

**Town of Tinmouth  
Select Board  
Special Meeting  
November 15, 2018**

Members present: Frank Sears, Michael Fallar and Cathy Reynolds

Others present: Jay White-architect, David and Carleen Eaton, Chuck Bronk, Eric Buffum – Road Commissioner, Scott Lepley-architect, and Gail Fallar – Select Board Assistant

Frank called the meeting to order at 7:00 PM. The purpose of the meeting was to discuss design of a new town garage.

Frank advised that the Select Board is working on a suitable facility at a palatable cost to the town with the goal of presenting it for a bond vote at the March 2019 town meeting. To that end, the Board wishes to procure the assistance of an architect.

Jay noted that he and the firm he works for NBF, have done many town garages, including Shrewsbury, Rutland Town, and Shaftsbury to name a few. He advised that he can provide architectural services, but that the town would need to also engage a civil engineer for certain aspects – floor drain, septic design, site work estimates, permitting, etc. He did mention that towns had addressed floor drains differently – some slope the floor to drain outside (allowed by the state) so there is no drain; some have a drain that runs through an oil separator and then to daylight; some run the drain to a holding tank (which could be really expensive to pump).

Jay had questions for the Board:

Is the **bond for just the town garage** or will it include more? Will it be bigger than 5000 square feet? If so, then it would need to have sprinklers.

**Roof pitch?** Standard is 4 on 12, may need an extension over front so the snow doesn't dump in front of the doors.

**Construction type?** Wood (better for heating) or steel (ie Morton) better for unheated spaces.

**Number of bays** needed, depth of bays? Size of doors?

He advised against radiant floors, doesn't work with trucks going in and out. Board noted that space for an office, restroom and mechanical room needed to be included.

He offered a proposal for pre-bond work (\$3,000) and post bond approval work (\$29,000).

Scott noted that the 60' x 80' design he had prepared (volunteering his services) for the Select Board at that time had a flat roof that didn't go with Tinmouth's character, but that was what the Board at the time had requested. He questioned the cost per square foot being used, he is from New Jersey and the rates down there are much lower. (He also has a house on Tinmouth Pond.)

Eric advised that the 60'x80' was what was needed today, but not forward thinking. He encouraged the Board to think bigger, trucks are now 40' long and there needs to be room around them for wings, plows, and work space.

Shrewsbury's town garage is 48'x83', has four bays and an office, with 14' doors. Rutland Town has 16' doors.

Board discussed time frame, can the estimates be ready by mid-January in order to vote on the bond in March? Jay replied yes; Scott said no as he is in New Jersey most of the time in the next couple of months. He again questioned the cost per square foot for this type of construction. The Board thanked Scott for his previous assistance and current advice.

Board discussed site plan, Option C has the town garage located at the back and the salt/sand shed where the current sand pile is, with the transfer station out front by the road. Cathy noted that the Board previous to Michael joining in March had agreed to that. Gail advised that there was discussion about "D", which moved the salt/sand shed to the back (only used a few months of the year) and that the town garage would be built near where the current sand pile sits. It was discussed, but no one has drawn it on a map – Gail will work on it for the next meeting.

Cathy asked Dave and Carleen, as the closest neighbors, if they preferred the transfer station or the town garage in their front yard? Both expressed concern with the proposed locations, would prefer that the transfer station stay where it is and the town garage be moved to the back. They also raised concern for the increase in the amount of storage of equipment/materials directly adjacent to their property.

Discussion about moving the transfer station ensued, compactors will need adaptors as there is no 3-phase power, cost of solid waste disposal/recycling will increase, does the town have to provide that service, safety issues with highway crew and folks using the transfer station. Carleen noted that the biggest safety issue she has observed is the speed of vehicles coming and going, and that the highway crew is not there for most of the time the transfer station is open. Dave noted that he was the transfer station manager for over three years, and there had not been a safety issue during that time. Eric advised that he has concerns when big equipment and the public mix.

Michael noted the cost of moving the transfer station and the proposed salt/sand shed also needed to be considered. Frank added that the Board needs to figure out where everything is going, and a time line for it. Cathy reminded everyone there are two parts to the building fund, one is highway and one is general. The general share could cover the cost of the compactors and moving the transfer station, the highway share could be used to cover some of the cost and the bonding would be for the remainder of that. There is \$450,000 or so currently in the fund, of which \$350,000 is allocated to highway use.

Board agreed to keep the size of the town garage under 5000 square feet. Cathy and Frank agreed on 60'x80', Michael did not.

Cathy moved and Michael 2nded to accept Jay's proposal for architectural services. All voted in favor, and signed the contract.

Board then discussed need for a civil engineer – instructed Gail to contact Don Woods, Frank Parent and/or Stantec to see if they could attend the special meeting on the 29<sup>th</sup>. Jay will bring preliminary drawings for the town garage to that meeting.

Board set another special meeting for November 29<sup>th</sup> at 7:00 pm.

Meeting adjourned at 8:45 pm.

Respectfully submitted,

Gail Fallar  
Select Board Assistant