

SUNAPEE BOARD OF SELECTMEN
6:30PM Town Meeting Room
Monday, June 26, 2017

Present: Josh Trow, Chairman, Suzanne Gottling, Vice Chairman, John Augustine, Fred Gallup, Shane Hastings and Donna Nashawaty, Town Manager.

Chairman Trow opened the meeting at 6:30PM

REVIEW OF ITEMS FOR SIGNATURE:

MOTION TO APPROVE THE FOLLOWING CZC's:

Parcel ID:0218-0013-0000 103 North Road, Randall Clark

Parcel ID:0137-0017-0000 44 Harbor Hill Road, Carolyn Gallup

Parcel ID:0133-0073-0000 55 Burkehaven Hill Road, Al Griggs

Parcel ID:0121-0028-0000 75 Fernwood Point Road, Undici Property Management

Parcel ID:0146-0050-0000 346 Bay Point Road, Jerry & Margaret Hajdarovic

Parcel ID: 0134-0030-0000 Lake Ave., Deborah Pasculano

Parcel ID: 0129-0031-0000 14 Pleasant Place, Bernie Towne

Parcel ID: 0126-0036-0000 26 Garnet Hill Road, Robert Coffin.

Parcel ID: 0105-0020-0000 167 Keyes Road, Tom & Heather Mixon.

BY Selectman Gottling, seconded by Selectman Hastings. Unanimous.

MOTION TO APPROVE THE FOLLOWING DRIVEWAY PERMIT:

Parcel ID:0121-0028-0000 75 Fernwood Point Road, Undici Property Management

Parcel ID: 0129-0031-0000 14 Pleasant Place, Bernie Towne

BY Selectman Hastings, seconded by Selectman Gallup. Unanimous.

MOTION TO APPROVE THE FOLLOWING LAND DISTURBANCE BONDS:

Parcel ID: 0129-0031-0000 14 Pleasant Place, Bernie Towne.

Parcel ID: 0126-0036-0000 26 Garnet Hill Road, Robert Coffin.

Parcel ID: 0105-0020-0000 167 Keyes Road, Tom & Heather Mixon.

BY Selectman Gallup, seconded by Selectman Gottling. Unanimous.

MOTION TO APPROVE THE FOLLOWING PERMIT TO EXCAVATE:

Parcel ID: 0129-0031-0000 14 Pleasant Place, Bernie Towne

BY Selectman Gottling, seconded by Selectman Hastings. Unanimous.

MOTION TO APPROVE THE FOLLOWING TIMBER TAX:

Parcel ID: 0210-0061-0000 74 Trow Hill Road, Robert & Lynne Bell.

Parcel ID: 0237-0029-0000 110 Brook Road, Brook Road Farm, LLC.

BY Selectman Hastings, seconded by Selectman Gallup. Unanimous.

MOTION TO APPROVE THE FOLLOWING CURRENT USE:

Parcel ID: 0235-0083 & 0079-0000 Lot 1 Samoset Road, Andrew & Angela Neilson.

BY Selectman Gallup, seconded by Selectman Gottling. Unanimous.

MOTION TO APPROVE THE FOLLOWING 2016 ABATEMENT

RECOMMENDATIONS (APPROVALS):

Parcel ID: 0103-0014-0000 64 Oak Ridge Road, James & Cynthia Currier.

Parcel ID: 0136-0004-0000 171 Burkehaven Hill Road, Nicholas & Carol Ruffus.

Parcel ID: 0121-0028-0000 West Shore Road, David & Carole Robinson.

**Parcel ID: 0136-0018-0001 & 0002 Lake Ave. Mary & Bruce McCarthy.
BY Selectman Gottling, seconded by Selectman Hastings. Unanimous.
MOTION TO APPROVE THE FOLLOWING 2016 ABATEMENT
RECOMMENDATIONS (DENIALS):**

**Parcel ID: 0135-0012-0000 26 Lovejoy Lane, Kevin & Linda Brown
Parcel ID: 0107-0006-0000 55 Otter Hill Road, Sean & Alyson Stark.
Parcel ID: 0133-0034-0022 Harbor South, Fabiani Revocable Trust
Parcel ID: 0106-0047-0000 750 Jobs Creek Road, John and Sally Putonen.
Parcel ID: 0130-0026-0000 NH Electric Cooperative, Utility Value.
BY Selectman Hastings, seconded by Selectman Gallup. Unanimous.
MOTION TO APPROVE THE FOLLOWING 2017 ABATEMENT
RECOMMENDATIONS:**

**Parcel ID: 0137-0016-0000 37 Harbor Hill Road, Sunapee Harbor View, LLC.
Parcel ID: 0118-0036-0000 41 Burma Road, James & Sheri Riter.
Parcel ID: 0114-0006-0000 19 Brown's Hill Road, Mark Brunelle
BY Selectman Gottling, seconded by Selectman Hastings. Unanimous.**

APPOINTMENTS

●6:50PM Chief Cahill-Auction of Town Property

Chief Cahill went over the details of the on-line auction contract with the Board. Chief Cahill is asking permission from the Board to use Auctions International to sell the old Police Cruisers.

Motion to authorize Chief Cahill to auction the two (2) Police Cruisers that will be coming out of service though Auctions International by Selectman Gallup, seconded by Selectman Hastings. Unanimous.

250th Celebration LOGO

Chief Cahill, who is a Sestercentennial (250th) committee member, showed the Board the winning logo from the Design Contest. The contest was sponsored by the committee. The winning logo will be featured on the 250th commemorative license plates, posters, and banners. The committee would like the Board of Selectmen (BOS) to approve the logo, **Motion to approve the logo chosen by the committee as representing Sunapee for the Sestercentennial celebration by Selectman Gottling, seconded by Selectman Gallup. Unanimous.**

●7:00PM Public Hearing- Emergency Expenditure- Washed Out Roadways, Resurfacing Options & Costs

This is the public hearing regarding asking the Dept. of Revenue Administration (DRA) to set aside money out of the Town's Unexpended Fund Balance to make repairs to North Road, Ryder Corner Road, and Perkins Pond Road. In accordance with RSA 32:11 Emergency Expenditures and Overexpenditures. Chairman Trow read the following procedures for RSA 32:11.

When an unusual circumstance arises during the year which makes it necessary to expend money in excess of an appropriation which may result in an overexpenditure of the total amount appropriated for all purposes at the meeting or when no appropriation has been made, the selectmen or village district commissioners, upon application to the commissioner of revenue administration or the school board upon application to the commissioner of education, may be given authority to make such expenditure, provided that:

I. Such application shall be made prior to the making of such expenditure. No such authority shall be granted until a majority of the budget committee, if any, has approved the application in writing.

If there is no budget committee, the governing body shall hold a public hearing on the request, with notice as provided in RSA 91-A:2.

II. The commissioner of revenue administration or the commissioner of education may accept and approve an application after an expenditure if caused by a sudden or unexpected emergency, in which case paragraph I shall not apply.

III. Neither the commissioner of revenue administration nor the commissioner of education shall approve such an expenditure unless the governing body designates the source of revenue to be used. Neither commissioner shall have the authority to increase the town or district's tax rate in order to fund such an expenditure.

IV. When applying to the commissioner of education for such authority, the school board shall send a copy of such application to the department of revenue administration. The commissioner of education, when granting authority to the school board, shall notify, in writing, the commissioner of revenue administration of any and all authorizations given to school boards for emergency expenditures or overexpenditures, and the revenue source for funding such expenditures.

V. Notwithstanding paragraphs I through IV, if the legislative body has by warrant article established a contingency fund in the annual budget for the purpose of unanticipated expenses, the board of selectmen may expend funds from such account to meet the costs of such expenses.

Chairman Trow opened the Public Hearing at 7:06PM. Donna Nashawaty stated that there is an application that needs to be filled out and would be submitted after the public hearing. Scott Hazelton gave the Board the following options and costs for resurfacing North Road, Ryder Corner Road and Perkins Pond Road in the areas that were damaged by the storm event that took place on Wednesday, May 31, 2017.

NORTH ROAD RESURFACING (The costs below are all-inclusive, and include gravel fill material, drainage components, and contractor's services that will be or have been completed, prior to resurfacing)
Option 1 (Recommended 6/12/17): Surface restoration would include grinding the existing asphalt with the addition of 1 ½" crushed ledge, regrading the roadway, and re-paving the roadway with a 3" thickness of new pavement. Total estimated cost for this option is \$119,340.

Option 2 (Additional Option for Consideration, *Not Presented on 6/12/17*): Surface restoration of the road could include overlaying the existing roadway and the exposed repaired gravel areas with a 2" thickness of ¾" base course pavement. Total estimated cost for this option is \$84,530.

Option 3 (Chosen by the Board of Selectmen 6/12/17): Surface restoration of the road could include patching all the exposed gravel areas that have been repaired with a 3" thickness of new ½" pavement. The total estimated cost for this option is \$50,850.

RYDER CORNER ROAD RESURFACING (The costs below are all-inclusive and include gravel fill material, drainage components, and contractor's services that will be or have been completed prior to resurfacing)

Option 1 (Recommended 6/12/17): Surface restoration of the road would include grinding (reclaiming) the existing asphalt with the addition of 1 ½" crushed ledge, regrading the roadway, and re-paving the roadway with a 3" thickness of new pavement. The total estimated cost for this option is \$139,900.

Option 2 (Additional Option for Consideration, *Not Presented on 6/12/17*): Surface restoration of the road could include overlaying the roadway and exposed gravel areas that have been repaired, with a 2" thickness of ¾" base course pavement. The total estimated cost for this option is \$89,814.

Option 3 (Chosen by the Board of Selectmen 6/12/17): Surface restoration of the road could include patching all the exposed gravel areas that have been repaired, with a 3" thickness of new ½" pavement. The total estimated cost for this option is \$59,000.

PERKINS POND ROAD RESURFACING (The costs below are all-inclusive and include gravel fill material, drainage components, and contractor's services that will be or have been completed prior to resurfacing)

Option 1 (Recommended and approved by the Board of Selectmen 6/12/17): Surface restoration of the road would include patching all the exposed gravel areas that have been repaired, with a 3" thickness of new ½" pavement. The total estimated cost for this option is \$36,500.

Option 2 (Additional Option for Consideration, *Not Presented on 6/12/17*): Surface restoration of the road could include overlaying the roadway and exposed gravel areas that have been repaired, with a 2" thickness of new ¾" base course pavement. The total estimated cost for this option is \$67,580.

RESTORATION OPTIONS & ESTIMATED COSTS FOR CONSIDERATION

Option A To repair all three roads using Option 1 above is \$295,740.
10% Construction Contingency is \$29,574
Total Estimated Repair Cost is \$325,314

Note: This option was recommended at to the Board of Selectmen on 6/12/17. This option will result with the damaged sections of North Road and Ryder Corner Road being significantly improved in comparison to the condition that they were prior to the storm event. These sections of roadway would be removed from the Pavement Management Plan, and approximately 1-mile of other roads would move up on their scheduled improvements in the Pavement Management Plan.

Option B To repair North Road and Ryder Corner Road using Option 2 above, and to repair Perkins Pond Road using Option 1 above, is \$210,844.
10% Construction Contingency is \$21,084
Total Estimated Repair Cost is \$231,928

Note: *This option was not presented to the Board of Selectmen on 6/12/17, but was discussed with GMI Asphalt, Inc. during their site visit on 6/19/17.* This option will result with the proposed sections of North Road and Ryder Corner Road being in better condition than they were prior to the storm event. These sections of roadway would remain in the Pavement Management Plan as scheduled to be improved, but may have the option to be delayed slightly in their planned improvements, depending on their condition relative to other Town roads in the year that they are scheduled to be improved.

Option C To repair North Road and Ryder Corner Road using Option 3 above, and to repair Perkins Pond Road using Option 1 above, is \$146,350.
10% Construction Contingency is \$14,635
Total Estimated Repair Cost is \$160,985

Note: The Board of Selected requested that this option be pursued at the 6/12/17 meeting. This option will result with the proposed sections of North Road and Ryder Corner Road being in a slightly improved condition than they were prior to the storm event. These sections of roadway would remain in the Pavement Management Plan as scheduled to be improved.

Note(s) for consideration:

- Approximately \$60,000 remains in the Highway Department's roadway paving line item. These funds were earmarked to install a paver levelling course on Stage Coach Road (between Hell's Corner and the top of the hill above Route 103) this year due to the very poor condition of the road.
- Approximately \$20,000 remains in the Highway Departments gravel line item. These funds were earmarked for surface improvements to the gravel section of Perkins Pond Road, but will be used to repair other minor washout areas from the storm.

- The ¾" base course pavement in Option B above, or pavement patches of Option C above, will be grinded in place during each respective roadway's scheduled improvements per the Pavement Management Plan.
- North Road (upper section) and Perkins Pond Road (paved section) are scheduled to be grinded and repaved in 2018. North Road (lower section) and Stage Coach Road (Hell's Corner to Route 103) are scheduled to be grinded and repaved in 2019. Stage Coach Road (Route 103B to Young's Hill Road) and Lake Avenue in GM is scheduled to be grinded, repaved and/or over laid in 2020.

Scott Hazelton would recommend Option B, with a cost of \$231,928. Selectman Gottling asked if North Road would be to Sargent Road. Scott Hazelton replied that it would be paved up to the Heights. Chairman Trow read the notes for consideration from Scott Hazelton. Selectman Augustine asked what the turnaround time for processing the application was. Donna Nashawaty replied very quickly. It was the actual person, who is the approval process that instructed her on how to do it. Selectman Augustine asked what the likelihood that they could say no. Donna Nashawaty replied that they could always say no, but she was encouraged by the Commissioner's Assistant who said this was a perfect example of when these funds could be used.

After no more comments from the Board Chairman Trow opened the floor to the following public comments;

Chairman Trow read an email from Judy Thackaberry, 93 Ryder Corner Road, in support of fixing the roads.

Bill Roth, 147 Nutting Road-His biggest concern is ditch maintenance. He doesn't know if it had anything to do up on North Road, but in his end of town we've had a hole in the culvert about two (2) feet off the road, been there since Mother's Day. There are logs laying in the ditches that have probably been there since the last time the Town plowed. He doesn't know if North Road was like that, but these things should be taken care of. Chairman Trow said he's sure how that effects what we've talking about for a plan to fix the roads. Bill Roth replied that maybe if the ditches were maintained this would not have happened. Chairman Trow said he was not going to argue water management because he has no idea. What he's hoping to get out of this is a sense from the folks here and by emails on what their thoughts and opinions on the repairs for this problem.

Tanja Schaffer, 10 Apple Hill Road -Her entire family travels North Road daily. Today they just got done paying a \$900 bill for their son's car duvet on North Road where the pavement drops off. On parts of the road there is only six (6) inches of one lane that's open, so you're forced to go around these big ditches and it's the entire length up the road. The most problematic, aside from the ditches, is the corner of where it meets at Sunapee Heights. Because it is a blind corner and people are trying to avoid those huge ditches, someone's going to have a head-on collision. That is the only part of the road that she goes on the somewhat repaired part or dirt part and even that's very sketchy in the very least. Tanja Schaffer and her husband fully back the option to repair lower North Road and Ryder Corner Road. She took a ride on Perkins Pond Road to see what the problems were. It's a very flat wide area. Even avoiding their rectangle repair job, you can still fit two (2) cars passing in that area. North Road is not like that. She watches other cars, who follow her and avoid those areas because no one wants to pay a \$900 bill for breaking their car on those ditches. So, she backs the good repair job that Scott Hazelton is recommending. Selectman Augustine asked if she feels comfortable driving over the current repairs.

Tanja Schaffer replied no, but is thankful that they went out immediately and did something to the road.

There are golf ball and softball size jagged rocks in the road and no one wants to drive their tires over it. The bigger pick-up trucks have driven over the road and packed it down. So now where the pavement meets the repair job it has sunk down and if you dare drive over it you sink into these big holes.

William Schaffer, 10 Apple Hill Road-The corners where its Hilltop and North Road, especially now that its summer and people are coming from out of town in expensive cars, don't want to drive over it. It's not that its not drivable. He thinks the Highway Dept. did a good job repairing it. People avoid it and go off in the other lane. That's what happened to his son, who had to drive off because there was a car in his lane. It's not if there is an accident, it's there will be an accident. It's very dangerous. He likes option 3 and doesn't think patching it is the right course of action.

Kinni Doherty, 180 Ryder Corner Road-She wants to thank the Board for addressing this issue. She knows it hasn't been easy and was a round the clock deal in the beginning for sure. Living on Ryder Corner Road being home a lot now she witnesses all the heavy-duty trucks going up and down that road. She would advocate for whatever is the best solution to fix the road. There's a lot of construction going on with the sewer going in, which runs havoc on the road. She hoping the Board makes the best decision in the long run.

Kevin Cooney, 56 Apple Hill Road-He also attended the last meeting and there's been a lot of numbers and options thrown around, but the issue is safety. Safety is what these people are talking about. If you come up North Road you need a stoplight. People are confronting each other, stopping, moving to the side because they don't want to drive over the rocks. He appreciates what the Highway Dept. did to response quickly, but its intolerable. If it would have been in another part of Town we wouldn't be talking about these options. It should be fixed to bring it up to standard, not this patch and pave option that's been talked about. This is one of the most highly traveled roads in the Town. If you don't know the road and you come up there at night, because there are no lights, you're going to get some surprises. It's a little bit silly that the Town is not going to take the approach to fix it properly because of the safety concerns. He would like the Town to do it right, not haphazardly. Selectman Augustine understanding is that all options would have pavement over gravel for North Road. It's just a question whether the entire road will be paved versus just the current gravel section, is that true. Scott Hazelton replied that was correct. Tanja Schaffer stated that when the winter plows go over that, the first chuck that comes up, the entire road's going to go. William Schaffer stated that if you patch the gravel area, the other side of the road is so alligator cracked, that the water and everything else is going to get through there and get down under the patch, which will not last. Chairman Trow said that the road was on the repaving program for 2019 and would go through two (2) winters.

Selectman Gallup replied that it wouldn't necessarily go through two (2) winters. If the repaving program was shuffled, in other words, leave the upper section of North Road from the intersection of Ryder and Trow alone next year and do from Lower Main Street to Piney Point Road, that will take care of the bulk of all the areas patched. It will be done through the regular part of the budget for next year. Selectman Gottling feels it should be done properly. Scott Hazelton has come in with a good suggestion and the Board knows where there are several sources of cash that will replenish the fund balance. **After some discussion, a motion was made to request DRA for a maximum of \$231,928, option two (2), for the unanticipated emergency and repairs that are needed to our important roads by Selectman Gottling, seconded by Chairman Trow. Unanimous.** The Public Hearing was closed at 8:00PM

●H6 Dump Truck – Dump Body Failure & Replacement

Scott Hazelton went over the following memorandum that was sent to the Town Manager on June 21st regarding the 2009 International Durastar Dump Truck.

During a snow storm in March 2017, the chain that is on the floor of the Highway Department's 2009 International Durastar, Air Flo, stainless steel dump body conveyor system snapped, and the rear sprockets that turn the chain were severely damaged. Viking Cives, a municipal plow and sander fabrication and repair specialist, installed a new chain and new rear sprockets. During another snow storm in April 2017, the new chain snapped and the rear sprockets broke free from its shaft when the welded connections between the sprockets and the shaft failed. Additionally, the torque from the conveyor chain's rear motor also caused the chain to bind up under the rear of the body, caused the rear corner post to crack and separate from the body, and resulted with noticeable sag in the left and right rear corner posts of the body. We delivered the truck to Viking Cives immediately following the second incident to have the dump body and material conveyor system inspected, and repaired, pending the results of their inspection. Viking Cives' discovered that the dump body had failed, and informed us that it could not be repaired. We requested that a Viking Cives' engineer look at the dump body to determine the potential cause of the failure, and we were informed that many factors could have played a role in the failure including:

- The Air Flo body original design had no bottom reinforcing members for load support,
- The Air Flo body is a light duty body that is only rated for 3.3 – 4.0 cubic yards of material, and was installed on the International Durastar, a medium duty truck,
- The Air Flo body may have been overloaded as is evidenced by multiple rear corner post stress cracks that had been repaired and/or welded since purchasing it in 2009,
- The most recent damage causes a large section of the chain to become lodged up under the rear section of the bottom of the body which may have attributed to the severe sag in the rear of the body.

We requested that an Air Flo representative inspect the dump body and live bottom conveyor system, and asked that they provide recommendations for the repair and/or replacement of the body. The Air Flo representative inspected the dump body and conveyor system. The results of their inspection revealed that the rear corner posts of the body had previous repairs completed on them, that the rear of the body had sagged on both sides of the conveyor system, and that the right rear side of the body was resting on the chain conveyor motor. The Air Flo representative indicated that the body couldn't be repaired to include a functioning live bottom chain conveyor system and recommended that we replace the damaged body. At that point, I inquired about Air Flo providing monetary compensation towards the replacement of the body and was told that they would not participate with any monetary compensation towards the replacement of the body due to the fact that there was only a 1-year warranty on the body when it was purchased. At the recent Mountain of Demonstrations day that was held at the Mount Sunapee Ski Resort, we met with the Viking Cives representatives and discussed our options for replacing the dump body based on the truck's remaining service life (H-6 is scheduled to be replaced in 2023) and the existing route and tasks that are performed with the vehicle. We determined two options for replacing the damaged dump body. The recommended option is that we replace the stainless-steel dump body with an AR400 steel, side dump body with a side conveyor spreader system, and a body that is rated for 4.0-5.0 cubic yards which is more suitable for a medium duty chassis and for the route and tasks that the truck is used for. The side dump body is manufactured by Viking Cives and a copy of the literature pertaining to the body is attached. The cost of this option is \$28,985. The second option would be that we replace the damaged dump body with an identical stainless-steel Air Flo, used dump body that the Air Flo representative located for us in Utica, New York. Viking Cives would install the used dump body on the truck. The cost of the dump body from the company in Utica is \$19,900. Viking Cives has not seen or inspected the used dump body, and indicated that their installation price is \$3,500 (provided there are no issues with the used body fitting onto our truck after being installed on another entities truck).

The total cost of the second option is \$23,400. A major factor in our decision for selecting the recommended option is that the second option restores the truck back to having a light duty body on a medium duty truck, and the potential for a similar situation occurring to the used dump body within the next 6-years remains the same. According to the company in Utica, they removed the body from their vehicle when they discovered that it was not suitable for the tasks they needed it to perform. If the used dump body were to fail over the next 6-years, it would leave the Town with a decreased trade value when it is scheduled to be replaced in 2023. If voted on and approved by the Board of Selectmen, the cost of the recommended option will be paid for out of the Highway Department's operating budget.

Scott Hazelton reported that the truck has been out of commission since April, but he needs to get it back into service. No matter what is done the truck will not be available until the middle of September. He is recommending option one. Scott Hazelton is looking for the support of the Board to get his truck back. The Board had no objections to this plan.

●Bradford Road Bridge – Materials Purchase and Bridge Fabrication

Mike Hansen, owner of Hansen Bridge, contacted Scott Hazelton earlier this month with a proposal to purchase and fabricate the Bradford Road Bridge replacement in preparation for the improvements that are scheduled to be implemented in the spring of 2018, and with the purpose of taking advantage of current materials pricing. Mike is proposing to purchase all of the bridge materials, to fabricate the bridge at his shop, and to store the bridge until construction of the bridge is funded with a passing warrant article by the voters in March 2018. Construction of the bridge project may be possible this fall if SB 38 is passed and the Board to commits the surplus funds for the Bradford Road Bridge Project. The cost to purchase the materials, and to pay for the soil borings which were completed last year, is \$82,300, and this amount can be funded from the bridges capital reserve fund with the Board's approval. **Motion to approve \$82,300 to be used from the Bridges Capital Reserve Fund for purchasing the material for the Bradford Road Bridge Deck by Selectman Gallup, seconded by Selectman Hastings. Unanimous.**

PUBLIC COMMENTS:

●Barbara Faughnan, Treasure of the Lake Sunapee Rowing Club. The club does have parking spots and were wondering if they could get emergency approval. The parking spaces are at the Georges Mills Boat Club. Donna Nashawaty stated that the plan has changed a couple of times and this year when they lost their parking the Planning Board thought they should come to a meeting to discuss the changes. The club is on the Thursday, July 6th agenda. **After some discussion, a motion to conditionally approve the Use of Facilities from Lake Sunapee Rowing Club pending Planning Board sign-off by Chairman Trow, seconded by Selectman Gallup. Unanimous.**

●Martha Roth asked if there was a weight limit on the Bradford Road Bridge. Scott Hazelton said there was a weight limit around 12 or 15 ton. Martha Roth said that right now there are 18 wheelers going over that bridge. Scott Hazelton replied that the Police are aware of it.

SELECTMEN ACTION

●Use of Facilities-09/02-Positive Tracks 5K Road Race, Sunapee Harbor

Motion to approve the Positive Tracks 5K Road Race pending submission of the insurance and completion of the application by Selectman Gallup, seconded by Selectman Gottling. Unanimous.

●Use of facilities-6/24 & 7/1-Firefighters Asso. Flare Sale, Safety Services Building

Motion to approve the Firefighters Use of Facilities for flare sales at the Safety Services Building by Selectman Gallup, seconded by Selectman Hastings. Unanimous.

CHAIRMAN'S REPORT

Chairman Trow reported that he is the Chairman of UVLSRPC again. Donna Nashawaty stated that Aaron Simpson would like the Board to find a replacement for him as a member of the UVLSRPC Board.

●Taxpayer Cost for Thrift Shop Renovations

Selectman Augustine asked if there were bills for all the renovations or a cost for the renovations. Scott Hazelton replied that any remaining bills that come from either Bob Collins or Ernie Rowe will be paid directly by the Thrift Shop Ladies. They had a \$2,000 limit and according to Craig Heino they have only spent approximately \$500. Both contractors are only going to charge for materials. The Town has spent \$500 on materials. Selectman Augustine stated that the taxpayers are not going to be hit with for anything more than \$500 because the Thrift Shop Ladies are going to use some funds that they have. Scott Hazelton said that was an accurate statement. The Thrift Shop Ladies had their own people donating their services. Selectman Augustine asked where they got their money. Donna Nashawaty replied that their money is from the Senior Seniors.

●\$40,000 for Ramp to Thrift Shop

Scott Hazelton met with Shaun Carroll last week. They reviewed the location of the ramp and how it was going to lay out on the property. Shaun Carroll didn't know the status of the project. The blocks that he wanted to donate have been spoken for, so he will go back and talk to his father and Brother about a few options; reduced cost of materials, free labor, and use of excavator. There will be some cost for the reddi-rock material and the project probably won't be done until next Spring. Donna Nashawaty stated that \$40,000 is not for the Thrift Shop ramp, the \$40,000 was the renovations total. The rest of the Board agreed.

●Thrift Shop 2017 Scholarship Donations

Selectman Augustine stated that it was in the program that the Thrift Shop had \$4000 in scholarships this year.

●Sale of Old Abbott Library to Historical Society

Donna Nashawaty passed out a handout describing the details of the lease for the Board to review and discuss at the next BOS meeting.

●Sale of Fernwood Point Property

Will Discuss under Town Manager section.

●Hydroelectricity Plant Year-to-Date Generation Statistics & Revenue

Donna Nashawaty reported that for the year there is about \$40,000 in income, which is almost enough to cover the expenses for the year.

●May Budget vs Actual Report

Selectman Augustine asked is there anything of note in terms of anyone running ahead or behind schedule. Donna Nashawaty replied nothing abnormal.

●Phase One of Cold Storage Building Construction

No update at this point.

●Summary of Findings, Learnings, and Benefits of Three-Day Town Manager Conference

Donna Nashawaty gave the details seminars that she attended in Keene at the NH Municipal Manager Conference.

- Veterans Field Project

Selectman Augustine stated that in the Recreation minutes they talked about a major project. Is the Town Manager familiar with what it is? Donna Nashawaty replied other than the Route 11 project, she is not aware of anything else.

- Sullivan County Tax Rate

Selectman Augustine thought he saw something in the reading file that the tax rate for Sullivan County is projected to be six point something percent increase. Donna Nashawaty replied that the County has been working on it, but are not voting on it until this Thursday at the Annual Meeting of the Sullivan County Convention. Selectman Augustine passed out an article regarding the County's bid process. Selectman Augustine would like to invite the County Commissioners to come in once the tax rate has been determined to explain the budget and discuss the article.

- Approval Process for Overtime for Non-Safety-Related Personnel

Selectman Augustine asked if there was a process for the approval of overtime for non-safety personnel. Donna Nashawaty replied that anyone who works outside their normal hours would get approval from their Supervisor.

- Town Employee Job Openings

The Town has the following job openings; Mechanic, Truck Driver, Full-Time Police Officer and the Zoning Administrator.

TOWN MANAGER REPORTS

- Devon Smith

The Board received the Devon Smith deed and payment agreement for their review. **Motion to authorize the Chairman to sign the deed and agreement for Devon Smith regarding 110 Winn Hill Road by Selectman Gallup, seconded by Selectman Gottling. Unanimous.**

- State Bridge Work in Sunapee

Donna Nashawaty said the Town received a letter regarding the four (4) bridges that will be taken care of in 2018.

- Interware-Credit Cards Use

On Tuesday, June 20th Interware Development gave a presentation on the Town accepting credit cards for various payments.

- Town 4th of July Celebration-Fireworks

There have been multiply meetings on the Town 4th of July fireworks with the various departments. The fireworks are on Sunday, July 2nd in Sunapee Harbor.

- Bid for Fernwood Property

The Board received the bid information and requirements for the sale of the tax deeded property on Fernwood South. The Town will accept sealed bids at the Town Office until September 5, 2017 at 6:45PM.

Meeting adjourned at 9:51PM

Submitted by,

Barbara Vaughn

Administrative Assistant

Approved: _____

Joshua Trow, Chairman

Suzanne H. Gottling, Vice Chairman

John Augustine

Frederick Gallup

Shane Hastings