

**Town of Lyndeborough NH
2016 Town Meeting Minutes
March 12, 2016**

Meeting was called to order at 10:00am by Moderator Walter Holland on Saturday, March 12, 2016 at Citizens' Hall located at 9 Citizens' Hall Road in Lyndeborough, New Hampshire.

Moderator Walter Holland read a letter from a Vietnam Veteran requesting that the Town recognize all World War II, Korean War and Vietnam Veterans. Also all Veterans who served between wars and all those who have served in all other Wars or Conflicts. A round of applause was given to all Veteran's followed by the Pledge of Allegiance.

Selectman Fred Douglas presented retired Fire Chief Rick McQuade with a Certificate of Appreciation and a clock for his many hours and years of service. Rick thanked the Board and the townspeople and stated that the most rewarding part of doing this is the people he served.

Lyndeborough Town Warrant

To the Inhabitants of the Town of Lyndeborough, in the County of Hillsborough in said state qualified to vote in Town affairs; You are hereby notified to meet at Citizens' Hall, 9 Citizens' Hall Road in said Lyndeborough on Tuesday, the eighth (8th) day of March 2016 at ten o'clock in the morning until seven o'clock in the evening, for ballot voting of Town Officers and all other matters requiring ballot vote; and, to meet at Citizens' Hall, 9 Citizens' Hall Road in said Lyndeborough, on Saturday, the twelfth (12th) day of March 2016 at ten o'clock in the morning, to act upon **Articles 2 through Article 27:**

Article 1: To choose all necessary Town Officers for the year ensuing.

*-indicates elected (138 ballots cast – 1186 Registered Voters)

Results:

Selectman (3 years)	*Frederick G. Douglas Jr.	124
Moderator (2 years)	*Walter M. Holland	136
Treasurer (3 years)	*Ellen Martin	134
Budget Committee (3 years)	*Walter M. Holland	133
	*Geoffrey Allen	9 write-in
Budget Committee (2 years)	*Peter Dallas	113
Trustee of Cemeteries (3 years)	*Robert H. Rogers	133
Trustee of Trust Funds (3 years)	*Richard Herfurth	13 write-in
Zoning Board of Adjustment (3 years)	*Richard Roy	126
Library Trustee (3 years)	*Robert H. Rogers	125
	*Sally B. Curran	119
Supervisor of the Checklist (6 years)	*Sally B. Curran	129

All those elected will be sworn in as the last order of business today.

Article 2: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of (\$1,667,355) One Million Six Hundred Sixty Seven Thousand Three Hundred Fifty Five Dollars for the purpose of reconstructing Mountain Rd. in a manner and extent to be determined by the Board of Selectmen, One Million Six Hundred Sixty Seven Thousand

Three Hundred Fifty Five Dollars (\$1,667,355) of such sum to be raised through the issuance of bonds or notes under and in compliance with the New Hampshire Municipal Finance Act, RSA 33; to authorize the Board of Selectmen to apply for, obtain and accept federal, state or other aid, if any, which may be available for said project and to comply with all laws applicable to said project; to authorize the Board of Selectmen to issue, negotiate, sell, and deliver said bonds and notes and to determine the rate of interest thereon and the maturity and other terms thereof; and to authorize the Board of Selectmen to take any other action or other vote relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (2/3 Majority Ballot Vote Required)*

Motion made by Selectman Mark Schultz to move the article as read, seconded by Selectman Lee Mayhew.

Selectman Lee Mayhew Burton Reynolds (Budget Committee Chairman) said that Northpoint Engineering Kevin Leonard was authorized by Town Meeting last year, they worked a year diligently with us. They have prepared plans and all kinds of material. We have looked at it, we have analyzed it. In addition to that we have had four meetings and invited everybody who lived on the road to come and meet with Kevin and hear what we are talking about. We listened to them and we made some changes. There was concern about stone walls, concerns about trees, we have tried to incorporate all of that into the plan that you are going to see in front of you today.

Kevin Leonard (Northpoint Engineering) I have been working with the town for the last year as an outcome of last Town Meeting. What I am going to do is walk through where the project is. The segments that are being worked on and what the problems are. What we have heard from the public as we have moved through the process and sort of the final outcome of what we are proposing. First thing I want to do is show where we are working. We are working on Mountain Road from the Center Road and we are running northerly basically to the limits of the existing paved road. That involves 6,220 linear feet of engineered sections. There are actually four sections which we have identified as sections A through D and 9,800 linear feet of in-between sections that we propose to do shimming overlays to connect the dots between the four engineered sections. The total project is approximately 3 miles long. (see attached Mountain Road Reconstruction presentation) There is four sections of full design and full depth reconstruction and four sections of shimming overlay starting from Center Road and ending at the limits of the existing pavement. I want to give a brief overview. Anyone who has been up that road would realize that it is a very narrow right of way. It is lined with stone walls on both sides in most locations. There is limited drainage infrastructure pretty much limited to old roadway crossings, culverts that are in most cases undersized. Couple of those culverts are routinely flooding. There is a lot of erosion, particularly on Segment A which is that segment as you are coming from Badger Pond up the hill, there on the left. There is very limited road base materials from the work done many years ago when this road was first upgraded. There is shallow ledge certainly in the areas of the ledges or Hunters Cot and also high ground water elevations. A lot of saturated space soils beneath the roadway surface which is not a very healthy environment for supporting traffic. What I am going to do is review the segments themselves A through D just to give you a little bit of an idea of where they are and conditions out there. Talk about the goals that we try to implement in the design and some of the comments and feedback we got from the public during the process and we will try and incorporate. Segment A starts in the flat section adjacent to Badger Pond and runs north to just beyond the intersection of Mason Road. It is 2,010 linear feet. There is pretty severe erosion occurring along that section of road particularly on the westerly side. What is happening with that erosion is that it is running

down the hill and headed towards Badger Pond. The culverts that exist from the west side of Mountain Road to the east side basically drain to Badger Pond. So you are getting sediment directly into the wetlands and over to Badger Pond which is over to the east. Some of the goals that we identified early on for Segment A were to control the run off, resolve the roadside erosion problem, particularly on that west edge. Reduce sediment transport which is sort of a byproduct of addressing the erosion. We want to upgrade the cross culvert so it flows to current standards. Obviously minimize the impact to the abutters and protect the Badger Pond and its watershed. Some of the comments or feedback we got during the process was concerns about stonewalls, we took that into consideration. We wanted to make sure that we mitigated runoff to the hayfields there on the easterly side. There was comments or concerns about the fact that there is a lot of water that drains from the north, southerly towards the Mason Road intersection, we tried to accommodate that into the design. Generally throughout the whole project we are trying to protect trees. We had an at length discussion about the roadway sections, whether to use a curb section or an open section and it was felt that curbing wasn't really what was wanted up there so we are not proposing curbing up there, we are using open section. We are using some paved swales where needed to sort of collect water in tight roadway shoulders that are adjacent to some of those stonewalls that we talked about. Right now you have basically water that starts running down the hill that keeps running and running and eroding the road. What we are trying to do is pick that up in regular increments in catch basins and headwalls and get that into a subsurface drainage system which would then flow down the hill and discharge to locations that are discharging now with those cross culverts but do it in a more controlled fashion and make the road safer and reduce that erosion problem that exists today. Section B is at the Ledges also known as the Hunters Cot area. It is kind of when you come up over the crest of that hill and there is a lot of ledge there to the left or west. Just south of that section there is a pretty steep slope on the west side that runs 550 feet and part of the project is to put a proper guardrail on that slope. It is a very dangerous slope and should be protected with proper guardrail. So, that has been incorporated into Segment B's design and then 470 linear feet of roadway reconstruction starting at the Mallaphora driveway and running up over the crest of the hill and there is a driveway there that goes up into the woods on the left, just sort of when you go over the crest where the segment ends. (Refers to photos) The Ledges are up there and this is looking north and this is the bank which probably falls off a good 30 or 40 feet and runs quite a distance and you are on the outside edge of the curve so particularly in winter conditions it is very dangerous and the potential is to go off the bank and you wouldn't want to be in the vehicle that was doing that. So we are going to put proper guardrail along the length of that slope. (Referred to photos showing the Mallaphora driveway and the crest at the Ledges). There is a lot of ledge that kind of creeps out on the road on the westerly side. The pavement is in really tough shape. Shallow ledge, high ground water and not great systems in place to sheet flow water off the roadway and get it into a ditch and into an appropriate discharge point. Photos looking on the northerly side looking south on the Ledges, you can see that the water tends to want to run on the road. That is really not what you are trying to do, you are trying to get the water to shed off the road and be in a ditch off the edge of pavement. Segment B goals are to add a guardrail along that slope that runs 550 feet south of Mallaphora driveway. We want to improve the geometry, we are looking to shift the road easterly away from the Ledges. That allows us to do a couple of things. It allows us to pick up the road a little bit which helps get sheet flow and also provide proper depth of gravels underneath the roadway which it is currently deficient in. Obviously in doing all of this we are trying to minimize the impact to any abutters. We have done that successfully, I believe. During the public hearings

some of the things we heard about was bus safety in that area. It is narrow, it is icy, it is up over the crest, and it is pretty dangerous right now. It is very narrow and there is not a lot of place for snowbanks to be put. Kent Perry (Road Agent) has reported to me that on the northerly side of that crest there is like a weeping spring that tends to bleed water, particularly in the springtime and we will try to improve that swale through there and get proper drainage. Right now it is weeping out on to the surface of the road, kind of running across the road. Trying to resolve that problem. Trying to protect trees to the extent we can, there are some trees on Segment B that will need to be removed. We have tried to minimize that and all trees that are coming down are within the right of way. Segment C is between #444 and #462 Mountain Road. There is a trail (Helens Trail) that sort of breaks off to the left. This segment starts at that trail and runs 470 feet north to the next driveway at #462. That section of road is really in tough shape, in particular very distressed pavement. It is quite a hill that goes up here on the west and there is not a lot of good soils in here so we are trying to improve that situation. Segment C goals, improve the road base that was something we knew right away that was a problem, Kent shared that with us, the Selectboard advised us of that. We want to improve the surface drainage and subsurface drainage. We are looking to add underdrain along that westerly edge to intercept ground water and basically discharge it to an appropriate location downslope and minimize impact to abutters again. A couple of things we heard on Section C, sub-base materials are not ideal, our geotech investigation confirmed that. Again, protect trees where we can. Segment D starts just south of French Road, there is a culvert there, probably 3 or 4 hundred feet south of French Road that tends to flood on a regular basis in the springtime. The work starts there and runs all the way down the hill to the end of the pavement down by the fields. Photos from Segment D show French Road coming down from the west and the culvert that is grossly undersized when we analyzed it and we are going to try and resolve that, which is partly what is causing part of the erosion on the downstream side of that. There is a lot of scour that is occurring because of the velocities of the water coming through that undersized culvert is highly erosive. Generally speaking, this is an open section all the way down the hill. It has poorly defined ditch lines, it has culverts that are well beyond there useful life. It has really tough pavement. The plows are just curling up asphalt and throwing it onto the shoulders on a regular basis at this point. Lack of proper ditch lines poses a problem in winter conditions for snowbanks. If you have a proper ditch it kind of gives a home for that snow and helps any melting runoff and that type of thing and stay in the ditch and not be on the road. When you don't have the ditch lines it tends to encourage water to be in the roadway surface which is bad for icing and it is also bad for subsurface base soils which is what is ultimately breaking up that pavement. Couple of goals for Segment D is to upgrade all the cross culverts to modern standards. Improve the ditch lines and minimize impact to abutters. It is a long way down that hill, it is important to try to break that watershed up into segments and try to discharge it to appropriate locations, make sure the culverts are sized to be large enough. We heard concerns about the agricultural fields down at the west at the bottom of the hill, try not to impact those and again minimize tree impacts. Now I want to talk about what a roadway base is and how that affects a road and why what we are proposing is critical to the health of Mountain Road. A typical section showing your asphalt and typically any normal road construction you would have select gravels below that usually 21 to 24 inches deep and those are sort of the foundation of your road. It is what keeps your road having the strength to support the traffic. On Mountain Road what we wanted to do is, we formed a geotechnical investigation, we hired a soils expert and we performed test pits along the road at different locations. We took samples of the soils for the road, we ran those in the laboratory and we performed a flexible pavement design to determine what

would be the best solution to support the conditions out there. We used a 20 year design life for that which is standard pavement design life span and we got some recommended improvements for the roadway base which are outlined here. (presentation slide) It is a full depth reconstruction with a geogrid reinforcement. It comes in a roll that is 12 feet wide and you would be able to roll it out on the roadway surface. It is a biaxial grid so you can pull it in both directions and it has strength. So, basically what's being proposed is to over excavate the roadway 20 inches, cut the roadway down 20 inches and lay this at the bottom of that excavation. What we are finding is that the soils, particularly in some locations, are very poor in the roadway bed. It is not practical to go and chase those and bring them back up, it would be very costly to do that. So, if you take this grid and lay it in at that 20 inch level it basically helps spread the load across a larger surface area which strengthens the capacity of that section. The geogrid is going to be at the subgrade elevation, we are going to have 10 inches of crushed gravel above that, DOT specs 304.3, 6 inches of crushed stone fine above that, DOT spec of 304.4 and then 4 inches of pavement laid in two courses, 2 ½ inches of base course and 1 ½ of wearing course. Another important component of this proposal is that along the edges of the pavement we are going to introduce underdrains so that when you have these long banks on the west in particular but in some cases a few spots where you are getting flow from the eastside too. You have ground water running down the hill intending to want to get into the road base materials, you intercept it here with a curtain drain or underdrain that basically collects it and then routs it to an outfall that is away from your roadway. Tried to take into consideration all the project goals, working with the Selectboard, working with Kent and we evaluated existing constraints and we definitely have some narrow right of ways in some of these locations. We want to implement the full depth, 20 inch reconstruction because that is the economical way to get a road base that is going to last. We incorporated design without curb on all sections but Segment A and D were sections that we might have considered it but it was determined that that wouldn't be esthetically desired and so we worked around that and implemented a design that doesn't involve any curb. We sized a drainage system basically to modern standards which is about 50 year storm and we have prepared a comprehensive set of construction drawings which were basically finalized in January. Ground water was something that came up a lot in the public hearings so I want to recap how we are dealing with that. For one we are improving the collection of surface water. We are adding underdrains along the uphill edges of pavement, that is intercepting any ground water before it gets to the roadway and basic gravity flow to an outfall in a ditch or a cross culvert. Making sure it doesn't get in the roadway. A saturated roadway base is not a healthy roadway base that is what causes frost heaves and that type of thing. The frost heave action, the cycling of that will break up pavement. The other thing we are doing is making sure that the roadway box has a good free draining material so that it will support and it will shed water. I want to briefly overview what we have done, where we are in the process and the steps that have led us there. We started this with a full existing conditions survey, delineation of all the wetlands on the corridor. We performed a Geotechnical investigation and report. We went through several public hearings starting back in the summer of last year and the most recent one was in December. Put a final design package together and in addition to that design package we put together contract documents and specifications. On January 17th we advertised the Bid publically. On January 25th we had a pretty good meeting with interested contractors. We had a bid opening on February 8th and the Bond Hearing occurred on February 10th of last month. I will explain the process moving forward should this project be approved? If the vote is in the affirmative today we would do a notice of award to low bidder later this month. That would allow the paperwork and planning necessary to start

construction later in the early summer. The DES permits required for this project are in the works. The Town is going to be working with some of the abutters along the corridor to secure easements. June 4th is the tentative construction start time line. Substantial completion is scheduled for August 11th, that substantial completion would mean that the project is, all the subsurface improvements, all the drainage, all the roadway base materials, everything has been completed with the exception of the paving. We have a fifteen day window for the roadway paving to occur in the middle of August. What that does is get the road back open to normal business traffic as far as being able to travel the road without lots of construction activity. There still will be loose ends related to ditch lines and swales and loam and seeding and that type of thing. Scheduled to be completed September 23rd of this year. The economic conditions are favorable to tackle this project now instead of in the future. As you all probably realize on a daily basis fuel prices are down. That is beneficial for construction projects because it reduces costs associated with fuel and equipment. The trucking costs to get materials to your site. It also drives down paving pricing and there is a lot of paving associated with this project so benefits pavement pricing. Interest rates are also down making financing favorable. So with that I am open to any questions.

Zeke Harkleroad Is there an overseer for the work to make sure it is done per the plans and specifications?

Kevin Leonard Yes, someone from my office will be serving as Clerk of the Works, basically administering the contract, overseeing the work and making sure that the construction meets the plans and specifications.

Residents that live on Crooked S Road voiced their concerns about the traffic being rerouted to Crooked S Road due to the road closures on Mountain Road.

Kevin Leonard When the contract was put out to the bidders we basically required a mandatory public hearing that will be held for that purpose so we would have the contractor in place. We would have him come with his ideas of what he wants to do, start where, when and then work with the Selectboard and input from the public at that public hearing to sort out what we think is the best way to handle that. Have the contractor prepare a plan that details how it will be done and then during construction we would oversee and make sure he implements that plan in that way.

Selectman Lee Mayhew They are also requiring frequent coordination with the Police Chief because the impact of that traffic, and that is why it is being done in the summer, in theory the traffic is reduced a bit because school is out. Crooked S is the only place to go so that needs to be timed greatly with the Police Chief.

Robert Edry, of Mountain Road asked about the easements and where they would be and to clarify the desired width, is it going to be consistent enough throughout when it is done?

Kevin Leonard The easements are identified on the plan and there is a handful of abutters that were involved, that were spoken to directly. The intent would be to contact each abutter soon, it is the next step. We know where the easements are and that would be the next step to prepare for the summer construction. As far as the width, it is variable along the length of that roadway, it is generally 20 feet. We are proposing a 21 foot wide road. A 20 foot road is pretty narrow. There was some discussion to make it wider than the 21 feet but at some point you can only fit so much road in a right of way that is pretty narrow and still leave room for appropriate ditches and not be impacting adjacent properties. So we sort of settled on that 21 foot wide road, it will make it a little bit more comfortable to drive on than it is today.

Ray Humphreys asked about the speed on the road and how the police are going to control it.

Kevin Leonard We will try to minimize the duration of detours. A lot of this work will be performed with lane closures. We are not proposing two months of construction where we would close the road. The plan is to minimize the duration of detours and try to use lane closures, basically one way traffic with the use of flaggers to allow traffic up and down the road for the majority of the time.

Chief Rance Deware As far as the traffic patterns and roads and closures and all that stuff, there is a plan in place to have weekly meetings with the construction crew, DPW, hopefully a representative from the Fire Department, the Ambulance. The Dispatch Centers will be kept on board as to when roads are closed, when there is only one lane of traffic open. What the alternative routes will be in case of an emergency. So all that has been thought out and will be in the weekly plans as this moves forward.

Charlie Post If you had to prioritize the Segments A, B, C and D, how would you prioritize the need?

Kevin Leonard My opinion is that Segment A and D are equally in disrepair and both have culverts that are grossly undersized and all it might take is the next Mother's Day flood for there to be a major issue on one of those roads. I believe that A and D are in tougher shape than B and C. Discussion on the Bond (see attached document titled Components of the Mountain Road Bond Payment 2016)

Selectman Lee Mayhew Money is being taken out of the Capital Improvements Plan that is normally put in every year and that is being redirected towards the payment of the bond. For example we are going to use \$29,000 that would normally go to the CIP for the grader. The grader last year had to have a brand new engine so the life of the grader has been extended by the expenditure last year. When it was at the shop being looked at the workers said the grader is in great shape. So the \$29,000 can be put back in in a couple of years. The budget will not be cut. It is coming out of the Capital Improvements Plan, the Highway Block Grant and money that we normally have left at the end of the year. So, we figure that we will have \$40 to \$50 thousand dollars or more every year in surplus to put towards this grant. We are taking \$50,000 out of the Highway Block Grant. We have the \$29,000 for the grader, \$18,000 for the CIP for the 2008 Backhoe and then we are taking \$20,000 from the CIP for the police cruiser only in 2017. We are going to borrow \$22,000 in future years from the CIP for the bridges on Pettingill Hill. All that juggling gives us in 2017, \$218,532 to make the payment.

Rick Roy How did we arrive at this number?

Kevin Leonard We went through the process of advertising this project out to bid in January and had a bid opening on February 8th and so we have a low bidder and he is waiting to hear whether or not we are moving ahead with the project. The number you see is a real number.

Lisa Post Any guarantee to this work and if so, how long would that guarantee be for?

Kevin Leonard Any project of this size when you put it out to bid you have a couple of things built in to protect the town. For one you have a performance bond so that it is an insurance for the town if the contractor doesn't perform to what he says he is going to do. So if you have a contractor half way through the project jump ship it could be completed. After final completion, you hold the retainage on the contract for one year, so that if the deficiency shows up within that calendar year you basically have him go back and make that repair. So that is like a one year warranty of the work that basically insures that that contractor fixes the problem. You have money set aside to basically encourage him to do that. Beyond that if you are hoping for the hundred year lifetime warranty or some sort of statement to that effect I don't think you are going to find that but you

have gone through diligent information gathering. You have hired professionals, hired a geotechnical engineer, you are getting all your state permits and you are basically doing it to the industry standard to last a long time. When the contractor reaches the final completion, you haven't paid him in full so you hold payment back. He doesn't get that money till a year later, you have no deficiencies.

Selectman Lee Mayhew Part of your guarantee is also having the Clerk of the Works on site so that the levels and depths of asphalt and compaction of the gravel and things of that nature take place properly. That is also part of the guarantee.

Discussion on condition of Crooked S Road.

Kevin Leonard We identified several of the aprons on the intersecting streets that were kind of in tough shape and it made sense to us while you have a contractor that is all geared up to do all this work to properly reconstruct those aprons. Improve the crowns of the road and improve drainage. Basically make sure those are quality intersections so that will be addressed.

Sharon Akers Concerns about the stone walls, how are they being addressed?

Kevin Leonard Nine times out of ten we are avoiding any impact with stone walls. There are a couple of locations where there will be an impact with stone walls. The primary one we have spoken with the individual that is involved with that.

Sharon Akers Is that impact removing it or relocating it?

Kevin Leonard Relocating it.

David Gill Two questions, the first one. The transition between the engineered section versus the un-engineered section, you are talking six inches and some places three inches of good gravel and now you are talking twenty inches. You are going to have two different flow patterns, how is that going to alter your design, is there going to be some kind of tapering, or some way of merging the two sections. The other question is, when you go down twenty inches and you find boulders are those being removed, are we doing any blasting around the ledges?

Kevin Leonard Any boulders you find you pull out, anything that is protruding within the limits of that road will come out. We are potentially going to do some blasting or hydraulic hammering particularly even just on the roadway slopes along the ledges and that type of thing. Every time we encounter ledge you are going to evaluate whether it is more practical to use a hydraulic hammer or blast it. That decision process is going to be partially based on what infrastructure or buildings or wells that are adjacent to that blasting that might need to occur. If blasting is to occur it will be done by a licensed professional that knows the protocol of what to, you know pre-blast surveys and that type of thing to make sure that we are not creating a bunch of damage that no one is liable for.

Andrew Chawla I would like to make a motion to vote.

Moderator Walter Holland We still have someone who has a comment to make.

Leo Trudeau I was pleased to hear about an hour ago and I am surprised it hasn't been spoken of another time since, the Chairman of the Budget Committee has said the best piece of news that anybody has said about this project through all of the debate, through all of the months. He just said, he said it twice, there will be little or no impact to the tax base. Right there is really all we need to know. The engineering firm that has been hired by the Town has done a very good job. I have been to all of the meetings. The Selectmen and the Highway Department have done a great job of making sure this process has gone the right way. The biggest impact on any of our taxes is the school side of it all and it is probably the least observed by the taxpayers but it certainly has the biggest impact on our tax bill. No one plans on ever having a fire, yet we support all of these fire trucks and basically anything the Fire Department needs because it is the right thing to do. The

same can be said for the Police Department. Most of us have children in school for a short period of time and then we still live here and we support the schools, we support everything about that. We do it because it is the right thing to do. Safety issue, those kids who are in school are in school buses going down roads that if they are unsafe they are unsafe and anybody that can go up and down Mountain Road can see that it is unsafe. We have had an easy winter. The mud on the dirt sections outside of this proposal is not bad this year at all. I am surprised something hasn't been done before. Mountain Road, that section hasn't been worked on in eighteen years that I have lived up there, right beyond where it turns to dirt at the bottom of the last section. A lot of the other roads in Town that get the paving plan, the Highway Department has a great plan, they pave periodically. They keep on top of what needs to be done. Mountain Road, the base of the road, you can't just put a band-aid on top and have it better. At least the Highway Department and Selectmen are smart enough to know, well let's not put any more good money after bad and try to fix something temporary because it just doesn't work. The fact that when Burton Reynolds says there will be little or no impact to our taxes should really kinda of nail it for everybody. I know it certainly does for me, I want it anyway. It is the right thing to do.

Moderator Walter Holland Are we ready for the question, motion is on the floor, we need a second. Seconded by many taxpayers. We are going to set up two ballot boxes and have you come down the middle aisle and have one ballot box on the edge of the table here and one ballot box on the table over there. What you are going to do is, in your cards you have a yes or no ballot. You are going to use the pink ballot, you are either going to mark yes or no and you are going to pull the whole thing off and put it in the ballot box. The ballot box will remain open for one hour and we will start that process as soon as I read the question. Moderator read the question, Article 2, Mountain Road Bond. Voting started at 12:21pm.

Count: 90 Yes 14 No 104 Total Count

Moderator Walter Holland The polls will stay open till 1:21 for the ballot vote on Mountain Road. We are ready to talk about the Town budget.

Article 3: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of One Million Seven Hundred Ninety Three Thousand One Hundred Forty Three Dollars, (\$1,793,143), representing the Operating Budget for fiscal year 2016 as prepared by the Budget Committee. Said sum is exclusive of all special or individual articles addressed; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required)*

Motion made by Selectman Lee Mayhew to accept article as read, seconded by Selectman Fred Douglas.

Town Administrator Russ Boland A quick overview on how the budget is built, it is a year round process that we really start to gear up in July and the Department Heads and myself sit down and like Burton said we really believe in a zero base concept. In August we begin to put the numbers together. In September we present the budget to the Selectmen, they make modifications and inquiries. In October the process begins with the Budget Committee and ultimately it winds up here. The operating budget is up fifty thousand. To give a quick oversight of where a lot of that comes from. We are looking at a three to five percent adjustment in the salaries. We just instituted a pay plan in Town. You always advertise positions of a start salary and a maximum salary but you never

had a mechanism to move through that. Employees over the years have received Colas, but there was never a way if you started at the minimum to ever get to the maximum. So, we instituted the ten step, it takes ten years to get to the top step and that is based on merit. Starting in August of last year, each Department Head received training from NH Municipal Administration or Property Liability Trust on how to properly do evaluations. Each employee received an evaluation in August and that dictated as to whether they would go to the next step. We plugged all of the employees into the closest step and based on their evaluation process you go to the next step. As you know there are four elections this year not just one. So, that was a driver of cost. We receive our health insurance through SchoolCare and that was a six point five percent increase in premiums which is a lot but not as much as other municipalities and we have two additional employees that are on the health plan. Property Liability Trust which is where we receive our liability insurance saw a twenty three percent increase. That was because of some of the experiences we have had over the last couple of years. Our experience model went from one point three six to one point seven eight, so what does that mean. If everything was great you have a price, well, we are one point seven eight because we had some bad experiences over the last few years. We settled a law suit that was filed against the Town by two employees. When you look out the window here you will see the pine trees are missing. Over the last few years those pine trees caused twenty four thousand dollars of damage to the building. Property Liability Trust is a group of municipalities coming together to pool the risk, thus reducing costs. Well, very recently they started looking at individual towns and it is not fair that if Dover has a really bad experience model that Lyndeborough pays for it. But in that vein they look at each individual town now and that is why we went from one point three six multiplier to one point seven eight. The Fire Department as you will notice in their budget the stipends have increased ten thousand five hundred dollars and that was spread amongst the command staff because they have more responsibilities and also there has been a little bit of a bump for the volunteer firefighters. We experienced an increase in the Building Inspector line item that is an area that is getting increasingly hard to retain or recruit and retain people. We are satisfied right now with the situation. Also solid waste, we have a twenty thousand dollar increase with Wilton. That is why we are asking you to fill out those forms (questionnaire on if residents use the Wilton Recycling Center and if not who they use) because over the next year we are going to look quite aggressively, and we have already started. We have met with Wilton and we went to a neighboring community to look at their operation. One thing that jumped out at me was that there were no stickers required at the Wilton Transfer Station and they are getting out of state people coming there. That is all based on tonnage. A neighboring community when they started the sticker program they went from four hundred tons of shingles to two hundred and as that Director told me, those other two hundred went somewhere. Also, dramatic decreases when they find people who weren't taxpayers using their facility. I think it was three hundred and ninety three people found to be coming from other communities and they were told that they could no longer go there. So Wilton is looking quite aggressively at reinstating the sticker program. Now, where we realize some savings. The assessing is down because the statistical reval is finished so we save ten thousand

dollars there. We noticed that the Town is paying Social Security for Police Officers and shouldn't. So we received a big revenue refund there, I think it was thirteen thousand dollars and that should represent a sixty five hundred dollar savings moving forward. Government buildings, the alarms, propane, we took advantage of bidding the propane and we reduced the Government buildings by twenty four point three three per cent or six thousand dollars. The cemeteries, part time has been eliminated because you will find in the budget we have one position that we are going to increase the number of hours and thus we were able to eliminate the part time on the Highway Department and the part time on the cemeteries. The fuel for both the Highway and the Police, and Chief Deware is to be commended because we had locked in with the State for gasoline at two dollars and seventy three cents a gallon when that looked like a deal. The Chief went out and found a way to access a supply from a private vendor at a lower rate and the State is fine with that so now we are paying like a dollar seventy a gallon. The propane, we put the propane out to bid this year and we are currently paying a dollar forty five a gallon. The welfare budget is down twenty eight percent. We reduced it four thousand dollars to ten thousand dollars, it was fourteen. The last thing is the Ambulance was down twenty thousand dollars. They elected not to fund their capital improvement plan this year which saved another ten thousand dollars. Every week we review all the bills because believe it or not we get bills presented to us on an occasion that we never generated. It is kind of a scam, we get a nineteen dollar bill for ink cartridges and a lot of places just pay them. We don't just pay them. Any questions.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 4: Shall the Town of Lyndeborough vote to modify the Veterans Tax Credit in accordance with RSA 72:28:(II) from its current credit of Three Hundred Dollars (\$300) per year to Five Hundred Dollars (\$500), to take effect April 1, 2016; or take any other action relative thereto. *The Board of Selectmen Recommend this Article. (Majority Vote Required)*

NB: This article is not an appropriation article. Copies of the RSA governing this article are available from the Town Clerk or on the table located at the rear of Town Meeting.

Motion made by Selectman Lee Mayhew to accept article as read, seconded by Selectman Mark Schultz.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 5: Shall the Town vote to *modify* the Exemption for the Elderly under the provisions of RSA 72:39-(a) & (b), from property tax in the Town of Lyndeborough based on assessed value, for qualified taxpayers, to be as follows:

- a. for a person 65 years of age up to 74 years of age \$35,000 Dollars, (currently \$20,000 Dollars);
- b. for a person 75 years of age up to 79 years of age \$50,000 Dollars (currently \$30,000 Dollars); and
- c. for a person 80 years of age or older \$70,000 Dollars (currently \$60,000 Dollars).

In addition, to *modify* the parameters of the qualifying amounts as follows:

To qualify, the person must have been:

a. a New Hampshire resident for at least 3 consecutive years, own the real estate individually or jointly, or if the real estate is owned by such person's spouse, they must have been married to each other for at least 5 consecutive years; and,

b. in addition, the taxpayer must have a net income in each applicable age group of not more than \$30,000 (currently \$25,000) or, if married, a combined net income of not more than \$40,000, (currently \$35,000); and,

c. own net assets not in excess of a dollar amount determined by the town or city of \$70,000 (currently \$60,000), excluding the value of the person's residence, to take effect April 1, 2016; or take any action relative thereto. *The Board of Selectmen Recommend this Article. (Majority Vote Required) NB: This article is not an appropriation article. Copies of the RSA governing this article are available from the Town Clerk or on the table located at the rear of Town Meeting.*

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 6: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Twenty Thousand Dollars (\$20,000) to go toward the Replacement of the 2014 AWD Ford Police Vehicle. This will be a non-lapsing appropriation per RSA 32:7 VI and will not lapse until the vehicle is replaced or December 31, 2018, whichever is sooner; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required)*

Motion made by Selectman Mark Schultz to accept article as read, seconded by Selectman Fred Douglas.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 7: To see if the Town of Lyndeborough will vote to change the form of governance that the Lyndeborough Fire Department currently operates under (RSA 154: 1 III), (*A municipality may choose a form of fire department organization different from those set forth in paragraph I, including the election of fire chief, fire officers or firefighters, or all such persons, by the firefighters.*) to RSA 154:1: b. (*A fire chief appointed by the local governing body, or by the town or city manager, if any, with firefighters appointed by the local governing body or manager, upon recommendation of the fire chief*) ; or take any other action relative thereto. *The Fire Chief and Board of Selectmen Recommend this Article. (Majority Vote Required)*

Motion made by Selectman Lee Mayhew to accept article as read, seconded by Selectman Mark Schultz.

Fire Chief Brian Smith: I am for this article and what it does is bring us more current to the surrounding Towns as to how they actually vote for their Chief as well. What it will do is, it actually makes us more of an umbrella under the Town agency. Right now we are kind of separate a little bit. From the Fire Chief up it creates more of a chain of command as things go up. As to the

daily operations nothing will change. Basically how it is, is how the Fire Chief is appointed to the Town.

Moderator Walter Holland Would the Fire Department still have any input to the Selectmen or anybody as far as their choice of Chief?

Selectman Fred Douglas What the Board found over the past year, six months is that there have been a couple of issues that came up administratively within the Fire Department. What we found is that basically the Fire Department does not answer to the Board of Selectmen. They are their own entity as they stand right now. After many conversations with the previous Chief, Chief McQuade and Chief Smith we had some very interesting conversations about why there needs to be cooperation. Why there needs to be accountability. Why there needs to be structure between the Fire Department and the Board of Selectmen. Not that the Selectmen want to micro manage them because we have great Department Heads and the Fire Department is no different. But, when we have legal counsel telling us that the Board of Selectmen have no authority to intervene on any issues with the Fire Department when it comes to accountability, performance appraisals and confirming the appointments of certain positions, it was time for a change. With that, Chief Smith brought forward along with the previous Chief this change that you have before you.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 8: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Twenty Four Thousand Dollars (\$24,000) to be added to the Repair and Replacement of the 1994 Fire Department Pumper Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required)*

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 9: To see if the Town of Lyndeborough will vote to raise and appropriate Twenty Four Thousand Dollars (\$24,000) to be added to the Repair and Replacement of the 2005 Fire Department Pumper Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required.)*

Motion made by Selectman Mark Schultz to accept article as read, seconded by Selectman Fred Douglas.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Ballot box is now closed at 1:21pm. The Supervisors will collect the ballot boxes and count the ballots in the back of the room and then tell me the results.

Article 10: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Forty Thousand Dollars (\$40,000) to be added to the Repair and Replacement of the 1984 Tanker Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required)*

Motion made by Selectman Lee Mayhew to accept article as read, seconded by Selectman Mark Schultz.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 11: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Thirteen Thousand Five Hundred Dollars (\$13,500) to be added to the Repair and Replacement of the 2002 Rescue Vehicle Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required).*

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 12: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Thirty Three Thousand Dollars (\$33,000) to be added to the Repair and Replacement of the 2002 Mack Truck Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required)*

Motion made by Selectman Mark Schultz to accept article as read, seconded by Selectman Fred Douglas.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 13: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Twenty Thousand Dollars (\$20,000) to be added to the Repair and Replacement of the 2007 Backhoe/Loader Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required.)*

Motion made by Selectman Lee Mayhew to accept article as read, seconded by Selectman Mark Schultz.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 14: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Thirty Four Thousand Dollars (\$34,000) to be added to the Repair and Replacement of the 2008 Volvo Dump Truck Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required.)*

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 15: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Eighteen Thousand Dollars (\$18,000) to be added to the Repair and Replacement of the 2008 Backhoe/Loader Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required.)*

Motion made by Selectman Mark Schultz to accept article as read, seconded by Selectman Fred Douglas.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 2 Vote Results. The Results of the vote for the Mountain Road Bond Issue to repair Mountain Road, Yes votes 90, No votes were 14 that means that 88 % approved that construction. **Warrant Article 2 Mountain Road Bond Does Pass.**

Article 16: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Twenty Nine Thousand Dollars (\$29,000) to be added to the Repair and Replacement of the 2002 John Deere Grader Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required.)*

Motion made by Selectman Lee Mayhew to accept article as read, seconded by Selectman Mark Schultz.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 17: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Twenty Two Thousand Dollars (\$22,000) to be added to the Bridge Build/Repair/Replacement Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required.)*

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 18: To see if the Town of Lyndeborough will vote to raise and appropriate the sum of Eighty Seven Thousand Dollars (\$87,000) to purchase a Highway Department one-ton dump truck, sanding unit, plow set up, other associated equipment including but not limited to set up costs. Further, to authorize the withdrawal of up to Eighty Seven Thousand Dollars (\$87,000) from the Repair and Replacement of the 2007 One-Ton Truck Capital Reserve Fund, previously set up for this purpose and, to further authorize the Board of Selectmen to take any steps to facilitate said sale including, but not limited to, the right to convey title of any vehicle(s) being provided in sale or trade. This will be a non-lapsing appropriation per RSA 32:7 VI and will not lapse until the vehicle is purchased or December 31, 2017, whichever is sooner; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required.)*

Motion made by Selectman Mark Schultz to accept article as read, seconded by Selectman Fred Douglas.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 19: To see if the Town of Lyndeborough will vote, pursuant RSA 35:16, to change the purpose of the existing Repair and Replacement of the 2007 One-Ton Truck Capital Reserve Fund to Repair and Replacement of the 2016 One-Ton Truck Capital Reserve Fund; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (2/3 Vote Required.)*

Motion made by Selectman Lee Mayhew to accept article as read, seconded by Selectman Mark Schultz.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by raising your yellow voting card, those opposed signify by raising your yellow voting card.

Count: **47** Yes **0** No **47** Total Count **Article Passes**

Article 20: To see if the Town of Lyndeborough will vote, providing article 19 is adopted, to raise and appropriate the sum of Twelve Thousand Dollars (\$12,000) to be added to the Repair and Replacement of the 2016 Highway Department One-Ton Truck Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. *The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required)*

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 21: To see if the Town of Lyndeborough will vote to authorize the Board of Selectmen to enter into a six year lease / purchase agreement in the amount of One Hundred and Eighty

Five Thousand Dollars (\$185,000) for the purpose of lease / purchase of a mid-size dump truck , sanding unit, plow set up, other associated equipment, including but not limited to set up costs for the Highway Department, and to raise and appropriate the sum of Thirty-five Thousand Dollars (\$35,000) for the first year's payment for that purpose. This lease / purchase agreement contains an escape clause. The Thirty Five Thousand Dollars (\$35,000) will be offset by New Hampshire Highway Block Grant, with no amount coming from local taxation. At the conclusion of the lease the vehicle will be purchased for one dollar (\$1); or take any other action relative thereto. The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required).

Motion made by Selectman Mark Schultz to accept article as read, seconded by Selectman Fred Douglas.

Road Agent Kent Perry I don't know if anybody has noticed the one ton plowing Center Road from the south up. The 1989 Mac used to have that route and it died of old age. We were forced to use the 550 because we had nothing else. So, we found that of course it was the wrong size and it was thrashing the truck. We did some research and this particular vehicle is not as large as a dump truck, it is a bit smaller but it is an ice fighter. It is an all-wheel drive vehicle. The sander is up in the front so you don't do spin outs all night long. I like the size because it is going to continue to do Center Road and we encounter a lot of traffic and it is going a lot easier for you folks to run into this truck coming up the hill rather than the Volvo which scares the crap out of everybody. This is all block grant and this you won't feel a blip on this because this is how we paid for the 710 John Deere. The 710 John Deere is now paid off and that money will simply be used to appropriate this vehicle.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 22: To see if the Town of Lyndeborough will vote, pursuant RSA 35:16, to change the purpose of the existing Repair and Replacement of the 2009 One-Ton Truck Capital Reserve Fund to Repair and Replacement of the 2016 Mid-Size Dump Truck Capital Reserve Fund; or take any other action relative thereto. The Board of Selectmen and Budget Committee Recommend this Article. (2/3 Vote Required)

Motion made by Selectman Lee Mayhew to accept article as read, seconded by Selectman Mark Schultz.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by raising your yellow voting card, those opposed signify by raising your yellow voting card.

Count: 47 Yes 0 No 47 Total Count Article Passes

Article 23: To see if the Town of Lyndeborough will vote, providing article 22 is adopted, to raise and appropriate the sum of Fifteen Thousand Dollars (\$15,000) to be added to the Repair and Replacement of the 2016 Mid-Size Dump Truck Capital Reserve Fund previously established for that purpose; or take any other action relative thereto. The Board of Selectmen and Budget Committee Recommend this Article. (Majority Vote Required.)

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 24: To see if the Town of Lyndeborough will vote to establish as a Town Forest under RSA 31:110 for the following parcel of land: Tax Map 216, Lot 4, (17 Acres) located off Scout Road, and to authorize the Conservation Commission to manage this Town Forest under the provision of RSA 31:112, II; or take any other action related thereto. *(By the Request of the Conservation Commission) (Majority Vote Required)The Board of Selectmen and Conservation Commission Recommend this Article.*

Motion made by Selectman Mark Schultz to accept article as read, seconded by Selectman Fred Douglas.

Mike Decubellis on behalf of the Conservation Commission We have had a pretty busy year this year. We have a couple of large projects going on. You may have heard that Rose Mountain was protected and that was one of the goals in our NRI as well as the Towns Master Plan is to provide access and keep the Mountains open. It is a very high priority and we were able to succeed with a hundred and eighty nine acres now preserved forever for your public access, guaranteed. (round of applause) Thank you and thank you to all of you for supporting the land use change tax funding that comes into the Conservation Commission because without that we would not have had any funds to do this with. This was our first use of those funds. We get fifty percent of the money when people take their land out of current use and build a house on it. It works that you help preserve as you build and it has worked out well for the State. We partnered with the PLC which is an organization out of New Boston, they are our neighboring conservation organization. They purchased the land in fee, they bought the whole thing outright and the Town contributed only twelve percent of the funds to do the entire project. That is kind of the way conservation moves these days, you get partnerships with several groups. That is also going on with the Woodmont Orchard that we are working on and we estimate that will be completed this year as well. The purpose of this Article is that the Town owns an abutting piece of property which leads to it from the south side from Pinnacle Road heading up Scout Road. The eighty nine acre protected parcel is land locked. It has no access except for Scout Road. Scout Road has been deteriorated to the point of uselessness and is not exactly aesthetically pleasing to walk up if you are going back to nature to get that sort of experience. This particular property provides frontage along the entire length from the bottom of Scout Road down where it meets Pinnacle Road all the way up to this property. The thought is that we could provide a trail to head into the woods and lead up to this conservation land without ever having to see the terrible condition of Scout Road. Not that you would need it now, but it also provides an area, you could put a little parking area in there if you ever needed to. We are thinking that this is a really good idea and we are fortunate that the Town already has the property. Since the Master Plan is pointing us towards preserving those Mountains and this is already abutting, we think this is a good idea and a good use for this property.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Mike Decubellis I just want to publicly thank the Selectmen for supporting this project, they have been great to deal with as well as Russ. Thank you very much, we appreciate the support.

Article 25: To see if the Town will vote to re-activate the Town Emergency Siren.*(By Petition)*

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Mark Chase It is something that the petitioners brought together to the Board because it hasn't been going off. A lot of us do not work in the center of the village and when you are out mowing your lawn or running your tractor, and it would help the people knowing when that thing goes off that there is some sort of emergency so that the congestion at the Village Store is not so bad coming to the fire station. I don't know what is wrong with the whistle. I have heard a lot of rumors. If the Board of Selectmen or Town Administrator could elaborate why it was shut off.

Selectman Lee Mayhew Downstairs there is a little closet, it is kind of under the stairs as you come up here. In there are the components to keep the computers running. There is, for the lack of a better word, a fuse box and there is a box for the siren where the wiring goes into. Sometime in the past, and we don't know when, something caused it to arc and so actually there is a quarter inch on the high side where the arcing actually melted that box. We had Jasper Electric in to look at it because of the petition and he is estimating that somewhere in the vicinity of seven thousand to ten thousand dollars to fix the wiring and the siren in this building only. I think his comment was something of the nature as it sits now you have a toaster up on the roof of the building. That is not too good. But, I understand like where I have lived in the past, you know the siren goes off at quarter to twelve or ten of twelve, it's a tradition. I understand the issue of alerting people when the, as we used to say where I used to work, the wild and crazy guys responding to the station. That is an expense that we don't have in the budget this year. But, if you wanted to do it then we would have to budget it next year.

Mark Chase All this was found out after the petition was brought to you. Now that that has been brought to the attention would it be in the best wise interest to dismantle it totally off the building? Is it something for the Board to look into, I mean the electrician says it is going to cost seven thousand dollars roughly. Would it be feasible to take it down and put it somewhere else?

Selectman Lee Mayhew Where would you put it, on the Fire Station, Mark?

Mark Chase Either the Fire Station or my house. It is a small wire that runs it and if I am not wrong it's a fifty amp fuse. It is a whistle and not a siren.

Selectman Lee Mayhew Well, we couldn't put it on your house anyway. You couldn't put a municipal structure on a private home.

Mark Chase Right, I am just saying is there a way to have it looked into, what it's going to cost and come back at next year's Town Meeting with something to present to the voters what it would cost, roughly.

Selectman Fred Douglas Mark, what I would suggest is that through the Fire Department because it is a Fire Department issue, if this is what the will of the Department wants than I would say that the Department should take it upon themselves to get all the information and then come back next year to Town Meeting and present something.

Stephanie Roper I think it was used for the Town not the Fire Department. (Civil Defense)

Mark Chase I think that is reasonable. Well that is going to be added into the research if Dr. Roper has some of that maybe we can add that.

Selectman Fred Douglas I do know the Town spent four to five thousand dollars, twelve to fifteen years ago repairing that because it is such an old item. Just be aware I think you have some cost factors.

Burton Reynolds I am not going to read what I put together for this but I probably have been the one who has experienced the siren the longest and up close and personal. I used to live right across

the street in this white house. I was away for about a decade while I went to school and got my career started. I came back, moved into my grandparents' house which is the next one down here on the street. Then I moved from there to the house I live in now which is right up this driveway through the field. So I have experienced many many years of having the siren. I am actually not excited about having it reinstated. I feel as though I did my civic duty when we needed it, but now we have much more effective ways to contact everyone and I feel as though I am going from a civic duty to doing a penance.

Sally Curran Point of Order, can we even vote on this because we know there is an expense and no dollars attached.

Selectman Lee Mayhew But, we didn't amend it for the expense.

Sally Curran If we vote to reactivate it and there is no dollars attached how can it be a binding vote?

Selectman Mark Schultz Mr. Moderator, I make a motion that we Table this until next year.

Selectman Lee Mayhew Second

Moderator Walter Holland I have a motion to Table until there is more information about the condition and cost of the siren. Do I have a second? Seconded by Selectman Lee Mayhew. So on the motion to Table until more information is gathered I have a motion and a second. All in favor of the motion to delay until more information is gathered, signify by saying Aye, All opposed signify by saying Nay. **Article 25 is laid on the Table until more information is gathered.**

Article 26: To see if the Town of Lyndeborough will vote to authorize the Selectmen to accept the reports of auditors and committees as printed in the Town Report; or take any other action relative thereto; (Majority Vote Required).

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Lee Mayhew.

Moderator Walter Holland Ready for the question? Read Article. All those in favor signify by saying Aye, those opposed signify by saying Nay. The Ayes have it. **Article Passes**

Article 27: To transact any other business that may legally come before said meeting;

Motion made by Selectman Fred Douglas to accept article as read, seconded by Selectman Mark Schultz.

Moderator Walter Holland All those in favor signify by saying Aye, all opposed signify by saying Nay. **Article Passes**

Moderator Walter Holland I have a motion to adjourn, a second. All those in favor signify by saying Aye, all opposed signify by saying Nay. I declare this meeting to be adjourned. Meeting is adjourned at 2:10pm.

Respectfully Submitted

Patricia H. Schultz
Town Clerk/Tax Collector
Town of Lyndeborough NH