

*BOARD OF SELECTMEN Tuesday, February 22, 2024, 6:00 P.M.
Special Meeting MINUTES*

In attendance: E. Couture, E. Nunes, J. D'Angelo

Visitors: R. Regolo, W. Linsley, W. Adametz, A. Stirna

- 1) The meeting was called to order at 6:02 pm.
- 2) The board began a discussion of the public works budget proposals for 2024/2025 with the former DPW Foreman Walter Adametz.

The discussion began with a request for context and elaboration on the upcoming capital requests.

W. Adametz discussed the request for the over-the guardrail mower mulch head attachment. This is an add-on to an existing piece of equipment to provide additional functionality for road-side trimming. The original equipment purchase to which this attaches was chosen because additional functionality could be added in the future.

The Dump Plow & Sander request is based on the estimated equipment lifespan as part of the MYCIP. This request is for a replacement of the 2005 truck. W. Adametz noted that there have been electrical & computer issues with the current truck, in part due to that particular make and model but also due to corrosion from salt, which makes this a higher priority. It was also noted that these trucks are usually traded in to cover some of the value.

Road projects as part of the continued chip seal program were also discussed. In addition to an explanation of what chip sealing entails, W. Adametz also explained the current state of asphalt and the typical life cycle for roads and road repair as being a 7-year cycle.

W. Adametz spoke to the plan to improve Paper Mill Rd from a gravel road to a triple-chipped road. Gravel roads are maintenance heavy; this will extend the life of the road and reduce maintenance costs. This is allowed because Paper Mill is not a scenic road.

The Emanuel Church Road project was discussed. The culvert was described as starting to deteriorate and so it needs to be addressed. Part of the costs are covered under an existing bridge grant program, but work is also partially handled by the Army Corps of Engineers which has led to some delays. Delays have moved that section of the road to the point where reclamation is now necessary as are guardrail improvements.

The drainage improvement project on Cow Hill Road was also elaborated on. Historical context was provided to the project, with it being noted that the drainage easement extends further than normal. At this point the project involves a pipe system to handle water flow.

Beckwith Road paving was also noted. The only section that is being paved is approximately 80 feet long from the intersection with Route 148. This is to reduce washout and better handle the water from the drainage project that was completed this year. Beckwith is a scenic road, so modifications without resident approval must have a safety purpose.

It was noted by E. Couture that as part of the Emanuel Church Road project a small section of North Chestnut would be paved to handle washout. This section is next to the church on Emanuel Church Road.

It was also noted that originally paving at Firehouse #2 would be part of the Emanuel Church Road project in order to take advantage of savings due to project scale and handling projects within a certain distance of the primary location. However, due to conditions at the Firehouse that portion will instead be handled by RFP.

W. Adametz noted that the costs of road projects are largely dictated by the cost of oil and tonnage of asphalt. Oil prices are checked on a weekly basis. W. Adametz noted that the estimates provided for budgetary purposes are conservative estimates of cost.

On operating requests, the board noted that the budget was largely flat. Focus was largely on snow plowing and the associated costs, particularly around the contractors sub-line. It was noted that this line is based on a five-year average, and part of the costs were due to increasing rates and a change in contractors.

It was noted that in the past, unspent funds in the snowplow line were used to partially cover the following year's snow plow costs. This is the area where there is the most flux. It was also noted by W. Adametz that the transfer station scrap metal income should probably be utilized for the transfer station.

E. Couture asked that W. Adametz speak to the DPW garage repaving and Rolloff containers lines in capital. It was noted that water drainage at the garage, particularly around the existent salt shed, might need to be considered. The project could be delayed to have some engineering done, as well as for some more testing around PFAS to be performed. It was also noted that the roll-off containers could have another year or two of life in them, but replacement would be necessary soon.

The board thanked W. Adametz for his time and commitment to the town.

- 3) E. Couture noted that the Committee on Aging and Youth & Family Services would be speaking at the subsequent regular board meeting.
- 4) The board adjourned at 7:05 pm.