

**TOWN OF DEERFIELD  
BOARD OF SELECTMEN  
August 15, 2022  
MINUTES**

**Public Hearing: Highway Block Grant and Municipally Owned Bridges**

**Call to Order**

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

Chairman McGarry: Alright, we have a public hearing tonight and uh, for highway funds and uh bridge application and I'll read the notice.

Board of Selectman will hold a public hearing in accordance with RSA 31:95-B on Monday August fiftieth at five thirty pm. This hearing shall be for the purpose of discussing the acceptance of the state aide in the form, forms of highway block grant in the amount of one hundred twenty thousand two hundred forty-five dollars and three cents (\$128,245.03). Don't know about the three cents but any way. And municipally owned bridge allocation in the amount of ninety-five thousand five hundred and nineteen dollars (\$95,519.00). (Inaudible, papers being shuffled) ... conference room, George B. White building at eight Raymond Road.

Chairman McGarry: I will read some information with regard to the two block grants that will be receiving so everyone has an idea as what the allocation is, the formula is, and what the money can be used for. (Hard time hearing what is being said as papers are being shuffled in the front of the mics for an extended period. Trying my hardest to hear the words). Highway block grants, the thirty million dollars allocated for roads (inaudible) the department of transportations apportion to a formula used when calculating the annual highway block grant each municipality receives. Therefore, the funds will be distributed among the municipalities based on their population and proportioned to the entire states population and the other half is dispersed based on the municipality's class IV and class V road milage in proportion to the total state wide class IV and V milage. So again, there is a breakdown, half of the money is based on population and the other half of the money is based on class IV and class V road and milage. Each municipality will receive their allocation in the manner as their quarter one payment. And again, for the highway block grant is \$128,245.03. Municipally owned bridge allocation the apportion for bridge will be based on a similar fifty-fifty formula where eighteen million will be distributed based on a municipalities deck area proportional to the total deck area for municipally owned bridges and eighteen million will be distributed based on a municipalities total share of the state's population. What can this money be used for? Senate bill four O one will provide funding for, with restricted uses meaning that it may be used to supplement not supplant local budgets. The supplement not supplant provision requires that these funds must add to and not replace local budgeted funds when providing services that repair, maintain and construct municipal bridges. Repair and maintain class IV and class V roads are require equipment necessary to maintain class IV and class V roads. How can a municipality accept and expend these funds? The bill allows all three categories of funds to be considered unanticipated revenue. Therefore, a municipality may accept and expend the funds under the provisions of RSA 31:95-B II through IV whether or not a municipality has adopted that statute. Unanticipated money in the amount of ten thousand dollars or more, RSA31:95-B requires the governing body to hold a public hearing on the action to be taken with notice of the time, place and subject of the hearing published at least seven days before the hearing held. Or unanticipated money less than ten thousand dollars, the governing body must post notice of the funds in the agenda and include notice of the minutes of the public hearing at which the money is discussed. That's a background as to what this money is, how it was calculated and what the money can be used for. Do we have any comments from anybody in the audience?

Selectman Dill: Did you open the public hearing?

Chairman McGarry: Oh, no. Now I open the public hearing. We have any comments from anyone in the audience? Pete. Go to the mic Pete.

Peter Schibbelhute: Pete Schibbelhute.

Chairman McGarry: Chairman of the Planning Board.

Peter Schibbelhute: 222E Raymond Road. So, the money you'd get from the state, so you have two grants, one was for a hundred and twenty-eight and the other one was for ninety...?

Chairman McGarry: Ninety-five five nineteen.

Peter Schibbelhute: Can those be together or do they have to be independently used?

Chairman McGarry: uh...

Selectman Dill: The bridge money is bridge money.

Peter Schibbelhute: The bridge money is for bridge...

Chairman McGarry: So, if we had a project which was leading up to a bridge and the bridge itself, we could...

Peter Schibbelhute: You could combine it?

Chairman McGarry: Combine it, yeah.

Peter Schibbelhute: Okay. So, with the bridge money, based on if you can accept it, you still have to have a warrant article to get some more money to work on a particular item or bridge?

Chairman McGarry: My understanding is we can just expend the money and...

Peter Schibbelhute: Without even having a warrant article?

Chairman McGarry: Yeah, right.

Selectman Dill: Unless we need a whole lot more.

Chairman McGarry: Right.

Selectman Dill: For a large project.

Selectman Huebner: Well, we can get more from our budget, which we already have some bridge repair. This is to supplement whatever bridge repair we have in place.

Chairman McGarry: Right.

Peter Schibbelhute: The question would be, how much money you already have in the budget for repair work and do you want to take it away where you might be able to use on another bridge as opposed to a, you know, get more, as opposed to taking it all on one?

Chairman McGarry: Right.

Peter Schibbelhute: So, that's my question, whether or not it could be combined, they could potentially be combined it would depend on the work coincides?

Chairman McGarry: Right. Exactly.

Peter Schibbelhute: Thank you.

Selectman Huebner: But the bridge money has to be spent on a bridge.

Chairman McGarry: Right.

Selectman Huebner: You couldn't combine it...

Chairman McGarry: What we're talking about is if the project required work on either side of the bridge coming into the bridge, then we could use the other money for that portion of the work.

Selectman Dill: Speaking of which, John, since we're doing a box culvert on Haynes, did you find out if that is a bridge? Is a box culvert a bridge?

Chairman McGarry: Uh, I would say no.

John Harrington: I don't think it is. I haven't gotten a definitive answer on that.

Selectman Dill: You'd say no, Fred? I was hoping it was a bridge. It's much more than a culvert.

Chairman McGarry: A box culvert is, well, a box culvert.

Selectman Dill: Okay. So, we can't use that for this? You couldn't use bridge money.

Chairman McGarry: The one hundred and twenty-eight you could.

Selectman Dill: But we couldn't use the bridge money for it. That's what I was getting at.

Chairman McGarry: right.

Selectman Dill: Okay.

Chairman McGarry: Mrs. Shigo.

Kathy Shigo: Kathy Shigo, sixteen Cate Road. Um, specifically do you have an allocation of where this money would go? Do you guys and women have an idea of where you'd want to use this specific amount of money? Like, I believe you were talking about the circle right here at Church Street and Candia, is that your plan so we can be aware of what you're thinking about this money. In the back of your mind. How are you going use it if you get? I guess that's my point and as far as the bridge I believe Paul Smith and Mark Young was here asking about the Blake Road bridge and so that would be another thought that maybe it's possible to use the money for that, were asking for that to be fixed. I know these are just ideas but it's good to know, if you get this money what are you going to do specifically, you know, with it?

Selectman Huebner: I think that's the spirit of this public hearing, is for the public to suggest perhaps what the funds could be used for and then we would take that under consideration.

Kathy Shigo: I would have suggested...

Chairman McGarry: In regard to the out here, this is would be on the highways, the DOT's ten-year plan. There is no where near enough money to do what is necessary to be done out here. We have an issue with regard to Haynes Road. We have Haynes Road closed to traffic over six tons and because of a culvert that has rotted out on the invert of the bottom of the culvert and we were looking at the possibility of doing work there but the Board hasn't made any formal decision yet with regard to where the money is going to be expended.

Kathy Shigo: Well, if had a road agent and had one here, would he be able to specifically tell us what he'd be able to use it for since he would be in charge? I don't believe we can do that now but in the near future maybe?

Chairman McGarry: He could give us recommendations, yeah.

Kathy Shigo: And then come the selectman to see, because I think that's important to see expertise approval because this is some money, I would like see specifically used to show an improvement of the town and that's where I'm going with. I mean, you could have twenty different ideas but I just love to see, you know, something like, there's such a problem down on the corner there where the traffic, you know, going in and out of Church Street might be a problem or even down there by the, you know, where one O seven and forty-three, there's just specific things, like you said, Haynes Road, but it would be nice to get a specific idea but, if you, then I would say it would be great to have money. As long as we know what we're going to do with it, you know.

Chairman McGarry: One O seven and forty-three would end up being a DOT problem.

Kathy Shigo: Okay. Thank you.

Selectman Dill: John, just to put everything in perspective cause I do think we need perspective here. What are we paying right now per mile of pavement? Cause a hundred and twenty-eight thousand seems like a lot until you start putting in what our cost is for paving right now, which is...?

John Harrington: I don't have a per mile figure...

Selectman Dill: Okay, on the Haynes, we got a quote on?

John Harrington: We did get a quote from a vendor and the tonnage was a hundred and twenty-five dollars a ton for the asphalt alone.

Selectman Dill: Which was gonna, so it's gonna run like...

John Harrington: Just to cover the worst areas of Haynes Road.

Selectman Dill: Yeah, it was by the foot and it wasn't gonna cost, it was gonna cost about this to do six hundred feet, I think.

John Harrington: Six hundred feet, correct.

Selectman Dill: Just to put that in perspective. A hundred and twenty-eight seems like a ton of money but right now with paving costs it's going to be...

John Harrington: That quote was for forty-five thousand dollars for a little over six hundred feet.

Selectman Dill: So, I think we need that for road cost perspective.

Chairman McGarry: Any other comments? Alright, seeing none I'll close the public hearing and open the (inaudible, others talking).

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