

**TOWN OF DEERFIELD  
BOARD OF SELECTMEN  
June 17, 2019  
MINUTES**

**Call to Order**

5:30 pm – Chairman Robertson called the meeting to order

**Present:** Andrew Robertson, Chairman; Richard Pitman, Vice Chairman. Fred McGarry, Jeff Shute and Cindy McHugh, Selectpersons.

**Pledge of Allegiance to the Flag**

Chairman Robertson asks all to rise and pledge allegiance to the Flag

**Opening Bids: Diesel Fuel; Heating Oil; Propane:**

**Diesel Fuel:**

The Deerfield Board of Selectmen is seeking bids for diesel fuel for the 2019-2020 season for approximately 8,000 gallons. Questions may be directed to Mark Young, Highway Agent at 603-463-7736.

**Palmer Gas & Oil**

**.20 cents off daily, regular market price.** (On June 10<sup>th</sup>, this price was \$3.249.9 per gallon)

Vice Chairman Pitman noted that there was no guarantee as to what the price would be during the winter to which the Chairman agreed. Vice Chairman Pitman also noted that it was for dyed fuel which is off road fuel only.

**Irving Oil & Propane**

**\$2.136 per gallon variable diesel** (off the rack price). At this time, a fixed price is not available for diesel pricing. The rack reference will fluctuate with the daily market, but the mark up over rack of .052 would not change during the term of the contract (8/1/19 to 7/31/20). Also noted there is an environmental fee of .01625 cents and a LUST fee of .001 cents.

**Rymes Oil & Propane**

**.28 cents over Sprague Energy, Newington, NH premium road diesel costs on day of delivery.** An example of this price today is \$2.28015 per gallon.

**Town Heating Oil:**

The Town of Deerfield in conjunction with the Deerfield School Board is seeking sealed bids for heating oil, for the 2019-2020 heating season for approximately 15,000 gallons of heating oil for town buildings and 12,000 gallons for the Deerfield School District Buildings. Questions concerning the Town may be directed to Ray Ellis, Building Maintenance Supervisor at 603-404-4287. Questions concerning the School may be directed to Mike Greenwood, School Maintenance Supervisor at 603-234-4127.

**Palmer Gas & Oil:**

**Fixed price of \$2.549 per gallon via an automatic delivery schedule**

**Irving Oil & Propane:**

**Fixed heating oil of \$2.205 per gallon.** Please note the following criteria and details surrounding our submittal. The fixed rate for heating oil is valid until 6/14/19. If Irving is chosen as the successful, they would forward contracts for signature before the gallons are locked in. The fixed rate is offered only for 37,000 gallons of heating oil. If gallons are consumed before the end of the contract, pricing would revert to a variable rate. Please note the following fees are not included in the quoted pricing and are billed separately on all invoices. Environmental fee of .01375 cents and a LUST fee of .001

cents. They also note that they would offer the Town of Deerfield employees a discounted pricing for their homes.

Chairman Robertson stated that they typically disregarded that because they felt that it is an unfair advantage but it is on the quote.

**Rymes Heating Oil:**

**Fixed price of \$2.279 per gallon for the 2019/2020 heating season.** Pricing under this agreement begins 9/1/2019 and expires on 5/31/2020.

**Town Propane:**

The Deerfield Board of Selectmen in conjunction with the Deerfield School Board is seeking bids for propane gas, for the 2019-2020 season for approximately 4,000 gallons of propane for town buildings and 7,000 gallons for the Deerfield School District Buildings. Questions concerning the Town may be directed to Ray Ellis, Building Maintenance Supervisor at 603-404-4287. Questions concerning the School may be directed to Mike Greenwood, School Maintenance Supervisor at 603-234-4127.

**Palmer Gas & Oil:**

**Offer is valid until 2 pm, 7/17/19. Fixed price of \$1.70 per gallon via automatic delivery service.**

**Farrell Gas:**

**Fixed pricing of \$1.799 per gallon or margin price of .659 cents over the Farrell Gas market costs.** Currently, the Farrell Gas market cost is at .883 cents per gallon which would put the town's cost today at \$1.542 per gallon. If service work is required on exterior lines or equipment, the service charge is \$99.00 per hour plus the cost of parts and fitting.

**Irving Oil & Propane:**

**Fixed pricing of \$1.457 per gallon. Pricing is valid until 6/14/19 at 9:00 am.** Fixed price is offered only for 11,000 gallons of propane. It also notes that there is a PERK fee of 0.05 cents that is billed separately on invoice.

**Rymes Heating & Propane:**

**Fixed price of \$1.099 per gallon for the 2019/2020 heating season.** Pricing under this agreement begins 9/1/2019 and expires on May 31, 2020.

Chairman Robertson noted that this concludes the bid process for diesel, heating oil and propane. He didn't know what the Board's pleasure was.

**Motion:** Vice Chairman Pitman moves to give the road agent and the building maintenance supervisor the bids to review and get back to the Board as soon as possible

**Second:** Selectman Shute

**Discussion:**

**Vote: Yea 4, Nay 0, Abstained 0 – Motion Carries**

Ms. Cady stated that there were two bids, one that closed at 2 pm today and one that closed June 14<sup>th</sup> to which Chairman Robertson stated that this was the language in the bid.

**NHDOT – David Scott, Jason Tremblay – Bridge Replacement on NH 107 over Freese's Pond.**

Mr. Scott introduced himself and stated that he works for NHDOT and he oversees the inhouse Bridge Design section. He stated that he had a sign in sheet so that they could get a record on who was at the meeting.

He also introduced Julie Whitmore from DHD who is the bridge designer consultant firm which will be doing the actual assembly of the plans for the project.

They were there to discuss the project but also to get input from everyone. As they get into the details of this, they are seeing using the input, whether the plans have merits, drawbacks and wanted to say that right up front. They are looking for input.

Before he turns the presentation over to Jason, he had a document from their Bureau of Environment that he has to read regarding the environmental commitments and then turn the presentation over to Jason.

When it is wrapped up, he would like to make some concluding remarks to the Select Board regarding the municipal work zone agreement which they will be discussing as this is moved forward.

### **Deerfield, 24477 – June 17, 2019 Public Info**

The evaluation of environmental and cultural resources impacts within the project limits is on-going. Environmental resources anticipated to be evaluated in the vicinity of the project area include Wetlands, Water Quality, Floodplains and the endangered Northern Long-eared Bat. Cultural Resources and Contamination issues will be evaluated as appropriate. The resources and impacts of the preferred option chosen will be documented in an Environmental Study, which will be made available for public review.

For Cultural Resources, the project will need to comply with the requirements of Section 106 of the National Historic Preservation Act of 1966. This Act requires the Department to identify and assess the project's impacts to cultural resources, which are buildings, historic districts, and structures, as well as archaeological sites, that are generally greater than 50 years old.

These regulations offer individuals or organizations with a demonstrated interest in the potential impacts to historic resources an opportunity to become more involved in an advisory role through meetings and commentary. They may become what are known as Consulting Parties under Section 106 of the National Historic Preservation Act.

The lead Federal Agency for this project is the Federal Highway Administration. Although the role of a consulting party is advisory in nature, FHWA must consider a consulting party's input carefully before making a final decision on how the project will affect historic resources.

Consultation recognizes the importance of local involvement in the decision making process. If you wish to become a Consulting Party, please contact me after the meeting for information on contacting FHWA.

#### *Contact Information:*

*Mr. Jamison S. Sikora  
NH Division Environmental Programs Manager  
Federal Highway Administration  
J.C. Cleveland Federal Building  
53 Pleasant Street, Suite 2200  
Concord, NH 03301  
jamie.sikora@dot.gov*

An historical survey is being conducted during the development of this project. The Department will coordinate with the Federal Highway Administration (FHWA) and the NH Department of Historical Resources (NHDHR) regarding potential impacts to historic properties or historic districts determined to be located within the project limits.

Additionally, the Federal Highway Administration's Section 4(f) of the DOT Act regulations require the evaluation of impacts to historic and recreational properties to determine whether alternatives which avoid or minimize impacts to these properties are reasonable or prudent.

At this time, the presentation was turned over to Jason Tremblay.

As David said, it is Route 107 over Freese's Pond, so it's just north of the intersection of Route 43/Route 107.

The existing bridge structure is a metal pipe that was built in 1973. He stated that they would be posting the plans on the website after this meeting as well for those who can't see it as well.

It was asked if they were going to be on the town's website and it was stated that it would be on the NHDOT website and they could link to them.

The overall opening of the currently structure is approximately 13 feet wide and the picture shown was Route 107 heading north toward Route 4.

The current width through this area is approximately 32 feet. There are 11-foot paved lane, a 1-foot paved shoulder, a 4-foot gravel shoulder. So, for pavement, there is about 24 feet and about 8 feet of gravel.

The existing structure is rated "3" on their bridge inspection which states that it is in "poor" condition and really needs to be replaced. It is a metal pipe arch so there is deterioration at the waterline and also at the top of the arch. It is beginning to settle and if it continues to settle, it will cause the whole structure to settle and the road will not be passable at that time which is why they want to replace it before it happens.

The road itself above the bridge, it is 11'1" both to the north and south. Once you get beyond this, the shoulder isn't quite there but the roadway that they are trying to maintain that existing width as well.

There is a slight 1% grade heading south but the bridge itself in this section is on a horizontal tangent. He did know when you got a little bit further south, there are curves, but in this area, it is relatively straight.

The current proposal options, one was to install a four-sided precast culvert and other one was slightly higher with some approach slabs on top and there was also another option where they would put in an arch.

Based on the construction time range, they felt that putting in precast, four-sided culvert would make the opening a little bigger and allow the construction to go quicker.

The guard rail would be kept pretty much where they are. There is a point on this southeast corner where he thought it might be a boat launch area, the current guardrail shown would impact this area and he would like to get some input on this. If there is truly a boat launch, maybe they keep the rail where it is and put guardrail warning up so that people don't go into the pond. This will need to be looked at and addressed.

On this structure, with the culvert itself, the wings extend a little bit outside their right of way, so they would have to acquire a little bit of right of way on the corners that will have to be discussed with the property owners to see what they would like.

There are some utilities off to the west that would have to be temporarily located a little bit to the east during construction and put back along where they are currently.

Because they are over a pond, they would require a wetland permit, a shoreline permit, depending on how much of the bank that they disturbed.

There is about 2700 or so vehicles a day that use this road. One of the traffic control options on the table would be that they could close the road for a short period of time, roughly 4 to 6 weeks. The detour around from one side to another would be to go up Route 107 to Route 4 and down Route 43 which would be approximately 20 miles. There would be signs for the detour for that should it be still on the table.

Because these sections of precast can be measured and made in the shop, when they come in, the road would be closed down, remove the pipe, come in and put in these boxes and get the work done relatively quick in that time frame.

They are currently scheduled to advertise June 4, 2022, so there is a bit of time but they like to get out and get input ahead of time to make sure that they are moving in the right direction.

If they advertised in January, 2022, they would be out there in mid-spring to do some initial work like moving the utilities, getting things ready, so that when they close the road down, it would probably be in the summer of 2022 and could take that 4 to 6 weeks when there are no school busses and other things, so hopefully they could have that closure completed by fall of 2022.

Once the bridge was opened after the 4 to 6-week closure, there would still be some cleanup work to do but traffic would still be open.

The overall process will cost approximately \$1 million dollars.

Before he turns it back over to Dave, since they are coming there for input, he had some questions to ask so please feel free to ask.

His first question is:

How many people received (what he was holding up) in the mail?

He thanked everyone very much because he has been trying to reach out to as much of Deerfield as he could and when he realized that when this is closed, it could affect pretty much all of Deerfield. He stated that he sent the notice to pretty much everyone in Deerfield just to make sure everyone was aware of it. He appreciated everyone for coming to the meeting. It meant a lot to him.

Next question was, is this a road that sees a lot of emergency vehicles? He didn't want to say, typical emergency but what is the level of emergency traffic?

Someone answered that this is basically the primary road for the community. It is the longest stretch of passable road in the town and he would say that trucking, emergency and basically anything that is passing through Deerfield is using Route 107 and if you are on that half of the town, you are using that half that you are closing.

Someone else noted especially if you are going from Epsom to Raymond, it is the shortest way to get there.

It impacts quite a number of towns beyond Deerfield because it is a commuter road as well. Obviously, given the number of cars that were sighted.

Quickly also, you mentioned wrapping up in the fall of 2022, and he stated that we have this thing called the "Deerfield Fair" in town that backs traffic up on its own.

It was asked if that was late September of which it was answered yes. He stated that they could make that part of the contract that they have to be out of there by early September because they didn't want to impact Deerfield Fair.

Chairman Robertson stated that this would be critical and they didn't want to back up traffic to Concord and beyond.

It was stated that it was fall but that date can be refined to early September so as not to impact Deerfield Fair.

Someone in the audience asked which area he was talking about, before or after Mr. Mike's coming from the G.B. White building to which it was answered, it was after.

The next question was whether the ambulance and fire were full time or volunteer staff to which it was answered volunteer. He also stated that he talked with someone from fire and that the town uses municipal aid.

Chairman Robertson stated that the fire chief, Chief Fisher, and the police chief, Chief Duquette, is to his left in the black shirt.

Ms. Cady asked when the road is closed, say someone is going to Veasey Park, our swim area in the summer, would the detour be onto Meetinghouse Hill Road, Old Centre and back onto Route 107 to which it was answered that it is their policy not to sign local roads. They could sign the detour on state routes but not on local roads.

Chairman Robertson stated that they thought that the Board would like it if they stuck with their policy because they would be hearing about all the traffic using the local roads.

Mr. Tremblay stated that they couldn't stop the locals from using the local roads but if people are cutting through because that section of Route 107 is closed, they can find other ways and put out press releases in order to get the word out to as many people as possible.

It would be great for commercial vehicles to know where to detour especially, 18-wheelers, as a lot of them come down Route 107 and it was stated that it is possible that they could find a regional detour for those for instance, maybe at the Epsom Circle, it is signed so that they avoid this altogether.

Someone else stated that the Route 43 to 107 detour would take care of that issue. Mr. Tremblay stated that the 20 mile is the whole loop but if they have to go down Route 43 to 107, it might be adding 6 or 7 miles onto the commute but it would be signed appropriately.

The school schedule and the bus routes, it would be their intention to have the 4 to 6-week closure during the summertime to avoid the school busses.

He stated that he was talking with someone from the fire department and school is out either tomorrow or Wednesday. He thought that they could hit July and August for that closure so that it wouldn't affect the school bus routes.

Next question was if there were any historic concerns?

He knew that he thought Hammond Road was just above the bridge and there was a barn there but did anyone from the audience know of any historic issues.

A member of the audience stated that he lives on Hammond Road and the only way out is over the bridge.

Ms. Cady stated that the historic issue is, and it abuts where you are talking about, is that was a boy scout camp for years and years, the red house and barn.

Chairman Robertson also mentioned about the boat ramp. There is no official boat ramp there. It is sort of a recreational use on both sides of the road for a long time. People might slide a canoe in there or fish there but there is no "official" recreational access on either side of the road there.

Mr. Tremblay stated that if the guard rails were extended to meet, do you think that it would be an issue?

Chairman Robertson stated that he thought that the private property owners might actually appreciate it although he didn't know what their exact feelings are.

Mr. Tremblay stated that they could ask them how they feel about it when they reach out to them.

It was asked if there has been a hydraulic test done at this location yet as it was noted that this area flooded over the road during the Mother's Day floods?

He was stated that it hadn't been done years ago when the first culvert was installed. It used to be a bridge and then for reasons to make it faster, the state threw in a culvert. He stated that he watched all this happen as he lived up the road as a kid. The culvert got put in, for the same purpose, the fair is coming, they had to get it done soon, so there went the bridge and so now we have this little culvert and when it rains to beat hell, his side floods, but the other side doesn't. All the houses are on the side that floods.

It was asked if there was enough right-of-way in that area to widen that culvert to increase capacity and a member of the audience asked if it could be turned back into a bridge which would really be nice rather than a culvert? That is really what he would prefer to see. Being someone who owns land there, it has been flooded several times, he has had to lift his house up, put the foundation under it and get it up higher so that it doesn't flood. He would really like to see a bridge. This culvert stuff is a joke. It doesn't handle the water.

Someone else from the audience stated that just the fact that they didn't do a hydraulic test was very disturbing. They got confirmation from the state before the Mother's Day flood and before the flood in 2006, that one was never done. The pond sides don't level out. It doesn't matter, in 2006, the pond flooded and blocked the culvert and that is why one side flooded.

Even in a regular rain, when they have heavy rains, one side which only has two or three houses, stays not too bad but over on the other side, Hammond Road, Penn Ave, all those places, they flood like crazy. It's very bad.

It was stated that he was led to believe that it was sort of acting like an equalizer pipe and someone added that most of the time it is but during heavy rains, the road has been flooded. The culvert acts like a dam.

It was stated that this is good information to know.

Someone had a question regarding the elevation of the crest of the dam in regards to the proposed box culvert and how that relates to the box culvert.

Mr. Tremblay asked someone with him if they had that information.

Selectman McGarry stated that one of the issues that affects some of the folks that live on the east side of Freese's Pond, is that previously, when the bridge was there, was that folks could take a canoe and row from one side of the pond to the other. Now, the only way that you can get through the existing structure is by laying down in the canoe and push your way through. There is totally insufficient headroom between the elevation of the crest of the dam and the existing structure.

Someone else added that it is interesting that the upstream side is lower than the downstream side. In other words, when you come from upstream to go downstream, the opening is lower on the upstream side than the downstream side. There is not a lot of extra capacity in that culvert even during low water in the summer.

An audience member asked what the width of the inlet and outlet are at this time?

It was answered that the current width of the metal pipe is 13 feet and this was going to open it up to 14 feet.

It was suggested that if they were going to spend all this money that they should do it right and get it over with.

Selectman McGarry stated that to follow up on the question that he asked, it seems like it would be necessary to raise the elevation of the centerline of the road in order to accommodate a greater headroom in the proposed box culvert and asked if there was any consideration into doing that?

As it stands now, this plan was to create a slightly bigger opening than what currently exists so there would be a little bigger hydraulic path but it wasn't looked at with the elevation of the dam and the considerations of it not actually equalizing the way that he thought it was.

An audience member stated that they did contact the dam operator and discussed this information with them. They didn't get an invert elevation from them at that location but their understanding was that when the dam overtopped in 2006, it was about 2 feet over the spillway so they were able to evaluate that. When they went for their initial discussions, they didn't understand the data from the staff that they were talking with so it is more in depth with what the community is seeing. They certainly have the site models from the 2006 Mother's Day flood and it appears that actually the road itself, there is a slight sag curve on the south side of the bridge itself, so the entire roadway is overtopping so there would need to be some pretty significant road construction to pick up the road as opposed to what they were looking at there which is really just addressing the structural concern of the culvert itself. That seems to be the impetus of the project, not necessarily the hydraulic history.

Next question regarding pedestrian and bike traffic, do people walk and bike this to which Chairman Robertson stated that they do and you take your life in your hands when you walk or bike on Route 107 for most of the length as there is no particular shoulder or breakdown lane.

Mr. Tremblay stated that people take their lives in their hands and bike and walk it to which it was stated yes.

A member of the audience stated that some traffic is doing 50 to 60 miles an hour on that road and most of it, it was added, is 35 mph.

Mr. Tremblay stated that what they were trying to do is to address the safety concerns that the pipe doesn't fail and they may be going back to the drawing board on that one which is what this is trying to show.

Mr. Trembley asked about town events to which he thanked Chairman Robertson for mentioning the fair. He asked if there were any other special events, especially in the summertime since that is when most of the work would be happening?

Chairman Robertson stated that there is Old Home Day but that he would assume that the locals that were here for Old Home Day would be able to get around the blockage using local roads.

It was asked from the audience when the triathlon was to which it was stated that it was on Old Home Day.

Mr. Trembley stated that they preferred summertime as the time of construction as there isn't as much rain. If it were to become a bigger bridge, that may take more time because now you have to place abutments. The thing with a four-sided box was that they could just excavate and put it in place. So, the whole construction timeframe would change if this became not a culvert but a bridge.

Mr. Trembley asked if there were any abutter in attendance?

They sent the flyer out to everyone in Deerfield but they sent letters to the four abutters.

Mr. Trembley asked if there were any other concerns if the road was closed.

It was asked if they were going to drain the swamp when they do the construction?

He didn't think so, but they would put some kind of drain pipe across so when the pipe is being removed, the water would go off to the side. They would build a coffer dam so that they could maintain water level.

Traffic impact, which Mr. Trembley thought that they had discussed, but asked if there would be any other traffic impacts? Any business impacts? He knew that there were a couple of business and did anyone think that they would be impacted by this project.

Chairman Robertson stated that there is a fair chance that it would impact the restaurant located in the center of town. There is actually a couple of restaurants in the center of town that depend on traffic passing through.

Someone from the audience stated that most weekends, the fairgrounds have something going on most of the summer. A lot of horse shows.

Ms. Menard stated that she had a general safety concern which was that there is a strange phenomenon that goes on at the junction of Route 43 and Route 107. If you are on Route 107 and you are going north, and you have people stopped at Route 43, for some reason they misjudge that you are staying on Route 107 and they pull out in front of you.

Mr. Trembley asked if it was a stop condition on Route 43 to which it was answered yes but Ms. Menard continued and stated they she didn't know if in our brains, if we see people going slower than they are or what happens, so her question was, it sounds like they are going to block the road so there isn't going to be traffic backed up from the bridge with one lane open. It sounds like the detour is going to be in affect the whole construction period.

Mr. Trembley stated that if they were allowed to close the road, it would state local traffic only to the bridge but there wouldn't be through traffic so in essence, Route 107 is closed to through traffic.

Ms. Menard stated that her point is, and she means this seriously, it has to be really good signage. If it is a confusing situation, it's going to make a challenging situation worse so be aware that, and maybe other people can support this as well as she has had different people pull out in front of her two different times in one day, so it is a tricky section. The planning of signage and where the signage is located, so people aren't confused further and making a worse situation although it sounds like if the road is blocked, there isn't going to be as much of a problem.

If people want to go into the store, and if you have people coming out of Route 43, not allowing that safe passage to the store, that would be a business that would be affected and Chairman Robertson stated that this is the only gas pumps in the community as well.

Ms. Menard stated that that would need some special planning and Mr. Trembley stated that it would by making sure people know when the road is going to be closed and such.



Someone in the audience stated that pretty much people use the stop sign as a yield sign.

Ms. Cady stated that if they were going to divert traffic at Route 4 stating that Route 107 is closed, she would assume they would be coming into that intersection.

Mr. Trembley stated that yes, they would be coming down Route 4 to Route 43 and back down to Route 107. Mr. Trembley pointed out traffic patterns to members of the audience.

Someone mentioned that they couldn't block it off at Route 43/107 as people go past the intersection to go into the store. It was just a consideration and Mr. Trembley stated that they appreciated the audience's thoughts and concerns.

Another person mentioned that maybe they have an officer at that intersection during peak hours directing traffic or at least there with a presence with an officer at certain areas, people actually slow down, surprisingly. Maybe that might help, he didn't know but Mr. Trembley stated that it was something to consider.

Chief Fisher asked if it were possible if they were to do a temporary bridge to the west of Route 107, in that general area? He knew when the bridge was replaced at the Deerfield/Epsom line on Route 107, the department put in a temporary bridge.

Mr. Trembley stated that he had worked on that project and it seemed like yesterday although it has been at least six or seven years. He felt that it was more like a stream there so it was easier to cross and although he hasn't been out here in a while, because it is a pond, it spreads out a lot more and have to span the pond as well as the cost of it which can start at half a million dollars.

It was asked where the funding was coming from and it was answered it was an eighty/twenty split but either way they have a finite pot of money. Another issue would be wetland impacts. It would really complicate this project.

Chief Fisher stated that in his position of fire chief, he wasn't in favor of closing a road for 4 to 6 weeks. Concord Hospital is our number 2 destination hospital that patients go to in the community so that Route 107 corridor is pretty vital.

Mr. Trembley asked if there were any other concerns that haven't been discussed?

It was asked from the audience if during this construction project if it needs to be posted, will it be available for 511 so it will be available for like summer construction projects?

Mr. Trembley stated that they reach out to their office and it will be on their website that the road is closed. There will be message signs on Route 4 probably saying that the road is closed for through traffic and have as much information as they can to make people aware that this section is closed.

Executive Councilor Ted Gatsas for this district and the concerns that he is hearing here is the number of weeks that the bridge is going to be closed to which Mr. Trembley agreed.

Mr. Gatsas continued to say that he thought that somebody should be taking a note and see if they couldn't get the contractor to work 24/7 in order to reduce that time from six weeks to three weeks.

Also, the other concern that he is hearing from folks is to see if they can't get the culvert bigger than 14 to which Mr. Trembley agreed.

Mr. Gatsas continued to state that those are the two issues that in my former life as the mayor of Manchester, we prided themselves that they could get folks to work around the clock if they were going to create some problems with traffic to reduce the amount of time.

He didn't know or see any abutters there or didn't know how close they are to that, to have them working 24/7 in order to reduce that time frame in half, he thought that it would make a difference with people.

Mr. Trembley stated that one gentleman was from Hammond Road to which that gentleman stated that he was approximately a quarter mile from the project. He continued that he knew that there were a couple of houses.

Mr. Gatsas stated that if those folks had questions that they would like to have presented, his phone number was 623-0211 or they could reach him at [tedgatsas@yahoo.com](mailto:tedgatsas@yahoo.com).

Selectwoman McHugh stated that she had a question regarding routing people up Route 43. The speed limit is already 50 mph and they are going to want traffic going up Route 43 at 50 mph?

Mr. Trembley stated that the 2700 vehicles, he didn't know if they were all coming down there and he hasn't done a traffic analysis to see where the traffic is coming from and where they are going but the worst case would be the 2700 vehicles wouldn't be going this way, they would be taking Route 43.

He continued that she was correct in her statement that he didn't know the exact numbers of vehicles going up Route 43 at the present moment and how much more, would it be doubling that. That number is over the span of one day and it is something that he could look into.

Selectman Shute asked if they had any consideration on one lane closure?

Mr. Trembley stated that with the width that they currently have out there and if they have to remove part of the pipe at once, because of the soil on top of the pipe, if they remove part of it, it may impact the pipe that stays to possibly fail. They haven't looked at that but it's not a like a bridge where they remove half the deck at a time. The pipe, to change to the culvert or whatever they change it to, would have that same issue because you are changing it from one size and putting in a bigger size. That would have to be looked at to see if it is even feasible because if they put in the one lane and it doesn't work, they're back to having the road closed for a certain time frame.

It was added that it would significantly lengthen the project as well. The construction engineer stated that it would be multiplied by 3.

An audience member stated that they could lay the new one next to the old one and then rip the old one out when it was finished.

That would be an idea but they needed to see what the impacts to the wetlands would be so that they could limit those and those impacts would be the banks and the pond itself.

Mr. Trembley stated that there was an option that they looked at which was to build something similar off to the side but with the banks that are currently there, it sorts of lends itself to having the bridge/culvert centered over that area so that the pond is coming to the same place.

A member of the audience asked how stable was the soil that is currently at the site now with the existing pipe? The reason that he is asking is that the box culvert is going to be heavier.

Mr. Trembley stated that when the pipe is going to be removed, and they haven't done any borings yet, they would put in a layer of structural fill which would be compacted so that they would have the compaction that they need to hold this. It is more about the soil on the top of this pipe that is causing some of the arching action that's keeping the pipe there, that if we removed in a phase, could possibly impact more the top than the bottom because the top of the pipe is actually lowering, not the bottom.

For those that got the flyer, there is the product website. The number for Dave Scott is there so if there's any question after the meeting, feel free to contact us and we get back to you.

At this point, Mr. Trembley would like to turn it back over to Dave Scott.

Mr. Scott stated that he had mentioned that he was hoping to discuss municipal work zone agreement but it's too early. They are going to go back and going to look at this. They will be in touch with Mr. Harrington and figure out how to come back with you all and let everyone know what they found.

He asked if there were any other comments from the Select Board for them. Anything else they should be thinking of?

Chairman Robertson stated that he didn't know what other comments the Board has but he thought that they've heard their primary concerns that Mr. Gatsas summarized fairly nicely and he would imagine that that is the concern of the board, length of time of closure and the potential for increasing capacity.

Mr. Scott stated that if he could actually speak, those on the front row, stage left, are you right on the pond to which they answered "yes".

So, if there were construction noise, 24/7, for three weeks – yes, no?

They stated that if they were building a bridge so that their house wouldn't flood, yes, they would take a year of that.

Mr. Scott stated that while they were there, he didn't want to miss the opportunity to ask.

Chairman Robertson stated that he appreciated everyone being there tonight to share these plans with them and we appreciate everyone else showing too. They will make attempts to link to anything that comes up on the DOT page, specific to this, to the town website and will certainly keep the community informed as we have more opportunity to talk with these folks and/or other design people.

It was asked whether there would be another meeting when a conclusion is reached and Chairman Robertson stated that they didn't have much say about the conclusion but will certainly try to do more public outreach with these folks from Concord, yes.

Chairman Robertson stated that he was going to go a little bit out of order and have Ray Ellis come to the microphone. He apologized as he meant to get him right on the back of the fuel estimates.

Chairman Robertson stated that he thought that Mr. Ellis had some numbers for the roof replacement.

Mr. Ellis stated that he did. He continued that there were quite a few bids this year for the roofing and he took some time and went over them.

He checked with the Better Business Bureau.

Chairman Robertson asked if he could get the people that wanted to discuss the highway and bridge components to sort of move out of the room. They have quite a bit of other business they had to conduct this evening. Not to push you away but if you move just up to the top of the steps out to the left, that would be great. Thank you.

Chairman Robertson apologized for the interruption.

Mr. Ellis stated that he got it down to the last two and he was kind of leaning towards I Roof. They have been in business eight years. They have an A+ rating with the Better Business Bureau. They have two great comments on the Better Business Bureau page. He stated that he had a copy of the page with him plus they had ended up shingling the Town Hall for the town and did a great job and did it on time and did it fast.

He stated that he checked on Facebook and they had 392 likes and they had about twelve great comments and videos about some of their work.

He continued that he looked at Skyline Roofing who was the other one that he was considering. They have been in business 33 years. They have an A+ rating with the Better Business Bureau and they had no comments and no complaints and no reviews. He also checked them out on Facebook. There was one comment and it was for vinyl siding.

So, his concern is that a company that has been in business 33 years with no comments either way, he called today and asked if Mr. Ellis wanted references and Mr. Ellis stated that they were making the decision tonight so he didn't think he would have time to go through all the references.

Mr. Ellis stated that he didn't like to take references because references come from the business and he likes to do the work himself and see what he could find.

So that is what he did and I Roofing and Skyline were the two bottom quotes. I Roofing was \$49,000.00 and he could see his past history and he found nothing but good comments online and through the Better Business Bureau.

Skyline, who has been in business 33 years, their bid was a lot less at \$43,000.00 and some change. It's whatever the Board would like but he thought that I Roofing, with their past history, would be a better bet to go to. The town has taken low bids before in the past and it has not worked out for us.

In this situation, where he can't find any information, he didn't feel comfortable recommending Skyline so his recommendation is I Roofing at \$49,000.00.

Selectman Shute stated that he can vouch for Skyline as he has done a lot of work with them with the State. They did a lot of state projects. They're pretty good. Maybe they don't have any comments online but Selectman Shute knew personally as he has dealt with them with the State for several projects.

Mr. Ellis stated that he just thought it odd with their page, and he had a copy with him, that they had an A+ rating with no information whatsoever.

Vice Chairman Pitman stated as long as there weren't negative comments and Mr. Ellis added that there were no negative or no positive.

Selectman Shute asked if I Roof, and he almost remembers that they roofed over what was there and not removing it to which Mr. Ellis stated that he wasn't there at that time but and Selectman Shute stated that he thought that is what the bid said to which Mr. Ellis stated that no, they were going to take and I Roofing is going to be taking everything off and replacing it.

Their bid stated: "Remove and dispose of all the rubber and the half inch insulation board that is toggled down and replacing it with half inch heavy-duty plus insulation board to the tech deck with the proper fasteners, replace roof with a minimum of 0.60 mil thick rubber, replacing existing roof drains, flashing all penetration on the walls per manufacturer's specifications, fabricate and install walls as per the manufacturer's specifications, fabricate and install new aluminum drip edge and supply with a manufacturer's 15 year total system warranty."

Selectman McGarry asked if Skyline had the same to which Mr. Ellis answered "yes" to the same scope of work.

**Motion:** Vice Chairman Pitman moves to go with Skyline Roofing per Selectman Shute's recommendation for \$43,000.00

**Second:** Selectman McGarry

**Discussion:**

**Vote: Yea 3, Nay 1, Abstained 0 – Motion Carries**

#### **Longevity Award: Denise Greig**

Chairman Robertson asked at this time to call Denise Greig forward and the Board is recognizing her for her 10 years of service and has both a certificate and something in an envelope as well for her.

Ms. Greig thanked the Board

#### **Nick Lawrence – Parks and Rec**

Mr. Lawrence stated that he was coming before the Board today to discuss a couple of assets that have kind of fallen into their lap.

The first, and the most major of the two is the Deerfield Cooperative Preschool approaching the Parks and Rec Department with regard to a potential donation of \$30,000.00 for a playground at Hartford Brook.

What he had passed out to the Board is a timeline for a projected project so if the Board could take a look.

The one thing that's changed, based on what's on the papers, they're actually looking at a tentative completion date of the weekend of September 14<sup>th</sup> but everything else stands the same if they get the Board's blessing for the project.

He was approached about his and they've looked at some quotes. It's possible avenues to go down with Multiplay, which was the recommended playground manufacturer by DCP.

If the Board looks down, the total project cost is \$42,000.00. They were originally approached and they thought that they might get more from the preschool and it didn't turn out that way but it is still an extremely generous donation that the Rec Commission in discussion with them, wanted to move forward with it and complete that project.

If they looked at the breakdown, about \$37,000.00 for the Multiplay playground which is a community build style so it's going to require volunteers to come in and help them for the weekend to get that done in the most cost-effective manner.

There is also a fencing quote as well through Vermont Recreational Fencing which he thought was the most cost-effective of the three that he was able to collect.

That brings to total for \$42,731.00 bottom line with the DCP contribution of \$30,000.00 and DPR with the blessing of the Rec Commission, said that they would support up to \$15,000.00 of additional cost which at this time is only \$12,731.00.

Basically, this is a timeline and right now the biggest thing is figuring out the last-minute pieces of what they would have to do to get it ready so they are looking to the community to level off the area. They are talking about the area between the building at Hartford Brook and the road. That's why the fencing is essential for safety of the kids, obviously, if they are going to place a playground there.

Basically, that is what they are looking at with a tentative completion date of September 14<sup>th</sup>. If the Board looks at the timeline, it was originally August 5<sup>th</sup> but they were thinking that many families might be on vacation and they might not have all hands-on deck like they need them. That was the reason that the Commission decided to push it back. It could be done in one or two days, depending on how many volunteers they can bring in on a given day.

Mr. Lawrence opened up discussion for questions and comments if the Board had taken a peek at the proposal presented.

Vice Chairman Pitman asked if B-Line Fence bid on this project and do they do surfacing as well or just fencing? He asked if it was a \$5,000.00 or did it include more to which Mr. Lawrence stated that this was the pricing for just fencing.

Vice Chairman again asked if B-Line Fencing from Epsom bid on the project to which Mr. Lawrence stated that they didn't. The vice chairman continued to stated that the fair uses them and no one can compete with them.

Mr. Lawrence asked if it was B-Line and the vice chairman stated that it was and that they were located on Center Hill Road in Epsom.

Mr. Lawrence stated that he did reach out to AQ as well as they are local. They came in a little bit higher than Vermont so when he was putting together the proposal, he just went with the most cost-effective.

Vice Chairman Pitman stated that that might help him out a little bit.

Chairman Robertson stated that he would be generally in support of the project, particularly given the number of children the town has in that neighborhood now. He thought it was an excellent idea and the vice chairman added that it was a good place to put it.

Selectman McGarry asked if there was more than enough space to accommodate this there to which Mr. Lawrence stated there was.

They had one of the project managers from Multiplay that came out and actually met with Jeff Shute, himself, one of the board members of DCP, the assistant director. There was a good little group there and they kind of analyzed and really wanted to push having one at Hartford Brook because there is nothing from a play standpoint there right now. That is one of the places that makes the most sense between the building and the road with the fencing. With the fencing, there is foul balls as there is a baseball field right there so having it in between the building and the road makes a lot of sense just for protection of the kids if there a foul ball that goes straight up and comes back. That was one of the concerns that they talked about but it's pretty improbable and they even talked about possibly putting additional netting that would go up to eliminate that possibility altogether, just to keep the kids safe.

Selectwoman McHugh asked if it was just metal fencing to which it was answered yes, just chain-link fencing.

Vice Chairman Pitman asked Selectman Shute what was needed next for the project to fly as in a motion? Also, did they need to accept the \$30,000.00 from the school?

Chairman Robertson asked if that was over their public hearing threshold to which he thought it was and therefore would need to have a public hearing to accept the \$30,000.00 but what he thought Mr. Lawrence is looking for is probably a go ahead from the Board of Selectmen that they are board with the project and would be willing to hold the public hearing and accept the money and Selectman Shute added to also allow the money to come out of the revolving account to which Mr. Lawrence agreed.

Selectman Shute stated that there is also work going on there for handicap accessibility into the fields and parking. This is a whole package going on, that will be going on there to which Mr. Lawrence agreed.

Ms. Greig stated that the one question that she had was she asked if the gate went onto the road or onto the grass and then onto the road because one of the joint-loss committee kind of work in that area was the concern about the traffic issues. So, does the gate into the fenced playground come onto the road or go onto the grass?

Mr. Lawrence stated that it ties into the ADA work that they're doing. They're going to be two, adjacent handicap parking spots that have to come off on the same side of the road and working with Rick Pelletier, he said that it has to be at least seven feet deep for the parking spots so it won't come straight onto the road, it'll actually be off to the side a little bit.

Selectman Shute stated that he thought that the idea is that the fence gate into the playground area would be from the, maybe not the ball field side but that 90 degrees off of it, not off of the road.

Chairman Robertson stated that at this point, he guessed they could either entertain either a motion or general consensus of the Board that they would like to move forward with the project or not. They could make arrangements to set up a public hearing to accept the gift.

**Motion:** Selectman McGarry moves to go forward with the project at Hartford Brook as outlined by Mr. Lawrence with the understanding that they will more than likely have to have a public hearing to accept the gift of funds from the Deerfield Community Preschool

**Second:** Selectman Shute

**Discussion:**

**Vote: Yea 4, Nay 0, Abstained 0 – Motion Carries**

Chairman Robertson stated that Mr. Lawrence should coordinate with Mr. Harrington regarding public hearing dates and what they needed to do going forward.

Mr. Lawrence stated that he wanted to give a huge thanks to Deerfield Cooperative Preschool for even considering that donation to them.

Selectman Shute stated that also part of that donation was that it would go to Hartford Brook which is where the donor wanted it.

Chairman Robertson stated that they certainly had a large number of young kids in that neighborhood now.

Mr. Lawrence stated that the second piece of why he was there was that he was approached by a college student from NHTI, Concord's community college about the possibility of interning with the department and he didn't give him a direct answer on that because it's something that ever been done before with Deerfield Parks and Rec.

He stated that he and Mr. Harrington worked on a list of what they thought would be a nice list of internship duties and expectations if they were to entertain something like that.

He thought that it would be a great avenue to explore as far as their department goes. It would be an unpaid internship so it'd be a little bit of free help and give a local college student some opportunity to experience under their wing.

He outlined some of the things that he thought that they would have to do in order to meet Park and Rec's expectations during the internship.

Mr. Lawrence opened it up to questions and/or comments.

Chairman Robertson stated that he thought that it was a great idea and if they have somebody interested that he felt was qualified, himself personally, would urge Mr. Lawrence to move forward with it. He didn't know how the rest of the Board felt.

Vice Chairman Pitman stated to go with it.

Chairman Robertson stated that it is a fairly common practice and Mr. Lawrence stated that he started in a local Parks and Rec Department and it was very a very valuable experience for his own career so he would love to keep that type of thing going there as well.

Chairman Robertson stated that he didn't think they needed a motion on it but that he had the Board's blessing to move forward with it.

**Regular Business:**

**Review of Outstanding Minutes of June 3, 2019**

**Motion:** Vice Chairman Pitman moves to approve the minute of June 3, 2019

**Second:** Selectman Shute

**Discussion:**

**Vote:** Yea 3, Nay 0, Abstained 1 – Motion Carries

**Payroll Manifest - \$72,826.13 (gross), \$48,656.95 (net)**

**Motion:** Selectman McGarry moves to approve the payroll manifest

**Second:** Selectman Shute

**Discussion:**

**Vote:** Yea 4, Nay 0, Abstained 0 – Motion Carries

**Accounts Payable Manifest - \$86,233.20**

**Motion:** Selectman Shute moves to approve the accounts payable manifest

**Second:** Selectman McGarry

**Discussion:**

**Vote:** Yea 4, Nay 0, Abstained 0 – Motion Carries

**Notice of Intent to Cut Wood/Timber which doesn't require a motion.**

**Correspondence File:**

Chairman Robertson stated that in looking at the correspondence file, he has a request for the Board to appoint a representative to the Lamprey River Advisory Committee and his recollection is not serving him well but he thought that they had referred this possibly to the Conservation or the Planning Board and he thought that a name had actually been afforded so he didn't think they needed to take action on this.

This is not from the actual committee, it's from a member who was concerned that the town didn't have a Deerfield representative but he believed that they did have a Deerfield representative on the way.

Chairman Robertson stated also in the file were some Planning Board minutes, some Zoning Board minutes, he believed and they have notice of a release of a bond to Thibeault Corporation pending completion.

The other thing they had four or five letters just advising the Board how meaningful the contra dance activities are at the Town Hall in Deerfield. He thought most of the Board have had a chance to take a look at those.

**Town Administrator's Report:**

Mr. Harrington stated that he had three items for the Board tonight.

One, he wanted to let the Board know that the well pump at the highway garage failed earlier this month and was replaced on the 4<sup>th</sup>.

The well at the Highway Department supplies both water to the garage and the town hall and from what they were able to determine, the pump has been in place since about 1995 so he thought that they had gotten their use out of it.

Water is back up and running without a problem.

He also, in conference with Mark Young, approached him about the possibility of the erosion control at Bicentennial Field and the impact that might have on the UNH study with the emerald ash borer and he tells me that they will not be approaching it through the forest so it doesn't seem to be impacting the proposed study and he has let UNH know to move with that, that they wouldn't be affecting their test site at all.

And lastly, to let the Board know, for those of you who didn't, last week on the 11<sup>th</sup>, DCS held an evacuation drill in which half of the student population was relocated to the town hall and half was relocated to the G.B. White Building, down at Parks and Rec.

It was put in place to practice the process should there be a need to evacuate DCS.

It was very successful. Police, fire, rescue, all cooperated in the drill, took place starting at 9:00 am. Seemed to go very smoothly.

No one had any questions for the town administrator.

#### **Unfinished Business:**

##### **Paul Pindras – Contra Dance; Town Hall Usage**

Chairman Robertson stated that he thought that they had Mr. Pindras with them and this is in relation to the Contra Dance and town hall usage. He wasn't at the last meeting but he thought probably Mr. Pindras was and he was at the meeting before that as well.

He thought that if the Board could come to a decision tonight probably tonight would be a good time for the Board to do it and he now would recognize Mr. Pindras if he has any remarks or comments that he would like to make to start them off.

Mr. Pindras stated that the first time that he addressed the Board about his concerns regarding stipulations that were not just on the contra dance but anybody using it at all and how it was going to affect this contra dances.

He had been caught by surprise by most of them.

Since that time, however, he has done a little bit more research such as the stipulation on the number of occupants in the upstairs hallway. He was told that it was going to be set at 40 and yet when they held their dance of the 2018/2019 season, on June 7<sup>th</sup>, there's a certificate posted in the hall that stipulates that seated capacity for the hall would be 300 and that is from the State Fire Marshall. He had a copy of that today that he took a picture of so he is a little confused.

Chairman Robertson stated that he thought that they could get to the bottom of that for you right now. He didn't know if the fire chief could comment on that. The chairman could assure him that the seating capacity for the upstairs of the Town Hall is not 300 but Mr. Pindras stated that according to the certificate put in place from the State Fire Marshall.

Chief Fisher came to the microphone and stated that it was his signature on the certificate as the fire chief for the Town of Deerfield.

He continued that basically when you do a place of assembly permit, you go by the square footage for fire code and so according to the square footage of that room, that's what he had to post.



Now, the town restricts that to 40, he believed was the agreement on there. This doesn't relate to anything regarding any rental agreement or anything like that set forth by the Board of Selectmen. This is in regards to how many people can fit in that in square footage of an area.

Mr. Pindras asked when the 40 was put in place to which Chief Fisher stated that he couldn't tell him and then asked the Board if it has always been in place because that was never shared with him.

Chairman Robertson stated that it has pretty much been that since the restoration of the upstairs was complete which was close to twenty years now.

Mr. Pindras stated that it was totally a surprise to him and like he said, this certificate says that seating capacity of 300 so he is at a loss as to how to reconcile what the Board was telling him versus what the certificate says.

Chairman Robertson stated that he didn't think there's any and Mr. Pindras interrupted to state that he understands where they're coming from.

Chairman Robertson stated that he didn't think there was anything to reconcile. Right now, as the fire chief has explained, the first state law square footage would allow for 300 to be seated in that capacity. The town regulation that was approved by the prior fire chief and accepted by the Board was 40 and that is what is basically on the books now which is the 40.

Mr. Pindras stated if that is the case, and apparently it is, he should have been made aware of that with prior rental agreements because he has personally been running this for the last four years.

Chairman Robertson stated that he would suspect what happened is that nobody probably ever approached you with a rental agreement four years ago.

Mr. Pindras stated that every year, approached the town with a request for use of the hall and the town has been very generous in not asking for any remuneration for their use of the hall. He certainly appreciated that so at time, you know, the paperwork had been put in place, why it wasn't gotten back to me that it was 40, as he didn't know.

Selectwoman McHugh asked if Mr. Pindras if he generally had more than 40 people at the contra dances?

Mr. Pindras stated that lately, they have not. A couple of years ago, we went from a first Saturday dance to a first Friday dance in an attempt to boost attendance. Unfortunately, that didn't work out as well as he had hoped so they've been under 40 every month but there have been months probably when they've had more popular bands, that they've had as many as 70. He would hate to be in a position of turning people away at the door because he is forced to stand at the door and take a head count particularly because when they don't meet a threshold of 35, they are losing money and so those opportunities when they can get more dancers, they can put that in their rainy day fund to cover contingencies.

He had to tell the dancers that were at the last dance of this season on June 7<sup>th</sup>, that there was some possibility that the dance would be going away and he made it perfectly clear that town was in no way, shape or form, shutting the dance down but the stipulations that he had recently been made aware of might put him in a position of having to say that he didn't want to continue to jump through those kinds of hoops, not that they were unfair, he understands where the Board is coming from but the show of support when he did was just overwhelming, it humbled him is what it did and the Board got some letters from people who were just adamant that they wanted to do whatever they could to keep this going.

It has always been his hope that they could fall under the umbrella of the Parks and Recs Department. He has pitched warrants in the past about that and for a month or two, he's gone along with it. It's not that Parks and Recs would have to do anything, other than maybe a monthly promotion but as far as running this thing as far as making arrangements with bands and callers, that would be on Mr. Pindras.

The woman that runs the dance in Milford tells him that they have an excellent working relationship with Parks and Rec primarily for that reason. The town gets to say that you have this family-friendly event on a monthly basis. It makes them look good plus there are people that come into town once a month for the dance and they make sure of the town, the Lazy Lion, maybe Yanni's, certainly the gas station. It does contribute indirectly to the town businesses. Just things to consider.

Chairman Robertson called on Selectman McGarry.

Selectman McGarry asked what the source of the 40 to which Chairman Robertson believed that was the prior fire chief's deeming of what was safe in the building and he thought what they were looking at here as a Board, is a couple of things.

They've got two things that need to be considered, he thought. One is the capacity which the Board of Selectmen is not able to adjust the capacity without the blessing of the fire department and essentially, the fire chief, who is the chief code enforcement officer with regard to that for the town.

The second thing is that you're looking at us to waive the fees for use of the hall.

Mr. Pindras stated that certainly if it wasn't for the fact that the select board has for the entire time that he's been running the dance, waive the fees, they wouldn't survive financially and it would not be feasible. He already personally, subsidize this dance. If they don't meet the minimum number of dancers and that they charge an \$8.00 fee for adults to dance, so that they can pay the musicians and callers. There are months where he just kicks in a little extra to keep it going because he believes in it to that extent.

If the Board would start charging them, it would definitely just go into history which is unfortunate because he has had other dance organizers like the guy that runs the dance in Manchester. If his dance goes away, no big deal but if the Deerfield dance fades into history, he called it a sacrilege.

He hopes that the Board understands what this dance means to, just contra dancing in general and New England specifically.

Chairman Robertson stated that personally he hasn't attended in many, many years but back in the 1990, 1991, 1992, he did and it was going on with some vigor and energy then.

Two things he would note, one that when the restoration of the town hall was done, he believed that this was one of the events that was cited as to why they should restore the hall because there were historic things happening like the contra dancing that could continue in the restored historical upper reaches of the floor and he also, although he didn't have any hard and fast evidence of this, he had some recollection of Marianne Taylor and Don Gorman organizing a charity event with the contra dance folks in order to support financially the restoration of the hall.

He thought that there were two groups that they have pretty much routinely waived the fee for and that being the contra dance and the coffeehouse. Both of them have been seen as a benefit to the community and both of them have contributed financially to fundraising for restoration so that's his two cents on the process.

He didn't know how the rest of the feels.

Selectman McGarry stated that he would agree with the chairman and would ask the chief to take a look at that the forty limit is still reasonable or whether than number should be raised.

The chairman stated that they could ask the chief to do that and he may be able to comment at this time.

Chief Fisher stated that a couple of concerns come to mind off the top of his head. He knew that he had the evacuation last week and he believed that the seventh and the eighth grades were on the second floor trying to divide the grades over there.

He believed there were a couple of comments, he doesn't from who, a concern about the structural stability of a second floor. Apparently, the columns down below were vibrating a little, he guessed. He was not there but at the G.B. White, so he can't speak to that so he didn't know where you could put let's say 80-100 7<sup>th</sup> and 8<sup>th</sup> graders compared to 40 or 50 adults' weight-wise and stability of the second floor.

If you get above 50 people with a place of assembly, one thing that he would look to Mr. Pindras to do is to become a crowd manager. There's some online training so he thought that if they increased that capacity above 40, he wouldn't necessarily be in favor doing it as a blanket statement but certainly something that can be reviewed.

Selectman Shute asked if there were over 50, wouldn't they need two exits to which the chief replied that there are two exits, sort of. They are working on the rear exit, trying to make some more improvements after the review with the fire marshal's office last year.

That is also a place of concern that the chief has so certainly something that can be reviewed and come back to.

Selectman Shute stated on the fee, he could understand it's a cost for them but they also spent a lot of time putting together a policy and if the Board keeps waiving the policy for people, he's not sure what good the policy is.

Mr. Pindras stated that it was his understanding that back in the day and he wasn't sure how far back as he has only been involved with this dance for the last five or six years maybe and running it personally for four.

The town did charge the dance \$50.00; he believes it was, which he was told. There were people in town who actually came to a meeting and said that the town should waive the fee because it's a community event, it's something that the town should take pride in and probably ownership of.

\$50.00 is more significant to their dance than it is to the town itself.

**Motion:** Selectman McGarry moves to waive the requirement for the \$100.00 for the contra dance

**Second:** Chairman Robertson

**Discussion:**

**Vote: Yea 2, Nay 3, Abstained 0 – Motion Doesn't Carry**

Selectman Shute stated that the fee was \$100.00 or \$75.00 for a non-profit and he would be comfortable with charging the \$75.00 even though they aren't a non-profit.

Mr. Pindras stated that they could stop right there because if the town charges anything, he is already personally subsidizing this dance to some degree. It might be \$40.00 but he writes a personal check for the fee.

Selectwoman McHugh asked if it were possible to up the entry fee?

Mr. Pindras stated that what he really needs is additional dancers. Right now, they charge \$8.00 for adults and he needs a minimum of 35 dancers to break even so that he can pay musicians what they are willing to accept and also the caller.

Having done this for four years, he has found that there is a fine line between what musicians have willingly come out for purses. You know they make concessions for the good of this dance which the contra dancing community really appreciates its history and its value to the contra dancing community.

If the Board is going to charge him anything, you have lowered the axe on this dance, it's gone, it's history and that's unfortunate. They are listed in this brochure that's put out on the NH Humanities community and a number of dances around the state, they have a permanent position as far as that goes.

He has had people from out of state come and said that they were so glad that they found this as they cross the border into New Hampshire because they found out about this while they were visiting friends and relatives and they've chosen to show up in Deerfield. It's pretty cool. Just this year, a woman from Virginia told him about that.

He continued that he understood that they would like to have a policy that you would keep in place across the board. There are certainly arguments in favor of that but he wanted them to understand that if the Board charges him anything, the dance is gone. Case closed.

Chairman Robertson asked if Selectman Shute wanted to move forward with is motion anyway in order to have it on the books.

**Motion:** Selectman Shute moves to charge the contra dance the non-profit \$75.00 fee as opposed to \$100.00

**Second:** Vice Chairman Pitman

**Discussion:**

**Vote: Yea 4, Nay 0, Abstained 0 – Motion Carries**

Chairman Robertson stated that this was the Board's decision and thanked him for his time.

**New Business:**

**Primex Report – Highway Garage**

Mr. Harrington stated that Primex came through probably four or five months ago and reviewed the safety systems in garage and they notated three things.

1. The first were the oil storage tanks for the recycled oil furnace
2. Barrier to protect the abovementioned tanks
3. Suggested sprinkler system

All three were just recommendations from Primex.

Initially, when he brought this to the Board and he showed them the report, he was under the impression that they were actual oil drums within the highway garage. Mark Young clarified that they're actually the three hundred-gallon surplus tanks that he uses within the highway garage. They originally thought it would be a simple fix by getting the platforms that you could put drums on to contain any spills or leaks.

Because it is the three hundred-gallon tanks, it would take a substantial amount of construction to prevent any leakage of those so he is coming to the Board because they are looking for what the town would like to do going forward on rectifying those three areas.

The sprinkler system alone would be a long-range plan but as far as the oil storage and the barriers, he just wanted to bring that back to the Board to develop an answer so that he can get back to Primex.

Chairman Robertson thought that they should look into the cost and referred to Selectman Shute who stated that they had done them before at patrol sheds and stuff and they have done it with cement block but if you make a containment area that's the size of what the tank is, that is really all that needs to be done.

One, 8" cement block and a 10 x 10 area was probably enough. He didn't think it was a huge amount of money.

Mr. Harrington stated that he was also concerned and would have to work with Mr. Young as to what space he has in there and his ability to continue to get equipment in but he can certainly follow up on that.

Selectman Shute stated that if he just contains around the tank, it is just as simple as putting a block around the tank so it's not taking up any more space.

Selectman McGarry asked if it were only one 300-gallon tank inside the ay and there is another one outside on skids that he uses for overflow as well.

Selectman McGarry asked if the second one was outside the building to which Mr. Harrington stated that this was his understanding.

Vice Chairman Pitman added that it's used oil from the landfill.

Mr. Harrington stated that they collect it at transfer station and then move it over to burn it.

Vice Chairman Pitman stated that they are trying to save money by not buying oil and now there is this issue. He would be willing to sit down with Mark and come back to the next meeting with what fits.

Mr. Harrington stated that they had until October to get back to them so there's no rush.

Vice Chairman Pitman stated that they weren't going to do anything with the sprinkler right now because of budget.

Mr. Harrington stated that was something that he assumed anyway but just wanted to know if they could rectify the first two.

Selectman Shute stated that on the fire system, he wondered if they can't, if it goes down that route, is tap into the cistern because you have water and you will need a water supply for it. They might be able to tap into the cistern down back as it is 30,000 gallons.

**Other Business or Other New Business:**

Selectman McGarry stated that the Planning Board met with the folks from the Lazy Lion and basically had been talking about that wine up on the second floor and that they initially were saying that they wanted to be able to have parking on Church Street and the Planning Board asked how would they be getting from Church Street to the Lazy Lion and they stated that they would just walk through the parking lot for the apartments.

The Planning Board stated that they couldn't do that because they could tell you that you can't walk through there and so they would have to walk along Route 107 and there is no sidewalk there and so they would have to accommodate that usage in their parking lot.

They are supposed to be coming back to the Planning Board with a revised site plan and proposing hours of operation which would occur when the restaurant is the least busy and would also be during the summer months, they were talking generally 2:00 to 4:00 in the afternoon and during the winter, the restaurant is not busy Monday, Tuesday and Wednesday so they would consider to have their activities occurring then.

The Planning Board basically said no, you can't have off street parking. They would have to accommodate the parking on your facility and so they are supposed to be going back to the Planning Board with a proposal.

#### **Other Business:**

Selectwoman McHugh stated that she had somebody call her but didn't bring it up to the DOT guy because it didn't seem like it fit.

Somebody was asking her if they closed that road, will they be able to trim the branches on Church Street and Old Centre for equipment?

Somebody lives down there and to bring equipment down he didn't want to hit the branches, big branches, she assumed that he was talking about.

Vice Chairman Pitman stated that he had a similar thing. The person stated that right now, it's not 13'6" clearance to come down through Old Centre and Church.

Chairman Robertson stated that he thought quite a number of the town's roads are not 13'6" right now. They have undertaken a trimming or thinning project that the power company hasn't done specific to their lines for probably fifteen to twenty years.

Selectwoman McHugh stated that she had written down a couple spots today to look at that have good-sized branches. If they shut the road down, he's got no alternative but to come down Church Street.

Vice Chairman Pitman remarked what will it look like in another three years and Selectwoman McHugh stated that's why she didn't bring it up to them but that she said that she would bring it up. She didn't know if that was something that they could ask Mark and Chairman Robertson stated that they could certainly inquire.

Chairman Robertson stated that he thought that they had some budget constraints with regard to what they do but if it is something that the highway department can do or maybe they could get some state funding.

A member of the audience stated to the Board to remember that logging trucks will go up Mt. Delight to get Route 107 so if they don't know that is going on and go flying down Mt. Delight Road.

#### **Citizen's Comments:**

##### **Ms. Cady – Old Centre Road**

She was listening on the Hartford Brook playground and she remembered the many years ago when Roger King came and he said that people would be able to hike and fish and use it for general recreation.

If a fence is put up there, will the fisherman be able to use the brook? What are, if any, restrictions Roger put when he donated the land to be the Peg King Park.

Chairman Robertson stated that this is actually up off of Middle Road where the baseball fields are at the bottom of the White's development, basically the Hartford Brook Development.

Ms. Cady asked is that Hartford Brook where the Peg King Park is?

Chairman Robertson stated that it is the upper portion of Hartford Brook. He stated that it is the same brook just lower, about  $\frac{3}{4}$  of a mile as the crow flies.

She would like to see the town, if we go back to, as Chairman Robertson stated, in the early 90's when Mary Ann Taylor started the contra dances. The money was donated when there was any excess to the town and was used for the renovation.

She would like to see the town have something there but that any excess money would accrue to the town. She thought that is how it was originally done and should remain that way.

She would also like to have the state fire marshal give us a true capacity because she did know that there is a larger capacity when standing than sitting and she would assume that they would be standing when they're contra dancing but she would also assume that there would be some people sitting so she would like to see the fire marshal come back and redo that capacity for the second floor.

**Motion:** Vice Chairman Pitman moves to adjourn

**Second:** Selectman McGarry

**Discussion:**

**Vote:** Yea 4, Nay 0, Abstained 0 – Motion Carries

**Next Meeting: Monday, July 8, 2019 at 5:30 pm**

*The Minutes were transcribed and respectfully submitted by Dianne L. Kimball, Recording Secretary  
Pending approval by the Board of Selectmen*