

MINUTES OF THE SELECTMEN'S MEETING - December 30, 1991

Present for the meeting which began at 7:00 p.m. were Selectmen Johnston, Dodge and Olson with Sandra Gendron taking minutes.

Road Agent Lee Murray was in for his regular weekly meeting with the Board. The first order of business was to open bids that had been received prior to the 7:00 p.m. deadline regarding the engineering costs for the bridge replacement on Depot Street. The first bid opened was from Cowen and Crisinti in the amount of \$8,382.00, the second from Costello, Lomasney and DeNapoli, Inc. in the amount of \$6,300.00, the third from Rist-Frost, Inc. with no monetary amount, but a statement that they would be happy to submit their fee for service once the Town has clarified the selection process with the NHDOT in regard to RSA 21- 1:22. The proposals received will be reviewed by the Selectmen.

Next in to see the Board was Mitch LaRoche, McCurdy Road who had received a letter from the Building Inspector regarding the sign advertising his wife's home business. The sign is larger than the 2' x 2' maximum that is permitted by present zoning. Discussion ensued regarding the dates involved, i.e. the date the new zoning took effect and the date the sign was erected. Mitch was disturbed to think that a copy of the sign ordinance was not given out at the time the permit was pulled to establish his wife's home hair design business. He did not know of the sign ordinance until after the sign had been purchased and installed at a cost of \$400.00. Mitch described to the Board the location of the sign and questioned the possibility of relocating the sign if compliance could be granted with this measure. Mitch contended there were other home business signs larger than his wife's, he went on to state he felt that his wife had followed all the steps prescribed in the procedure to obtain a permit to operate a home business. He stated that he could bring to the Board letters from neighbors who would support leaving the sign where it was, if that would make a difference in the final outcome of the situation.

The Board of Selectmen stated that there had been a sign ordinance in effect in New Boston for years and discussion of this fact ensued. Mitch asked where the situation would go from here contending that in his opinion the sign as it was not hurting anyone and his wife had done what she felt was correct, not realizing that there was a sign ordinance. Mitch stated that there was something wrong with the present system that would allow a situation such as this to take place.

Discussion turned to the fact that the sign had been in place for over one year having been installed at some point after May of 1990. Selectman Johnston pointed out to Mitch the wording on the "Site Plan Review Agreement" signed by Susan LaRoche that stated that any sign erected would be done in accordance with the New Boston Sign Ordinance. He felt that this statement should have alerted Sue that there was something to be investigated prior to the purchase and erection of any sign. Mitch reviewed this document and agreed that it should have been noted.

Mitch stated that it appeared they would need a new sign and went on to comment that there were others not in compliance, but he was not willing to cause an issue. He also commented that he had

reviewed the Planning Board Minutes the night of his wife's Compliance Hearing and there was no mention of a sign ordinance. He contended that his wife did not understand and; once again, mentioned that the sign ordinance and application should be given with the permit for a home business.

Selectman Dodge commented that Mitch may have a legitimate argument with regard to lack of information on the sign ordinance in the package given to seek a permit for a home business; however, he contended that this does not relieve the owner of the responsibility of complying with the necessary ordinances.

The meeting began to wind down with the Selectmen stating that sign does not conform and whatever action is necessary will have to be taken. There was some discussion on whether Mitch might have the option of seeking a variance from the ZBA and there were differing opinions expressed by the Board as to what criteria would have to be met; however, the Board did agree that should Mitch take the route of the ZBA, they would have to argue against any variance being approved.

Mitch stated that he understood the Selectmen's position, but contended as he had before that the paperwork involved should include a copy of the sign ordinance. The Selectmen supported this thought as being a good idea and will pass it along to the Building Department. The meeting ended with Mitch stating that the sign would be removed.

Road Agent Lee Murray had remained and discussion resumed with him regarding proposed 1992 road projects that would be presented to the Road Committee who were the next group scheduled to meet with the Selectmen.

Lee presented a list of proposed projects which included his first priority as being the replacement bridge on Depot Street, the funding for which would be requested by special article, his second priority being the reclamation of Clark Hill Road from Rte. #13 to the end of the present pavement, the funding for which would also be by special article; he went on to list his intention of shimming and sealing Cemetery Hill, Parker Road from the intersection to Riverdale Road and also using the same treatment, but to a lesser degree on South Hill Road. He went on to state that in his opinion the reclamation project was working well as evidenced by its use on Bedford Road this year. He commented that the above described treatment was only a "band-aid" for Cemetery Hill, which was a low traffic road, and would be in line for reclamation as would Meetinghouse Hill Road, Old Coach Road and Hooper Hill Road. Lee stated that he would like to do Clark Hill Road in 1992 and continue the program each year prioritizing the roads according to traffic flow.

Selectman Olson inquired of Lee as to the possibility of Coastal Material contributing some funding to Parker Road, which Lee had previously mentioned in his 1992 proposals, knowing that they have in the past. Selectman Dodge commented that he saw no reason why they would not based on past co-operation.

Lee continued with his 1992 proposals which included overlaying with skinny mix Phase I of the Kennedy Subdivision and the entire length of Town Farm Road. He explained that both roads were in need and a decision would have to be made whether to use the above-mentioned mix or go to a sand seal mix. He continued by stating that he would propose to use pugmill on Riverside Drive off Parker Road and work would be necessary on Depot Street if the bridge is replaced, with work also necessary on the approach to the Police Station off Depot Street. The final proposed project Lee listed was replacing the culverts on Bog Brook Road at Christy Road which he stated he would use Block Grant money for. Discussion continued on the work proposed for Bog Brook Road with Lee stating that if the culverts were set farther apart then this area could not be considered a bridge from a state perspective. Lee discussed distances and other options.

At this point in the meeting and it being a few minutes past 8:00 o'clock which was the scheduled time for the Road Committee to meet with the Board of Selectmen, Richard Moody and George St. John arrived, with George Daniels arriving a short time later.

Lee began to present for the benefit of the committee the proposals that he had previously presented to the Board of Selectmen. Dick Moody questioned the cost-effectiveness of shimming and sealing roads contending that Bedford Road, a portion of which had been shimmed and sealed in 1991, was not, in his opinion, holding up. Selectman Dodge commented that if the road receiving this treatment has a bad base, which was the case on Bedford Road, then the only real remedy is reclamation. Lee stated that he was well aware that the section of Bedford Road being discussed was in need of reclamation, that the treatment used this past year was only an attempt to buy time. Dick asked when reclamation was planned for this section of road and discussion ensued.

After much discussion, Selectman Dodge stated, that as a group, agreement needed to be reached as to whether a road was allowed to deteriorate until such time as it was scheduled for reclamation or should it be patched in the interim. Selectman Johnston asked the cost involved to shim and seal a stretch of road. Lee answered that it was .02 cents per square foot to seal and the cost of shim depended on the depth necessary to do the job, he further stated that this procedure generally would buy five or six years for the area on which it was used. Dick Moody expressed disagreement with the five or six years that Lee projected and more discussion ensued. In the course of this discussion, Selectman Olson suggested the possibility of using emulsion on the cracks in the roads that were being looked at for shimming and sealing. This being a procedure used by the State. Lee responded that he had tried on more than one occasion to borrow the State's equipment so that he might use emulsion. Discussion ensued as to the proper procedure for using the emulsion and Selectman Olson contended that if it were done correctly the process is effective and offered to try to obtain the necessary equipment from the state. Dick Moody supported the need for emulsion to be used on Bedford Road due to the high traffic volume, the distance on Bedford Road under discussion was determined to be 8,197'. Lee continued with his proposals.

At this time Selectmen Dodge wanted to be certain that the group was in agreement on what would be done on the Kennedy Subdivision - Phase I and Town Farm Road. Dick Moody asked if the emulsion could be used in the cracks instead of the original process proposed by Lee considering the limited flow of traffic. Discussion ensued with Lee commenting that, in his opinion, the Town was not continuing in a progressive direction considering that since the economy has weakened monies allocated for major road projects under the CIP have gone from \$150,000. to \$45,000. He stressed that the Highway Department cannot continue to do major road projects with maintenance money which has been happening and why he was proposing band-aid remedies to some roads in need. Selectman Dodge contended that the proposed work on the above-mentioned roads was maintenance. Lee responded that he did not have any issue using sand seal on roads for maintenance purposes, further contending that he has wanted to in the past, but has not had the support of the Road Committee, who Lee always felt wanted hot top because the end result was nicer looking. It was then agreed by all present that the emulsion process and sand seal would be used on Phase I of the Kennedy Subdivision and Town Farm Road.

Discussion returned to road projects and their priority, Selectman Dodge stated that Bedford Road was not going to be done; however, he alluded to Dick Moody having brought up good points. He further stated that the necessary work on the section of Bedford Road that had been discussed during the course of the evening; would, in fact be a major project and was not being considered for 1992 since replacing the Depot St. Bridge and reclaiming Clark Hill, as had previously been stated, were the major projects for the upcoming year. Dick Moody stated that he realized that the town roads must be maintained and is of the opinion that the Road Committee and Selectmen are "gun shy" after having the special article for Joe English Road defeated two years ago. He went on to state that he is in opposition to cutting too deeply into the road budgets and suggests that possibly more money should be sought to keep up with the roads and not continue to apply "band-aids". He continued by stating that he feels it is not that many years before Bedford Road will require major repairs and maybe too much caution is being used when asking for money for the roads. Lee stated that using maintenance and block grant money to do major road repairs will not work in the long run.

Dick Moody stated that the Road Committee should have met with the Board of Selectmen in September, prior to the CIP meetings since they did not have the opportunity to have input into what major road projects would be considered for 1992. The Selectmen agreed that this was an over-site that would not recur. Selectman Olson commented that he was of the opinion that the roads had taken a back seat due to the poor economy and discussion continued on the CIP Program. However, Selectman Johnston did point out that in the not so distant future the CIP would be looking at the original \$150,000. for roads which over the last few years had been reduced due to the worsening economy. Selectman Dodge pointed out that there was a difference between maintenance of roads and the CIP. Dick Moody commented that he was considering Bedford Road as maintenance, but contended that two different situations were being discussed, since the Selectmen viewed this as a major project.

Discussion ended on this issue with Lee stating that his department can only handle Clark Hill Road and replacing the bridge plus regular maintenance in 1992.

George St. John asked the cost of replacing the Depot Street Bridge. Selectman Dodge responded that it has been estimated at \$130,000. with the state potentially contributing 2/3 of the construction costs. Presently it appears that the town portion will be \$60,000 - \$70,000 or less. The Selectmen will support the installation of a timber frame bridge.

Returning to 1992 proposals, the Road Committee was in agreement with the use of pugmill on Riverside Drive. Lee commented that this mix has held up well where it has been used. Discussion turned to the load limits on the New Boston roadways, brought up due to the use of McCurdy Road by large, potentially overloaded, logging trucks and the probable damage that is being caused. It was pointed out that fines that might be assessed if these trucks are overloaded have no adverse effect on the logger involved, since the cost of such a fine is built into an estimate that might be given for a job. Dick Moody expressed the opinion that it might be worthwhile for the town to look into enforcing local load limits since there is not only road damage to be considered but a safety factor as well. It was generally felt this would be difficult and cost prohibitive to enforce.

Lee presented to the committee what he proposed for Bog Brook Road at Christy Road with regard to replacing the culverts as has been previously mentioned in these minutes.

George St. John inquired about the culvert that was to be placed on Lyndeboro Road and has yet to be accomplished. Selectman Dodge explained that the contractors that were going to do the work have not had the money available and the Selectmen could not reach an agreement with Alphonse Hamel with regard to the ownership of a large pine tree. Mr. Hamel has since passed away. He went on to state that should the economy improve the project would most likely go forth feeling that Ken Hamel would be more receptive than his father had been. It is intended that no town money be spent with the exception of possibly the headwalls.

Discussion turned back to the reclamation process, which Lee contended, when asked, was working and should be continued each year. Selectman Johnston asked Lee for an estimated cost savings to which Lee responded was in the area of 35-40% for total reclamation of an area. Dick Moody expressed support for this process.

In ending the meeting with the Road Committee, Selectman Johnston stated that consideration should be given to re-prioritizing major road projects according to the Master Plan giving as an example Bog Road that will need major upgrading due to the increase in traffic. Lee responded by supporting the need for the traffic counter to which all agreed.

Selectman Olson stated that he had spoken with Dorothy Fillmore, Real Estate Agent who has the listing for the former bank building, regarding the need for a police escort when representatives of the

Milford Co-operative Bank are viewing the building for whatever reasons might be necessary for them to prepare a bid to the FDIC for purchase. This becomes necessary since Mrs. Fillmore is forfeiting her commission, if the Milford Co-operative Bank purchases the building, since the FDIC then regards her a private citizen. Her concern was, after speaking to Chief McLaughlin who offered 1/2 hour at no cost, who would be responsible for addition costs beyond Chief McLaughlin's offer which were quoted to her as being \$18.00 per hour. The Board of Selectmen agreed that Sandra Gendron would contact Chief McLaughlin and ask that he not charge for the time necessary for the Milford Co-operative Bank to view the bank.

The next topic for discussion was street lighting, which Selectman Johnston had been researching, with the possibility of the Town upgrading what we currently have to high pressure sodium units, considered to be more modern and dependable than what the town now pays for. He had been in contact with Public Service who had offered three options. The first being to change to the above-mentioned unit the monthly rate would be \$496.16 plus \$1,223.48 to pay for the life of the existing units. This calculates to \$5,953.92 annually, the second being, one year at the above-stated annual cost then a municipal rate of \$270.40 for the second and subsequent years, the annual cost calculated to be \$3,244.80. This proposal would also include the one time charge of \$8,812.51 to pay the remaining life of the existing units. The third option being to pay the municipal rate at the outset and pay a one time cost of \$11,159.48 that would include installation of the new fixtures and payment for the life expectancy on the existing, the breakdown being \$9,936.00 for installation and \$1,223.48 as stated above. The total \$11,159.48 would be requested by warrant article and this is the option recommended by Selectman Johnston and he went on to explain his reasoning. The third option is the least expensive over a five-year period, option one over five years \$30,993.08, option two \$27,745.63 and option three \$27,383.48. If we were to leave things as they presently are the cost over the same period would be \$27,658.20.

Selectman Dodge asked if Public Service was in support of replacing the existing lighting or would they prefer it be left as is. Selectman Johnston felt that the line supervisors would favor new since they represented less maintenance and a longer life expectancy. He further commented that the proposed new lighting used less power than the present fixtures.

Selectman Johnston stated that he will continue to negotiate with Public Service.

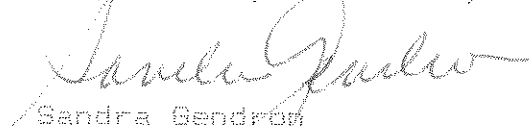
Selectman Dodge presented figures that he had received for the purchase of eight tires mounted on eight new rims for the transfer trailers. He had been quoted \$2,254.40 from Firestone, \$2,122.24 from Mr. Gee and \$2,113.16 from Sullivan. He recommended and it was approved to purchase the tires from Mr. Gee's since he is a New Boston businessman.

On another matter, Selectman Dodge discussed the painting of one of the transfer trailers which had already been approved and was in the process of being done at an original cost estimate of between

\$3,350. and \$3,400. He had spoken with the contractor who recommended a paint that he had used successfully on this type of equipment considering the materials that it hauled, the cost of which was an additional \$500. Selectman Dodge had authorized this additional cost based on the information received from the contractor.

Checks were signed, mail was reviewed and the meeting was adjourned at approximately 11:30 p.m.

Respectfully submitted,



Sandra Gendron  
Administrative Assistant

As an addendum to these minutes, it is noted that on January 7, 1992 the sign at the residence of Mitch and Susan LaRoche was inspected and deemed by the Building Inspector to be in compliance since Mitch was able to reduce the overall size of the sign.