

**Board of Public Works Meeting
Meeting Minutes
May 23, 2019**

A meeting of the Board of Public Works was held on Thursday, May 23, 2019, at 5:30 p.m. in the Auditorium at City Hall, 229 Main Street, Nashua, NH 03060.

Mayor Donchess, Chair, declared the meeting to order at 5:30 p.m. and called the roll.

Members Present:

Mayor James Donchess, Chair
Commissioner Joel Ackerman, Vice Chair
Commissioner Tracy Pappas
Commissioner Kevin S. Moriarty
Commission G. Frank Teas

Also Present:

Ms. Lisa Fauteux, Director, Division of Public Works
Mr. Nicholas Caggiano, Superintendent of Parks & Recreation
Mr. Jeff Lafleur, Superintendent of Solid Waste
Mr. Stephen Dookran, City Engineer
Mr. David Boucher, Superintendent of Wastewater
Mr. Jon Ibarra, Superintendent of Streets
Alderman Ernest Jette, Aldermanic Liaison

MOTION: Commission Ackerman made a motion to approve the agenda as amended.

MOTION CARRIED: Unanimously

Approval of Meeting Minutes – April 25, 2019

MOTION: Commissioner Moriarty to approve the minutes from the Board of Public Works Meeting of April 25, 2019, as amended.

Page 9 – “granting hardships that aren’t really hardships is something I am willing to do” was changed to “granting hardships that aren’t really hardships is something I am not willing to do” – Pappas

MOTION CARRIED: Unanimously

Approval of Meeting Minutes – May 10, 2019

MOTION: Commissioner Pappas made a motion to approve the minutes from the Special Board of Public Works meeting of May 10, 2019.

MOTION CARRIED: Unanimously

Public Comment

Alderwoman Mary Ann Melizzi-Golja, Ward 8

I came to express my support as well as former Aldermen Presley's support for the first item on the agenda regarding the shade canopy for the play structures at Roby Park. Some of you are aware that the interest in having this installed goes back to 2013. It was initially brought to Alderman Presley's attention and then she included me in moving forward with it so I hope you will support it.

Parks & Recreation Department

- A. MOTION:** Commissioner Teas to approve the purchase of shade canopies for the Jeff Morin Fields at Roby Park Playground from Superior Recreational Products of Carrollton, GA through the Buy Board Cooperative Purchasing Group for \$58,759. Funding will be through Department: 177 Park and Recreation; Fund: Grant; Account Classification: 55 Other Services.

Discussion:

Mr. Nicholas Caggiano, Superintendent of Parks & Recreation

As Alderwoman Melizzi-Golja stated, this was a request that we received six or seven years ago. The families have a hard time at the playground in the middle of the summer because it gets really hot and there's not a lot of shade. We started a conversation with the Morin's probably about 1 ½ years ago and they called me in March and said hey, we are ready to move forward. There is some legislation that is going to be approved in June to accept the grant and we will make the purchase. Hopefully, if everything flows right, by the end of summer we will have a beautiful shade canopy there. I do want to mention that the poles and the structures have a 20-year warranty and the actual fabric has a 10-year warranty.

Commissioner Moriarty

Is this seasonal shade, do you have to take them down?

Mr. Caggiano

Yes, they will be on cables with turnbuckles and we would have to take them down before the winter weather comes.

Commissioner Pappas

It's a good thing because it makes it almost prohibitive to use the playground on hot summer days. That's a great purchase.

MOTION CARRIED: Unanimously

Solid Waste Department

A. MOTION: Commissioner Teas to approve Amendment #1 for a one-year extension to the contract with Casella Recycling LLC of Charlestown, MA, for the transportation and processing of the City's single-stream recyclables for an amount not-to-exceed \$400,000 pending approval of the FY20 operating budget. Funding through Department 168 Solid Waste; Fund: Solid Waste; Account Classification: 55 Other Contracted Services.

Discussion:

Commissioner Pappas

Are you just getting this through early? I assume you didn't blow through the money that was supposed to get us through to July, right?

Mr. Jeff Lafleur, Superintendent of Solid Waste

This is just the approval for next fiscal year, pending the budget approval.

Alderman Jette

I figured out that the current contract ends at the end of this fiscal year.

Mr. Lafleur

Yes, sir.

Alderman Jette

Did this go out to bid?

Mr. Lafleur

We feel the contract we have right now is worthy of a one-year extension. They have been phenomenal this year and we don't want to take any chances of the pricing going up so they accepted a one-year extension for this.

Alderman Jette

It says \$400,000, is that a set fee for the full year?

Mr. Lafleur

No, it's going to go up and down as it has been and hopefully we won't spend over the \$400,000 this coming fiscal year.

Alderman Jette

What determines what the ups and downs are?

Mr. Lafleur

It's called an ACR. It's a floating market that all recyclers follow by and Casella deducts a certain amount for their operations at their facility and then they divvy up the difference.

Mayor Donchess

Are there any other questions or comments? There were no further questions or comments.

MOTION CARRIED: Unanimously

Engineering Department

A. MOTION: Commissioner Pappas to approve the Residential and Commercial Wastewater Service Permits and Fees as submitted.

MOTION CARRIED: Unanimously

B. MOTION: Commissioner Pappas to approve the contract with Hayner Swanson Inc. (HSI) of Nashua, NH, in the amount of \$393,075 for professional services in the 2019/2020 Sewer Rehabilitation Program. Funding through Department 169 Wastewater; Fund: Bond; Activity: Sewer Infrastructure Improvements.

Discussion:

Mr. Stephen Dookran, City Engineer

The reason for this request is to get assistance with engineering for our Sewer Program. We currently have a number of sewer projects which you can see as you drive around the city. There are about three or four different contracts. My staff is pretty involved in all of these projects including the expanded paving program so we continually need assistance. In this case, we are asking Hayner Swanson, who already has a contract to help us with some other projects, to continue to help us with the next Sewer Program. We have \$5 million to spend when the budget is approved and we have to get the plans ready. We have to review the selection of the sewers. We videoed most of them and looked at the deterioration of the infrastructure and chose the top priorities. We then have to prepare the plans and specifications to get ready for bidding this winter. We need to get the consultant on board ahead of time so they can prepare the bidding documents.

Commissioner Pappas

Are most of these projects in which you will have to cut into the road or will some of it be that lining you guys are able to do without cutting into the road?

Mr. Dookran

Yes, the projects will involve both treatments. We have better technology in doing the lining and sleeving so we continue to look at those as a first preference. It's a lot cheaper and impact to the traveling public and businesses is certainly less. There are some sewers that have gone beyond the point where you can do that and you have to do an excavation.

Mayor Donchess

Are there any other questions or comments? There were no further questions or comments.

MOTION CARRIED: Unanimously

C. MOTION: Commissioner Pappas to approve Change Order No. 3 to the construction contract for the 2018 Sewer Replacement – Harvard Street project to Northeast Earth Mechanics of Pittsfield, NH, in an amount of \$150,000. Funding will be through: Department: 169 Wastewater; Fund: Bond; Activity: Sewer Infrastructure Improvements.

Discussion:

Mr. Dookran

We have a project called the 2019 Sewer Replacement – Harvard Street and last year we added Chase Street when there was a major failure and it needed immediate attention. Harvard Street wasn't ready for the work because the utilities needed to get in there. Over the winter, the sewer was replaced on Chase Street and water went in there as well. The street is very narrow as it's about 16 feet curb to curb and the sewer is very deep. In order to get to the sewer the entire street had to be cut into and the curbing on both sides was impacted and fell in. The sidewalks got destroyed in the process. We didn't put enough money in the contract for two reasons, one, we couldn't because it was an emergency situation and we couldn't develop a contract with a design included and expecting the sidewalks would be replaced entirely. Now that the sewer work is done we have to go back and restore the street and the sidewalk and we need additional funds to do that. That is the reason for this request.

Mayor Donchess

Are there any other questions or comments? There were no further questions or comments.

MOTION CARRIED: Unanimously

D. MOTION: Commissioner Teas to consider a hardship request from ZJBV Properties, LLC to excavate for installation of sewer, water and gas services and sidewalk reconstruction for a residential site plan at 158-161 Temple Street.

Discussion:

Mr. Dookran

I'll start by saying that Temple Street was paved last year and this development is proposing to cut into the street.

Commissioner Pappas

When we did our paving indexes, my recollection was no matter how you patch it, it's the first few years, particularly the first two years of paving that really causes problems for the road. From what I've been reading it can shorten the life of the road by about 30%.

Mr. Dookran

I talked a little bit about that at the last meeting. A recent study showed from year one through year eight there is a deterioration of the roadway because of the patch with the more significant being in the first year. I don't think it was quite 30%, I think it was in the order of 20% and then decreased to 0% in year eight. You are right about the biggest deterioration happening in earlier years.

Mr. Michael Malanowski, C.E., Allen & Major Associates

We are the civil engineers for the project. Our client is looking to develop the property that sits vacant on Temple Street right now. We are looking at approximately 168 units consisting of two buildings. We have had preliminary meetings with the City of Nashua to start the permitting process. We are scheduled to hopefully make an application at the end of the month to move onto the Planning Board. We have had a number of discussions with Mr. Dookran regarding our proposed intent and the plan that we have is for two utility connections to support the facility, a sewer and a water at the main entrance. We are proposing to do the city standard for the trench cutback and then also per Mr. Dookran's recommendation, to mill and overlay curb to curb for those 20 feet outside of each of the trenches. We also have a trench connection that we are doing at the corner Amory Street as well for an overflow drain. The biggest item that we are looking at, as part of the meetings we had with the city was the sidewalk on Temple Street is slim to none and part of what they have asked us to do is actually rebuild the sidewalk for the length of the project to enhance the look and the pedestrian connectivity to the future expansions for the railroad connection and infrastructure that's happening in the area. As part of that, we've got some 460 feet of sidewalk that the project is proposing to rebuild and as part of that the existing curbing was left in place when the roadway was paved. There are many areas where the curb reveal is an inch to two inches and does not quite the city standards. We are proposing to reset the curb and reconstruct the sidewalk to full city standards. Constructing our driveway as well as filling in an existing driveway that is about mid-block. Part of that restoration is actually off-street parking that has been demarcated on Temple Street with the new paving and we are proposing to saw cut at that demarcation line outside of the travel way, reset our curb and mill and overlay approximately an 8-foot wide strip and repave that section. As opposed to the traditional curbing reset that you are only about 1-foot back, you can't really get traditional paving operations in there with full compaction and get a nice, smooth finish. With an 8-foot wide strip you can get traditional mantuminous pavement machines in there and full-size rollers. Also, as part of what we are proposing to do is to seal the joint between the existing pavement and the new pavement and we are also proposing to put a thermal plastic edge line which would re-demarcate the off-street parking and in essence would cover the seal joint.

Mayor Donchess

Do you have an estimate as to what the cost of the sidewalk reconstruction would be?

Mr. Malanowski

I do not at this time.

Commissioner Teas

When would the pavement first be disturbed in your scenario pending you get the necessary approvals to move forward and when you think you will obtain planning approvals and secondly, what is your clients expected completion date and when would the units be occupied.? Also, I'm curious as to who ZJBV Properties is?

Mr. Malanowski

ZJBV are the initials of the property owner's children. He also owns Joseph's Equipment in Manchester.

Commissioner Teas

Is it Brian Thibeault?

Mr. Malanowski

Yes.

We are hoping to get through planning...on the current schedule we would submit on May 30th and we would be heard sometime in June at the first Planning Board hearing. I anticipate that we may be through permitting in June or July. If all goes well between state and local permitting, I anticipate that they could start construction possibly sometime in the fall. If they started construction on the buildings I would anticipate that the sidewalk work would be sometime in the spring so you are not trying to rush that in the fall before winter conditions. Typically the sidewalks would be the last bit of work that would be done as the contractors are moving off of the property.

Commissioner Teas

What about the anticipated completion/occupancy?

Mr. Malanowski

A project like this may take 1 year or 1 ½ years to get through construction but I'm not quite sure of what the market is and how fast they anticipate selling the units.

Commissioner Moriarty

Mayor, I was just wondering, is this part of the railroad (inaudible) you mentioned in your presentation?

Mayor Donchess

It is.

Commissioner Ackerman

Part of the city ordinance, Chapter 285, §13, talks about the ability of the developer or someone to dig into a road that is part of the five-year moratorium and §G talks about there only being two cases in which the Board should approve and the first one is an emergency. I am assuming this does not represent an emergency, is that correct?

Mayor Donchess

What's the second?

Commissioner Ackerman

The second one is hardship purposes only and I would imagine it is not a hardship on the city, it would be a hardship upon the owner or the developer. In my opinion, this conversation did not necessarily demonstrate a hardship but I am sure there is some background information that maybe wasn't presented.

Mayor Donchess

The hardship is that the developer acquired the property after the street was paved and therefore, did not have the opportunity to do this before the street was paved. This neighborhood has suffered from disinvestment, meaning people have been neglecting the properties to the east of Main Street for decades or maybe a century or so and we have seen no significant development in this neighborhood for a long, long time. We have a Corriveau-Routhier site which was previously occupied by kind of an industrial user, someone who was storing a lot of product like tile, bricks and that kind of thing but went out of business. This particular property-owner has bought not only this property but Henry Hanger, which they intend to convert to about 40 units of housing. Of course, in our market, we really need housing right now. We want downtown housing. The vacancy rates are extremely low and in my mind, we are fortunate to have someone who is willing to come in and invest this kind of money in a neighborhood that has been suffering for a long, long time. If we look at how this might additionally benefit the city, 200 units, which if you include Henry Hanger that is about the number, could easily yield \$200,000 per year in property taxes and I would venture to say you could pave Temple Street ten times over for that amount. In other words, the yield that might be derived from a single year's taxes. In addition, in 200 units we would probably have 300 or 400 new residents in the downtown who could spend money and be within walking distance of Main Street. I think given the hardship that the developer did not own the property and did not have the opportunity to do this connection in advance, also it's not a huge cut. How many feet into the street is it?

Mr. Malanowski

It is 8 feet.

Mayor Donchess

How wide is it?

Mr. Malanowski

It's about 460 feet if we do the full length of the parcel with the sidewalks.

Mayor Donchess

For the sewer or for the sidewalks?

Mr. Malanowski

No, for the sewer it would be 45 feet because of the way we've got the sewer and the water connected.

Mayor Donchess

And they are going to rebuild the sidewalk, which he is not giving us a price but I think we said it was about \$100 per linear foot or something like that. So if we are talking about \$100 per linear square foot x 400 feet that is \$45,000 - \$46,000 just of sidewalk reconstruction so for all of these reasons, I hope that the Board will consider this request favorably and grant the request.

Commissioner Teas

My business practice is that I always try to exercise common sense and I'm glad you said what you did because I happen to think that maybe the hardship might be on the city in being able to provide affordable housing. I did the math and I said \$2,000 per unit and you were being a little more generous but I thought perhaps at 175 units it would generate \$350,000 but let's just say it's \$200,000, that's really a windfall and what is the opportunity cost to our community if we were not to collect those taxes. You represented that might be ten times the amount to pave...

Mayor Donchess

That's just a guess I was throwing out.

Commissioner Teas

Engineer Dookran, would we know how much it would cost to repave Temple Street, just an estimate.

Mr. Dookran

My guess is it would cost approximately \$200,000 to repave the whole street.

Commissioner Teas

Here is my theory, I was going to suggest that what you think your client would be willing, at \$20,000 to repave all of Temple Street but obviously that theory goes out the window.

Mayor Donchess

But certainly, a section in front of the development could be totally repaved for less than \$200,000.
Commissioner Pappas

Our hardship is very different than say the Planning Board or a ZBA because I think they call themselves quasi-legal Boards or something like that. We are supposed to keep our roads lasting as long as we can. That is the function of this Board. The function of this Board is not to oversee the whole city and we've had sinkholes all over the place. No matter how you fix a cut, as soon as you cut into the road, it's the area underneath the road that becomes very short lived and the material I looked at, someone who had a Ph.D. in engineering, there was a 28% life expectancy on a road that goes down in the first couple of years. I really think that we are going down a very slippery slope just granting every single hardship request. I've often scratched my head and thought if someone went in front of the Fire Commission and said "we really need some more housing and we think we could get more in if you guys could just relax your fire codes for us. I can't think of a similar example for the Police Commission. I think the problem is the structure of our Board. I'm not taking a shot at you, Mr. Mayor. You have to look over an entire city and other Commissions, I'll stick with the Fire Commission because that's an elected Board, that's the only thing that they are looking after and I think that is part of the reason our infrastructure is suffering so much is because we don't have a Board that is just looking out for the longevity of our roads. I am very, very glad that we have made an investment in paving but if we end up having our roads cut into like Swiss cheese, they may not even last the length of the bond. I just think in terms of we are talking about banking and thinking in terms of if one were to get let's say a five-year car loan and in the first year you did something to the car, you did something to it that decreased it in value by 30%. The bank is not going to let you leave the car in the as is mode like that. I think that we have gone down a very bad path and I think that people are very upset over the roads. I'm not against people making money and I'm not against responsible development but I think we have ordinances for a reason and we are not following them and it disturbs me greatly.

Commissioner Teas

For clarity, if I may ask Commissioner Pappas a question. Commissioner Pappas, I understand your position, you have always had that position and I respect that. You used the banking analogy and I get that but you are not comparing apples to apples. There may be a degradation to the road but the other piece to that is there is an inflow of \$200,000 in taxes that we can then use to better our infrastructure. So by voting no, which I respect that you may do that, you are saying to our constituents that I don't want \$200,000 to do better things, I'd rather follow the letter of the law. I just want to make sure I am understanding it.

Commissioner Pappas

I'm saying we are not doing our job as a Board. We are supposed to oversee the roads and that's what we are supposed to do. We are not overseeing the whole city and exchanging money and that kind of thing. We are not talking about tax revenues, we are talking about the condition of the roads and that is under our purview as the Board, not the whole...I appreciate your wanting to think about the tax base as a whole and if that's the case, run for the Board of Aldermen as that might be more under their purview but we are supposed to be overseeing infrastructure and our infrastructure is

failing. We just saw in the paper that we had another sinkhole. Getting cut-ins like this are the kind of reasons that we are having problems with our infrastructure, that's the reason we are having sinkholes. We may as well just take this paving money and flush it down our expensive very well rebuilt Sewer Treatment Plant.

Commissioner Teas

You have the longest tenure I believe on this Board, is that correct?

Commissioner Pappas

Yes.

Commissioner Teas

Can you explain to me what actions you have taken over your ten or so years from a strategic planning standpoint that led to us not maybe having the infrastructure improved over the last ten years?

Commissioner Pappas

I think right now we are kind of in a debate over hardships. I wasn't on the Board of Aldermen. I never looked into paving programs and fine, just keep rubbing stamping these yeses if you wish but to attack someone's reasoning because I want to follow the Charter, because I want to do our job as a Board, that's what I want to do. If you don't want to do it, that's fine.

Commissioner Teas

I am just wondering what has happened over the last ten years, that was my question.

Commissioner Pappas

Well, it's been more than ten years that our roads have been terribly neglected.

Commissioner Ackerman

Going back to the ordinance and just as a practice if you will, about granting hardships and/or emergencies. Emergencies I understand but...this might be a question for the Director or the City Engineer, there is a section here that says, §B says "such persons shall execute a bond to the city in the amount deemed necessary by the Board" conditional to a whole bunch of different things. Has that been occurring over the last several years?

Director Fauteux

Yes.

Mr. Dookran

Yes.

Commissioner Ackerman

Across the board?

Director Fauteux

Yes.

Commissioner Ackerman

And we must use Mr. Dookran's, we delegate to him as to what that amount should be, is that how it works?

Director Fauteux

Yes, that's correct.

Commissioner Ackerman

I feel good, I think there has been some healthy conversation and thank you, Mr. Mayor.

Mayor Donchess

I think Commissioner Pappas' concern about the quality of the roads is well placed. Obviously, we are trying very hard to improve the quality of the infrastructure as we are spending a lot of money but in this situation, we are talking about a major increase in taxes which can be used to improve the infrastructure or help the taxpayers in general. This is not a single unit that would not have a material effect on the city. We are talking about a relatively small cut, it's 40 x 45 feet. Mr. Dookran has clarified that it would cost \$200,000 to pave the entire road but this is a long road and we are talking about 40 feet of road and yes, it may compromise that 40 feet to some degree for some period of time but the relative benefit to the city and to its taxpayers is so disproportionate to the degradation, if it occurs, of that small patch of street that I don't see how we can walk away from a project that will improve a neighborhood, rebuild an entire sidewalk and we are talking \$200,000 but that's per year over the life of the street so over fifteen years we are talking about millions of dollars of tax revenue or over fifteen years, \$200,000 on my conservative estimate is \$3 million. If it were whatever Commissioner Teas is suggesting, it's more than that. I think \$60,000 per unit is a very conservative estimate as to what a property would be assessed at for new construction. To me the benefit to the city from this development is very great and the harm that will be suffered with respect to the 40 feet is very small and if we find that it needs to be repaired and have to spend \$20,000 of the \$200,000 to repave part of the street, to me is worth it. We are also getting the sidewalk, \$40,000 for a sidewalk that needs a lot of work as well.

Commissioner Teas

I respect everybody's opinion and I love that Commissioner Pappas is very firm in her position and I am wondering if there might be a compromise here where we could figure out what it would cost to repair the road to our standards and require the applicant to reimburse the city and post a bond for that amount and for our folks to contract and do that work. I don't know if that's a reasonable request. It sounds like it's not a large amount of money and it may give us peace of mind with respect to the quality of work that is done, not to say they wouldn't do a good job.

Mayor Donchess

Mr. Dookran, do you have a rationale for that?

Mr. Dookran

If I am to understand what you are suggesting Commissioner Teas, you are suggesting that the city accept the amount it would cost to restore the street because we can get a better restoration according to our standards? I would venture to say that typically streets which are restored through a private development is usually done better than by utilities. The reason for that, if you think about the number of gas cuts we have in the city, at the current time, we have hundreds of cuts that have not been fully restored. I have mentioned numerous times that we just don't have the resources to inspect or police these and that's why we have more deterioration on those than we would like. I don't think you were at the last meeting but Liberty Utilities was here and they got approval for their request based on hardship. I guess the reasoning for that was because they were talking about gas because it is critical. The quick answer is I think because we are able to inspect private development it's not as busy as say the gas work. We put the resources through to watch those better.

I want to make it clear on some of the things that have been raised. Yes, we do carry the bond, we take the value of the work and we carry a performance bond and how to bond the improvements are very well laid out under private development. We carry that bond until the point in time where you accept the work and upon acceptance of the work and if they get a Certificate of Occupancy, the bond is released but further, you have to post a two-year maintenance bond beyond that point in time. This gives us a lot more protection simply because we have the land/use ordinance that does that for us. We don't have the same thing for the average utility cut. It's a bonded project and when the project is closed the bond is released.

The other point I wanted to make is the two reasons we cited for allowing work on a moratorium street was for emergencies and hardships. You don't have to prove the emergencies; we never bring the emergencies to you because by the time we get here it's already done. The utility companies are allowed to go in there and we deal with the permits later on.

Commissioner Pappas talked about the impact to the newer streets and I think she is right about the 28% deterioration and the study done by the cities of Manchester and Concord but when we did our own study the impact to the new streets was less and the reason is because our restoration requirements are stricter. When you fully restore a trench you cut 3 feet on either side and you go down and replace all of the gravel down to 18 inches, which is typically deeper than the average street in Nashua and then you add pavement that is at least 2 inches thicker than the existing one. That's strict and everyone complains about it because it is a lot more work and a lot more money.

The study that we did showed there was deterioration but not to the extent that Manchester and Concord experience.

The reason why we have the 20-foot on each side mill and overlay, and I presented that to the Board of Aldermen in 2004, is because we did not want to have the quilt type work consisting of patches. We wanted to have a nice, almost seamless matching of new pavement although there would be a different color for a while. That works well; however you have to remember there are two reasons why patches deteriorate, one is if you don't have good compaction and I think that is why we have problems with a number of the utility patches. We can't be out there all of the time and they may be compacted enough and because they have so many to do they may be moving faster than they should. The other reason is if you have the joint that is opening and taking in water, that water promotes deterioration. We have to improve our joint treatment. We call for a top coating but we may have to beef that up in some way. When we call for the overlay to be 20-feet beyond the trench, that is supposed to cover the joint and reduce the infiltration of water.

Mr. Malanowski talked about the sidewalk. I want to make sure you understand this. It's about 400 plus feet and it's going to impact one edge of the street and if you do curb work, to install a curb you go about 1 or 1½ feet into the street. It's not deep work, to put in a curb, the curb is only going to be buried about 12 inches and 6 inches beyond that (a total of 18 inches). It's probably not even below what we call the road box.

We have been faced with this issue before where other developments have come in and wanted to do that and I don't think it got to the Board but it came to us and we told them the ordinance clearly states if you disturb a moratorium street then you have to repave the entire width of the street, even 20 feet beyond the curb line. If you look at that, it doesn't make sense but we are not in a position to give relief so we did contact legal and today we received an opinion which was indeed the ordinance doesn't allow what Mr. Malanowski was proposing where he would go out to the white line in the parking area. To get relief for that, according to the Legal Department, they will have to go before the Board of Aldermen because now you are looking at a treatment that is different from what the ordinance requires. I only got that today so I didn't share that with him but if this does go forward that is another step he will have to take.

Commissioner Pappas

Just two points of clarification. For the performance bond, you said about 2 ½ years after the completion of the project after it's been signed off.

Mr. Dookran

Two years of the maintenance bond.

Commissioner Pappas

Okay so if you cut into a brand new road you are probably not going to see major problems with the road until a few more years down the road, is that correct?

Mr. Dookran

I think if you have a compaction issue, you should see that pretty soon, not within a year but within about two years. Let's say the road dips at that point...because you have traffic which helps compaction if you didn't get the maximum compaction before.

Commissioner Pappas

I remember this from the Paving Index Workshop we had. Even though we have stricter patching standards, my recollection was you said that our roads didn't fair that much better than others because of the lack of inspection.

Mr. Dookran

I don't remember exactly what I said at that workshop. You would find that the patches are holding up better than the surrounding street because of our restoration standard. I am sure that drew a chuckle as expected. At the workshop, this is what I said and it was in the report from Stantec who did the study. I said that all patches are slightly better than other communities and I said "I am surprised that it is only slightly" and then we talked about "my suspicion is that the contractors working for the utilities are not doing as expected because we are not able to watch them every minute of the day." Those are the things that I said.

Commissioner Ackerman

Mr. Dookran, I see the ordinance here and it is what it is. It talks about a number of inches of aggregate and it talks about the 20 feet. We keep talking about a term called compaction and there's nothing in the ordinance that says anything about what the specification is for that. Is that somewhere else, sir?

Mr. Dookran

Yes, the compaction standards are contained in what we call the DPW Works Standards for Construction. Back in the 80s' and the 90s' we came up with standards which were approved by the Board which identified the compaction needs. If we don't have any other specific standard we fall back on the NH DOT's specifications and they have very detailed requirements for construction.

Commissioner Ackerman

I think we had a great conversation and I appreciate all of the Commissioner's comments. To Commissioner Pappas, we were chartered to maintain the roads and things of that nature but then we talk about for the greater good of Nashua with affordable housing and that type of thing. If we are going to look at that then what about the impact to traffic, does that play into this at all and with all of the development that is going on in that part of the city, and I know there are some big project plans for the roadway over year, will 200 additional units impact the traffic.

Mayor Donchess

Of course, to get Planning Board approval the developer will have to submit traffic study information to the Planning Board and the Planning staff. If it shows a significant enough of impact and if the law would support asking for mitigation measures, that's typically what they do.

Commissioner Moriarty

I am just wondering if we know if the sidewalks will be blacktop or concrete.

Mr. Malanowski

They are currently shown as concrete which will match the look.

Alderman Jette

When you look at the ordinance, as others have pointed out, the ordinance says that before you can grant this you have to find hardship and that's within your discretion and I'm not going to criticize anyone. I am not going to criticize you for your thinking or trying to come up with a way of describing what you believe to be a lost opportunity here as a hardship to the developer. I think you said that the hardship is that the developer didn't buy this property before the road was paved and now he's bought it and he is stuck with the ordinance. I think the hardship here is that we adopted an ordinance ten or eleven years ago with the best of intentions about how to best preserve our roads after we repave them but then we run into this difficulty when we try to enforce the ordinance and we see a developer....for example, you granted an exception to Brady Sullivan for the property on Franklin Street because you saw this building with new high-end apartments and a great opportunity for the city to provide housing downtown and you granted them permission to dig into the roadway because you didn't want to lose that opportunity. At the last meeting, we heard about a family who wanted to put in four units on West Hollis Street and I'm not sure where that's going to go but the four units may not represent the great opportunity that this does to you. Now you've got these 200 units that would be great for the city to have these new housing units and the hardship you have is trying to encourage developers that you see as a greater good for the city but you are dealing with this ordinance that really doesn't allow you to do it and you are trying to figure out some way around it. I kind of react negatively to treating a large development differently than a small development. I think the problem is the ordinance, maybe the ordinance needs to be changed. I know the ordinance was probably your suggestion Mr. Dookran but now you are kind of suggesting to us that the standards that this ordinance imposes may not be necessary and there may be ways of doing this that would be worthwhile. I don't know if it's possible to make this connection by tunneling as opposed to digging into the roadway at all.

Mr. Dookran

Let me answer that. You can try tunneling but where you connect to main you would still have to open the street. It is possible to a certain point.

Alderman Jette

A couple of meetings ago, maybe it was the Degradation Workshop that we have heard reference to, I thought there was a motion to adopt that new schedule that you recommended and I don't know where that stands but I would think that is a change to this ordinance that instead of the hard lines that this ordinance provides that had kind of a softer approach where the developer could pay a fee,

depending on the year they dug in and what the useful life or the predicted life was, am I remembering that correctly?

Director Fauteux

The Legal Department has drafted the language for that and we just recently received it and we are reviewing it and we expect to bring it to the Board of Public Works at the next meeting.

Alderman Jette

Can I ask through you, Mr. Mayor, if we adopted this new ordinance it would probably take a month or two to do that. I don't know what their schedule is, I've heard them talk about having to go through the Planning Board. It sounds like this isn't going to happen next month, it sounds like this thing will take several months to develop before you get final approval of a plan. I don't know if it's possible to delay this until the new ordinance comes into effect. I think the new ordinance may allow you to allow this development and any other development that may come across rather than dealing with the current ordinance that has a very hard line about showing hardship and the five-year moratorium.

Director Fauteux

This could take some time. It will probably go before the Board of Public Works at our June meeting but I'm not sure when it will go before the Board of Aldermen. At this point I know we have missed the first meeting in June. It could be a couple of months or more before we have any approvals or not from the Board of Aldermen.

Mr. Dookran

Let me add to that, indeed as I discussed this with the Legal Department, we did talk about the hardship being placed on private development and legal has some ideas about maybe translating that into maybe more fees or a longer warranty carrying the bond which would put the burden back on the developer or whoever is cutting the street. Additionally, we are taking this opportunity to really look at the ordinance deeper because you don't get an ordinance adopted too often with the last time being in 2004. I know a lot of people are dissatisfied with the temporary patching that we see in the streets and that's because those who are doing that are not following any standards because we simply don't have a standard for temporary patches. This is an opportunity for us to add a standard for temporary patching. Also, the sidewalk issue that I described tonight, that should be covered because I think it is grossly unfair to hold someone responsible for paving the entire width of the street if you are just impacting one edge. It's different from a deep excavation in the middle of the street so I would like to cover that in the ordinance review. As Director Fauteux said, it will be referred to a committee for a public hearing and who knows what reaction we will get. If it seems to be too restrictive then you would have no comments but the utilities would challenge it and it could be a long, drawn-out process.

Mayor Donchess

Are there any other questions or comments? There were none.

My only additional comment is that we are spending a lot of money to pave the streets there's no question about it but we did 30 miles this year, 25 miles last year which is 55 miles. We will also be crack sealing 30 miles which brings it to about 80 miles and this is 40 feet of that 80 miles that is being impacted. To me, the hardship is met and there is a very large benefit to the city.

MOTION CARRIED: 4-1 – (Nay – Pappas)

- E. MOTION (*Tabled from 4/25/19 Meeting*):** Commissioner Moriarty to take item E from the table - To consider a hardship request from Michelle Rodriguez to excavate for installation of sewer, water and gas services for a proposed four-lot subdivision at 711 West Hollis Street approved by the Planning Board on March 21, 2019.

Discussion:

Commissioner Ackerman

I would like everyone to take a look at page 12 of the Board of Public Works meeting minutes from April 25, 2019. There was a conversation between Mayor Donchess and Mr. Richard Maynard, a Civil Engineer, who was representing the homeowner. The discussion was about whether or not prior to this meeting today he would meet with the city's Engineering Office and prior to bringing this back to a vote, and I'm not trying to be difficult, I am trying to follow what I thought was the protocol. Mr. Maynard had asked if that was pre-requisite before the Board voted on this particular measure and you had suggested that it was and Mr. Maynard had thought that it was reasonable. My question is before we take this motion from the table, did that activity actually occur?

Mr. Dookran

Mr. Maynard has not reached out to us for a meeting so I suggest this remains tabled.

Director Fauteux

Agreed.

Commissioner Moriarty

Mayor Donchess, I withdraw my motion to table.

Alderman Jette

I have to leave to attend the Joint Special School Building Committee meeting.

Mayor Donchess

Of course, you are excused and we appreciate your efforts on that committee.

Recorder's Note: Alderman Jette was excused from the meeting at 6:45 p.m.

Wastewater Department

A. MOTION: Commissioner Teas to approve the User Warrants as presented.
MOTION CARRIED: Unanimously

B. MOTION: Commissioner Pappas to approve Amendment No.2 in the amount of \$56,100 to the contract with Flow Assessment of Auburn, NH, for the Combined Sewer Overflow Monitoring Program. Funding will be through Department: 169 - Wastewater; Fund: Wastewater; Account Classification: 53 Professional Services.

Discussion:

Mr. David Boucher, Superintendent of Wastewater

This is the company we use; they have installed eleven flow meters in eleven of our combined sewer overflow sites. They generate a monthly report to submit to regulators. This is a one-year renewal contract. We already use their services and we are satisfied with their services.

MOTION CARRIED: Unanimously

Streets Department

A. MOTION: Commissioner Teas to approve Change Order No. 1 to the 2019 Pavement Markings Contract with Highway Safety of Rockland, MA, in the amount of \$82,000. Funding for this contract will be through Department 161: Streets; Fund: Prior Year Escrow; Account Classification: 54 Other Services.

Discussion:

Mr. Jon Ibarra, Superintendent of Streets

These monies were escrowed and earmarked for the striping program. Additional bike routes, lanes and symbols. I would like to capture this money and add it to our existing contract so we can cover the additional work in this seasons striping.

Commissioner Moriarty

Can't we get to a point where our people can do this work?

Mr. Ibarra

It's a lot of work. We do have a small crew that stripes all summer but they primarily focus on crosswalks. This is specialty work and it's a lot of long line work which is a special unit. They use

Thermoplastic for the symbols and we don't have the equipment to do that. This is stuff we cannot do in-house.

MOTION CARRIED: Unanimously

Administration

A. Informational: April 2019 Budget Transfers

B. MOTION: Commissioner Ackerman to approve the 2019 Sculpture Symposium sites at Bicentennial Park, Legacy Playground, Sullivan Park and the Rail Trail.

Discussion:

Director Fauteux

As you recall, Gail Moriarty came and spoke with us about the Sculpture Symposium and when the artists started to look at all the different sites we had approved, they decided that there were additional sites which they would prefer so there are additional sites before us. I've included all of them but you will note that you have already approved the Legacy Playground but it so confusing I wanted to have them all here so you knew which sites they had chosen. One is the Legacy Playground and we had approved three turtle sculptures in Bicentennial Park, two of them are now at the library and they are going to move the third sculpture to the library so they can be reunited. Artist Jocelyn Pratt from New Zealand would like her sculpture to be at Bicentennial Park a few feet away from where the turtle currently is and that is one that you would need to approve. It's a marble sculpture and is quite nice. The other gentleman from Kenya has chosen Sullivan Park. You have already approved one sculpture at Sullivan Park and this would be the second. We have checked with both Alderman Caron and Superintendent Caggiano and they are both fine with the placement of this sculpture. There is also a third location which is on the Rail Trail.

Commissioner Ackerman

I am sure the city and Parks & Recreation have done all of their due diligence in vetting but for the Legacy Playground, that's a six ton device and there are a lot of children there. It's six tons and 14 feet high. Is there any possibility of that toppling over even by kids being kids?

Director Fauteux

No, it will be secured. We will put in the foundations and the Symposium will make sure they are pinned and secured so there will not be any danger.

MOTION CARRIED: Unanimously

C. Informational: BPW Retirement System NRO Revisions Memo

Commissioner Teas

I sit on the Board of Public Works Pension Board and I just want to let everyone here tonight know that the changes are generally administrative in nature. The record should reflect that Derek Danielson did a really nice job in working with the Board and providing outlines. In my opinion, everything was communicated very well to the staff.

Director Fauteux

I would add that Mr. Danielson and his wife just had a baby boy.

D. Discussion: Cash Handling

Director Fauteux

You will recall that we have had a committee who has been working on controls on the scale. There are a number of things we have implemented. Tickets cannot be changed now after they have been printed and voided tickets must be approved.

Commissioner Pappas

Who will approve them?

Director Fauteux

The superintendent or one of the two foremen. The SFS Scale Software was taking direction from a variety of people which was a bit surprising and they have been instructed that they are only to take instruction from IT for any changes in any software. We are going to continue to do credit and background checks. The Treasurer is working on a new cash control policy citywide; we would like to hire an Assistant Scale Operator and there were some other minor things that we are doing in terms of locking down certain accounts so they can't be changed. For instance, the free fill that's coming in that we need for the setback, those customers will be locked down and cannot be changed.

The final thing that we really wanted to talk about was cash handling. I wanted to get your thoughts on whether or not public works....I don't think we should limit it to the landfill, I think if we are to not accept cash then it should be division wide. I wanted to know if you think we should still receive cash or go to checks and credit cards only.

Commissioner Pappas

If it's possible I think it's just better to leave cash out of the whole equation. I think what people are going to get mad about are the \$5.00 landfill stickers. Do you have a sense of how many people pay cash?

Director Fauteux

We do and it's surprisingly lower than what you might think. A fair number paid with a credit card or check. I think that could be alleviated somewhat by giving some notice and posted it. I think you are correct that there will be some people who will be irritated by having to pay by check or credit card for a \$5.00 landfill permit.

Commissioner Teas

I would be in support of whatever direction the Director thinks is best.

Commissioner Ackerman

I think it's a very timely subject matter based on the history. My assumption is the two divisions within the Division of Public Works that handle cash would be Parks & Recreation as well as the scale house. Are there any other locations?

Director Fauteux

Engineering does to some degree but it's a small amount for plans and that sort of thing.

Commissioner Ackerman

I am in support but one thing to think about would be if the \$5.00 landfill stickers are problematic to some then you might consider a drop box.

Commissioner Moriarty

I would be in support of doing away with the cash altogether.

Mayor Donchess

I agree that we should not take cash.

Director Fauteux

I think it better protects both the division and the taxpayers. A lot of people don't take cash any longer and I think it's a good policy but I don't think the rest of the city will be moving towards that policy, it will only apply to the Division of Public Works.

Mayor Donchess

The rest of the city may move in that direction.

Are you going to bring something to us or do you want to vote now?

Director Fauteux

We can vote now. We have a manual that's been developed about procedures in the scale but I also think this should be memorialized too as well as the fact that we are not going to accept cash and it was approved by the Board of Public Works.

MOTION: Commissioner Teas to authorize Director Fauteux to proceed with fully developing and implementing a policy of no cash handling.

MOTION CARRIED: Unanimously

E. Informational: DPW Facilities Update

Commissioner Teas

Alderman Jette and I visited all of the sites in a relatively short period of time not too long ago but I am curious to know when was the last time my colleagues toured the facilities, was it fairly recent?

Commissioner Ackerman

Yes.

Commissioner Moriarty

Yes.

Commissioner Pappas

Fairly recently, yes.

Commissioner Teas

Commissioner Moriarty and I were asked by the Mayor to address the needed improvements to several of the public works facilities. The title of my document is called "Operation Shelter." We all know that a few years ago the city made a bold step and purchased the 29-acre parcel on Burke Street with perhaps the hope of moving the entire department there. The escalating cost resulted in that project being abandoned for the time being. We do know there are reported air quality issues and the aging infrastructure at several of our physical plants...when I was down at Superintendent Ibarra's shop we patted the boiler on the side and said I don't know how much longer I have with her. We have made some progress. On April 12th, Commissioner Moriarty, Director Fauteux and I discussed organization a plan that was inclusive of all stakeholders. On May 10th, Commissioner Moriarty, Director Fauteux, myself, Alderman Dowd, Alderman Wilshire, Alderman O'Brien and Director Tim Cummings, as well as several superintendents of the DPW, met to discuss possible solutions to provide a work environment for the DPW departments. We discussed several solutions and there were many ideas that were vetted and we were very sensitive to the financial impact to the taxpayers regarding any solution. We talked about making repairs to existing infrastructure might be the best route to go financially. The group believed there were factors that needed to be considered that weren't just exact dollars in terms of repair versus maybe a new build. Those factors included operational inefficiencies caused by the departments working remotely. I don't know what that dollar amount is but we certainly thought that perhaps having folks under one roof would create some efficiencies. Regardless of which way we go, we realized there are perhaps energy efficiencies that could be realized through improvements or a new build. There are other opportunity costs that perhaps don't present themselves on the immediate balance sheet or financial statement to include the equipment at the Street Department. A lot of it is left uncovered. We spend and invest millions of dollars and this equipment is negatively impacted by the elements. How much more life can we get out of those pieces of equipment if they were covered. I think there were three prominent factors and I wrote four so pardon the error. The fourth one was just the general "are we going to take a continued band-aide mentality versus a strategic direction in doing something for the department.

The obvious discussion that we have had in previous meetings was building at the landfill. The conclusion was this, we determined that it's not a matter "if" we are going to provide a solution it was a matter of "when." We were interested in learning more about the cost for repairs of the properties and if we could put a value on any opportunity cost for instance by not centralizing and not covering our equipment as well as the timeline and the cost of doing these things. I would ask at this time if Director Fauteux might be able to refresh our memories as to an exercise she went through in trying to put a number on improvements on various properties to get them to be in a habitable state.

Director Fauteux

We did an analysis and I know all of the Commissioners have seen that analysis. It would cost roughly \$30 million to renovate all of our facilities and on top of that, we would still have inadequate facilities. We would not have inadequate parking, garage to house our equipment, appropriate space for our mechanics to work on our equipment and we would still have to find a new home for Parks & Recreation. There would be a number of obstacles to try to renovate the existing facilities. I think just as a reminder, the biggest concern I have is really the aging infrastructure and the conditions we are asking our employees to work in. I know when I brought the Aldermen in they couldn't believe some of the conditions. We have people working in closets, poor air quality and inadequate bathroom facilities. At Solid Waste and Parks & Recreation, there is one men's toilet and one women's toilet for all of those people. We don't have locker room facilities at Parks & Recreation and we don't have locker room facilities at Solid Waste with all that they do. We don't have locker room facilities, with the exception of Wastewater for women at all. None of our facilities are ADA compliant and at the landfill we have rodents in some of the offices. We have our Environmental Engineer working out of a closet with our Weld Tuner. We are asking our employees to work in really horrible conditions so I do appreciate the committee and the work that is being done to try to rectify this. We are certainly not looking for anything fancy, just basic clean and safe space for our staff.

Commissioner Teas

In conclusion, the goal of the group is to review all potential opportunities and provide them to this Board for discussion. We want to have all the facts and compare them financially and make sure it makes sense for our community as well as our employees and taxpayers.

Commissioner Pappas

I certainly don't disagree that we have really put off working on our facilities but I really do question that \$30 million figure and I am unsure if we need to do all of our facilities at once. I think if we started at the most difficult facility we have...I think it was interesting that Commissioner Ackerman had said that the Street Department was supposed to have a second-floor put in. That to me would seem somewhat cost effective and clearly, Parks & Recreation probably need to start from square one. In some ways, I think it's unfair to the folks who live near the landfill to have all of those trucks going out of one area at once. I think they already have the landfill there and there's already heavy truck traffic. I really question if it makes us more efficient if we are having to sit there and wait for all of these trucks to get out at the same time because with the AFSCME contract, we all know, the workday is from 6:45 a.m. to 2:45 p.m. If you are spending a half hour per day waiting for the other trucks to move, I would argue that would make us less efficient. I think we could do this in phases and as far as the air quality, I'm thinking if something is built on or near a landfill, who knows if we

build this brand new facility and then we find we are going to have the same problems that we did with other facilities.

Commissioner Teas

I want to assure all of my colleagues that the construction of a second-floor at the Street Department was discussed and we intend for our findings and report back to all-inclusive and for us to be able to engage in a robust discussion and to the extent we can to share that report in advance of the meeting. I can assure you that will be part of the potential solution.

Commissioner Pappas

I thought we were looking at moving the whole thing to the landfill.

Commissioner Teas

In the beginning I said that we want to find a solution, whether that was to do renovations or to build. I think what may make people lean towards “oh wow, we need to build a new building” is the potential projected cost of \$30 million. We will exhaust all resources and be sure that we report the facts and engage in a robust discussion when we have those facts.

Commissioner Pappas

Who came up with the figure of \$30 million?

Recorder’s Note: Commissioner Teas was excused from the meeting at 7:15 p.m.

Director Fauteux

There was a very large committee that was put together that came up with the cost and it was based on actual numbers that we were working with for construction. I am fairly confident with these numbers but I will say that after spending \$30 million, we would still have inadequate facilities because that doesn’t give us room to park all of our equipment or adequate parking at our existing facilities. I think the committee’s goal is to provide safe, clean and adequate facilities for our staff. I think we can all agree that doesn’t currently exist. We will make sure that any ideas that are brought forth by the committee are thoroughly vetted and brought back to this Board.

Commissioner Pappas

Last time I felt as if we weren’t getting updates and then all of a sudden we had a big meeting with the entire city government and the public. I really felt like we were left out of the loop. I also have the feeling that there are two of us who are kind of invested in having a separate facility. I guess I’ll just speak for myself.

Commissioner Ackerman

I look forward to getting Commissioner Teas’ report. I have more questions than I have answers for and I am sure the committee has the same amount and discovery to go forward. I don’t always think

that being in one central location is always the best approach. I think divide and conquer having multiple locations might be something to look at. There is obviously a lot of due diligence that needs to occur before we make any strategic or tactical directions.

F. Director's Report

- The New Hampshire Plow Rally occurred and Nashua won the Plow Rally. Rob Lajoie and Eric Johnson represented Nashua and we will now go onto to New England.
- In early May I became the President of the New Hampshire Public Works Association.
- There is a New Hampshire Public Works Memorial being built and it honors all of those who have died in the line of duty working in public works throughout our state, both in municipalities and on the state level. We often forget how dangerous our work can be and often times we are noticed only when something goes wrong instead of all of the great things we have done. It is going to be located at the New Hampshire Department of Transportation in Concord, NH. Ms. Kelsie Lee, a senior at Colby-Sawyer College designed it and there are four large black granite monuments that will bear the names of all those who died while performing their public duties. There will be a line of 24 inverted shovels that will represent every hour of the day that a public works employee may be called to duty. There will be a dedication on June 5th and we will be lining Hazen Drive. I will be speaking on behalf of the New Hampshire Public Works Association and the Governor will be there as well as the DOT Commissioner. It was all paid for with private funding.
- There was a berm installation on Peele Road as a water mitigation effort.
- There was a historical discovery on West Pearl Street. There was an old cobblestone roadway which was uncovered.
- We replaced some sewer on C Street.
- The paving season has become and this is Westgate Crossing which shows some quality assurance testing on the asphalt.
- On Tuesday, May 14th we discovered a sinkhole on Main Street at the intersection of High Street. The issue turned out to be an abandoned pipe and the Street Department filled the hole.
- Mine Falls Trail Day was on April 13th and we had about 20 volunteers who came by to clean up the park.
- Crown Hill pool is getting a new liner and is scheduled to be completed by the end of May. Now all of our pools will have liners in them which is awesome.

Commissioner Pappas

We also did a lot of the filtration systems. Are we going to keep those on a rotation?

Director Fauteux

Yes, absolutely.

- This is one of our employees doing rectangular field markings on Main Dunstable Field.
- The crews from Parks & Streets worked together to make some drainage improvements to the field Yudicky.
- We partnered with PAL and we had 75 children at the Fishing Derby this year.
- On Saturday, April 27th there was a clean-up of the Nashua River which was sponsored by the Mine Falls Advisory Committee.
- On Arbor Day which was on April 19th, we planted a Dogwood tree which was hosted by Mayor Donchess and was held at the Broad Street Elementary School.
- We added additional netting to Holman Stadium. The cost was split with the Silver Knights.
- The suites at the stadium received new paint, carpet, furniture and tables for the 2019 season.
- We have a new accessible boat dock that will allow users to tie off their boats and load in as well as launch a kayak.
- Some of our Parks & Recreation employees, Derek Taylor and Paul Haskell installed a new sponsor sign and the next round of art to be displayed is the Gallery at the Wall at Rotary Common.
- The Gallery at the Wall dedication with some Charlotte Avenue students.
- Holman Stadium turf is looking very good thanks to Scott Poenert, Jim Mulvey, Rob Soares and Eric Faulkner.
- On April 13th we had 180 people participate in a citywide clean-up which included the Rail Trail, the River Walk, Salem & Tolles Streets and June Caron Park.
- Roger Parker, who was employed at the Nashua Division of Public Works for 52 years recently retired and we thank him for his service and we wish him well.
- We repaired a failed sewer service at 18 King Street and before paving on Kinsley Street.
- We've been doing a lot of structural repairs at the intersection of Central and Vine Streets.

- We assisted transit with replacing a concrete slab for the new bus shelter at the Crown Street Park & Ride.
- The Watson Street pump station needed an emergency repair.
- Wastewater mechanics replaced some liners in the screw conveyors.
- The Phase III expansion at the landfill is well underway. It looks pretty incredible now that the trees have been cleared.
- Our first household hazardous waste collection was held on April 20th at the Street Department.
- As a reminder, please no plastic bags or plastic wrap in the recycling.
- The Four Hills Landfill will be closed on Monday, May 27th in observance of Memorial Day. Curbside collections for that week will be delayed by one day.

Commissioner Ackerman

I thought our pools were all made of concrete.

Director Fauteux

They were but we put liners in them so now we don't have to sandblast them and paint them and it will be a lot easier to open the pools and save a ton of labor hours.

Commissioner's Comments

Commissioner Pappas

Do you know when Liberty is going to fix the crosswalks on Concord Street?

Mr. Dookran

We have some finish issues with some of the work that the contractor did from Cortland to Main so they have to restore some of those sections and when that's done we will deal with the crosswalks.

Commissioner Pappas

We have Newport again this year don't we?

Director Fauteux

They will finish up some work from last year.

Commissioner Pappas

We also have Sunshine this year.

Director Fauteux

Yes, and Brox so we have three paving contractors this year which will be a tough coordination effort for engineering.

Mr. Dookran

Newport is currently working on Broad Street doing all of the milling. They also have to finish Amherst Street, Sunset Parkway and half of Kinsley Street.

Commissioner Ackerman

Is there a timeline on Kinsley Street?

Mr. Dookran

Liberty Utilities did some more main replacement on a section on Main Street all the way to Walnut Street. Most of it is done and we have been pushing them to get it done in June but they keep telling us it's too much work but we are hoping they will be done in June. Once that is done, Newport will step in. Because it is a federally funded section of work, sidewalk tip downs have to be corrected and Newport will also do that. We are hoping the paving will be done by the end of July.

Commissioner Ackerman

I am really excited to see how social media has taken off with DPW. I see things posted at 8:00 p.m., 9:00 p.m. and 10:00 p.m. I think Ms. Lauren Byers is doing a great job and I've shared that information with some friends.

Director Fauteux

Thank you for sharing and I will pass that onto her.

Personnel

A. MOTION: Commissioner Moriarty to accept the retirement of Roger Parker effective May 10, 2019.

MOTION CARRIED: Unanimously

B. MOTION: Commissioner Moriarty to accept the resignation of Randon Straw effective May 24, 2019.

MOTION CARRIED: Unanimously

C. MOTION: Commissioner Moriarty to unseal the non-public minutes for Personnel from the Board of Public Works meeting of April 25, 2019.

MOTION CARRIED: Unanimously

D. MOTION: Commissioner Ackerman moved by roll call that the Board of Public Works go into non-public session pursuant to RSA:91-A (3) §IIB, the hiring of any person as a public employee.

A Viva Voce Roll Call was taken, which resulted as follows:

Yea: Mayor Donchess, Commissioner Ackerman, 4
Commissioner Pappas & Commissioner Moriarty

Nay: 0

MOTION CARRIED: 4-0

MOTION: Commissioner Ackerman to come out of non-public session.

A Viva Voce Roll Call was taken, which resulted as follows:

Yea: Mayor Donchess, Commissioner Ackerman 4
Commissioner Pappas & Commission Moriarty

Nay: 0

MOTION CARRIED: 4-0

MOTION: Commissioner Ackerman moved by roll call to seal the minutes of the Board of Public Works non-public session of May 23, 2019, until such time as the majority of the Board votes that the purpose of the confidentiality would no longer be served.

A Viva Voce Roll Call was taken, which resulted as follows:

Yea: Mayor Donchess, Commissioner Ackerman, 4
Commissioner Pappas & Commissioner Moriarty

Nay: 0

MOTION CARRIED: 4-0

Adjournment

Commissioner Ackerman made a motion to adjourn.

MOTION CARRIED: Unanimously

Meeting adjourned at 7:40 p.m.

DRAFT