPLY FOR THE**

\$12,000 CDBG FEASIBILITY GRANT FUNDS FOR THE DEVELOPMENT OF A CONCEPTUAL PLAN FOR THE SENIOR CENTER.

3. **Mr. Colligan MADE THE MOTION that the Board of Selectmen vote to adopt the proposed investment policy. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADOPT THE PROPOSED INVESTMENT POLICY.**
4. **Ms. Connolly MADE THE MOTION that the Board of Selectmen authorize the Town Manager to execute the underpinning license with Seven Lebanon Street L.L.C. Mr. Manchester SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO AUTHORIZE THE TOWN MANAGER TO EXECUTE THE UNDERPINNING LICENSE WITH SEVEN LEBANON STREET L.L.C.**
5. **Ms. Connolly MADE THE MOTION to adjourn the meeting of the Board of Selectmen. Mr. Manchester SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADJOURN THE MEETING.**
6. **Ms. Connolly MADE THE MOTION to go to nonpublic session to discuss a matter which may affect the reputation of an individual. Mr. Manchester SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GO TO NONPUBLIC SESSION TO DISCUSS A MATTER WHICH MAY AFFECT THE REPUTATION OF AN INDIVIDUAL.**

The meeting was adjourned at 9:30 p.m.

Respectfully submitted,


John Colligan, Secretary

These minutes were taken and transcribed by Nancy Richards.



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

L7 S. KENISON
MISSIONER

October 21, 1997

Mr. Charles Faulkner, Chairman
Hanover Planning Board
PO Box 483
Hanover NH 03755

Dear Sir:

I would like to follow up on the October 20 Planning Board site review relative to the proposed Post Office on School Lane in Etna. Much of the discussion concerned the restricted sight distance for vehicles exiting School Lane onto Etna Road, as well as the narrow pavement and bridge widths on School Lane.

Because School Lane is a Class V Town road, the State has little control over what development takes place on it. If the development was on a private drive, the Developer would be required to apply for a Driveway Permit for the change in the use of the property and the resulting increase in traffic volume. The Developer would be required to mitigate the impacts of the development on the State system.

One of the basic requirements of any driveway is having 400 foot all-season sight distance from the driveway in both directions along the State highway. This helps drivers entering the highway to do so without pulling into the path of another vehicle hidden by bushes, snowbanks, parked vehicles or a knoll in the road. Currently sight distance at School Lane is frequently limited to less than 100 feet by vehicles parked in front of the adjacent store. As a minimum, 275 to 325 feet of all-season sight distance should be required at this location. This concession would be based on the 30 mph posting, the urban setting and the desire not to force closure of the store. This distance represents the stopping sight distance for a vehicle traveling 36 to 40 mph. For reference, the average speed in the 30 mph speed zones across New Hampshire is 42.4 mph. No speed study is available for this area of Etna Road.

With regard to the narrow width of School Lane, the accompanying illustration shows that for a local road carrying 200 to 750 vehicles per day, the minimum desirable pavement width on a Town road should be 20 feet with 4 foot gravel shoulders. It is my understanding that the traffic study for the Post Office estimates that about 600 vehicles per day would be using School Lane. By this guideline, the existing 18.5 foot wide bridge is inadequate for even 50 vehicles per day. Drivers naturally shy away from obstacles along the roadside. This can be observed by the 12 feet wide path worn down the middle of School Lane. There is a 3 foot shoulder left on each side where traffic shys away from



the guard rail. Because the standard lane width on highways is 12 feet, the 9 foot lanes proposed for School Lane may seem very narrow and cause bottlenecks as drivers wait for other vehicles or trucks coming in the opposite direction. Fenderbenders might be likely as other drivers try to squeeze through the tight spaces.

With regard to the relative hazard of backing into the highway versus driving into the highway, a driver is ultimately responsible for controlling his vehicle. A driver backing into the highway knows that he is creating a hazard and usually does so with great care. A person driving out of a side road or driveway does not always act so cautiously. The last time I exited from School Lane I was nearly broadsided by a northbound vehicle. I consider myself a very cautious driver who causes much consternation to drivers waiting their turn behind me at a stop sign.

In closing, I think it may be inappropriate to add a considerable amount of traffic to an already marginal intersection. While this development is outside the Department's jurisdiction, upon the Town's request we can review the application and make recommendations for the Board's consideration. If the Town would like our assistance in a more detailed review, please contact me to discuss what options are available.

Please call if you have any questions.

Sincerely,



Alan G. Hanscom, P.E.
District Engineer

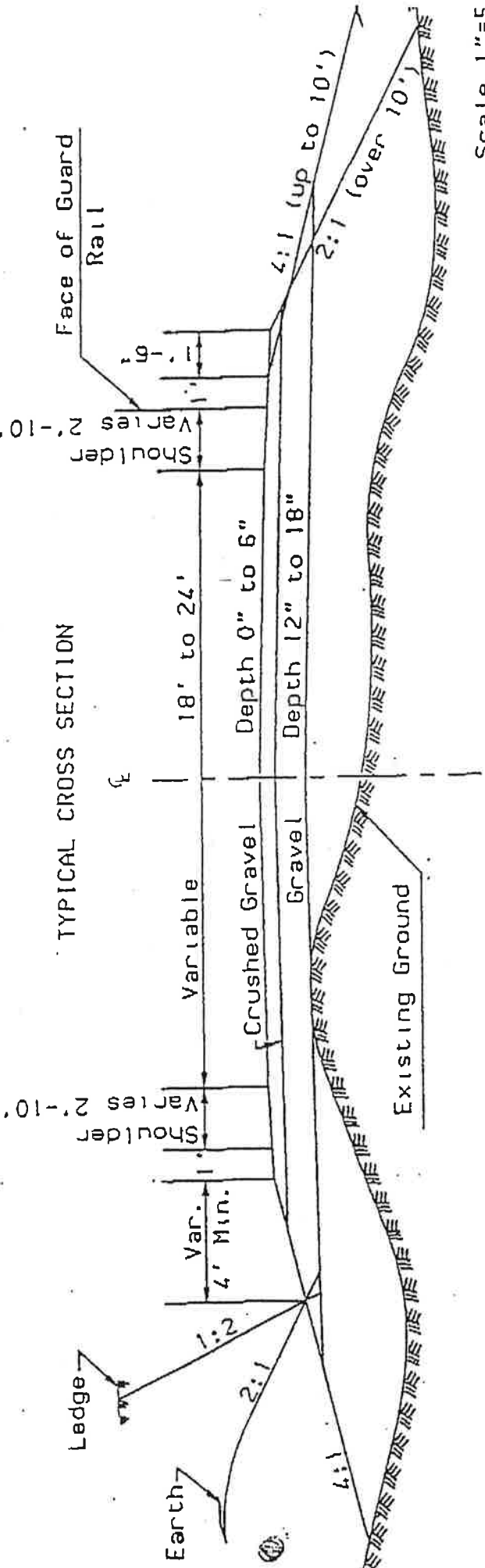
c Julia Griffin
Richard Hauger
Nicholas Giaccone

September 1990

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION MINIMUM GEOMETRIC & STRUCTURAL GUIDES FOR LOCAL ROADS AND STREETS

	0-50	50-200	200-750	750-1500	1500 & OVER
Average Daily Traffic (Veh./Day)	18 min.	20	20	22	24
Pavement Width (Feet)	2	2	4	4	8-10
Shoulder Width (Feet)	15	16	18	19-21	Varies
Center of Road to Ditch Line	Gravel	Asph. Surf. Treated	Hot Bitum.	Hot Bitum.	Hot Bitum.
Pavement Type					
Slope of Roadway	4%	3%	2%	2%	2%
Base Course Depth-(Gravel)	12"	12"	12"	12"	18"
(Cr., Gravel)	-	-	4"	6"	6"

- Notes
1. Gravel surface should be paved where steep grades occur.
 2. For average daily traffic over 1000 veh./day paved shoulders should be considered
 3. Base course depths may need to be increased in areas of poor soils



Scale 1"=5'

NAME

ADDRESS

Joseph Stebbins 32 Ruddsbore Rd

Donna Crossins 32 Ruddsbore Rd

Richard L. Baker 5 Woodcock Ln.

James Smith 151 Greensboro Rd.

Mark R. Anshel King Rd.

Betsy Harris Ruddsbore Rd.

Ziggy ~~Kay~~ Etna Highlands Rd.

Sheryl Tallman Etna King Rd

Tony Wilmot Hanover center Rd

Mark Greeno 347 Dogford Rd.

E. MacKangy Greensboro Rd.

W. Eaton E Putnam Rd

K. Bembe 138 Three Mile Rd.

Tom Dewitt 349 Dogford Rd.

B.A. 105 RUSSBORO

Fred Carlton 500 Hanam Cr Rd

J. Popson 14 Woodcock

DON HAWTHORNE 507 HANOVER CTR RD

NAME

ADDRESS

Heidelore Pace

56 Etna Rd.

Lina Kearney

4 Quail Drive, Etna.

Suzanne X. Villard

6 Morgan Rd. Etna

John R. Dubby

40 Etna Highlands, Etna

~~John R. Dubby~~

18 KING ROAD, ETNA

Will King

10 ELM Rd "

Laura Murray

MOOSE Mt Etna

~~John R. Dubby~~

3 State Rd Etna

Marilyn DePinto

72 Etna Rd Etna

~~William H. Wilkinson~~

~~128 WASHINGTON ST. Etna~~

Chris Melling

428 Harmon Ct Rd.

Karen Sullivan

256 Dogwood Rd.

Ruth Keene

195 Dogwood Rd.

Bob Kieck

462 Harmon CTR Rd

Fred Ferrice Jr.

81 Etna Rd.

~~Fred Ferrice Jr.~~

342 Dogwood Rd.

~~John R. Dubby~~

123 BURNSIDE Rd

Greg O'Leary

1 Woods End Rd

NAME

ADDRESS

Paula Olsen 16 Ferson Rd. Han. Ctr.

Carrie Brown 96 King Rd Etna

Peter Binie
Kathleen 6 Woodcock Lane

Melinda Swett 151 Greenbush Rd

Kate Kanda 342 Hanover Center Rd.

Maura Jones 649 Hanover Ctr Rd

Andrew McCobb 107 Tinscott Rd - Etna

Ed Chamberlin 20 Wolfboro Rd - Etna.

Carolyn W. Niles 191 Three Mile Rd

Johna Miles 191 Three Mile Rd.

Lucy True 36 Partridge Rd Etna

Bryce Wing Birchview Ter Hanover

Wm Miller 6 Quail Dr Etna

Supercus Miller 6 Quail Dr. Etna N.H.

Don Cropper 20 Partridge Rd - Etna

Alex Olsen 116 3-Mile Rd, Etna

Sumner Johnson 3 Partridge Rd Etna

NAME

ADDRESS

Emily M. Mead King Road, Etna

Paul T. Saw Gates Rd., Etna

Johnny Balch Etna

Nancy Russell Dogford Rd Etna

Robert Zvolak Dogford Rd Etna

Robin Caperton Thompson Rd

~~James McLaughlin~~ King Rd. Etna

Edgar T. Mead King Rd

Robert Sun 35 Ferson Rd.

Jay Evans 87 Etna Rd

Howard Hennes 4 Chardler Rd.

~~John~~ 60 Thompson Rd

W. K. Dwyer 10 Moody Lane Etna

Stephen D. Guy 17 Morgan Rd Etna

Charles H. Bentley 2 Woodcock Lane Etna

Lawrence Hardyway Etna, NH

Rick Dickinson Etna, N.H.

W. Blag Etna, NH

NAME

ADDRESS

NAME	ADDRESS
S N Trupht	352 Hanover ctr Rd
Priscilla Eusden	48 King Rd, Etna
Al Bray	235 Etna Rd
Peter Saccio	108 King Road
W. S. Saccio	108 King Road
Steve Jeff	365 HAMOVER CTR RD
J. Huskell	104 Etna Rd.
Frances Evans	87 Etna Rd Etna, N.H.
T. Pomasari	593 Hanover Center Rd
Amy Saphors	90 Etna Rd
Al Metcalf	59 ETNA RD
Brad Hanna	39 old Dana Rd.
Mitzi Carteton	500 Hanover Center Rd, Etna, N.H.
John Chidderin	4 School house lane
Dorothy Champion Owsen	36 King Rd.
Katharine Z Eaton	8 Partridge Road
Robert W. Collin	107 Tremont Rd
Jamie C. Wright	98 Etna Rd Etna

NAME	ADDRESS
Phil Blaney	3 Aspen St Etna NH 03750
James A Parker	97 Etna Rd, Etna, NH 03750
Mike McAnis	433 Hanover Ctr Rd Etna
Kathleen B Full	1 Woodcock Ln. Etna 03750
John	12 Hayfield Ln. Etna NH
Sara Q Joe	133 Ruddsboro Rd Etna
Mary C. Kirt	462 Hanover Centre Rd. Etna
Robert O'Fernald	2 Robert Frost Lane Etna, NH.
John F Newman	1 Saddle Run, Etna, NH
Bruce J. Friedman	1 Saddle Run, Etna, NH
Ross Goldstein	152 Postford Road Etna, NH
BT RIEHL	361 Hanover Ctr. Rd
Ursula Gil	9 Woods End Rd
Carla Amodeo	120 Blueberry Hill Dr Hanover
Becky Gage	41 Old Dana Rd, Etna
Tom Fitch	PO. Box 5437 WOODS
Edward Gillette	243 Hanover Centre Rd Etna NH
Uthi Amodeo	26 Stevens Rd.

NAME

ADDRESS

Alison Gorman	4 Moody Lane	Etna
Tom Conolly	138 Etna	Etna
Mattie Friep	10 Birchview	
WJH	1 Woodcock Ln	Etna
Kenneth W. Olson	16 Fenelon Rd	Hwy Ctr.
Richard [unclear]	5 Saddle River	Etna
Jack Lovelace	35 Partridge Rd	Etna
Mimi Funch	85 Trescott Rd	Etna
Al Blum	119 Trescott Rd	Etna
Laura Beth Goodman	472 Hanover Center Rd	Etna
Tim Dwy	115 Lullstun Rd	Etna
Diana Hart	24 Keldbore Rd	Etna
Christ Lousin	11 Etna Rd	Etna
Thomas M. Leifson	145 Dogford Rd	Etna
Della [unclear]	390 Dogford	Etna
John [unclear]	390 Dogford	Etna Paper
Mary Bruce	221 Etna Rd.	Etna
Wendy Conquest	1 Etna Rd	Hanover

NAME

ADDRESS

NAME	ADDRESS
Tim Templeton	352 Hanover Center Road
Edwin Mead	6 Gates Rd.
M.P. Prouty	PO Box 216
Jeffrey Batch	441 Hanover Ctr Rd.
Beverly Buley	441 Hanover Ctr Rd.
W.C. Buley	90 W. Main St.
Daniel R. Johnson	Dogford Rd, Etna
Vergil H. Fern	207 Dogford Rd Etna, NH
Caroline Sumner	35 Person Rd
John H. +	Portledge Lane
Jason Dew	Dogford
Dawn	Etna Stn
Eliza Gray	12 Morgan Rd, Etna
Perry Spicard	Stn
Elizabeth K. Smith	Berwick Farm, Hanover
Ray A. Supleuf	King Rd Etna NH
John M. Mott	399 DOGFORD RD
Paul Chase	552 Hanover Ctr. Rd

NAME

ADDRESS

NAME	ADDRESS
Tim Bent	9 Ruddsburo Etna
Richard W Birnie	116 ETNA RD
Marion E Hill	4 Stevens Rd.
Alexi Embert	4 Stevens Rd.
Will Toney	102 Sausville Rd
Osleigh	20 Penbridge
Anne F. Morris	9 King Road
Walt Buskey	100 KING RD.
Janattens	146 Ruddsburo Rd
Carly P. Villal	6 MORGAN ROAD
Ed Boney	636 Hanover Center Road
Andrew	25 Westboro Rd
Shane	4 Woodcock LA, ETNA 59 Etna Rd.
Linda Metray	PO Box 206, Etna NH 03770
R.T.B. Mudge	374 Dogford Etna
Robert Morris	9 King Road Etna
Mimi Hayden	28 Old Town Rd.
L. Roger Sengge	379 Dogford Rd

NAME

ADDRESS

Dora Foster Deary	235 Etna Rd Etna 03750
Charlotte Morgan	31 Morgan Rd. 03750
Susan Cohen	7 Quail Dr. Etna
Alfungen	190 Etna Rd
Edward Kent	Cutting Corner
Maip Stamenovlars	26 Prescott Rd; Etna
Karen Priestley	240 Hanover Cntr
Jason Spear	8 Algonquin Trail Etna
Sue Crafts	31 Thompson Rd Han Ctr.
Ron La Bombard	E. Etna Highlands Rd
Thoro Thull	135 Three Mile Rd
Hal Jess	10 Goodfellow Rd
Gene Seibert	130 Prescott Rd.
John Smith	97 Greensboro rd.
John	11 Wolchboro Rd.
John Tall	King Rd
Will Rye	6 Woodcock Lane
Janet Bull	361 Hanover Ctr Rd 03750

NAME

ADDRESS

Kenda Cornell

P.O. Box 8 - ETNA, NH 03750

Jim MITCHELL

1 CAREVIEW

Gene R William

18 Hayfield Lane Etna

Frank A Pyzdek

8 Laramie Rd Etna

Betty Pezzuti

5 Laramie Rd Etna