

F THE SELECTMEN'S MEETING - July 20, 1992

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

Chairman of the Planning Board Harold (Bo) Strong was in  
to discuss with the Board of Selectmen the fact that since  
the Kennedy brothers had not finished the road in their  
subdivision by July 14th, the Planning Board had voted to  
call the letter of credit. Bo did not agree with the  
position of the Planning Board but gave his support so  
that it was a unanimous decision. Bo had Claire draft a  
letter which he intended to sign on Friday if the paving  
had not been scheduled. He went on to discuss dates that  
had been arranged with Brox Paving, and the fact that Road  
Agent Lee Murray preferred that the paving not be done  
while he was on vacation. Even though Lee was meeting  
with people from Brox on Wednesday of this week to arrange  
the paving, the Planning Board favored continuing the  
process. Discussion continued, noting that the paving  
may not be scheduled until the first of next week although  
Lee was looking at this Thursday or Friday. Bo pointed  
out that Lee was scheduling the work as opposed to the  
Kennedy's. Lee expressed concern that he possibly should  
not be in this position, a concern that the Selectmen do  
not see as valid. Bo contended that the Kennedy's should  
have been given consideration since Lee was on vacation  
and Brox were waiting for Lee's return. Selectman  
Pimenta, representing the Board of Selectmen on the  
Planning Board, expressed disagreement with this sentiment  
contending that the Kennedy's had ample opportunity to get  
the work done prior to Lee's vacation.

Selectman Johnston stated the main issue at hand was to  
get the work done, and saw nothing to be gained by sending  
a letter if the work was scheduled.

Bo's contention was that the Kennedy's would have the pay  
for the paving if done without calling the letter of  
credit including any overruns that might occur. Bo agrees  
that if the work is not done immediately then the stronger  
action should be taken. Selectmen Johnston and Pimenta  
debated the issue with Selectman Johnston maintaining that  
compliance was the ultimate goal, and Selectmen Pimenta  
supporting that the deadline date had passed.

Selectman Dodge reviewed the matter by stating that the  
Planning Board had taken a vote, and the Chairman having  
issues with the vote contacted the members inquiring if  
their vote might have been different with a specific  
paving date set. Selectman Dodge contended that it was  
not a matter in which the Board of Selectmen should get  
involved. He did express agreement with Bo from the per-

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spective that if the letter of credit was called then the Kennedy's would taken a "Go for it" attitude. He concluded by stating if a date for paving is not set immediately he agrees with Selectman Pimenta that stronger action should be taken.

Lee commented that the price Kennedy was quoted by Brox was high so he did not anticipate any overruns.

Selectman Pimenta commented that he was of the opinion that the Kennedy's should have been back-charged for Claire's and Lee's time spent, to which Selectman Johnston responded that some of scheduling was based on Lee's vacation time and the Board of Selectmen wanted him present when the paving was done.

Before leaving, Bo stated the same situation will arise on July 31st this being the deadline for another developer who has a road issue. The matter stood with the paving date being set as soon as possible, and Selectman Pimenta in disagreement.

Lee told the Board that \$490, quoted him from Bob Briere, Colburn Road, had been the best price to date for a brush saw. He stated that the funds would come from his General Highway Expense, and the Board agreed with the purchase.

Next in to meet with the Board of Selectmen were Manager of the Transfer Station Bonnie Bethune and Hazardous Waste Day Coordinator Michael Richard to discuss how the Town might go about setting up for the regular collection of waste oil. Mike reported that the 1992 Hazardous Waste Day had been successful with the collection of 6535 gallons of waste and 102 cars going through the site. Bonnie commented that she was pleased that everything collected was taken from the site. Discussion ensued with regard to what was collected, and the bill was reviewed.

The collection of waste oil was discussed next, with a projection of as much as 1,000 gallons collected annually. Containers were discussed, the most advantageous appeared to be a 175 gallon tank, the size of which would aid in the collection process and would be easy to test for contamination. It was discussed that the oil could be collected on a given day when the Transfer Station was open, and Bonnie is prepared to test the oil as it is brought in. Discussion ensued as to the price of the tank, the fact that it should be locked, its placement on a cement pad with a roof, and the fact that if set up it would be available for use on the annual Hazardous Waste Days.

Selectman Dodge asked Mike if the cost of Hazardous Waste Day would be reduced in the 1993 budget, Mike responded that it would be since the disposal costs are down. He added that the Town of New Boston used volunteers which also contributed to the costs being down. He stated that the cost of set-up would be the same. With regard to the collect of waste oil, Selectman Dodge and Johnston supported the collection on a regular basis. Mike commented that at least 1/3 to 1/2 of the material collected on HWD was on site prior to the day and we were lucky that it was taken since the state considers this a violation. Selectman Johnston contended that the state should reconsider otherwise people will begin to randomly dispose of these hazardous materials.

There was more discussion on the potential location of the tank for oil collection, with Selectman Dodge suggesting that the Solid Waste Committee be given the opportunity to come up with some ideas. Selectman Johnston suggested that it might be collected on the last Saturday of each month, but also felt the Solid Waste Committee should be approached for ideas in these areas. Selectman Dodge went further and suggested that the Solid Waste Committee might approach the State with regard to the establishment of a state site built for the use of town's on a fee basis to dispose of septage. He was of the opinion that the concept could be used as a commercial venture.

Next in to meet with the Board of Selectmen was David Wilson, Mason Drive, who reported that all was in order for a scheduled machine gun shoot at the gravel pit of Herbert Scott on August 22, 1992. He also questioned the Selectmen as to why when the town road grader was doing Laurel Lane they did not do Mason Drive on which he lived. The discussion returned to the machine gun shoot with David telling the Board that an EMT would be hired. Selectman Dodge suggested that he contact the appropriate department head, and David responded that he would hire the person as an independent.

Next in to meet with the Selectmen was Phyllis Byam, River Road. Selectman Dodge stated that Mrs. Byam had an issue involving a Class VI Road and a potential subdivision on same. He asked what she expected from the Board of Selectmen. Mrs. Byam maintains that she has road frontage within 50' of the paved road, she was referring to Byam Road which is yet to be completed to town specifications and presented for acceptance by the Town. Selectman Dodge commented that once this happens her lot might be subdivided, but not until. The Board reviewed the plans and even though it was shown that the road was paved, it

is still not owned by the Town of New Boston.

Selectman Johnston contended that the Planning Board would be approving a lot with no frontage on a Class V road and maintains that this can be done. Selectman Dodge acknowledged Selectman Johnston's argument, but did not agree. The question became could this happen or would the subdivision, if approved, in fact be creating a lot on a Class VI road. Currently any lots on Class VI roads have been lots of record on which one house could be built, with no further subdivision until such time as the road is updated to a Class V. The Board agreed that a legal opinion would be necessary. There would have to be a right of way established to avoid the creation of a land locked lot which is prohibited.

Selectman Johnston suggested the possibility of taking a portion of Wilson Hill Road which is paved and town-owned and then upgrade a 200' stretch or whatever is necessary to get to the lot line to a Class V status. Selectman Dodge agreed that this would be a possibility; however, contended that it would be very expensive since it would involve paving. The meeting ended with the Board agreeing to check with the NHMA with regard to the creation of a lot on a Class VI road.

Next in to meet with the Board of Selectmen was contractor David Bowen who had submitted the low bid for the Clark Hill Road reclamation project.

Selectman Dodge expressed concern as to what out of pocket costs David had considered, and questioned whether the job could be done for the price David had bid. David expressed confidence that he had covered all areas. He explained that he has gravel available in Frankestown and he went on to list the other material that would be needed for the job. Discussion ensued on feeding into the 12" existing tunnel which Lee is sure the existing pipe could handle; however, if something happens that it could not the next basin could be utilized. David questions that the water would go across the highway, but Lee contends that the drainage will still be lower and the worse case scenario would be the installation of a 15" pipe which would not add to the cost.

David state that he considered his out of pocket expenses to be \$3800., which would include 100 yards of gravel, 40 yards of stone, 5 catch basins, 3 grate framings, 12-12" culverts and hay. He estimates that his labor would be under \$6000., and the job would take nine days.

Selectman Dodge stated that one of the major concerns was

the time frame since the road cannot be tied up for a great length of time. He questioned the possibility of the excavator breaking down for more than one day, asking what David would propose doing to keep the job going. David stated he had no back up similar piece of equipment. Everyone agreed that the weather would play a role in the time frame of the project.

David asked the Board what hours could be worked on the job to which the Selectmen responded normal working hours which would be 8 a.m. to 4 p.m. or 7 a.m. to 4 p.m. five days per week. David contended with those hour the project could take three weeks. Lee stated that ten hour days could be put in using the time of 7: a.m. to 5:30 p.m., but the road would have to be ready to open at 5:30 p.m., something to which they all agreed. David stated, with regard to breakdowns, he would take care of them as soon as possible, he also told the Board he has underground insurance.

Selectman Johnston suggested that the start up costs would be \$1,000. and since the job should only take approximately two weeks the balance would be paid upon completion. David countered with a proposal that the start up costs be \$1,000., \$2,000. paid in the second week and the balance upon completion unless ledge were discovered, etc. The Selectmen stated that the work would have to be approved by Road Agent Lee Murray. Selectman Dodge inquired as to whether David intended having the catch basins on site to which David responded that he will have them delivered the day they are needed, and would hope that they would arrive so that they might be set as needed. The use of a "Type E" grate was discussed, as well as the liability issue created by grates for bicycles, which Lee contended could be minimized if they were set in the opposite direction. He further commented that the State was still using this type.

The Board agreed to pay David in the manner he proposed, and asked when he might start the job. David stated he could begin the first week in August.

Before he left the Board of Selectmen asked Lee if he would touch up Laurel Lane and McCurdy Road with the grader.

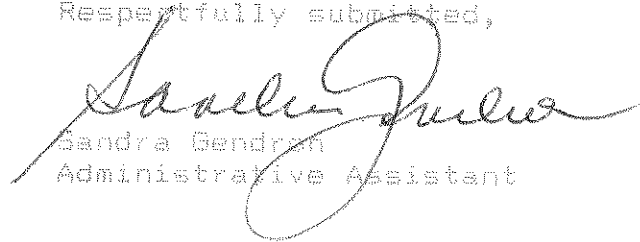
The Board of Selectmen debated the issue of awarding the bid for the Clark Hill Road Project to David Bowen, with Selectman Johnston in favor of awarding the bid to David, Selectman Pimenta did not favor the awarding based on issues that deal with the job David did on McCurdy Road, and Selectman Dodge agreed with Selectman Pimenta, but

contended that since David had been invited to bid this project by the Board, he would support awarding the bid to David.

Sandra Gendron was instructed to contact David Bowen stressing the importance of the time frame in which the project should be completed.

Mail was reviewed, checks were signed and the meeting was adjourned at approximately 10:30 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Sandra Gendron", written in dark ink. The signature is fluid and somewhat stylized, with a large loop at the end.

Sandra Gendron  
Administrative Assistant