

**TOWN OF DEERFIELD
BOARD OF SELECTMEN
November 9, 2022
MINUTES**

Call to Order

5:30 – Chairman McGarry called the meeting to order

Present: Fred McGarry, Chairman, Richard Pitman, Vice Chairman, Alden Dill, Cynthia McHugh and Will Huebner, Selectmen.

Pledge of Allegiance to the Flag.

Chairman McGarry: All right, we're going to go into non-public at this point. Dick.

Motion: Vice Chairman Pitman makes a motion to go into non-public. RSA 91A:3 II (b).

Second: Selectman Dill

Discussion:

Chairman McGarry: Will.

Selectman Huebner: I thought Ray was going to give us a report before we went upstairs.

Ray Ellis: I can, if you'd like.

Selectman Huebner: He's not going to be involved in our non-public I don't believe.

Chairman McGarry: Not at this point.

Selectman Huebner: I was just asking cause I thought he had to report to give I don't know if he wants to wait around.

Chairman McGarry: Well, I think I'd like to have Ray wait around. Once we get finished the non-public...

Selectman Huebner: If that's the case I'll vote Aye on the non-public.

Chairman McGarry: Okay. Alden?

Selectman Dill: Yes.

Chairman McGarry: Cindy?

Selectwoman McHugh: Yes.

Chairman McGarry: Dick.

Vice Chairman Pitman: Yes.

Chairman McGarry: And McGarry, yes.

Vote: Yea 5, Nay 0, Abstained 0 – Motion Carries

John Harrington: Can you repeat all that? Yes, if you could repeat that?

Chairman McGarry: What, the vote?

John Harrington: Uh, the... you're going into non-public or...

Chairman McGarry: Yes.

John Harrington: Okay. So, that was affirmative, you're going to make Ray wait...

Chairman McGarry: Yes.

John Harrington: ...and give his report after? Okay. So, we're in non-public.

Chairman McGarry: All right, no votes were taken in the non-public session. Motion to seal the minutes?

Motion: Selectman Dill
Second: Selectman Huebner
Discussion:

Chairman McGarry: Will?

Selectman Huebner: Aye.

Chairman McGarry: Alden?

Selectman Dill: Aye.

Chairman McGarry: Cindy?

Selectwoman McHugh: Yes.

Chairman McGarry: Dick.

Vice Chairman Pitman: Yes.

Chairman McGarry: And McGarry, yes.

Vote: Yea 5, Nay 0, Abstained 0 – Motion Carries

Chairman McGarry: All right, um, make a motion?

Motion: Selectman Huebner makes a motion to hire Ray Ellis as Road Agent and Transfer Station coordinator or supervisor.
Second: Selectman Dill
Discussion:

Selectman Dill: Do we need hours and pay in that motion?

Chairman McGarry: yeah.

Selectman Huebner: Okay, I amend the motion to the hiring of Ray Ellis with the annual salary of seventy-six thousand dollars.

Selectman Dill: I'll modify my second and at...

Selectman Huebner: At thirty-two hours a week.

Selectman Dill: Modify the second.

Chairman McGarry: Further discussion? Hearing none, all those in favor of the motion signify by saying aye.

Vote: Yea 3, Nay 2, Abstained 0 – Motion Carries

Selectman Dill: Now I guess we can ask for the road agent report.

Chairman McGarry: We can ask the road agent for... with regard to the vehicle.

Ray Ellis: Evening. So, today I finished finally getting all the signs up on our hired equipment for the winter. So, we have eleven trucks total. Four one tons and seven six-wheel dumps. Um, so, we have more than enough to go through the winter. So, that's some good news. Um, now for the not so good news. Uh, Grappone Ford called on the twenty five fifty one ton that we have, un, it needs a lot of work. Now, this is a truck that prior to bringing it up

there that we just paid almost five thousand dollars for, uh, to get a new gas tank and a whole new front end under it and some other work. Um, and now today he calls says it needs fourteen thousand nine hundred and ten dollars more to get the truck so it can plow.

Selectwoman McHugh: What's the matter with it?

Ray Ellis: So, it has a lot of things. Axil at the rear end, um, the two seals in the rear end are seizing up so that's what's making the truck wonder. So, originally when we brought it in for front end work, we thought it was the rods in the front and, uh, they corrected that and it was fine for a while and then it started doing it again. Started traveling over the yellow line, over the white line. You had to pay attention when you're driving it and he said cause the bearings are seizing up in there and the pinion in the rearend itself is pretty much gone. So, when the truck heats up after you've you're driving it, it starts to tighten up and that's what's causing it to sway left and right. So, it needs that. Um, the passenger side wiper was not working so while it was there, I said, could you look at that to see why the other wiper isn't working and found out it needs a transmission for the wipers which is on back order and he doesn't know when it'll come in.

Chairman McGarry: The wiper doesn't work.

Ray Ellis: There's only one wiper working on the truck right now.

Chairman McGarry: Okay.

Ray Ellis: The other one does not work. So, then there's an EXH exhaust sensor that keeps flashing on the dashboard and it says, in twenty miles it will reduce the speed to fifty miles an hour. Okay, on the truck and if it doesn't get fixed it goes down another twenty miles an hour and then eventually it just will not run anymore. So, when we found out that we brought up there to have them check it's on indefinite time on back order. He has no idea when he can get that part. Without that part that truck can't run, plow, it can't do anything. So, um, the fuel gauge doesn't work after we put the new fuel tank in the truck and he says cause the sending unit itself was also bad in the old tank and they couldn't get one for the new tank. So, we figured that Ford would have one. We figured wrong. They are also on back order. So, we can't get that. And the front brakes and back brakes need to be fixed and the rotors are chipped. So, it's a rather long list. I told him I was meeting with the board tonight and I would call them in morning and say either put the truck back outside or fix it or what are our options. He's goes, well maybe it will be time for you guys to get what you can out of it and get another Ford. Cause he's a Ford dealer.

Selectman Dill: Yeah.

Chairman McGarry: right.

Ray Ellis: So, um...

Selectman Dill: Can we buy a whole rear axil used somewhere?

Ray Ellis: Well.

Selectman Dill: Since we're pretty much doing a whole rear axil.

Ray Ellis: Pretty much.

Selectman: Dill: I mean, can we throw a used axil onto it.

Ray Ellis: (inaudible, someone talking) ...is that sensor. Without the EXH sensor the truck will not run.

Vice Chairman Pitman: (inaudible, soft spoken)

Selectman Dill: No, or a rear end or a non-running motor.

Chairman McGarry: Right.

Ray Ellis: I did, real quickly, look to see what was out there and what things would cost just to give you guys an idea. Um, one of the deals that I found was a pretty good deal a two thousand seventeen Ford dump, F550 super duty that had a plow and a plow and a spreader with ten thousand miles on it for seventy-seven thousand. And then I went and asked what the new ones would cost and a new F550, they start at eighty and go all the way up to ninety thousand

depending on what you put into it. If you want extra heavy-duty springs or whatever then it rises the cost. I'm not suggesting that. I'm just letting you know that's the price ranges if you had to replace this vehicle. Uh, fixing this vehicle doesn't look like it's going to be an easy task because we can't get the parts. But I just want the board to know that's where we're at. Uh, I have enough trucks to get by this winter without this truck, now after today and I'm making sure that these are all verified so we have these guys.

Selectman Dill: Have we tried a non-Ford garage? Have it over at D Town for just aftermarket parts? If Ford can't.... I mean, I can agree with you, usually a Ford can get a part but if they can't get anything.

Ray Ellis: The other thing is, from what the Ford guy is telling me, again, it's the Ford guy, is you have to also know how to put it in because it's computerized board. So, I mean, this is the early stages just laid on me this morning with a phone call cause I said, what's going on with the truck, I haven't heard anything and this is what he told me. The truck's on the lift right now. It's tore apart waiting to find out what we want to do. So, he was gracious enough to let me get back to you guys first then we can decide what we want to do. If we don't want to leave it there and bring it somewhere else, that's fine.

Chairman McGarry: Dick.

Vice Chairman Pitman: So, you're looking at sixteen thousand When all the parts actually in.

Ray Ellis: Right. And we already got five into it so there's twenty. new paid forty for it when we bought it in fifteen.

Selectman Dill: How many miles does it have?

Ray Ellis: I don't know what the miles are on it right now. It'd be a guesstimate.

Vice Chairman Pitman: (inaudible, soft mumble spoken)

Ray Ellis: Right.

(Inaudible, everyone talking at once, can't decipher what's being said.)

Selectman Dill: No, it's a two thousand fifteen.

Selectman Huebner: Brand new in fifteen?

Selectman Dill: Yeah.

Ray Ellis: It's our newest truck in our fleet.

Selectman Huebner: Then it probably makes sense to fix it.

Selectman Dill: But we have to wait to fix it, but yeah. We don't have seventy-seven thousand dollars kicking around in anything to buy another truck, so...

Selectman Huebner: if we can fix what the... (inaudible, voice gets quieter and trails off)

Selectman Dill: Yeah.

Selectman Huebner: We just won't have it for the season but we don't need it.

Chairman McGarry: Right, based on what Ray said.

Selectman Dill: We get it back when they get the parts, I guess is what I'd say.

Chairman McGarry: Is that pretty much the consensus of the board? I see the nodding of the heads yes.

Ray Ellis: All right, I'll see if we can get it back here and park it in the garage down back and revisit it when we can.

Selectman Dill: Or should we just leave it and have them roll it out there and leave until they get parts in.

Ray Ellis: If that's an option. I'll ask them

Selectman Huebner: Yeah, I think what we're saying is we want to tell them to go ahead and fix it as soon as he can get the parts. Now it might be six months till he gets the parts.

John Harrington: We'll just have to check and see if they charge storage. I wouldn't want to pay for that.

Selectman Dill: No, agreed.

Chairman McGarry: Right.

Selectman Dill: But on the other hand, if it's there it's less of a chance of us driving it around and breaking it while waiting on parts.

Chairman McGarry: All Set?

John Harrington: Okay.

Selectman Dill: Um, I've had some questions, quite a few today actually, on the South Road forty-three interchange. Is that the final iteration of it?

Ray Ellis: Well, it's not finished and that's what I have to tell people all the time cause they're like well this drop off by my driveway. Well, I says we're not finished. We're going to be graveling it, matter of fact, we gonna be doing it tomorrow and the same thing with the... we can't line it or do what we wanted to do to try to make that intersection more safe. Um, the original plan, and I talked it over with Chief Duquette. He came out there and walked it with me and to try to get people to come up into that corner farther, before they take the left coming from Candia so they can see to the right. Uh, the way it was they were automatically cutting straight across in front of people cause they couldn't tell coming around the corner that they were cutting them off until they got into the corner. So, trying to make them... I know at the state I know a lot of them turned out to be what they call a T intersection. So, you have two lanes that comes up to a stop sign and you go left or right and that's what we're trying to push them back too. But we didn't want to stop it all the way because people take wide turns with tractor trailer trucks because it's not a straight road so they actually almost come onto south road before they take a left and just the opposite when they're going towards Deerfield coming from Candia. They swing into the left lane forcing cars into South Road to go around to the right cause their off tracking of their trailer goes across that guy's lawn. So, that was the thought behind it, um, and then with the state on forty-three it goes down the hill, there's a three-foot-wide hot top trench that they put down there. So, the thought process was also that the part that's not hot top was going to become a trench so the water from South Road would come around the corner and down the hill, okay, and then we would fill the rest of that in with either patch or gravel and hopefully, once we've got them trained to go over there it wouldn't be a problem. But change comes hard in town and people are making an effort to go over there and spin the rocks out on the edge because they're cutting people off. We put orange cones up there to try to keep them over and it worked for a couple days and then they started running the cones down. And then the next day we came and all the cones are missing now.

Chairman McGarry: Cindy.

Selectwoman McHugh: So, if people come out of South Road on that T, they can safely do that without going into the other lane if they're gonna turn right?

Ray Ellis: Correct. If they come all the way up to the stop line, we have to put a white stop line, and then turn to the right. It's no different then like coming out of a driveway going right or left. If you stop straight square to the road you can go left or right.

Selectwoman McHugh: Well, it's a pretty sharp turn there. I was just thinking... that was a comment made to me.

Ray Ellis: The turn is on the state road not South Road.

Selectwoman McHugh: I know but you're coming off of South Road onto that turn.

Ray Ellis: Right. But with the line, it forces you to go further into it to go on the other side of that yellow line to go left if you're coming from Candia. I mean, I understand what you're saying and it's been that way forever...

Selectwoman McHugh: It's how it was asked to me.

Ray Ellis: Right, right. That's why I also brought Chief Duquette up to find out what he thought.

Selectwoman McHugh: Well, he's not a road guy.

Ray Elli: No, no but he also enforces the law. So, if we paint a line, we can enforce the law. People cut over that yellow line you can ticket them.

Selectman Dill: Yeah. The comment I got was from a couple guys who drive tractor trailer and said they didn't think they had enough swing because of it now.

Ray Ellis: You're talking four and half feet.

Selectman Dill: I haven't driven through there with a trailer... (inaudible, someone starts talking)

Ray Ellis: (inaudible, someone talking) ...right to the edge. It's just four and half that we're gonna allow for ditch line and gravel.

Selectman Dill: So, once we gravel that, and you said they're doing that tomorrow, once we gravel the shoulders it'll look different.

Ray Ellis: There's gravel it in now. We already put gravel in there. They're spinning it out but... because they won't stop doing what they've been doing.

Selectman Dill: Gotcha. All right. Well, good news on the plow contractors.

Chairman McGarry: Right.

Ray Ellis: And also, if it doesn't work out, we can hot top that. You want to hot top that little four-foot section we can do that as so.

Selectman Dill: Okay.

Chairman McGarry: Okay. Thank you, Ray.

Ray Ellis: Well, thank you guys very much.

Chairman McGarry: Motion to adjourn?

Selectman Dill: Technically we have citizens' comments.

Motion: Vice Chairman Pitman

Second: Selectman Dill

Discussion:

Vote: Yea 5, Nay 0, Abstained 0 – Motion Carries

Next Meeting: November 14, 2022 at 5:30 pm

*The Minutes were transcribed and respectfully submitted by Randi Long, Recording Secretary
Pending approval by the Board of Selectmen*