

**Board of Public Works Meeting
Meeting Minutes
September 26, 2019**

A meeting of the Board of Public Works was held on Thursday, September 26, 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
Commissioner G. Frank Teas

Also Present:

Ms. Lisa Fauteux, Director, Division of Public Works
Ms. Julie Chizmas, Transportation & Long-Range Planner
Mr. Nick Caggiano, Superintendent of Parks & Recreation
Mr. Jeff Lafleur, Superintendent of Solid Waste
Mr. Dave Boucher, Superintendent of Wastewater
Mr. Jon Ibarra, Superintendent of Streets
Mr. Stephen Dookran, City Engineer
Alderman Ernest A. Jette, Aldermanic Liaison

Director Fauteux

The only change on the agenda is under Parks & Recreation. There is some money coming out of the general fund for the surfacing for the Jeff Morin fields playground instead of all coming from the donations from the Morin Foundation.

Mr. Caggiano

\$100,000 will be coming out of the Jeff Morin Fund and \$9,790 will be coming out of the operating budget.

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

MOTION CARRIED: Unanimously

Approval of Meeting Minutes – August 15, 2019

MOTION: Commissioner Pappas to approve the minutes from the Special Board of Public Works Meeting of August 15, 2019.

MOTION CARRIED: Unanimously

Approval of Meeting Minutes – August 22, 2019

MOTION: Commissioner Teas to approve the minutes from the Board of Public Works Meeting of August 22, 2019.

MOTION CARRIED: Unanimously

Public Comment

There was no public comment.

Presentation: East Hollis Street/Bridge Street Project

Ms. Julie Chizmas, Transportation & Long-Range Planner

I am here this evening with Mr. Brian Colburn, Project Manager from McFarland Johnson on the East Hollis/Bridge Street Intersection Improvement project that we presented to you last October and we are here to give you an update on that project.

Mr. Brian Colburn, Project Manager, McFarland Johnson

We are here mainly to show you a revised alternative for the Intersection Improvement project and outline what we will be doing moving forward. As a reminder, it is the intersection of East Hollis Street/Bridge Street just west of the Merrimack River. The project limits extend from the bridges over the river west to about C Street. The scope of the project was not only to look at the cars that use the facility but other modes of transportation such as pedestrians and bicyclists. We want to make sure we maintain the current traffic capacity but understanding that a lot of the traffic that goes through here is regional in nature and the scope of this project will not address some of the larger transportation congestion issues in the area. We did build on two previous studies that looked at this intersection before we started.

The project is funded through a grant from the New Hampshire Department of Transportation (NH DOT) so we have to follow a specific process and we are currently in the first step which is called the Engineering Study Phase. This stage concludes with the selection of a recommended preferred alternative by the community and DOT concurs with that. They have authorized us to move into preliminary design and then final design and then construction.

To give you a recap on the timeline, we have a Steering Committee that we met with quite a bit in 2018 and at the end of August, they recommended what we call Alternative 3. We met the Committee on Infrastructure and the Board of Public Works late in October of last year and both supported that recommendation. We submitted our report to DOT at the end of November and received their comments in the middle of February. We then met with them in early May and one of their suggestions was to do some additional traffic analysis on our alternatives using a different style of model and we did. The results of that showed the alternatives we were proposing did not operate as well as our original analysis had shown, specifically the morning traffic queuing into Hudson which would have been longer

than it is today. We looked at new alternatives, both modifications to what we had shown before and a new one. We went back to the Steering Committee in the middle of September and they support the new alternative and we also presented it to the Committee on Infrastructure last night. The Steering Committee members, as outlined here, shows a fair amount of representation from the City of Nashua; from a staff perspective, Aldermen as well as a resident. We had the property manager from SMC Management Corporation who is the managing company for Riverfront Landing, the housing development which is located just north of the intersection. We also had a representative from the Town of Hudson, the Town Planner, who actually lives at Riverfront Landing.

Mayor Donchess

What is his name?

Mr. Colburn

His name is Brian Groth.

These are some images of the alternatives we looked at last year. This was Alternative 1 which we refer to as the "X" configuration. It doesn't really change how Riverfront Landing gets access to East Hollis Street. There is quite a bit more traffic due to the development on D Street and it didn't offer any opportunity for a future road to the south into what we call the Crown Street area or potential revitalization in connection to the train station.

Alternative 2 was called the "O" configuration. We previously looked at if a round-about could work here but it can't. It's kind of a twist on the round-about where we put signals at every intersection. This operated fairly well but it didn't get a lot of support from the community. This would accommodate all of the movements in the Riverfront Landing and would accommodate a future Crown Street connector road to the south.

Alternative 3 was called the "H" configuration and was the recommended alternative last year. Our analysis at the time showed that it operated pretty much similar to the conditions today and subsequent analysis showed the queue back into Hudson and over the bridges was getting quite a bit longer than it would be today and would cause issues. We went back and took another look at what would it take to get this style of alternative to work and the change here is that the left turn lane we have from Bridge Street into Riverfront Landing had to be removed and its subsequent phase in the signal to get the operations to work. This would require people who are coming up Bridge Street to continue to use this left across from D Street and the temporary access easement that the owner has across this property.

Riverfront Landing was not a fan of this change. They are really looking to get out of that temporary easement situation and having traffic needing to take this left turn across from D Street. So we went back again and looked at some different things and we came up with what is Alternative 4, but we don't have a name for it; some people call it the Ghostbusters symbol. It's similar to Alternative 2 except we have a one-way road through the center of that middle green space that will take the traffic from Bridge Street through the signal, across the green space, and onto East Hollis Street. By making that change, the new

traffic analysis, as well as the old method, both show the traffic queuing here will be essentially the same as what you would exhibit if you didn't do anything. The one exception is coming out of the city on East Hollis Street; now this movement has no delay because they can now just go straight onto the bridge. Any delay they are experiencing is as a result of traffic queuing back from the signal in Hudson.

Commissioner Pappas

Is there any way you can do a split-screen to show the differences between the two? Is Alternative 4 a hybrid of Alternative 2?

Mr. Colburn

Yes.

Commissioner Ackerman

I thought the recommendation from the community and all of the upfront due diligence was that Alternative 3 was the one recommended.

Mr. Colburn

We had a public hearing on a very hot day in 2018 when we presented the three alternatives. I don't know if we got an overwhelming consensus. There was pretty much a split between Alternative 1 and Alternative 3. The people that voted for Alternative 1 were solely focused on traffic operations and didn't factor in the other goals the project was trying to attain with new access and safety.

Commissioner Pappas

Did the City's Engineering Department chime in on this or not?

Mr. Colburn

Yes, the Deputy City Engineer sits on the Steering Committee and was at the presentation.

The plan can be a bit daunting so I have a few slides which might make it clearer and show how it operates.

This slide just proves that we didn't come up with this idea on our own. This is an intersection down in Massachusetts. We found it in Revere and Dedham. It's a somewhat circular pattern on the outside with many of the entrances controlled by signals and then if they have a major through movement they run it right through the center. It is a proven intersection layout and they do work in Massachusetts.

This slide shows how some of the movements would occur. The red line is how traffic coming out of Hudson would cut across the center to get to East Hollis Street and the blue line is East Hollis Street heading into Hudson. Most of the time Bridge Street traffic will be

able to enter this fairly freely and only have to navigate the one signal which is why this performs better than Alternative 3. Both of the movements that currently make the X we were putting through two signals. In this case, coming out of Hudson heading to East Hollis Street you still have to go to two signals but they are simpler signals than what we had shown and will be coordinated. And then for Bridge Street coming out of the city, it's only going through one signal.

This was the left-turn movement from Bridge Street onto Riverfront Landing. Both the representative from Riverfront Landing and the Town Planner from Hudson who lives there both decided it didn't seem too complicated for them. We will have to pay attention to signage to make sure everybody is getting in the right lane. We were able to get rid of the temporary signal that currently exists at D Street under this alternative.

These are two movements that don't exist today so coming out of Riverfront Landing either trying to get into Hudson or heading west on East Hollis Street...they would come out and get in the slip lane and then make their move. This is another movement that doesn't exist today but people coming from Hudson wanting to get into the Crown Street area will be able to use this intersection to do that. I should point out that the dash blue lines represent where the future Crown Street connection would be able to tie into this.

Mayor Donchess

What is the approximate acreage of the green area in the middle?

Mr. Colburn

It's about 1 acre of green space in the middle. One of the positive attributes of Alternative 3 was that it gave a lot of green space adjacent to E Street which the community really liked. This alternative doesn't do that. We see the opportunity of that space as a gateway feature into the city. Maybe make it esthetically, through street trees, putting some art on display and focusing on a nice buffer between the green space and the street to make it feel as much a part of the community and less part of the intersection.

The city resident who was on the Steering Committee did mention they wanted to see access to the path along the levy as part of the project as a community amenity. We are exploring that and we have a meeting with the Army Corp of Engineers next week as they were up for their inspection of the levy and they would meet them down there. The community has expressed a desire to get something out of the project which would enhance their neighborhood.

Commissioner Pappas

You took into consideration the future Crown Street. In coming up with this alternative did you consider the additional apartments being put in on Temple Street and at Henry Hanger.

Mr. Colburn

Yes. We did traffic projections early in 2018 so whatever was planned at that point was built into our model.

Commissioner Pappas

I don't think those were planned at that point.

Mr. Colburn

We also contacted the Regional Planning Commission to get their sense of what was the potential for redevelopment. We also grew all of the traffic by 1% through our analysis period so the traffic we are looking at is 15% higher than what is out there today. The 1% growth accounts for a lot of the development. We really focused on making sure we had a good handle on what a Crown Street redevelopment because that would have been more than what a 15% growth would have been.

Commissioner Pappas

I don't think that the developments were on Crown Street.

Mayor Donchess

What's the question?

Commissioner Pappas

The Henry Hanger and the Temple Street plans weren't there before this alternative came up, is that correct?

Mayor Donchess

Those aren't on Crown Street.

Commissioner Pappas

I know they are not on Crown Street but I asked if they took into consideration the development on Temple Street and the Henry Hanger.

Mayor Donchess

In the context of the Planning Board's review of those projects, there were opinions of a couple of different people, our traffic engineer as well as the engineer for the potential developer who said that the effect on traffic volumes would not be significant and you wouldn't notice the difference.

Commissioner Pappas

How many units are going in between the two developments?

Mayor Donchess

About 250.

Commissioner Pappas

And that wouldn't have a significant effect?

Mayor Donchess

Say there are 11,000 cars per day on East Hollis Street and if you add 30 trips in a peak hour or 50 trips in a peak hour, it's not a material difference. You see that on Franklin Street. The idea was "oh my God" there are 200 apartments there so the intersection at Main Street is going to be backed up forever. That was a concern.

Commissioner Pappas

How many units are there?

Mayor Donchess

209 and there are 100 at Cotton Mill. Now that it's open you can see that people come out at different times. It's not like a workplace where every car leaves at the same time.

Commissioner Pappas

Are all of those units filled?

Mayor Donchess

Yes, and it doesn't seem to have created any particular problem and you don't really notice much difference. That's just an example of the kind of point that Wayne Husband and the developer's traffic engineer were making.

Commissioner Moriarty

I was wondering if comparing the present situation with your new Alternative 4...what kind of improvement would we see with traffic flow. Do you have an estimated percentage of improvement?

Mr. Colburn

So like Alternative 3 that we presented before this is not anticipated to improve traffic flow. This project will add access and maintain the current traffic flow.

Commissioner Moriarty

Which is not great.

Mr. Colburn

Some alterations we have made pros versus cons...a pro would be its similar traffic capacity to the existing...it's a proven layout and some of our crosswalk lanes are actually shorter than what we had shown in Alternative 3. The cons are, and these are any alternatives except for Alternative 1. There are going to be more delays for some vehicles. There are vehicles that come out of Hudson and go down Bridge Street now that have no delay. There are cars coming out of East Hollis Street heading into Hudson that has no delay. By adding those access points they are going to see some delay now where they didn't before. What we have done is we've looked at the peak hours of traffic and managed the back of the back-up such that it's predicted to be the same as it is today.

We are here presenting to both you and the Committee on Infrastructure and I think what we are looking for is concurrence that Alternative 4 is the right way to move forward. With the community's support, we will then submit our report back to NH DOT and we would expect to get approval to move into the preliminary design early in 2020.

Commissioner Moriarty

You mentioned the cost of the engineering study was through DOT. Is the entire project funded by the state?

Mr. Colburn

Yes, both engineering now and construction is 100% funded by NH DOT with no match.

Commissioner Ackerman

With Alternative 4 we would remove the light from the corner of D and Bridge Street, is that correct?

Mr. Colburn

Yes.

Commissioner Ackerman

What's the benefit, if anything, to traffic flow as a result of that?

Mr. Colburn

There would be a benefit there. It's tough to model the coordination there now but obviously heading into the city there would be one less signal to go through.

Commissioner Ackerman

In this model, people who wanted to take a left into that easement could do so but had no traffic light, is that correct?

Mr. Colburn

Correct.

Commissioner Ackerman

So that could potentially slow down traffic if somebody was sitting there. Is it a one-lane spot?

Mr. Colburn

The version we have now with Alternative 4 we are keeping the left turn lane there so if somebody wants to make a left-turn into that easement they won't be blocking the lane.

Mayor Donchess

Which left turn?

Mr. Colburn

We are talking about across from D Street. We are going to keep that left turn lane but we are getting rid of the traffic signal.

Commissioner Ackerman

Is it a right turn only from there or can they also take a left hand turn but not have a traffic light?

Mr. Colburn

We would have them be allowed to make the left turn.

Commissioner Ackerman

I thought some of the funding for the green space was going to have to come from the City of Nashua, was I mistaken?

Mr. Colburn

Everything we showed last year would be funded through the project. We had talked about the green space providing an opportunity to do things like a community garden, a dog park or a playground. Those types of amenities are not eligible for funding through the program. We can pay for trees, streetlights and that sort of infrastructure and greenspace improvement but anything beyond that the City of Nashua would have to program.

Commissioner Ackerman

I realize the scope of this project is on this side of the bridge and has nothing to do with the other side but in a perfect world, if money was no object, how might we improve the traffic of people leaving the City of Nashua and going through Hudson.

Mr. Colburn

That's probably a 50-minute presentation alone. There is a lot of traffic going through this area on both the Nashua and Hudson sides and a lot of movements that cross each other. There is a myriad of things you could do that range from widening roads and taking right-of-way to do that to building a new bridge somewhere to reduce the traffic and there are a whole host of options that lay in between. If money were no object I would say to build a new bridge somewhere else.

Alderman Jette

Will pedestrians have any access to the green area?

Mr. Colburn

The green area in the center?

Alderman Jette

Yes.

Mr. Colburn

We are currently not showing crosswalks to that area. We are envisioning people who want to get from one side of the intersection to the other would use a crosswalk on the west side of the intersection. We could provide sidewalks to the center if the city wanted to. A couple of drawbacks to that is if a pedestrian pushes a button on the signal it will add a delay. We would also have to manage the space because you wouldn't want to create a safety concern by allowing people there.

Alderman Jette

We just gave up a parcel of land located further down on Bridge Street which was intended to be used for some undetermined recreational purpose for that neighborhood. In that discussion there was a comment made that part of the proposal is that the developer is paying the city some money. The discussion included some of that money could be used in what we thought was going to be some open space in the previous alternative. Now the neighborhood is not only losing the area on Bridge Street but now are losing the open space which was going to be provided with the other alternative. I am asking whether or not there has been an opportunity for the public to weigh in on this alternative. I don't think other than your Steering Committee there has been a public hearing on the new proposal.

Mr. Colburn

There has not been a public hearing. We envision that as we move forward we will continue to engage the community, I think specifically about what to do with the green space we have and getting their comments regarding access to it and what we can do to make access to the river better for them and what they want to do with the green space along E Street. We do plan to go back to the public at least one or two more times through the design process but we have not presented this new alternative in a public forum other than this meeting and the meeting last night.

Alderman Jette

I was at the Committee on Infrastructure meeting last night and we talked about whether or not we could think about...instead of trying to concentrate this exchange of people coming across the river on Bridge Street and trying to cross over to get onto East Hollis Street and vice versa, whether or not...because its such a tight space...what the problem is now is traffic backing up, either people coming from Hudson backing up to the signal in Hudson area or when people are going from Nashua into Hudson then the traffic backs up across the railroad tracks as far as Alds Street. Instead of crossing the traffic in this little limited area maybe looking at it as an extended view and having the traffic going down Bridge Street and maybe it one-way to Amory Street and having them cross over Amory onto Temple Street and over to East Hollis Street and coming the other way as well, turning on Amory over to Temple and East Hollis Street which would make it much larger and you could accommodate a lot more cars and when cars back-up there would be a lot more space for them to back up and not block intersections. The answer I was given last night was the state is paying for this project and it's limited to this little area. It's too bad that we can't come up with a way of looking at a larger area.

Mr. Colburn

I believe East Hollis Street Corridor Study did look at that option and it did not look upon it favorably at that point. I don't remember the reasons; I just remember it was not picked over an improvement at this location.

Commissioner Ackerman

In proximity to where we have the traffic flow in the middle of the screen there, where are the levies that you refer to that the residents of Renaissance wanted access too?

Mr. Colburn

The community member who expressed interest in getting to the levy lives on E Street.

Commissioner Ackerman

But where is the levy?

Mr. Colburn

The levy is where the flat bench where the worn path is on the drawing. The top of the levy is probably around here.

Commissioner Ackerman

I'm not sure if we've done any initial analysis from that input but do you envision additional painted crosswalks as a result of having access to that area?

Mr. Colburn

No, we will have crosswalks across here and here (referring to a drawing) which would give the whole area the ability to get to the southern side of the intersection and that's where the path comes down from the side of the road to the path on the levy.

Commissioner Ackerman

The access to the future railroad station, is that an existing road now, I can't make it out?

Mr. Colburn

That's a concept for a future roadway. The location is sitting on top of an easement the city owns for a sewer line.

Commissioner Ackerman

But do we envision eminent domain, taking property to have access to that area?

Mr. Colburn

It's an easement you own and I'm not sure what the process is to use it for a roadway instead of the sewer. There aren't any buildings in the way but there is business who use the land for a purpose so I'm sure there would need to be some negotiation.

Mayor Donchess

Are there any other questions? Mr. Colburn, what are you looking for this evening?

Mr. Colburn

The Committee of Infrastructure kind of gave us a head nod and the last time we were here the Board of Public Works took a vote. We are just looking for consensus that we are heading in the right direction with Alternative 4 being preferred.

MOTION: Commissioner Teas made a motion to endorse Alternative 4 to whatever appropriate Board was necessary.

MOTION CARRIED: 3-1 (NAY – Pappas)

Presentation: Casella Waste

Mr. Bob Cappadona, Vice President, Recycling

We are currently the service provider for the recyclables coming out of the City of Nashua. I have provided you all with a 12-page document.

Recycling has been in the news for the past year on a global basis. As I go through the presentation, please stop me if you have questions.

John Casella and Doug Casella are the two brothers who started the company in 1975, ironically with a recycling truck. We are a vertically integrated company, landfill, recycling, and organics. Casella is a publicly-traded company.

We are a company who is predominantly located in the northeast; New England, New York, some assets in Pennsylvania and seventeen recycling operations with six being sophisticated single-stream but also process commercial operations as well as industrial operations. Additionally, we have a brokerage arm that deals directly with our paper mills and plastic mills. We process over 800,000 tons per year in traditional recyclables. The State of New Hampshire does not have a primary single-stream facility for processing and when I say a single stream, that is materials that are picked up in one bin. In the old days, recyclables at the curb were picked up individually and then separated into different compartments which evolved into what we call dual-stream which was fiber in one bucket and containers in another bucket. In the early 2000's it shifted to single-stream for convenience for the homeowner. I hate to say it but we are lazy as a society and we don't like having ten different buckets to sort so we threw it all in one bin. When we threw it all in one bin, as an industry, we didn't do a very good job educating folks about what should go in that bin. There are two very large facilities in Massachusetts and the City of Nashua's material runs down to the Boston MRF which is the fourth largest recycling facility in the country. We process 30,000 tons out of the state of New Hampshire of which 4,500 is from the City of Nashua.

We had a presentation last week in front of the state committee. The state had put together a committee to kind of study what's going on with regard to waste and recycling. One of the things that we saw was the transportation costs to export recyclables down to Massachusetts were anywhere from \$15 per ton to \$25 per ton which is added on to the processing cost. That's a little bit of a dilemma in New Hampshire when you are talking about increased cost for recycling.

National Sword is an initiative that came out of China and it started in March of 2018 but actually came about in the fall of 2017. It was an initiative by China to kind of clean up some of the imports of trash that was coming into their country. The two biggest pieces were a ban of 24 recycling items, mostly notably the mixed paper grade which is 40% of the

residential stream by weight. On top of that, they put an existence of purity specifications that stated any baled material had to be less than ½ of 1% prohibitive – contamination or what they called carried waste. Industry specifications are 2% or under and China went to ½ of 1%. So there were two things, the ban of the mixed paper grade which is a high percentage of the residential stream and then the restrictions on the specifications.

Mayor Donchess

Why did they decide they didn't like the mixed paper?

Mr. Cappadona

They felt as though the mixed paper grade itself was too contaminated. The material coming in didn't even come close to the 2% and they were being taken advantage of. It was as high as 10% or 15% and in this industry, there are a lot of bad actors. We do a lot of audits at our facility and we felt we were meeting the specifications but processing single-stream recycling is an art, it's a manufacturing operation. You have to have a good operator that knows how to run equipment and separate materials as well as understanding the quality of products. I think another initiative was that China is very far behind us from a recycling infrastructure standpoint and they wanted to build their own system similar to ours. It's almost non-existent there so they wanted to build up their own recycling infrastructure.

Mayor Donchess

With respect to the mixed paper, what do they consider to be a contamination, food waste?

Mr. Cappadona

In the last year and a half, when you have 13 million tons of mixed paper that come out of the United States...

Commissioner Pappas

What is mixed paper, cardboard?

Mr. Cappadona

Single-stream itself is glass, cardboard, mixed paper, aluminum, and plastics. That mixed paper could be newspaper or junk mail and is 40% of the stream. Plastic soda bottles are 3% of the stream and glass by weight is 20%.

Commissioner Pappas

So it's not just paper.

Mr. Cappadona

No, it is just paper. If you call it flexible fiber and it doesn't include cardboard, that's the mixed paper grade and it's mostly newspapers and junk mail.

Commissioner Pappas

We've been told contamination is, for instance, not washing out a plastic spaghetti jar properly. This paper does not look contaminated to me.

Mr. Cappadona

It's not because it's part of the mixed paper grade.

From a value standpoint, when you took 13 million tons that went into China and moved it off to secondary markets that do not have the same appetite of the largest export market which is China, it's a simple supply and demand. You've lost the value of the stream itself, mixed paper with 40% of it, which is a large component it, you've seen the whole value of traditional recycling diminish. On top of that, you have to process and make a very good quality end product. Again, there are two components. The commodity changes reflect what the value was two years ago of the mixed paper grade, it was \$100 two years ago and today it's selling for \$4.00 and in some cases under zero. When you have the largest portion of the stream that has lost \$100 there is hardly any value to the overall stream itself, especially when you throw glass on top of that. The glass, which is 20% by weight, that went away by the largest bottle-to-bottle bottle redemption facility in the northeast closed its doors in March of 2018. At that point, we needed to find a new home for glass. What happened in the spring of 2018 was like the perfect storm. Be mindful in Massachusetts it was mandatory to recycling and we have two facilities there. If we have to landfill any material or go to a burn plant we need a waiver from the Massachusetts DEP and for three months we had to have a waiver because it was so sudden with the glass that we had to landfill glass for three months before we found a solution. Today glass is crushed and made into a road base and kept out of the landfills. To be clear, all of our materials, because we are in Massachusetts, we have to find markets for it, it's mandatory. All of the materials including cardboard, paper, and plastics all have homes and either go to plastics, metals or fiber mills.

Mayor Donchess

What about aluminum, does that still have value?

Mr. Cappadona

Aluminum is one of the few pieces of the puzzle that does have value now. If you can believe it, it's lost a little bit of value over the last two years because of the tariff war. You see very little exporting of aluminum now. It's caused everything to stay domestically. It's the smallest percentage of the stream. In New Hampshire, it's 2% of the stream and in Massachusetts, it's 1%, obviously because of the bottle bill. It's the highest value in the stream but it has the lowest percentage.

The next slide refers to impacts to MRF's. Again, because this happened so quickly, increase to our processing cost, because we had to make a ½ of 1% quality we had to add labor.

Mayor Donchess

What's MRF?

Mr. Cappadona

We use a lot of acronyms in our industry. MRF stands for Material Recovery Facility. We had to add labor and slow down the lines and in a lot of cases, we had to reinvest in the facilities. These are capital intensive facilities and in 2019 alone we invested almost \$10 million into each one of the 17 facilities. Just this year we have invested over \$6 million each in the Boston and Auburn, MA facilities to increase staying with technology, updating technology and producing a higher quality...

The transfer cost gets added on to the processing cost. One thing that is really important is over the past years the traditional commodity values of cardboard, paper, plastics, and aluminum have ebbed and flowed and most of the time they have been high enough to cover the cost of processing and the cost of picking it up at the curb. Now because over the past two years that value has gone away, that's why you see the cost of recycling...those costs are still there. Really in short, for the lack of a better phrase, recycling was never free, there was always the cost of processing and hauling it, it's just the value of recyclables were higher than that over the past 20 years. New Hampshire now has those transfer costs that are on top of the processing costs that you see.

The contamination in the stream, pictures are worth 1,000 words. Those are the highest contamination items that you see in the stream. Plastic bags should go back to the grocery store because if it's thrown into the bin, it's poison to us. It's dirty and ends up jamming up our recycling equipment and it's still one of the highest contaminations. We stop every four hours and have to clean out our equipment. It's definitely a problematic item and the tangle that you see are electrical cords, clothing, textiles, and food waste. The pizza box is okay, food in the pizza box is not okay and is a contamination.

The second item is one of the most dangerous ones and those are lithium batteries. They are very dangerous from a fire standpoint. It could end up on the floor and one of loaders or forklifts rolls over you could lose the entire facility. We tracked the fires we have at our facilities and we had 40 of them last year with 20 of them a direct result of lithium batteries. We want our employees to go home safe.

We have our own program that is called Recycle Better and it's on our website. It talks about going back to the cardboard tubs and lids, metals and keeping it simple. We went away from the numbers on the bottom of plastics just to clarify what we are looking for in the bin. Today the motto is if you are not sure if it goes in the bin then it probably doesn't go in the bin. I would just throw it in the trash. It's so important and there's a big focus on contamination that is coming into the plants as well as the curb just because of the purity aspect that's happened overseas and it's had a rippling effect domestically.

One dilemma is another opportunity. The dilemma was that China shut its doors; the opportunity is this little map here that you see of fiber infrastructure that's being built from a mill standpoint. It's over 5 million tons that are being built over the next two years to bring that mixed paper grade back home and it will create capacity and we hope it will drive price. More demand drives price but it's not going to happen overnight, these are very large investments, anywhere from \$100 to \$500 million and you are looking at anywhere between 18 and 36 months before this is completed. Locally, there is a mill that's being retrofitted in Rumford, ME and there is a mill that is being built in Albany, NY. You have a lot of capacity, it's \$1 million tons for the northeast and hopefully, over the next 24 months you will see most of our mixed paper grade being sent to those mills.

Consumers still want to recycle; our volumes are there and they haven't gone away. There are still over 200,000 tons at our biggest plant. We continue to invest in our facilities. John and Doug Casella, the brothers, John is still the CEO of Casella and they started in a recycling truck and they know it is part of our core business and they are committed to it and will continue to invest. Recycle better, recycle smarter; we feel as though if we get that education out there and we some contamination education...just to put it into perspective, of the material that comes in there is an average of 15% to 20% contamination. That means one of every five items that is thrown in the bucket doesn't belong there. That's why there is a big focus on contamination. The cleaner the material is the easier it is for us to process and the better the quality of product that comes out the back door is.

There is a big fallacy out there that recyclables are being landfilled or thrown into...that's not the case, I can tell you that we have found markets for every single one. There's no doubt the value for these materials has gone away. There are very few valuable materials, plastics have some value but it's only 10% of the stream. Aluminum has value but it's only 2% of the stream. You are looking at anywhere between 80% to 85% has lost its value but they still have some market. We have found markets and we will continue to find markets.

Commissioner Pappas

I didn't think you were supposed to keep the caps on the plastic stuff.

Mr. Cappadona

Caps are fine, that's another fallacy. For the past five to seven years, the top of the cap is a plastic resin. It may be a different resin than the bottle itself but it is captured and recycled.

Mayor Donchess

Regarding the markets, China is no longer a market but it suggests smaller Asian countries such as India and Indonesia. How much of the waste stream is shipped to those smaller countries and how much confidence is there that when you ship something to Indonesia that it's actually going to Indonesia?

Mr. Cappadona

And if it's being properly and not ending up in the ocean.

Mayor Donchess

We see these films of the oceans with seas of garbage. How do we know that stuff that gets on a barge to go to Indonesia actually gets there?

Mr. Cappadona

To answer your first question, there were 13 million tons that were diverted and half of them went to these smaller Indonesia secondary market exports and a lot of it came back home also. That's mostly the mixed paper grade and we know there are paper mills out there and we sell them to reputable brokers and we know it's handled the same way that it is handled in the United States. What you are referring to is the plastic grade. You hear a lot about marine pollution and plastics in the ocean. We've been called to the carpet, every one of our plastics from a residential standpoint, anything that you through in the bucket in the form of plastics is sold domestically. We will not take the chance of it ending up in the ocean somewhere.

Mayor Donchess

Are you handling all of your materials domestically or is some of the material being shipped to these...I'm not picking on Indonesia; I'm just using that as an example?

Mr. Cappadona

Part of the recyclables and it's mostly the mixed paper grade, is being sold to India, Korea, and Taiwan. All of the plastic side of the stream is sold domestically. None of our plastics goes overseas.

Mayor Donchess

Are you confident that they don't mix paper stream...

Mr. Cappadona

I do.

Mayor Donchess

How is it delivered?

Mr. Cappadona

Our Boston facility is only ten minutes from the pier so it's put into a 40-foot container which usually weighs about 52,000 pounds net and the whole container is 100,000 pounds. It's thrown on a barge and shipped overseas and typically takes about six weeks to get there.

When you ship a container overseas and it gets there and they see contamination, they close the doors, reject it and send it back to us. If it gets sent back to us, each container costs \$10,000 and we don't just ship one container but 20 – 50 at a time. That's why it is so important that what we produce at the end of our line is purity and that's why what comes into the facility is so important.

Commissioner Moriarty

You said the mixed paper was 40%; the glass was 20%; the plastic is 10% and the aluminum is 2% which equals 72%. What's the other 28%?

Mr. Cappadona

Plastics are 10%; peat is 2%; aluminum is 2%; you have ferrous which is about 4%; corrugated cardboard is another 18% – 20% and whatever is left over, which varies from plant to plant, is contamination.

Commissioner Moriarty

We are in favor of recycling but we are also in favor of reducing the cost to the city. How would you suggest we could reduce what it is costing the city?

Mr. Cappadona

In two ways, focus on contamination and making sure the cleanest stream comes into the transfer station. We are putting a program together where the cleaner the material the better the price. We can't run from what it costs to recycle. As long as the value of recyclables is not very high you are always going to see that processing and hauling cost exceeds that so there will be costs associated with. My biggest recommendation to that state last week was some type of recycling infrastructure in the state itself, a facility that processes it. You are one of the few states in the country that does not have a single stream processing facility, 80% of all programs in the United States are on a single stream curbside program. The reason I say that is again, it costs anywhere from \$15 to \$30 per ton to transfer material from New Hampshire by truck to Boston. If you eliminate those costs then it's a reduction and is a difference between less than a landfill cost and being over for a landfill cost. That would be my biggest recommendation. It's well overdue here. We handle 30,000 tons and we have facilities that process 35,000 tons per year. We know there are other vendors that the state uses which could be another 30,000 tons.

Mayor Donchess

You obviously handle recycling from a lot of different communities. Are you able to say what the purity or the contamination is from each community?

Mr. Cappadona

We have 17 facilities and every one of our facilities over the past six months has introduced an audit team. In Boston, we have a team of four people and all they do all day is take

samples of each customer's material. We take 400-pound samples and go through it and we estimate...well, we have the exact data of what the percentage of contamination is in that particular load that comes in. Not only do we do it by community, but we can do it by truck.

Mayor Donchess

Do you have a sense as to how Nashua compares with the other communities and what our level of contamination is?

Mr. Cappadona

I can get you that data.

Director Fauteux

We haven't had any loads refused yet so that's a good thing.

Mr. Cappadona

The bad ones are usually flagged and I've never seen Nashua flagged. My gut is you are average or well below average. It's probably a clean stream.

Alderman Jette

You said the transportation cost is by the ton. I was at a facility where all of their plastics went into a compactor. If we compacted it and reduced the volume would it reduce the transportation cost?

Mr. Cappadona

Actually, you would reduce the cost by increasing the weight. I believe the loads that come out of Nashua now are anywhere from 15 to 17 tons per load. If you had a compactor you could probably increase that to 21 to 22 tons per load which would mean fewer trips and less cost. Installing a compactor would be very beneficial from a transportation standpoint. However, there would be an initial investment involved because you would not only need the compactor but special trailers that would go with the compactor and they would have to be enclosed.

Alderman Jette

Would the plastics have to be separated through the...

Mr. Cappadona

No, it would be similar to how it's handled right now.

Alderman Jette

There's been a lot of concern lately about recycling and people have told me they have stopped recycling because they are afraid we are paying more to ship the recycling down to you and their fear is you are just putting that recycling into someone else's landfill or dumping it in the ocean. Can you ensure our taxpayer's that is not happening through your facility and you are actually recycling?

Mr. Cappadona

We can not throw it in a landfill without a waiver and it's very different from New Hampshire. In Massachusetts, it's mandatory to recycle and we are held to standards at our facility that ensure we have markets and it's recycled, reused and repurposed. If it is not then we have to go to the state and say I don't have a market for this, can I get a waiver. That's not the case today. We invited folks in all the time for an education standpoint and we would encourage tours. It's very eye-opening.

Commissioner Teas

Those that are contaminated that come back, do you need a waiver for those because there is no place to put them?

Mr. Cappadona

The loads that come back from overseas are very costly and they end up at our facility and we have to reprocess them. We will break the bales and run them through the line again. We don't have many loads that are rejected, it's very costly.

Commissioner Moriarty

You said glass is 20% of the stream but it's also probably the heaviest and that is costing the city a lot of money because it's weighed by the ton. I suggested we should eliminate collecting glass at the curbside. What are your thoughts?

Mr. Cappadona

It's going out at a cost that's less than a landfill. There's still a cost associated with us grinding the glass and it's moving at a cost from a road base standpoint to make road base. My suggestion with glass; it's very difficult because it's very abrasive and it's extracted at the beginning of our system but it's still hard on our equipment and its never had much value to it. I believe it is an item that has more markets collected by itself. You could probably move it to a bottle to bottle cite or something of that sort. It shouldn't be in the bin but you are not going to be able to deteriorate away from it. It's 20% of the stream. Maine has an extended bottle bill on wine and spirits, it's half of that, it's 10% but you still have a percentage of it. It seems as though you will never be able to extract all of it but you might be able to reduce it.

If anyone wants a tour of my facility, please contact me.

Mayor Donchess

Thank you very much.

Recorder's Note: Alderman Jette excused himself from the meeting at approximately 6:42 p.m.

Parks & Recreation Department

- A. MOTION:** Commissioner Teas to approve the purchase and installation of playground surfacing for the Jeff Morin Fields at Roby Park Playground from Green Ink LLC DBA IntelliTurf New England of Boston, MA, for the sum of \$109,790. Funding will be through Department: 177 Park and Recreation; Fund: Grant; Activity: NHCF - Jeff Morin Memorial Funds and Fund: General; Account Classification: 55 Other Services.

Discussion:

Commissioner Ackerman

I noticed on the quote from IntelliTurf dated 9/19/19, and it really looks like you've done your due diligence, thank you very much but does that last bullet on page 58 of the quote where it says "IntelliTurf to assume no responsibility for collateral damage to walkways." Is damage to walkways a by-product of this?

Mr. Nick Caggiano, Superintendent of Parks & Recreation

They will be putting in nailer boards around the perimeter of the walkway so whenever you do some kind of attachment there might be some chipping. The walkway at the park is original and it was put in in 2002 and we will probably arrange to have a top coat done next year if at all possible. It's a very small area and I'm not concerned.

MOTION CARRIED: Unanimously

Solid Waste Department

- A. MOTION:** Commissioner Moriarty to approve a change order to the contract with SCS Field Services of Reston, VA, in the amount of \$135,140 pending bond approval. Funding will be through Department 168 Solid Waste; Fund: Bond; Activity: Landfill Gas Expansion FY20.

MOTION CARRIED: Unanimously

Wastewater Department

- A. MOTION:** Commissioner Ackerman to approve the User Warrants as presented.

MOTION CARRIED: Unanimously

B. MOTION: Commissioner Teas to approve the contract for the digester gas holding tank upgrade project with Methuen Construction Company of Plaistow, NH, in an amount not-to-exceed \$311,507. Funding will be through: Department: 169- Wastewater; Fund: Wastewater; Activity: Digester Gas Holding Tank Upgrade Project.

Discussion:

Mr. Dave Boucher, Superintendent of Wastewater

This project is for a gas holding tank located at the wastewater plant. It has a diaphragm inside the tank whose life expectancy is between 10 and 20 years. We had it inspected and the diaphragm has a tear in it so it has to be replaced. We looked at different options. There are not many of these tanks around so we have to have a diaphragm made for it and this company will come in and replace it and modify the bracket that holds it in place. The company that actually designed the tank has a new design to make it easier for future replacements. This motion covers the cost to remove the old diaphragm, purchase the new one, and install the new with the modifications.

MOTION CARRIED: Unanimously

C. MOTION: Commissioner Pappas to approve Change Order #2 to the Energy Recovery Upgrade contract with Methuen Construction Company of Plaistow, NH, in an amount not-to-exceed \$21,181.16 for new lighting and painting in the energy recover room. Funding will be through: Department: 169- Wastewater; Fund: Wastewater; Activity: Energy Recovery Upgrade Project.

MOTION CARRIED: Unanimously

Streets Department

A. MOTION: Commissioner Pappas to approve the purchase of winter road salt from Granite State Minerals of Portsmouth, NH and Eastern Minerals, Inc. of Chelsea, MA, for a total amount of \$455,000. Funding will be through Department: 161 Streets; Fund: General; Account Classification: 61 Supplies and Materials.

Discussion:

Mayor Donchess

What about the brining, how successful do you think that's been and is that reducing the amount of salt we use on an annual basis?

Mr. Jon Ibarra, Superintendent of Streets

The brining is 100% operational now and we have all of our liquid applicators installed in the trucks and roughly calibrated but we have a little bit of fine-tuning to do as the season gets going. Our pre-wet systems are all installed and we 9,000 gallons on-hand. We didn't

run it enough last year to do the numbers to see how much we saved but we did have positive results with the product itself. We are geared up to actually track it this year and are anticipating good cost savings.

Mayor Donchess

When you say positive results with the brining itself, do you mean the streets were brined was applied are clearer?

Mr. Ibarra

Yes, we reduced the hard tack and got quicker pavement conditions. We got positive results in that aspect.

Commissioner Pappas

Do you think you have gone through the learning curve?

Mr. Ibarra

The guys are grabbing the bull by the horns so to speak. The machine is very user-friendly and we've got it. As far as mixing blending agents and additives; we still have to experiment with that aspect of it but the brine itself, we are good to go.

Commissioner Ackerman

Assuming we get a high percent improvement with the brining, is there any way to reduce the cost that is allocated to the salt to save the taxpayer's some money?

Mr. Ibarra

Depending on the season, yes, they predict a 30% cost savings. I threw together some numbers. It will take a ton of salt at roughly 2.2 pounds per gallon to make 909 gallons of brine which applied at 40 gallons per mile, we can do about 22 miles of road. With rock salt at that same tonnage at a 300-pound mile of application we can do 6.67 miles. I anticipate dramatic cost savings.

Mayor Donchess

That would be a lot more than 30%.

Mr. Ibarra

It's about one-third of the cost.

Mayor Donchess

I think you said with the brining you are doing 40 to 50 miles per ton?

Mr. Ibarra

No, 40 to 50 gallons of application per lane length. I am trying to reserve the numbers as I want to see how it actually goes but that's what we are predicting.

Commissioner Ackerman

If I recall, through the motion, this is about the same amount of money that we have appropriated for the last four consecutive years, is that correct?

Mr. Ibarra

I actually held back \$10,000 out of my budget so we could look at some of those blending agents and investing in that. We have the tank farm capacity to do that.

Commissioner Ackerman

So based upon what we know right now with the brining and how possibly successful it's going to be depending upon the intensity of the winter, do you see any way to lower the appropriation in this motion of \$455,000?

Mr. Ibarra

Time will tell but yes, it is projected to save us money but I don't know what that number will be yet.

Commissioner Ackerman

If we approve this motion then it just allocates that amount of money but as you move through the year you don't necessarily have to spend it, is that correct?

Mr. Ibarra

Potentially, depending on the season.

Director Fauteux

Just to be clear, that won't negate our need for salt. We will still need to use salt during an event. This is our first year using brine so we really want to get a sense of how much it will reduce but certainly, we won't purchase the salt if we don't need it and hopefully, that's the case.

Mayor Donchess

How big of a load of salt do you bring in at one time?

Mr. Ibarra

It varies, it's about 30 tons on a trailer and we order 10 to 15 trailers at a time.

Mayor Donchess

How much does a ton cost?

Mr. Ibarra

\$49.50 per ton and that's a state bid.

Mayor Donchess

So you have quite a few deliveries.

Mr. Ibarra

That budget will put it 9,200 tons in the barn.

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 a contract for the 2019 Pipeline Assessment Project with Ted Berry Company, LLC of Livermore, ME, for the amount not-to-exceed \$154,600. Funding will be through Department: 169 Wastewater; Fund: Bond; Activity: Sewer Rehab.

MOTION CARRIED: Unanimously

- C. MOTION:** Commissioner Teas to approve the following Pole License Petitions: PSNH #21-1333, PSNH #21-1394, PSNH #21-1406, PSNH #21-1350, PSNH #21-1328, PSNH #21-1355, PSNH #21-1338, PSNH #21-1357, PSNH #21-1310, PSNH #21-1380, PSNH #21-1329, PSNH #21-1339, PSNH #21-1361, PSNH #21-1332, PSNH #21-1274, PSNH #21-1298, PSNH #21-1287, PSNH #21-1368, PSNH #21-1400, PSNH #21-1304, PSNH #21-1364, PSNH #21-1393, PSNH #21-1410, PSNH #21-1315, PSNH #21-1353, PSNH #21-1330, PSNH #21-1363, PSNH #21-1284, PSNH #21-1372, PSNH #21-1362, PSNH #21-1335, PSNH #21-1356, PSNH #21-1343, PSNH # 21-1416 & PSNH #21-1421

Discussion:

Commissioner Pappas

I know that you don't have a lot of control over where they place the poles but on Tinker Road, two poles are a public safety hazard because they are too close to the road. They are south towards Pennichuck on the right-side of the road after White Oak.

Director Fauteux

I think you did already make that request and we contacted them but will certainly do that again.

Commissioner Ackerman

Are these poles really maintained by Eversource?

Mr. Stephen Dookran, City Engineer

Yes, they are but they still have the old numbering system. The poles North of the Nashua River in the city are owned both by Eversource and by Fairpoint which is now Consolidated.

MOTION CARRIED: Unanimously

D. MOTION: Commissioner Teas to approve a change order for the Monica Drive Drainage Improvements Project with RWC Enterprises of Nashua, NH, for the amount not-to-exceed \$42,980. Funding will be through Department: 169 Wastewater; Fund: Bond; Activity: Sewer Rehab.

MOTION CARRIED: Unanimously

Mayor Donchess

Before Mr. Dookran leaves, we have a plaque to present him for all of his years of service. It reads as follows:

Presented to Steve Dookran, City Engineer, for 20 years of service – 1998 to 2019.

In recognition and appreciation of your leadership, dedication of hard work for the City of Nashua Public Works Division and for tirelessly advocating for the importance of building and maintaining infrastructure that will last for many generations of future Nashua residents.

On behalf of the Board of Public Works members: Mayor Donchess, Commissioner Ackerman, Commissioner Pappas, Commissioner Moriarty and, Commissioner Teas

Mr. Dookran

I appreciate the honor and all of the support that has been given to me. I appreciate being able to deliver good projects and make the residents of this city better off.

Recorder's Note: Commissioner Teas was excused from the meeting at approximately

7:08 p.m.

Commissioner Pappas

I wrote a little something for Mr. Dookran.

I have tremendous respect for Engineer Dookran and I hope he doesn't take insult to this. Engineering isn't the most exciting, riveting or to many us, interesting study but it is certainly very necessary. My darkest time on the Board was the period after a young man lost his life when we had a water receptacle open. Steve Dookran was there and answered a very unpleasant call to duty and many would have been unable or unwilling to answer this call but Steve was not. For the record, I don't see Steve as a dinosaur but as a rare employee who understands who he serves. He understands he serves the citizens of Nashua. He does answer to the Mayor, the Director, and this Board but he serves the people. I hope all employees can remember that. We should not want to surround ourselves with folks who only tell us what we want to hear rather than what we need to hear. He has an outstanding work ethic and integrity. He will always tell the truth and again, it is very important to be told what you want to hear rather than what you need to hear. I don't think anyone could ever accuse him of being a yes man. I recall early on in my tenure I happened to be walking out of the parking lot at the same time as Mr. Dookran did and I have a more conservative or liberal view of development and told him I would really like to see us limit our development. I told him I thought he might be a little too loose about development and he said: "I'm for responsible development." I never forgot that. He's been through four Mayors and served on the Planning Board, it was a lot of late nights. I'm sure I speak for everyone when I say we really appreciate your service, Steve.

Director Fauteux

Public Work can be a very thankless job and we oftentimes don't get recognized until something goes wrong. Steve Dookran is an example of a lot of the good that happens in public works. We are a tight-knit group and we work very closely together and we attack the day with a lot of energy and a lot of pride and we feel good about being able to touch every taxpayer's life every day. Steve just exemplifies incredible dedication and hard work in our community. Projects like the Broad Street Parkway, the Main Street Sidewalk project, the skate park, and the paving program; he has just worked tirelessly on so many projects and trying to promote the importance of our infrastructure. He is very humble about it and does deserve the accolades and his impact on this community will be long-standing and I appreciate it. I'm sorry to see him go and it's a sad time for all of us. Steve, we are going to miss your knowledge, your expertise, your determination, your leadership, and your commitment.

Administration

A. Director's Report

- This is a picture of a handicap ramp installation on Lowell Street.
- Reclaiming and regrading of Mulberry Street.
- Steve Dookran is retiring as of tomorrow.
- The Nashua River Fountains were installed on the 27th. This was a joint effort between the Department of Public Works and the Community Development Division.
- The Futsal Court on Ash Street was put into play at a ceremony on September 14th.
- The turf field at Stello's Stadium was groomed on September 4th.
- There was a community clean-up of the riverbank from the Main Street Bridge to the Broad Street Parkway.
- Emergency tree limb work was done on Revere Street on September 5th.
- This is our surveyor, Mark Jennings, laying out the design for the new playground equipment at the Thornton Road Tot Lot.
- Shade sails for the Jeff Morin playground; we are waiting for the footings and will then install the poles and the shade canopies.
- Wheels and Wings event was held on September 14th – over 3,500 attended. Thanks to Jeff DeSalvo and Kelly DeSimone for their help in producing the event.
- Greeley Park hosted Project Water Walk on September 14th. It is a community fundraising project to improve water quality in communities in Africa.
- This is a picture of some of our fleet crews at work.
- Street crews are continuing to install the wayfinding sign package.
- Drainage project on Gilson Road prior to paving.
- Street crews repaired a collapsed sewer service at 26 Blossom Street.
- Another catch basin replacement at 43 Monica Drive.
- Street crews chipped and cleared some brush.
- Another catch basin repair at 4 Howard Street.
- This is a resident thank you to Foreman Scott Law and his crew at the Wastewater Treatment Plant for their work at 6 Glendale helping a resident with a culvert clean-up.
- Example of the service replacement on East Glenwood. The Street Department and the Wastewater Department worked together to find a manhole that was 2 ½ feet deep.
- A picture of two rooftop radiators for the Energy Recovery Project that was delivered to the Wastewater Treatment Plant. These are for the two large CAT recovery generators that will be installed very soon.
- Some smoke testing in our sewers on Marshall Street and we were pleased to see there were no issues and the smoke came out of all of the areas it was supposed to. Smoke testing is done to determine if there are any problems with the lines and we had no issues.
- Collection crews cleaning the National Street pump station. We have 13 pump stations throughout the city that we own and maintain and they all need periodic cleaning.
- Pictures of the Phase III landfill.

- Our second to last household hazardous waste collection will be held on Saturday, 5th at the Street Department garage from 8:00 a.m. – 12:00 p.m. We only have one more after that which will be held on November 2nd.
- Our curbside collection of oversized items will be ending for the season. The last date to request a pick-up is October 25th and collections will end on Friday, November 1st.
- City Hall is open on Columbus Day; however, the Four Hills Landfill and the Recycling Center will be closed on Monday, October 14th and all curbside collections will be delayed by one day that week.

Commissioner's Comments

Commissioner Ackerman

With all of the wonderful activities going on at Roby Park, the quote mentions that the city is going to help with removing approximately 200 cubic yards of wood chips. Do we plan on putting that in the landfill or potentially recycle or repurpose that somewhere else?

Director Fauteux

I am not really sure what the plan is but I can let you know, there are multiple options. It could be used as cover or there are vendors that will take that material for free but I think the Superintendent might want to reuse some of it, it's probably a combination of all of those things.

Personnel

A. MOTION: Commissioner Ackerman to accept the retirement of Steve Dookran, City Engineer, effective September 27, 2019.

MOTION CARRIED: Unanimously

B. MOTION: Commissioner Ackerman to approve and unseal the nonpublic minutes for Personnel from the Board of Public Works Meeting of August 15, 2019.

MOTION CARRIED: Unanimously

C. MOTION: Commissioner Ackerman to approve and unseal the nonpublic minutes for Personnel from the Board of Public Works Meeting of August 22, 2019.

MOTION CARRIED: Unanimously

D. Non-Public Session

MOTION: Commissioner Ackerman moved by roll call that the Board go into a non-public session pursuant to RSA:91-A3 §2(b) 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 seal the minutes of the Board of Public Works non-public session of September 26, 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

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 & Commissioner Moriarty

Nay: 0

MOTION CARRIED: 4-0

Adjournment

Commissioner Ackerman made a motion to adjourn.

MOTION CARRIED: Unanimously

Meeting adjourned at 7:35pm.