

**Wolfeboro Board of Selectmen
Meeting Minutes
December 8, 2021**

Members present: Chairman Linda Murray, Dave Senecal, Brad Harriman, Luke Freudenberg and Brian Deshaies.

Staff present: Town Manager, James S. Pineo, Director of the Municipal Electric Department Barry Muccio, Public Works Director Dave Ford, Parks and Recreation Director Christine Collins, Planning and Development Director Tavis Austin and Recording Secretary, Amelia Capone-Muccio.

Chairman Murray opened the meeting at 6:30 PM.

Non-Public Session RSA 91 A: 3 e

Mr. Pineo stated a non-public session is not needed.

1. Consideration of Minutes

n/a

2. Public Hearings

n/a

3. Public Comment

None

4. Bulk Vote

A. Weekly Manifests

i. December 3, 2021 \$ 4,490,850.72

B. Intent to Cut Wood or Timber;

i. Haines Hill Rd Tax Map 34 Lot 12

It was moved by Brian Deshaies and seconded by Luke Freudenberg to approve the Bulk vote items A – B. Members voted, being none opposed, and the motion passed.

6. Board Appointments

None

7. New Business

A. Discussion: Master Bike Trail Plan discussion

Mr. Pineo introduced the topic and that there has been a lot of discussion of trails being built on town property. There are two groups that have trails in town, Single Track Alliance and Bella Terra. Representatives of both of those groups met with him, Christine Collins, Tavis Austin, Luke Freudenberg and Brian Deshaies to discuss what has happened to date. The group determined that it was important that these groups come before the Board of Selectmen to discuss what has been done on town property and what their vision is moving forward. He stated the Board has been provided with two PowerPoint presentations, he introduced the first group, Wolfeboro Single Track Alliance.

Andrew Ingram addressed the Board to provide an overview of their mission, board and summary of what they have accomplished. (See attachment #1) He elaborated on his role with the organization and his efforts to give back to the community and the local people who participated in his product testing. He stated in discussions with Dan Coons, the idea of a 501 c3 nonprofit to build trails was established.

Mr. Deshaies questioned who the trusts are that donate to the organization.

Mr. Ingram replied that those trusts wish to remain anonymous, but they are from Boston and Portsmouth. He stated they have a tremendous opportunity in Wolfeboro to build trails, but it needs to be done right with a good plan.

Mr. Deshaies questioned if Dan Coons did all the wetland mapping to ensure there is no impact?

Dan Coons addressed the Board and replied that he is a wetland scientist and did walk the trails and marked the wetlands boundaries.

Mr. Deshaies questioned if that was done at Abenaki?

Mr. Coons replied no, he was not involved in the Abenaki project.

Chairman Murray stated the Board's packet included a Master Plan (See attachment #2) which reads very differently from this presentation by Single Track; one refers to the trails being single use, the other states they are multiuse. She questions which is it?

Mr. Ingram replied that the Abenaki Trails may be mountain bike only, but he is not familiar with the other plan, it is separate from the plan he is speaking to.

Mr. Pineo clarified the other plan is Andrew Lester's plan for Abenaki.

Mr. Freudenberg stated this is why they needed to bring the two groups together, so we can have one plan and the two groups work together on the same plan.

Mr. Ingram stated that only the finances for Abenaki came through Wolfeboro Single Track, since there was an opportunity to get a donation from a donor for Bella Terra to do the work. He stated Wolfeboro Single Track plans to work with the town going forward and get work approved before it is built.

Chairman Murray stated that would be nice.

Mr. Deshaies questioned who authorized Bella Terra to go on town property and do this construction of trails?

Mr. Pineo directed the answer to be addressed by Andrew Lester.

Andrew Lester addressed the Board and stated he was told via email he would not need to do a presentation this evening, so he is confused.

Mr. Deshaies asked him who authorized the work.

Mr. Lester replied Wolfeboro Single Track paid Bella Terra to build the trails, which was enhancing the trails that already existed. He stated he worked with Tavis through the Planning Board to be able to do that and enhance those existing trails.

Mr. Deshaies asked Mr. Pineo if he was aware of this.

Mr. Pineo replied he was not.

Chairman Murray stated that she visited the trails with Brian Deshaies and Luke Freudenberg also visited the trails with Mr. Deshaies, the trails she visited are built on the town's rapid infiltration basin spray fields. Those trails were not there already, but are newly built trails. She stated she is a novice to biking, but these trails appear to be dangerous and are on town property. The Board of Selectmen are the only ones who can give permission to do anything on town property, that is why this discussion is taking place as she was very surprised to see this work on town property.

Mr. Deshaies stated he is concerned as there is a history of this, the same thing happened on Sewall Woods.

Brad Helfer addressed the Board to explain the Abenaki trails were built by Bella Terra and Bella Terra was paid to do that through Wolfeboro Single Track. Wolfeboro Single Track did not have anything to do with the trail building and no control over the work. He stated basically it was an opportunity for someone who wanted a charitable donation to be able to pay Bella Terra through their organization. He stated Bella Terra is the one who built the trails and got permission through the Town Planner. He stated Wolfeboro Single Track's plans is separate and was presented to Mr. Pineo, who then submitted it to the Town Attorney. He stated that the properties Wolfeboro Single Track built trails on do not need permission of the town.

Chairman Murray stated her issue is the trails are built on the spray fields. She has issues with the Master Plan that is presented. She stated the trails built at Abenaki are town property, with no permission given to do that. She stated at this point she does not have any concerns with the Wolfeboro Single Track trails, they are not on town property.

Mr. Harriman questioned if they could offer their services for the future to get them done right.

Chairman Murray stated the Board needs to deal with the trails built on the spray fields since those were decommissioned because they go down to Mirror Lake. There has been huge

construction out there and the trails in her opinion are very dangerous. She stated she had no idea this was going on and pretty sure the other Board members did not either.

Mr. Lester replied that the trails are not on the spray fields, he only enhanced trails that already existed. He followed the trail that was already there.

Chairman Murray stated if it is on the land behind the motor house, it is on the spray fields.

Mr. Lester stated he followed a trail built by Brad Beveridge 10 years ago and the trails have been ridden by a 10 year old, they are not dangerous.

Mr. Deshaies questioned what was there before?

Mr. Lester replied it was a single track that became very eroded and unusable and unsafe. He received funding to enhance those trails to have less maintenance and enhanced for Peter and Judy Cole. The funding that was given to enhance these trails is a big gift to the town and unheard of.

Chairman Murray replied, but it wasn't given to the town, the town didn't even know it was going on.

Tavis Austin addressed the Board and stated let's take a walk back in time to when shortly after he became employed here there was discussions of a bridge on multiple locations throughout town, one being at Fernald Crossing. Lenore Clark came in to see if a building permit was needed for these bridges and he worked with the Code Officer and they determined a permit was not needed since they were replacing existing bridges. A new bridge was requested at Fernald Crossing and Dan Coons and Lenore Clark came in to see if a permit was needed. He asked if they had Board of Selectmen approval to build a bridge at Fernald Crossing, which resulted in Dan Coons going to talk to the Town Manager. Mr. Coons told the Town Manager that Tavis said the Conservation Commission couldn't spend funds without Board of Selectmen approval. He stated he got called to the Town Manager's office for saying that, where he clarified what he said was that he asked if they needed Board of Selectmen approval to build the bridge, which then spurred the idea in his head of a Master Plan for trails because in talking with Dave Ford and others, that many of the trails around town just occurred, he cannot find any history, special use permits, wetland buffers or encroachments, Planning Board review of any trails in town, ever. What would be most helpful is a Master Plan so he met with Andrew Lester which is the plan that outlines those bridges and trails. The plan was presented to the Planning Board as a concept. Currently the land use regulations require a special use permit for any wetland crossing or footpath in a wetland setback. The Master Plan presented was partly generated from his prospective to explain to the town why trails and wetlands don't necessarily require special use permits. The test case that was selected (if you will) was Abenaki there was apparently interest in using a financial backer for the trail improvements. In comes Christine Collins and I asked her if she had any issue if the trails at Abenaki are improved. Here's a Master Plan and the idea is to put the Master Plan in place to move forward. The biggest "faux pas" is what Tavis considered trail enhancement and the trail enhancement that has occurred.

Mr. Deshaies questioned if he has seen the trails?

Mr. Austin replied he hasn't seen the trails before and he hasn't seen the trails after. One of the things that come in about 3-4 months after this all occurred, was the apparent existence of Wolfeboro Single Track. He said now Wolfeboro Single Track is portrayed to want to work with the town and Andrew Lester is portrayed as appearing to not want to work with the town. He understood, as discussed with the Town Manager a few weeks ago, that these two groups should get together and get on the same page and make a presentation to the Board of Selectmen to be affirmed because there is money pouring into this community through Wolfeboro Single Track and Bella Terra to improve the trail system. They should come up with a Master Plan to be proud of and unfortunately what we are seeing is a disjoint group of people with the same goal, but against each other. He is not sure if one group is looking for more acclaim than the other. It would be horrible if the Board of Selectmen did not allow trail development to occur as envisioned by both groups, but I do think they should be held accountable to get on the same page.

Chairman Murray questioned who wrote the Master Plan and when did it become the Master Plan of trails and who approved it?

Mr. Austin replied that came to him through Andrew Lester and his funding source. Who approved it, no one? The title is not government, don't get caught up in the title of Master Plan, no one adopted it, it was a concept.

Chairman Murray stated this was provided to them along with Wolfeboro Single Track's plan, they contradict each other and compared to our Town Master Plan its also contradictory. She agrees with Mr. Deshaies, who did it, who adopted it. This is part of the problem.

Mr. Deshaies questioned if the plan has been adopted by the Planning Board or Zoning Board of Adjustment?

Mr. Austin replied, no one has adopted it, it is not an official Master Plan of anyone, and it is a conceptual plan.

Mr. Freudenberg questioned the "test" of Abenaki, what was his knowledge of what was being done out there?

Mr. Austin replied rehabilitation of trails, to him, that is clearing of woody debris and getting obstacles out of the way, essentially trail maintenance.

Mr. Deshaies asked Mr. Austin to look at the photos.

Mr. Austin replied he is not concerned about the pictures. He understood people were going to be maintaining trails that was the premise. The premise of me asking for something akin to a Master Plan was to come up with a way for visitors to have a predictable set of paths and identify single track or multi use.

Mr. Lester stated the Master Plan can be offset with volunteer hours.

Mr. Deshaies questions who is responsible for the \$35,000 in trail maintenance.

Mr. Lester replied whoever holds the MOU for the trail system. He stated with fundraising and volunteers this is a very common budget number.

Mr. Deshaies stated but is the Board of Selectmen ready to fund this at \$35,000 a year.

Chairman Murray stated before they even discuss that, the Board needs to address what to do right now. She would like all construction to stop on trails at Abenaki and any other town property. She would like to develop an Ad Hoc Trail Committee to take look at the list of trails, establish the cost, safety and other impacts of these trails including the use. She would like to see the Board draft a plan. She stated what we have is one group here, the other group there, Mr. Austin's concern of bridges and you know who didn't know anything at all, the public. The Board of Selectmen should have known about this, held a public hearing and the voters and taxpayers should have had the ability to have a say on this to give input on what happens on town property. Mr. Pineo has reached out to the Town Attorney and the Board will discuss what MOU's will be developed.

Mr. Harriman stated he is familiar with trail work, did a lot of work on the x country trails. He does have an issue with what has taken place on town property without our knowledge, especially on the spray fields. He'd like to see a common goal of the two groups, there is a lot of work to take on here and definitely agrees a task force should be established to discuss this.

Mr. Senecal agrees with Mr. Harriman, he doesn't have any issue with the conservation land properties since that is not the Board's jurisdiction. This is the first he has heard of the work being done at Abenaki.

Mr. Freudenberg stated when the groups met together this was a positive thing, the intents were positive and bringing the two groups together was a positive. He stated the Selectmen are stewards of town property and the public should have the opportunity to know and discuss what happens on town land. The issue is at some point this will have to be handed over to the Parks and Recreation Department and they need to know how that will impact the town and how they will handle it. He stated the building of the trails is a great idea but there are other issues, liabilities and safety for the Town to address. He feels the Board should have known this was happening.

Mr. Deshaies stated he is not against trails, he uses trails and enjoys them but they need to be usable by everyone and we need to ensure safety. He questioned is this covered by our insurance.

Mr. Pineo replied he cannot answer that but it would be part of the MOU.

Mr. Deshaies suggested everyone go look at the trails. Wolfboro Single Track needs to be more knowledgeable how the funds that are passed through them are used, they are responsible for what they pay for. He stated there is a lot of energy and movement but the town has to maintain them and remember that not everyone will use the trails.

Randy Meyer addressed the Board to state the two groups do have the same goal to have single track trails. Wolfboro Single Track is working to be the legal side and works with Bella Terra to do the building and talent to make the ideas happen.

Mr. Deshaies said the trails on Sewall Woods blend in and are beautiful, the ones on Abenaki do not.

Mr. Meyer stated he hopes they can come together as one, if you look at the Master Plan it shows how all the trails connect.

Chairman Murray stated the Board will get a committee going and publicize that information. She is concerned about the work that was done on town property that she knew nothing about and would like to be sure those trails are multi use and feels a committee can help with that.

It was moved by Brian Deshaies and seconded by Linda Murray that as of this date 12/18/2021 all construction on town trails, Abenaki area, spray fields (any town property) cease until further notice. Members voted and being all in favor, the motion passed.

Mr. Austin stated for clarification this does not include conservation land.

Chairman Murray replied yes, Conservation land is governed by RSA 91:11-a, this is for properties that are under the jurisdiction of the Board of Selectmen.

Mr. Pineo stated but going forward they should discuss the trails on Conservation properties for insurance purposes.

B. Approval: Request Capital Reserve Funds-Emergency repair @ ESP

Mr. Ford referred to his memo dated December 3, 2021 with regards to the emergency repair of the cat walk at the effluent storage pond. He stated that as previously discussed they are determining a long term solution but he would like to temporarily make a repair of a floating dock at the cost of \$5,556. He noted they hope to recover some of the funding spent from the insurance claim.

It was moved by Brad Harriman and seconded by Dave Senecal for the Wolfeboro Board of Selectmen as agents to expend; to authorize the expenditure of \$5,556 from the Waste Water Treatment Facility Capital Reserve fund for the installation of a floating dock. Members voted, being all in favor, the motion passed.

C. Discussion: Draft Warrant Articles

Chairman Murray suggested doing the staff with only one Warrant Article first.

Mr. Pineo stated they seem to be having trouble with the wireless connection this evening so the presentation is not up. The Board has been provided with the draft articles (see attachment #3) and an excel spreadsheet of the finances.

Article K: Electric Power Reconstruction of Turtle Island Road

Mr. Pineo read the article in full.

Barry Muccio, addressed the Board and summarized the article as similar to the projects the department has done the last 25 years. This is an upgrade to a 50 year old service with a lot of off road needs. He stated they have an opportunity to gain a cost savings by using the currently contracted contractor (with an appropriation clause). This project includes 50 new poles and 15 transformers.

Chairman Murray noted this has no impact on the tax rate, and will be paid by the electric rate.

Mr. Muccio agreed, this project is already built into the current rate structure for the next ten years.

Mr. Senecal questioned the voltage change.

Mr. Muccio replied it will be built at 15kv standards, but leave it at 4kv with tree wire spacers and fully insulated.

Mr. Pineo questioned if they wanted to vote to recommend.

Chairman Murray they usually don't do that until after the articles are reviewed by bond counsel.

Article O: Library Landscaping

Mr. Pineo read the article in full.

Joyce Davis addressed the board to discuss the article and explained the Library Foundation provided a grant to hire a landscape architect to design a landscape of the library.

Chairman Murray questioned if they have received the funds to use.

Mrs. Davis replied they have used the funds for the landscape architect and have some other funds the Trustees plan to utilize, with the intent to be funded by the foundation as much as possible.

Chairman Murray stated they will receive the funds through their own public hearing.

Mrs. Davis replied yes, they will be given to the Library Foundation through their own public hearing process.

Mr. Deshaies questioned if they are comfortable with the amount.

Mrs. Davis replied yes, they plan is not to exceed \$250,000.

Article 2A: Heritage Commission Survey

Mr. Pineo read the article in full.

Maggie Stier addressed the Board to request that the name of the article be changed to Town wide Historic Resources survey. She has provided the Board with a summary sheet outlining

the process to be completed of a years' worth of work evaluating the town's inventory. This will provide the Heritage Commission with valuable information to identify future historic projects.

Mr. Deshaies questioned if this would include cemeteries.

Ms. Stier replied it does not, many communities have a Cemetery Commission and although that has been discussed for Wolfeboro, the Heritage Commission does not have an interest in taking over that task.

Conservation Commission Easement

Mr. Pineo read the article in full.

Lenore Clark addressed the Board to explain this Warrant Article has no impact on the tax rate. It is an article to see if voters will approve two small contiguous properties, 9.7 acres, to be preserved. This is actually the parking lot area.

Chairman Murray clarified that Lakes Region Conservation Trust will hold the other easement.

Mrs. Clark replied that is correct.

Article T: Bridge Falls Path Lighting Replacement

Mr. Pineo read the article in full.

Christine Collins addressed the Board and stated that they first brought this project in a few years ago due to the ageing lights infrastructure along the path. In a further review of the project the lighting and electrical system are beyond repair and needs a full upgrade. She stated she sought the help from Barry Muccio on the lighting and electrical system which is an estimated replacement of 34 lights from the Chamber of Commerce out the trail to Center Street. She stated the current lights used for the estimate are the same as what is in town already.

Mr. Muccio addressed the Board to explain he reviewed the system with Ms. Collins and this is a well-used trail system and the lighting and electrical are in rough shape. He stated that the current underground system is unsafe and needs a makeover. He stated there has been a lot of interest in the type of lights, but at this point they are just estimates and when the project moves forward they will go before the Board of Selectmen to select the style of lighting at a later date.

Mr. Deshaies questioned if they explored helix coils.

Mr. Muccio all options will be explored.

Article Y: Abenaki Ski Area Capital Reserve Fund

Mr. Pineo read the article in full.

Christine Collins addressed the article to note that due to increase in snow making, there is a slight increase in the annual funding to allow for unexpected expenses.

Article A: Pop Whalen Renovation & Expansion Project (BOND)

Chairman Murray stated she is on the Friends of Pop Whalen and has participated in fundraising, so she is stepping down as a conflict of interest.

Mr. Pineo read the article in full. He stated that in 2002 there were repairs to the roof and it was brought up to code for snow load, but the super structure itself is not up to code. He explained the town has been working with Banwell Architects on options to bring the building into compliance and it appears the only economic solution at this point is to tear down the super structure around the rink and rebuild it. This means the ice floor will remain. He stated they will have a final drawings for the meeting on December 15th with the final pricing on January 5th. He stated unfortunately this project turned out to be more complex than anticipated.

Victor Drouin, Friends of Pop Whalen, address the Board to explain the existing structure doesn't meet today's code and an upgrade to that would push it to the limit, meaning no additional load like solar or expansions. He stated by rebuilding the frame and roof they can save on cost and meet today's code requirements as well as have a more efficient building. This has taken the project to a new level.

Mr. Senecal questioned if this includes new locker rooms.

Mr. Drouin replied yes, and lobby and offices.

Mr. Pineo replied the Board will see the plans at their meeting on December 15th.

Article U: Public Safety Building Construction Document

Mr. Pineo read the article in full. He explained this project has an AD Hoc Committee who has been meeting to discuss options and have determined to relocate the Police Department to North Main Street and the Fire Department will remain at the current location. He stated they have reached out to a few firms and feel confident they can get construction grade bid documents for \$300,000.

Mr. Deshaies questioned if \$300,000 gets engineering plans or construction plans or both.

Mr. Pineo replied it would be for the Police Station on North Main for construction.

Chairman Murray questioned the \$74,714 Capital Reserve funds this year or will it be bonded.

Mr. Pineo replied the Committee met Wednesday and there needs to be an environmental study of North Main Street property, this could offset the future cost of that project.

Article Z: Fire Truck and Apparatus Replacement Capital Reserve Fund

Mr. Pineo read the article in full.

Chief Zotti addressed the Board and stated this is the annual funding for the replacement program. 2024 is the next anticipated purchase.

Chairman Murray questioned if it has been adjusted for inflation.

Chief Zotti replied yes, they will revisit the numbers in the spring.

Mr. Pineo stated there is \$273,000 in the fund.

Mr. Senecal questioned which truck is next for upgrade.

Chief Zotti replied Engine 4.

Article 1A: Dispatch Equipment Capital Reserve Fund

Mr. Pineo read the article in full.

Chief Rondeau addressed the Board to state over the last four years they have funded the fund with \$102,000 in anticipation of the replacement. He stated at this point he wants to do the install when the new building is built, which is in 2024. He suggested funding it at \$50,000 this year.

Mr. Senecal questioned the age of the current console.

Chief Rondeau replied the current console is parts of several consoles and is over 15 years old. These have a lifespan of 10-12 years. It is running smoothly right now but it could fail at any time.

Mr. Deshaies suggest they keep the cost estimate fresh for inflation.

Chairman Murray questioned if any current equipment can go to the new facility to cut down on the cost.

Chief Rondeau replied they did have an opportunity to purchase the recording equipment with this year's funds, which will save \$30,000 on the future cost.

Chairman Murray clarified that the quote is now \$30,000 less?

Chief Rondeau replied yes.

Article B: Port Wedeln Drainage Upgrades (BOND)

Mr. Pineo read the article in full and referred to spread sheet provided.

Mr. Ford addressed the Board and stated this is for the preliminary engineering and concept plans are done. NHDES permitting process is needed and this project did received Clean Water Grant funds. The project will cost \$231,000, \$100,000 paid by the Association, so the next cost of the project to the town is \$116,000.

Chairman Murray stated they need to include the funds the Association will cover in the Warrant Article to be clear. She noted that the word "loan" is missing as well.

Mr. Pineo noted these are going to the State tomorrow for review.

Mr. Deshaies stated this is a large Association why aren't they paying more?

Mr. Ford replied they are raising the funds to fix other projects in the development as well and this is the amount they discussed. There is significant run off to Winter Harbor at this location.

Chairman Murray noted Wolfeboro Waters has been working towards water preservation goals and this is a project they support.

Mr. Deshaies questioned what if the Association doesn't pay, what do they do?

Mr. Ford replied they need to get easements and can discuss special assessment to be sure they do, he will follow up on that.

Mr. Pineo replied he believes the easement language will outline that.

Chairman Murray stated they should obtain the easements before any construction is started.

Article C: Sewer Pump Station Upgrade Mill Street (SRF/BOND)

Mr. Pineo read the article in full.

Mr. Ford stated this station needs replacement and did receive grant funds from the Clean Water Fund, with the grant funding and loan forgiveness the net cost of this project is \$841,000, which will be bonded over 20 years.

Article D: Sewer Pump Station Upgrade Lehner Street

Mr. Pineo read the article in full.

Mr. Ford addressed the article. He stated that the Finance Director is checking the numbers to see what we have left, but it should be about \$1.1 million dollars left in the Sewer Fund and the project cost is \$1.4 million dollars. He is concerned about escalation of cost and location of the oil tanks and any other unknown, unanticipated costs but a contingency is included.

Chairman Murray stated based on the calculations it looks like they will get \$55,000 back.

Mr. Ford replied he would defer that to the Finance Director.

Mr. Deshaies questioned if they could get a small loan if they needed it.

Mr. Pineo replied state and federal bonds don't allow that.

Article G: Water Treatment Plant Upgrades (SRF-BOND)

Mr. Pineo read the article.

Mr. Ford addressed the Board to state the original plan was to replace the plant as it is beyond its useful life. They received \$735,000 in grant funds from the Drinking Water fund, which is half of the project funds. After a loan forgiveness the net cost to rate payers is \$624,000 with a 20 year bond.

Mr. Deshaies questioned if the fees will increase.

Mr. Ford replied that he will be back in January with an update on rates. He stated a 2% increase was approved two years ago but put on hold due to COVID.

Article H: Seasonal Water Line Replacement (BOND)

Mr. Pineo read the article.

Mr. Ford stated this project did not received grant funds. It is the weakest part of the system and has the most issues delivering clean water. He stated that this project would be a straight bonded project.

Chairman Murray stated he needs to provide the Board with a list of priorities for projects, they are going to need it to help them with ones they will cut.

Mr. Deshaies questioned why this project doesn't have a betterment assessment since they will be going from seasonal lines to year round water supply, which is a benefit to the homeowner.

Mr. Pineo replied he would pursue legal advice on that.

Article I: Water Main Upgrades (SRF-BOND)

Mr. Pineo read the article.

Mr. Ford addressed the Board to state that this is a volatile system with pipes dating back to the 1890's. Those pipes are deteriorating and also have lead in which the government is working to get removed and replaced. This article covers the engineering for this project only and will come back next year for more funding and apply for grants. This will cover the area of Brewster Academy, North and South Main Streets and all the side streets in between.

Chairman Murray questioned if this received APPRA funds?

Mr. Ford replied it did.

Luke Freudenberg stepped down from discussion on the next article.

Article JII: Dockside Upgrade Phase III (CASH)

Mr. Pineo read the article.

Mr. Ford addressed the Board stated this project has been phased and this is the next phase of the area of the commercial docks (Mt. Washington dock), addition of another drop down dock, and revetment work. He stated the revetment work to Smith River will not be able to be done due to permitting issues. He stated that the estimate for this project was incorrect and this phase will increased by \$700,000.

Chairman Murray questioned if they could do the smaller amout of revetment work to bring the price down.

Mr. Freudenberg replied that he is a sub-contractor on this project, and this is the first he has seen this estimate, but with the escalation of costs and the addition of the second drop down dock he does not see the ability to reduce the scope.

Mr. Ford stated he is very nervous about the escalation of costs and is unsure if they should wait a year.

Chairman Murray stated they need to look at the impact of bonding and there is another committee meeting coming up to discuss further.

Mr. Ford will provide additional updates on the 15th.

Article L: Bay Street Sidewalks

Mr. Pineo read the article.

Mr. Ford stated he submitted this last year at \$55,000 and this will need a cost update, a survey, easement work, which will increase the cost to \$75,000 and the bid for the project will be next year.

Mr. Harriman stated with the approval of the 61 unit facility at Taylor Homes he can see the need for this.

Mr. Ford responded what facility is he referring to? Who was the sewer flow approved by. He is shocked and feels he should have been aware of this. He does agree this project makes that area more walkable, but they also have the issue of maintaining the sidewalks they have that are in rough shape.

Article Q: Town Road Upgrades

Mr. Pineo read it. He stated the balance before the 2021 audit is \$3.5 million.

Chairman Murray stated they will get a spreadsheet with a summary.

Mr. Pineo replied yes.

Mr. Ford stated the bids are due to tomorrow and estimated to be \$ 1 million for Maple and Berrywood.

Article QI: Water main Upgrades

Mr. Pineo read it.

Mr. Ford stated this project addresses dead end roads with pipes that are too small and this project can be done with cash.

Mr. Deshaies what is the amount in the funds.

Mr. Ford replied that the Finance Director can answer that.

Ms. Carpentier replied \$825,000 is the balance.

Mr. Ford stated at the Board's next meeting he will be making a request to spend funds for the parking lot design.

Mr. Pineo stated that there is \$153,000 in that fund so they request is for \$41,000.

Chairman Murray questioned if they would get an update on the design as discussed.

Mr. Ford replied yes they are looking at all the options.

Article S- Water Resources Non-Capital Reserve Fund

Mr. Pineo read the article.

Chairman Murray suggested putting the word construction in.

Mr. Pineo questioned if best management practices includes construction?

Mr. Ford replied it is intended, this project received \$100,000 in grant funding applied for by the Town Planner. This is a good commitment to water quality.

Article V: Wastewater Treatment Plant Capital Reserve Fund

Mr. Pineo read the article.

Mr. Ford stated this is an important article. Previously an application was made for a new facility which was removed as it did not score well, but the goal is to keep moving forward and continue to fund for extending the facilities useful life. He stated they plan to reapply next year.

Article W: Public Works Vehicles and Equipment Capital Reserve Fund

Mr. Pineo read it.

Mr. Ford stated this is a standard funding process, but unfortunately truck bids are only good for 30 days and they are now exploring other options to get trucks. He stated at the Board's next meeting he will be making a request for a truck purchase.

Article X: Building Maintenance Capital Reserve

Mr. Pineo read it.

Mr. Ford stated this fund is for continuing to work on upgrades.

Article 3A: Solid Waste Repairs

Mr. Pineo stated this was a capital outlay project, but the Budget Committee preferred it to be presented as a Warrant Article.

Chairman Murray questioned if this will include a management plan,

Mr. Pineo state yes.

Chairman Murray stated it needs to be added.

Article 4A: DPW Employee

Mr. Pineo read it and stated this was discussed earlier in the year to assist in staffing with the Solid Waste Facility.

Mr. Ford stated this will be for a 6 month salary and a smaller vehicle.

Chairman Murray questioned if a contractor's estimate will be provided.

Mr. Pineo replied they are waiting on those.

Article 5A: Sidewalks

Mr. Pineo stated this article was also recommended to be moved to a Warrant Article.

Mr. Ford stated this has been a 10 year process, but they do have to address the sidewalks as it is a walkable community.

Chairman Murray stated will all the articles be back on the agenda the 15th with the tax impact.

Mr. Pineo replied he hopes to and yes they will be getting counsel review.

7. Other Business

Mr. Harriman stated at the last Planning Board meeting they discussed updating the building codes.

Mr. Senecal stated there is a process to do that and the current year they are using is 2018 ICC codes.

Chairman Murray questioned if the town has heard anything from the Friends of the Libby.

Mr. Harriman replied that he got an email a letter was sent to the town, but it doesn't seem we have received it yet.

Mr. Deshaies expressed his concern that the Planning Board discussed and adopted a facility Mr. Ford knew nothing about. There are a few other larger projects being discussed he hopes they are reviewed to be sure our current water and sewer system can handle it. How can we make sure the right people know what is happening, it is important information for the Public Works Director.

Mr. Harriman stated the Taylor Home request would have required the Technical Review Committee process, so he is not sure why he isn't aware of it.

Chairman Murray stated they should check on the TRC process.

Mr. Deshaies stated it is the same with the Abenaki trail issue, how did the Board not know about that, the Board should have known about that.

8. Committee Reports

None

9. Town Manager's Report

None

10. Questions from the Press

None

11. Public Input (Limited to 3 minutes per resident and not to exceed 15 minutes in total)

None

12. Non-Public Session RSA 91-A

None

Being no further business before the Commission, Chairman Murray entertained a motion to adjourn.

Dave Senecal moved the Wolfeboro Board of Selectmen to adjourn at 9:38 PM. Luke Freudenberg seconded. Being none opposed, the motion passed.

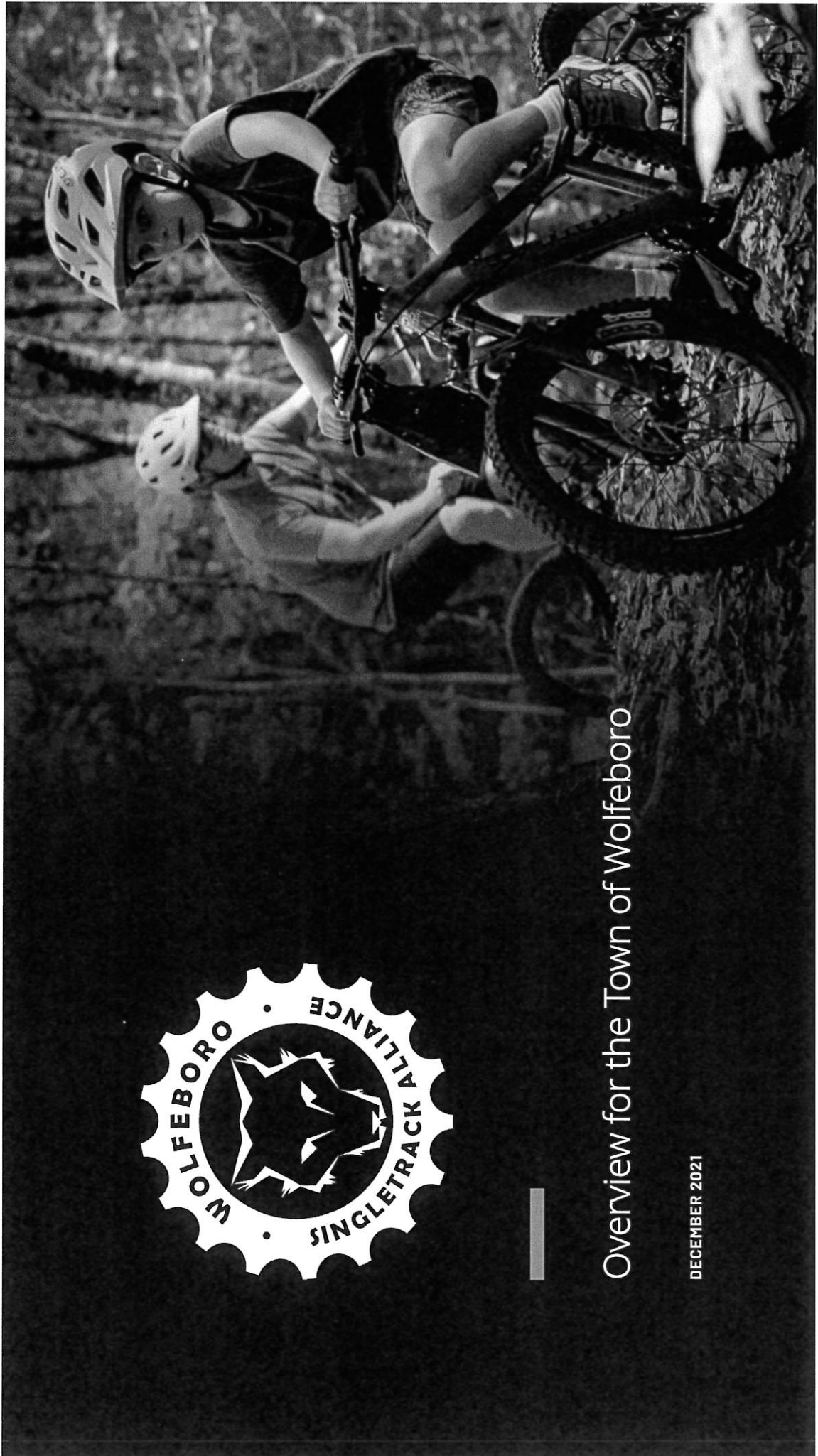
Respectfully submitted,
Amelia Capone-Muccio

12-8-2021
attach #1



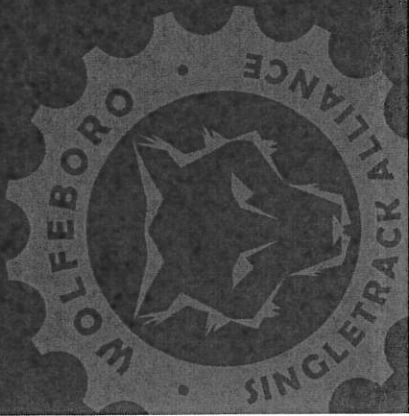
Overview for the Town of Wolfeboro

DECEMBER 2021



Topics

- 01 WSA Overview
- 02 Existing Partnerships and MOU's
- 03 Trail Building Update
- 04 Future Vision and Opportunity



WOLFEBORO SINGLETRACK ALLIANCE

Dedicated to Building and Maintaining Mountain
Bike Trails in Wolfeboro, NH.

OUR MISSION

The Wolfeboro Singletrack Alliance (WSA) is 501(c)(3) nonprofit organization dedicated to the development and care of sustainable, multi-use trails, designed for mountain biking.

- We are made up of passionate mountain bike riders of all ages, skills and disciplines.
- We work with land managers to ensure access to well built, sustainable trails while protecting the environment at the same time.
- WSA envisions Wolfeboro as a home and destination with an expanding network of sustainable trails providing mountain bikers and other non-motorized users with recreational and athletic opportunities.

WSA Board



ANDREW INGRAM
President



BRAD HELFER



CRIS DOW



DAN COONS



GRANT HATCH



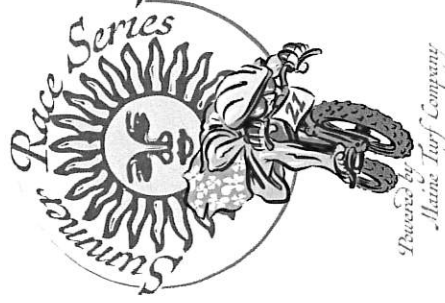
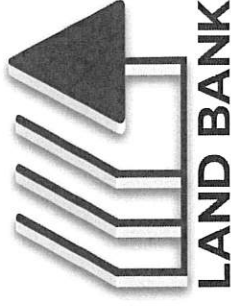
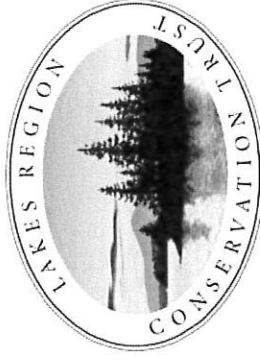
RUDY MEYER



Existing Partnerships and MOU's

WSA has been establishing many valuable relationships over the past few years.

- Lakes Region Conservation Trust
- Wolfeboro Tuftonboro Land Bank
- Wolfeboro Cross Country Ski Association
- Pathways of Wolfeboro
- Yum Yum Shop
- Summer Race Series





Existing Mountain Bike Trails

- Abenaki: 5 miles
- Fernald: 3.5 miles
- Sewall Woods: 3.9 miles **
- Trask: 3.5 miles

* All trail miles are approximate

** Singlettrack trails. Sewall has much more double-track

Trail Building Update

In 2021 WSA worked with volunteers and Bella Terra Trail Design to complete projects at :

- Abenaki
 - Climb Line and Intermediate Flow Trail
- Fernald
 - Addition of new West Side trails
- Sewall
 - Volunteer day in conjunction with LRTC
 - Improved stone dust pathways
- Trask
 - Brush and tree clearing, overall maintenance





Volunteer Efforts and Donations

WSA has steadily increased its volunteer and membership base every year since its inception.

- Donations
 - YoY website membership/donations have grown almost 100% each year
 - Larger donations from individuals in the community and Trusts have increased substantially YoY
- Volunteers
 - Volunteer base has grown exponentially YoY

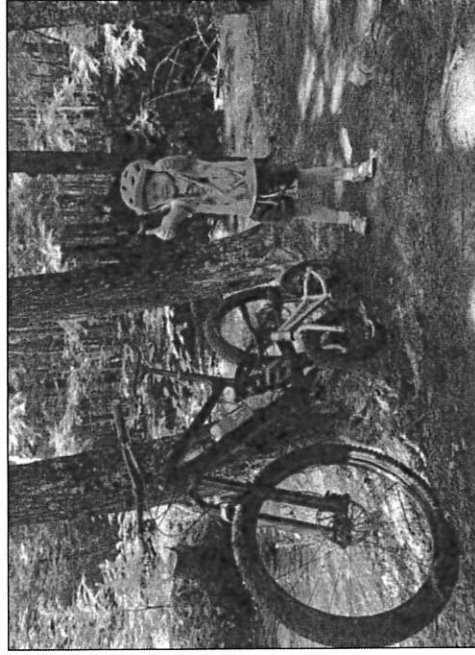
Future Vision & Opportunity

- Solidify our partnership with the Town of Wolfeboro
- Be the conduit for communication around trail building
- Continue to build awareness in the community and neighboring communities
- Continue to take advantage of the growth of Winter Fat Tire biking
- Help connect the trail network to the schools and downtown

THE WEIRS TIMES

*Live Free Or Die:
Death Is Not The Worst Of Evils.*
— General John Stark

VOLUME 30, NO. 46
THE WEIRS, LAKE WINNIPESAUKEE, N.H., THURSDAY, NOVEMBER 18, 2021
COMPLIMENTARY



Fernald Station Trails are for people of all ages and skill levels.

COURTESY PHOTO

FORGING A 'TRAIL' FOR SUCCESS

by Rob Levey

West Times Correspondent

"If you build it, they will come" is not just a concept for baseball parks in Iowa, but rather the vision behind Wolfeboro Station Trails (WSA), a nonprofit currently building multi-use trails throughout Wolfeboro.

"We envision Wolfeboro as a home and destination with an expanding network of sustainable trails that provide mountain bikers and other

non-motorized users with year-round recreational and athletic opportunities," explained WSA Founder Andrew Ingram.

This vision has resulted in nearly a dozen miles of new trails in Wolfeboro. Some of these trails include nearly 5 miles at Fernald Station and 4 miles at Sewall Woods, the latter of which has been created in partnership with Lakes Region Conservation Trust. WSA has also worked

As they formalize more part-

See **TRAIL** on 32

OBITUARY

BOB LAWTON
1931-2021
FUNSPOT FOUNDER &
WEIRS TIMES PUBLISHER

Robert "Bob" Lawton, 90, passed away peacefully on Thursday, November 11th, surrounded by family at Concord Hospital-Laconia.

Bob was born on March 2, 1931, in Akron, Ohio and later moved with his mother Doris and his brother John back to Lowell, Mass., where the family was originally from, and lived with their grandparents Dennis A. Long and the late Mary.

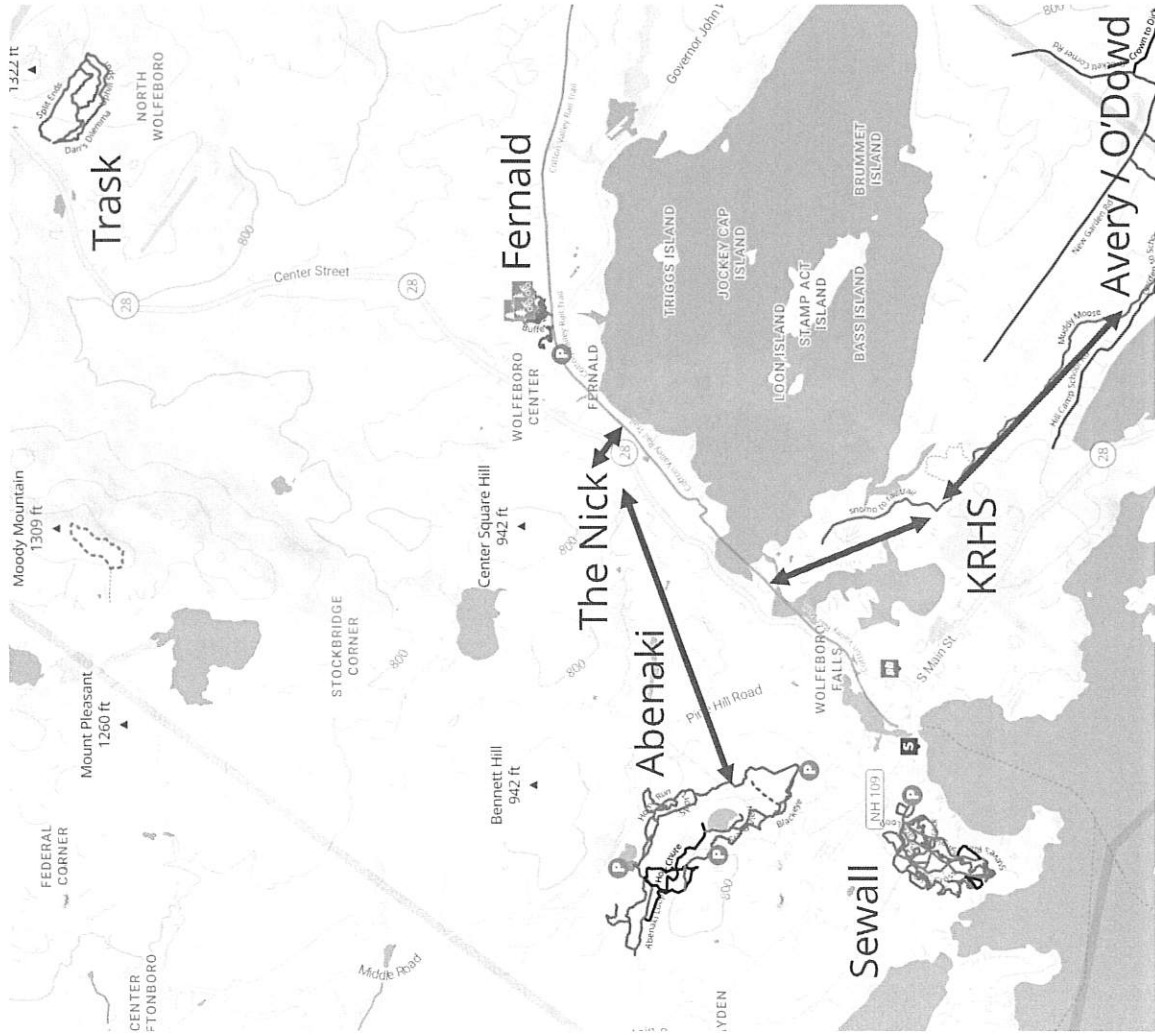
Bob enjoyed fishing, golfing, and traveling. He was a young boy and in his twenties he moved to the area permanently.

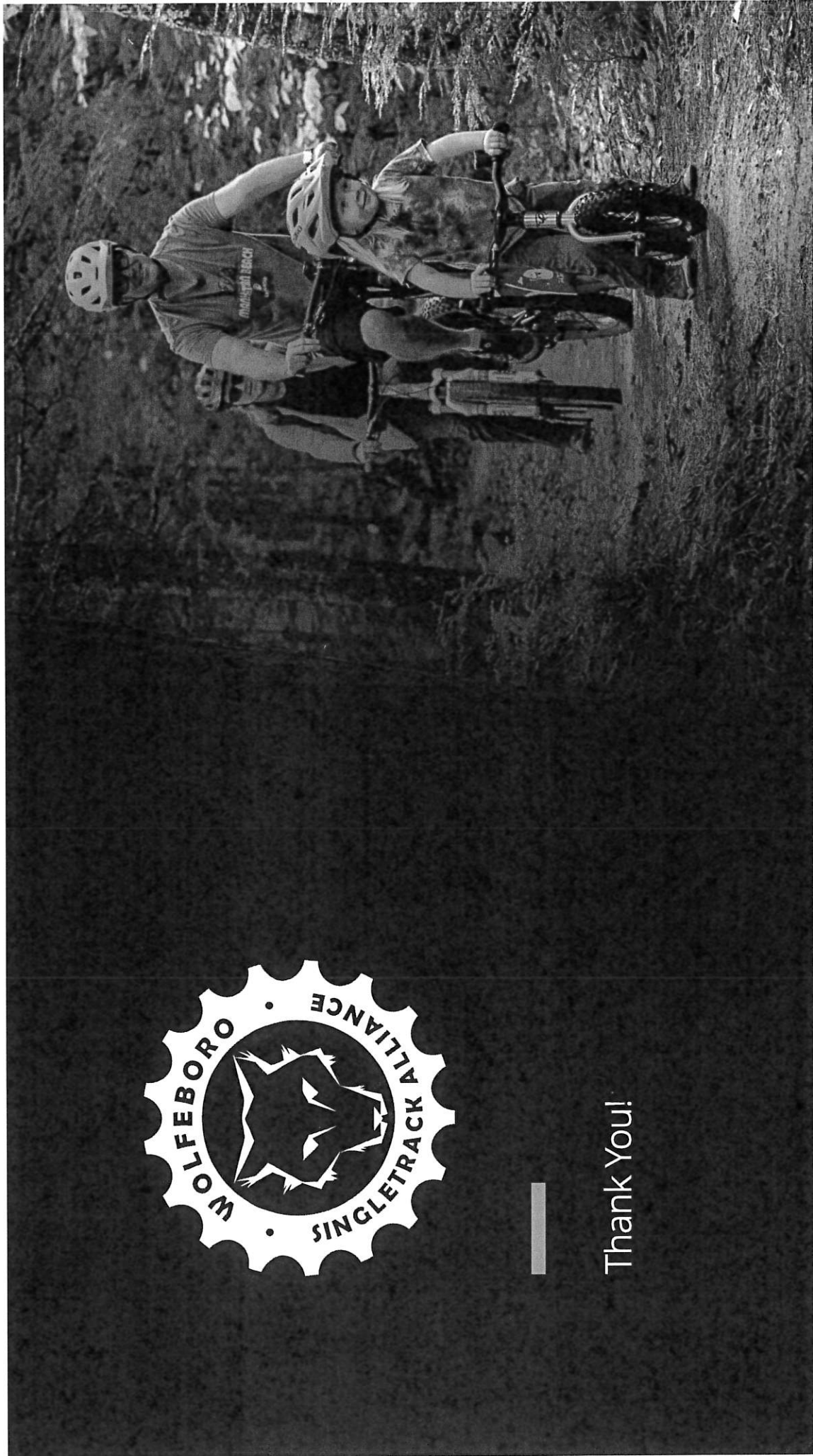
Bob attended Norwich University in Vermont where he majored in chemistry and later joined the army and served in the Chemical Corp stationed in Pusan, South Korea at the end of the war.

Bob later worked for the telephone company, but soon decided that he did not want to pursue a career in chemistry, but wanted to. See **LAWTON** on 3

Future Connections

- Connect KRHS/Crescent Lake School to Cotton Valley Rail Trail
- Connect Abenaki to the The Nick
- Connect The Nick to the Cotton Valley Rail Trail
- Connect to Avery/O'Dowd, to Merrymeeting Lake and Devil's Den area
- Connect future trails or trail networks...





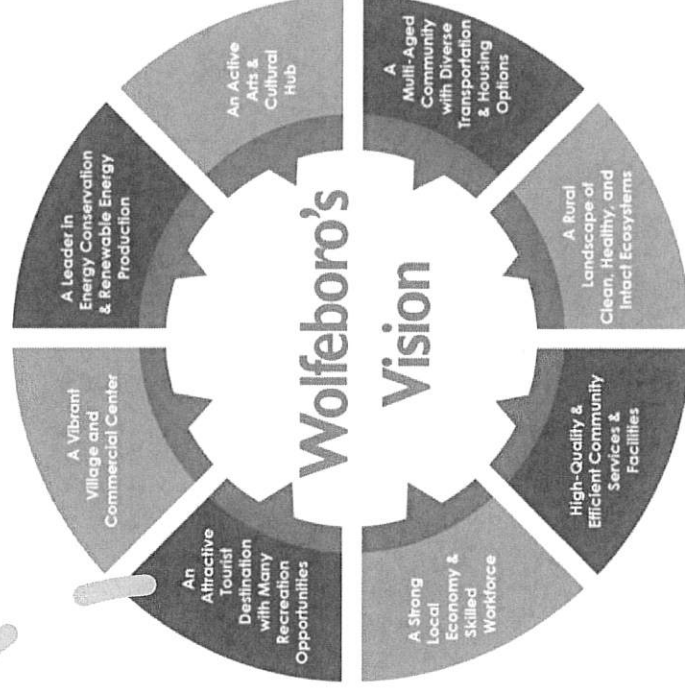
Thank You!

12-8-21
attachment #
2

Town Of Wolfeboro, New Hampshire Master Trails Plan 2021

Wolfeboro's Recreation Mission

- Of the existing trail systems there are a very limited amount that optimize special use. Multi-use essentially compromise specific use by accommodating a wide array of users.
- Special use optimizes trails so that they have a heavy appeal to a primary user group. Bike optimized trails are undoubtedly a specific and very achievable recreational opportunity.



Existing Wolfeboro Master Plan Approvals

LAND USE:

Create non-motorized networks by connecting trails, pathways, sidewalks, and Class VI roads.

Enhance and identify connections between recreational trails, recreational facilities, and the downtown core while improving mapping, wayfinding, and advertising of trails.

NATURAL RESOURCES:

The abundance of natural resources plays a major role in the quality of life in Wolfeboro. Both residents and visitors appreciate and enjoy the natural beauty and recreational opportunities provided by these resources. It is therefore imperative that these natural resources are preserved for all to enjoy.

Goal: Increasing the connectivity of our trail systems

Goal: Wolfeboro needs to continue to provide recreational opportunities in all seasons of the year for our residents and visitors.

Encourage further development of trails and paths on public and private lands to provide recreation opportunities for young and old. As an example, it might be possible to create a trail from the Nick to the Cotton Valley Trail so people could travel from town to the Nick on foot or bicycle off the main roads. Expansion of other summer and winter trail systems is possible.

RECOMMENDATIONS: The town should look at finding appropriate new uses and facilities for underutilized town properties such as constructing new trails.

TRANSPORTATION & INFRASTRUCTURE

Multi-Modal transportation & enhancing existing conditions

Like in many communities statewide and nationally, interest in bicycling has increased in recent years due to an increase in the public's interest in promotion of both human, environmental, and community health. For some, bicycling and walking have become a primary mode of transportation for commuting and other daily tasks.....

areas, such as the Bridge Falls Path, Sewall Woods, Front Bay Park, and Fernald Crossing, have involved significant public/private partnership and have been developed formally and area destinations for residents and guests alike. All existing and proposed trails provide recreational opportunities and encourage healthy activity and can also factor into the transportation system of the community by providing additional mode choices and connections between destinations.

Code Goal/Recommendation

TRANSPORTATION

8.3 Create non-motorized networks by connecting trails, pathways, sidewalks, and Class VI roads.

5.8 Encourage further development of trails and paths on public and private lands to provide recreation opportunities for young and old. As an example, it might be possible to create a trail from the Nick to the Cotton Valley Trail so people could travel from town to the Nick on foot or bicycle off the main roads. Expansion of other summer and winter trail systems is possible.

6.1 The town should look to finding appropriate uses for underutilized town properties such as constructing new trails.

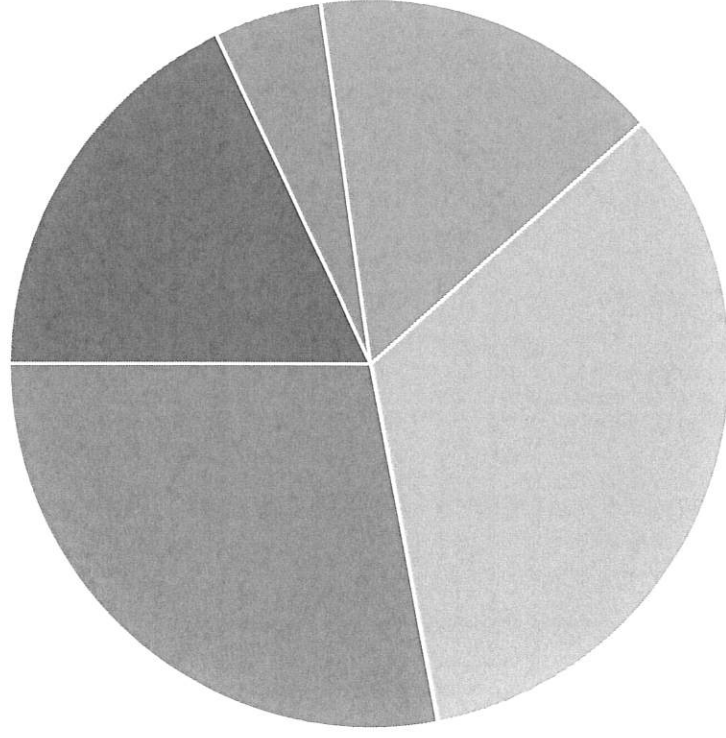
Finding opportunity by creating avenues of recreation for younger people will help the vibrancy and future sustainability for the town of Wolfeboro.

Only a 0.43% increase in population between 2000 and 2020. Compared to the national average of 7.4%.

The last three years has actually declined.

This is a long-term recipe and is very concerning for the sustainability and vitality of our town.

Age Demographic in Wolfeboro, NH



■ Under 18 ■ 18-24 ■ 25-44 ■ 45-64 ■ 65+

The Memory

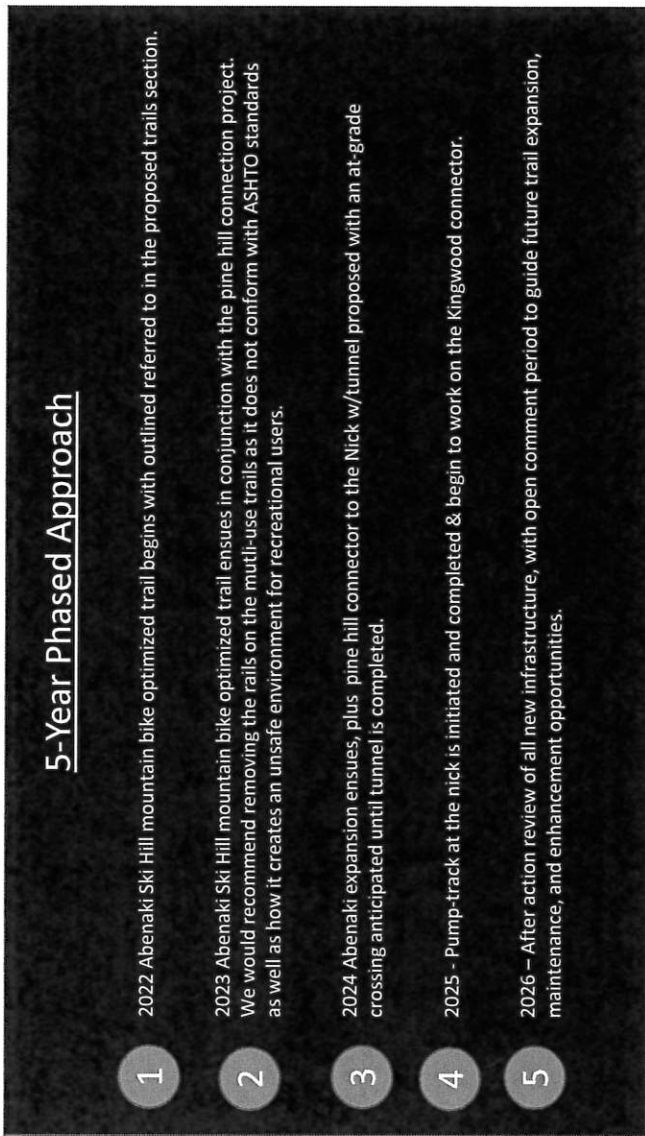
By connecting in-town trails as a cohesive trail system, we will capture out of town visitors and make a direct economic impact. Our rail trail is unique in that it connects four communities to the Wolfeboro downtown center.



This map illustrates the Fernald Station Trail Network and its surrounding area. Key features include:

- Landmarks and Elevation:** Cotton Mountain (1260 ft) and Bennett Hill (942 ft) are marked with elevation points.
- Trail Networks:** The Fernald Station Trail Network is centrally located. Other nearby networks include the Abenaki Trail Network to the southwest and the Sewall Woods Trail Network to the southeast.
- Towns and Communities:** Fernald, Wolfboro, and Abenaki are labeled.
- Trails and Roads:** Various trails are shown, including the Cotton Valley Rail Trail, the Snowy Owl Trail, and the Tumble Down Pick class trail. Roads like New Garden Rd and Cripple Creek are also depicted.
- Geographical Features:** The map shows a mix of open land, wooded areas, and water bodies.





An aerial photograph of a town situated along a wide river. The town features numerous buildings, including residential houses and larger commercial or institutional structures. A prominent church with a tall steeple is visible. The river is filled with many small boats, likely fishing vessels. In the background, a large mountain range stretches across the horizon under a cloudy sky. The foreground is a dark, textured area, possibly a field or forest.

Phase 1 Abenaki Trail

Existing Abenaki Ski Area Trail

109



109A

Conceptual Abenaki Bike Park

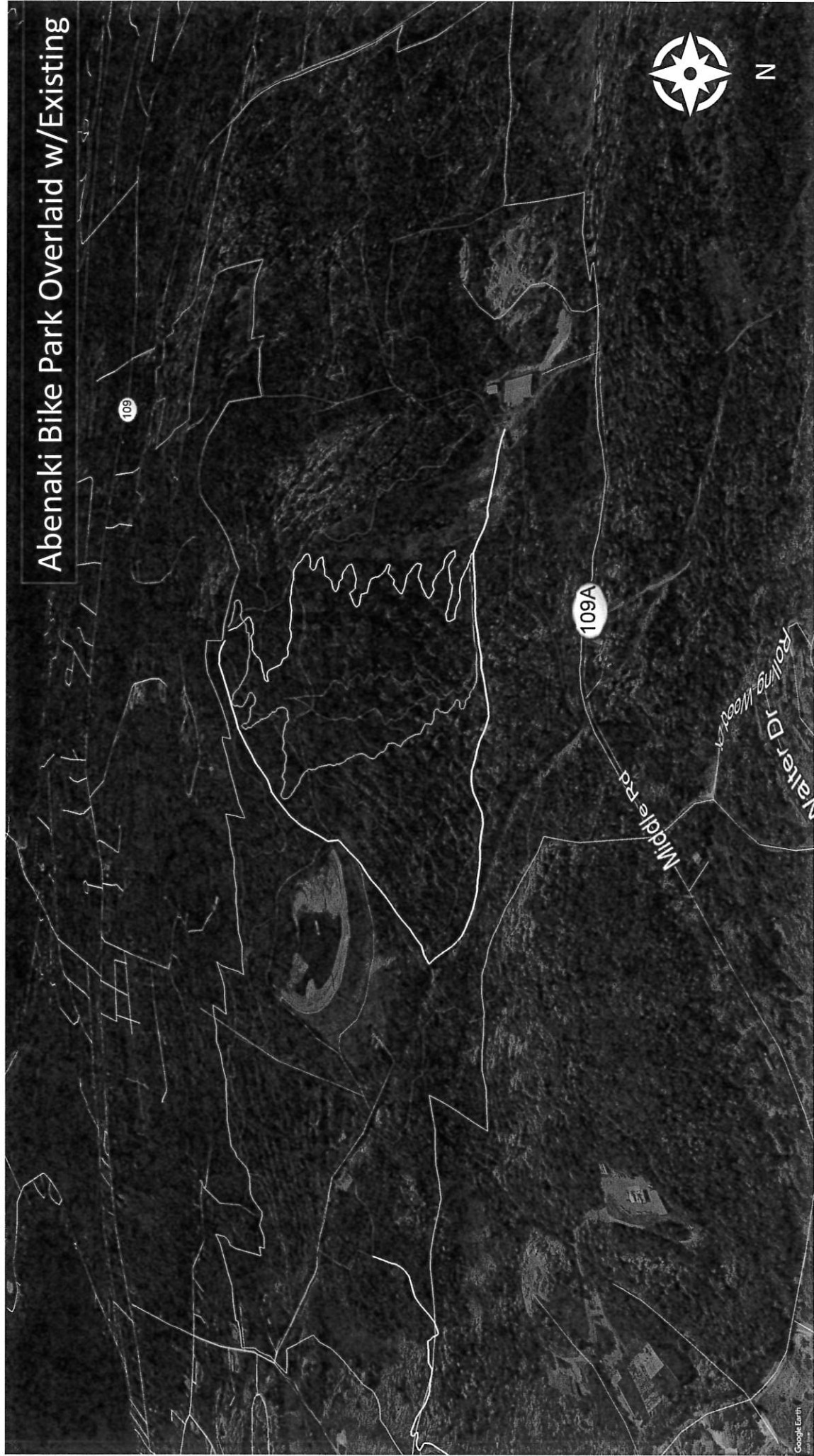
Legend

- Climbing Trail
- Beginner Flow
- Intermediate Flow/Tech
- Shuttle Road
- Advanced Flow/Tech
- Property Boundary
- Bean Property Boundary

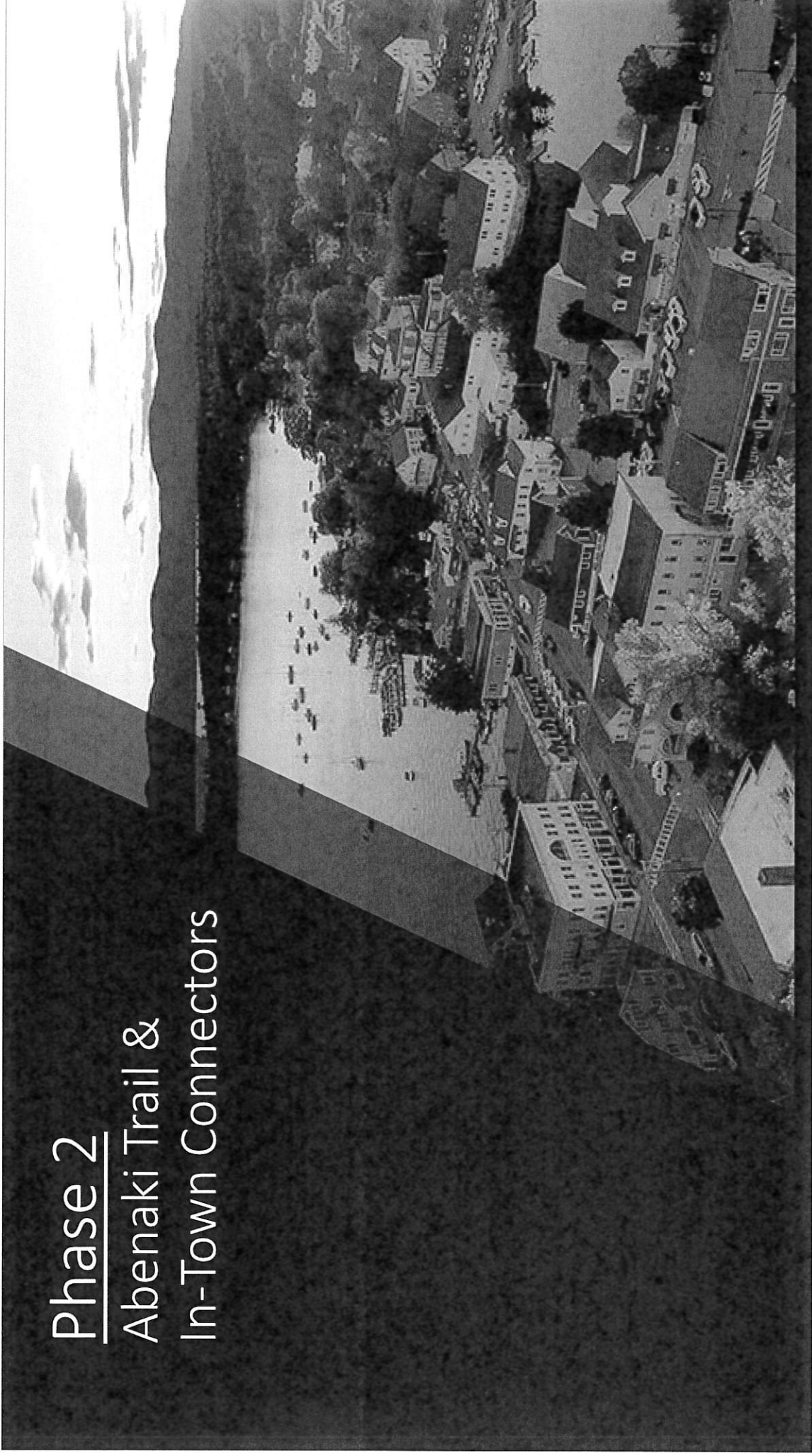


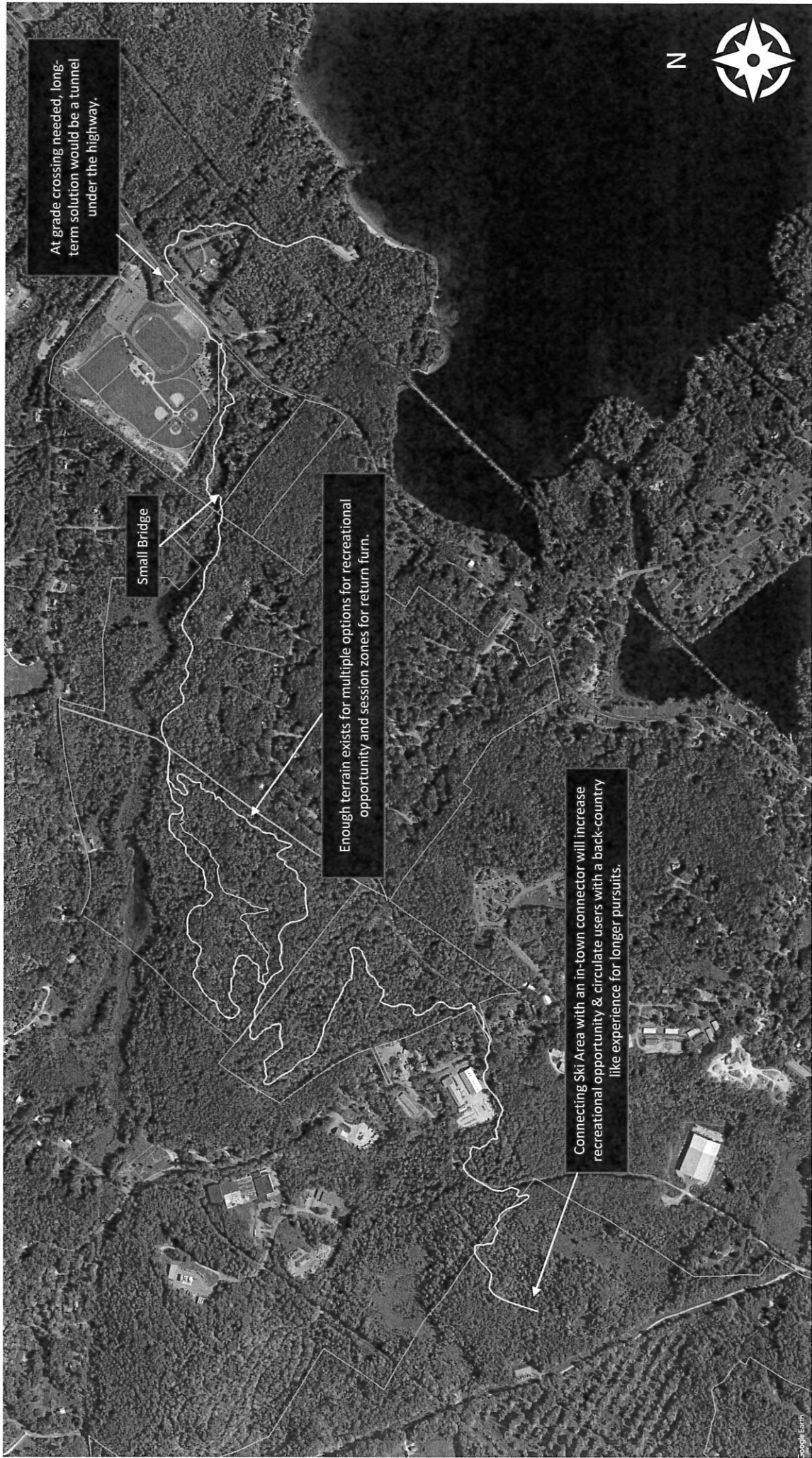
N

Abenaki Bike Park Overlay w/Existing



Phase 2 Abenaki Trail & In-Town Connectors





At grade crossing needed, long-term solution would be a tunnel under the highway.

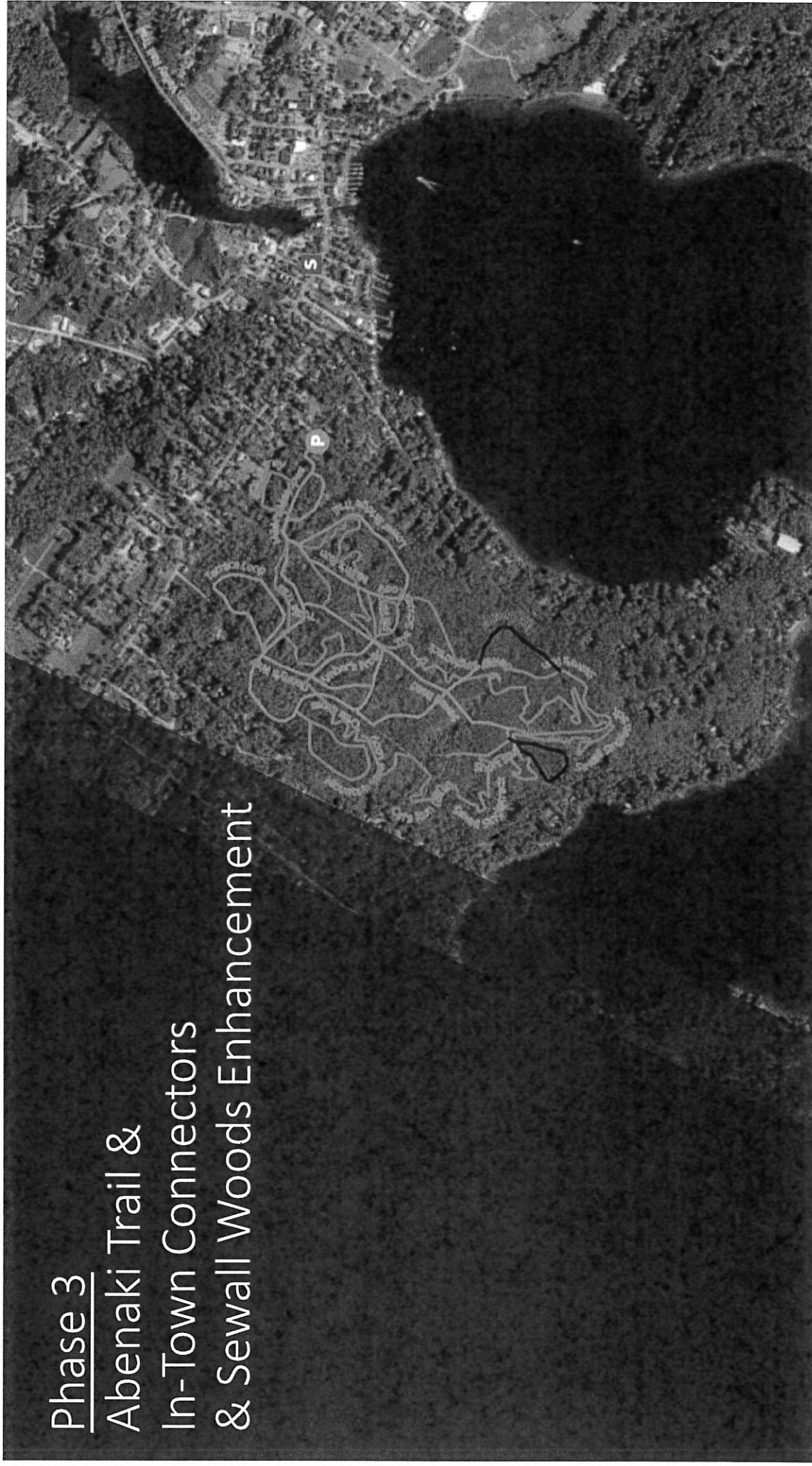
Small Bridge

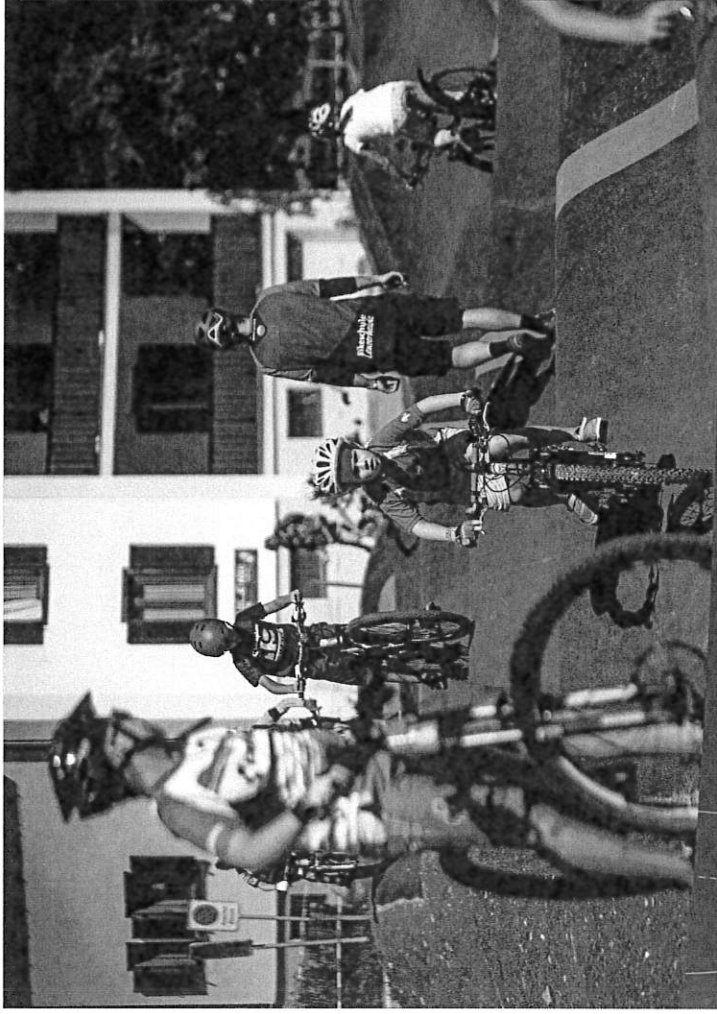
Enough terrain exists for multiple options for recreational opportunity and session zones for return turn.

Connecting Ski Area with an in-town connector will increase recreational opportunity & circulate users with a back-country like experience for longer pursuits.

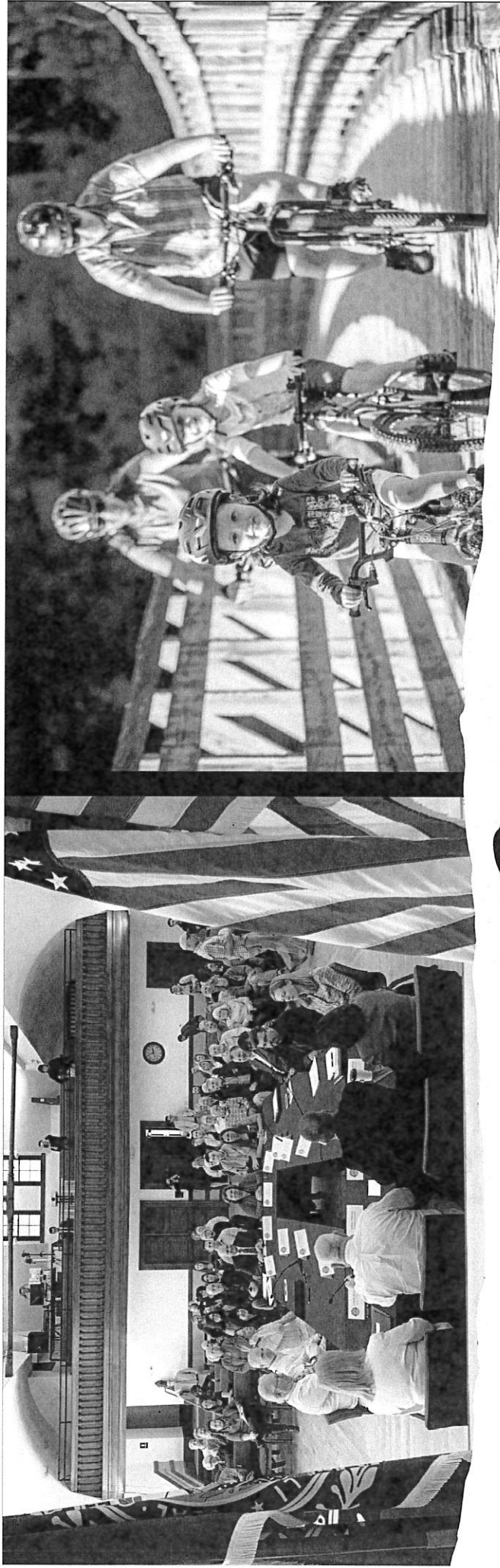


Phase 3
Abenaki Trail &
In-Town Connectors
& Sewall Woods Enhancement





Phase 4
Pump-track at the nick is initiated and completed & begin to work on the Kingwood connector.



Phase 5

Basic elements of infrastructure are finished and refined and are considered for review in terms of target visits and anticipated impact.

*Please note that the maturation impact 5ys later is typically 2-3 times of what is observed at the time in which infrastructure is finished.

DESIGN GUIDELINES

SPECIAL USE CYCLE TRAILS

SPECIAL USE CYCLE TRAILS

In addition to traditional shared-use natural surface trails, mountain bikers are increasingly seeking specialized experiences to provide technical challenges and expand their skills. Features may be provided in clustered areas or along specific trails designed for mountain bikers. By reducing trail use conflicts, these trails increase safety and trail experience for all users.



Photo Credit: dreamadaptive.org

ADAPTIVE CYCLE TRAILS

Adaptive mountain bike trails are built to accommodate a range of adaptive mountain bikes including hand cycles or recumbent cycles. Typically these trails are slightly wider than normal single-track trails and have stricter cross-slope tolerances so as to prevent tricycles from tipping over.



FREERIDE MTN. BIKE TRAILS

Freeride mountain bike trails and flow trails are built specifically for mountain bikers and often prohibit other types of users, such as hikers or equestrians, to mitigate safety concerns. Trails are typically directional (downhill only) and provide features such as banked turns, rock gardens, drop-offs, jumps, or other man-made technical features. Signage should be used extensively to identify upcoming features and denote the level of difficulty. Providing safe, authorized freeride trails is an important consideration for trail planners because freeride mountain bikers will often seek to create their own freeride trails in the absence of legitimate options.



BIKE PARKS AND PUMP TRACKS

Bike parks are a relatively recent development and the growth of compact facilities specifically for mountain bicycling have allowed more people to recreate outdoors. Bike parks often include numerous elements such as pump tracks, jump lines, or freeride trails for a variety of skill levels. Skills areas may include log skinnies, rock gardens, teeter-totters and other features to provide additional challenge. Bike parks are often co-located within existing parks or near trail systems.

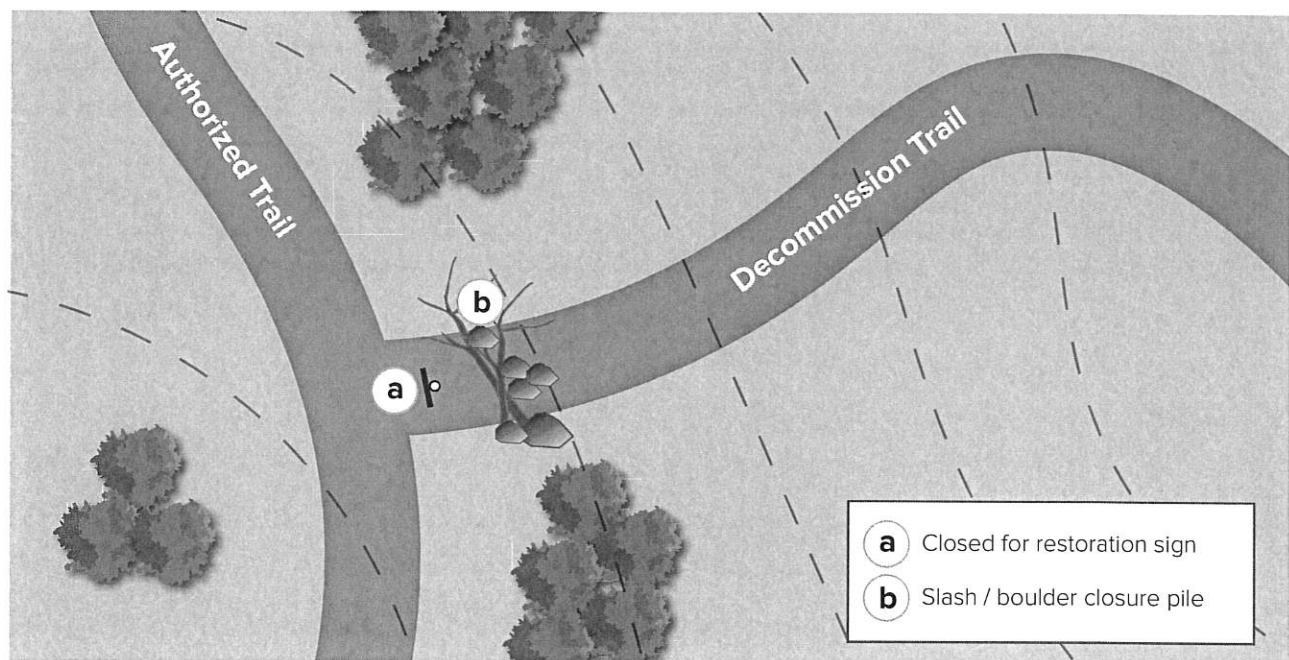
Pump tracks include a series of "rollers" and banked turns that allow bicyclists to navigate through the course without pedaling by "pumping" up and down. Pump tracks are suitable for all ages and allow children and experienced bicyclists a place to grow their skills. Pump tracks should generally be sited on slopes between 3-7%. Public pump tracks typically can be designed with footprints as small as 5000 square feet.

DESIGN GUIDELINES

TRAIL DECOMMISSIONING

PASSIVE TRAIL DECOMMISSIONING

Passive trail decommissioning is recommended for trails that are generally stable and pose limited danger to sensitive natural resources. Treatments for these locations focus on deterring trail use and allowing the trail to re-naturalize over time.



RECOMMENDED APPLICATION

Trail Entrance

- Place "Closed for Restoration" sign at entrance to trail to be decommissioned.
- Place slash and/or boulders completely across trail and behind signage to communicate the trail closure. Use on-site slash piles for material or gain approval from land owner to fell adjacent trees.

Erosion Control

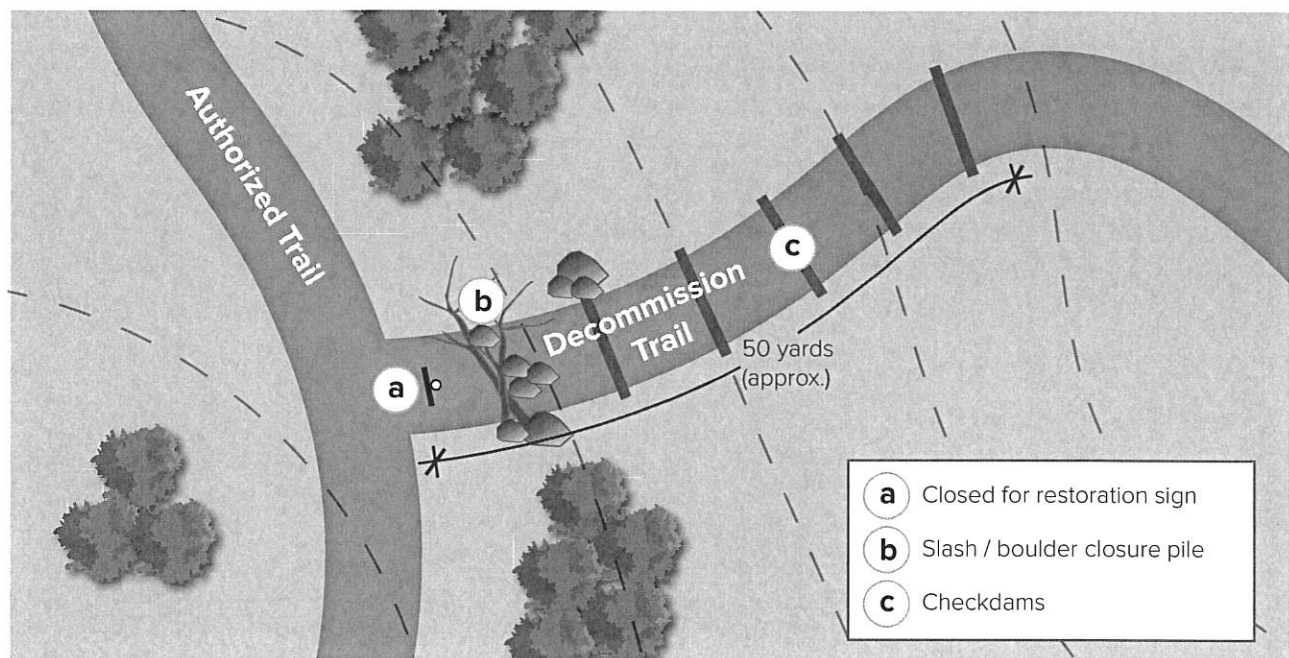
- Review the complete extent of the trail for major erosion issues. Mitigate erosion as needed.

DESIGN GUIDELINES

TRAIL DECOMMISSIONING

ACTIVE TRAIL DECOMMISSIONING

Active trail decommissioning is recommended for trails that are actively eroding, highly susceptible to erosion, or are near sensitive environmental resources such as high quality habitat or watershed lands. Treatments for these locations attempt to deter trail user access and stop existing erosion. With management and time, these trails should be restored to a more natural state.



RECOMMENDED APPLICATION

Trail Entrance

- Place "Closed for Restoration" sign at entrance to trail to be decommissioned.
- Place slash and/or boulders completely across trail and behind signage to reinforce the trail closure.

Erosion Control

- Stabilize all existing erosion issues within the first 50 yards of the trail access. Assess the full length of the trail for other key drainage locations that may require erosion control measures.
- Place timber or boulder check dams at areas that are currently eroding.
- Fill trail ruts with soil and/or slash. Straw wattles or similar sediment catchment may also be used.

- Obliterate any major trail cuts and blend the trail bench back into the surrounding landform.

Revegetation

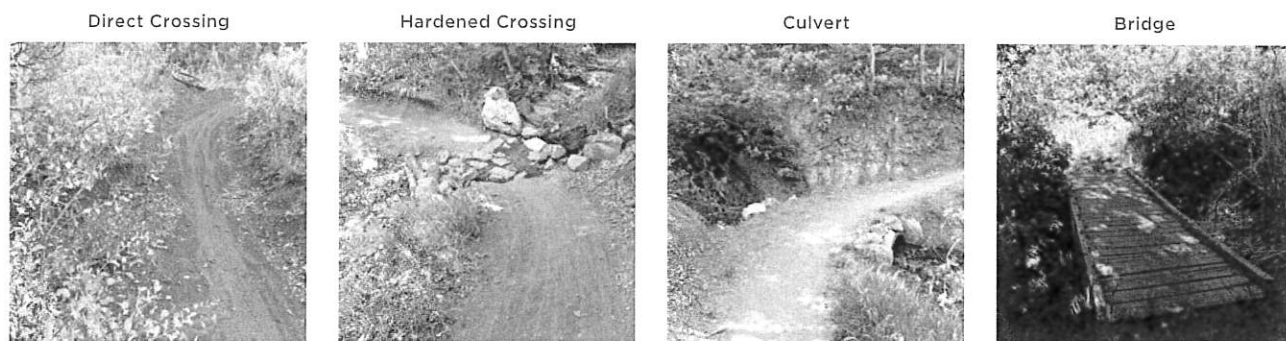
- Scarify soil 2"-6" and revegetate by broadcast or hydroseeding with an approved Foothills native seed mix. Seed only in the spring or fall.
- Erosion control blanketing may be utilized in difficult or critical areas.

DESIGN GUIDELINES

TRAIL DRAINAGE CROSSINGS

NATURAL SURFACE TRAIL DRAINAGE CROSSINGS

Backcountry trail crossings of drainages can span a variety of treatments depending on the size, flows, and frequency of water flowing through the drainage.



Increasing drainage flows and frequency
Increasing construction complexity & cost
Increasing water quality protection



RECOMMENDATION APPLICATION

Direct Crossing

- Direct crossings can be utilized for drainages where flows are spread out and clearly intermittent and the facility is low-use.

Hardened Crossings

- Hardened crossings are most appropriate for drainages that experience seasonal, slow moving water that would otherwise erode a trail.
- Trail hardening can be accomplished through a variety of materials such road base or large flat stones tightly fitted together.

Culverts

- Culverts are most appropriate for drainages with periodic flows in narrow, defined channels where ramping up to the crossing is not necessary.
- Culverts shall be armored around the inlet.

Bridges / Boardwalks

- Bridges or boardwalks are the preferred crossing strategy for all drainages with flowing or continuously present water.
- Deck width shall match the trail width.

DESIGN GUIDELINES

CONSTRUCTION METHODS

TRAIL CONSTRUCTION METHODS

The manner by which a trail is constructed (mechanized or by hand) influences the finished product. However, the two methods should not be conflated with a desired end result. Rather than rely on an implementation method, a proposed trail should be described using the following performance/design standards:

- Impacts (visual, soil and plant disturbance)
- Tread width
- Tread texture
- Tread shaping (in/out-slope, berms, lips/landings)
- Clearing limits
- Sinuosity/meander
- Drainage features (spacing and amplitude of grade reversals)
- Angle of repose of the back-slope
- Maximum height of tread obstacles

It is then up to the contractor to select the most cost-effective method to build the trail in conformance with the performance standards. For example, a narrow, rugged trail in the backcountry will likely be built by hand whereas a 48"-wide, smooth trail in the front-country will likely be built using mechanized equipment. Even with performance standards it is good practice to mandate maximum equipment size so that unqualified contractors don't bid on a project expecting to use equipment that is better suited for road building than trail construction.

Other factors besides access and physical characteristics may influence the chosen trail construction method. Schedule and availability of volunteers may also impact trail construction methods.



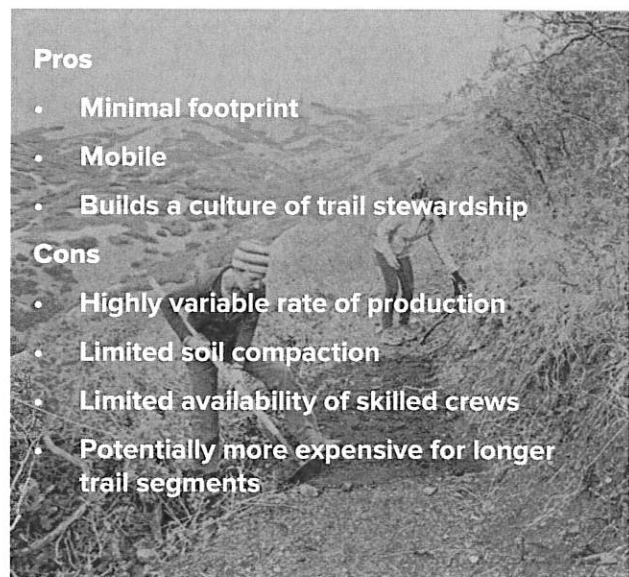
Pros

- Fast and cost effective
- Compacts soil better than hand construction

Cons

- Difficult to mobilize into the backcountry
- Challenging to preserve intentional tread obstacles
- Cannot traverse rocky terrain

(Photo Credit: Sagebrush Construction)



Pros

- Minimal footprint
- Mobile
- Builds a culture of trail stewardship

Cons

- Highly variable rate of production
- Limited soil compaction
- Limited availability of skilled crews
- Potentially more expensive for longer trail segments

(Photo Credit: Bingham Cyclery)

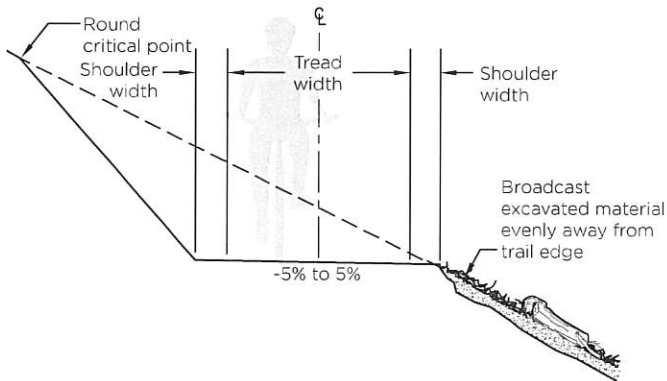
DESIGN GUIDELINES

TRAIL CONSTRUCTION

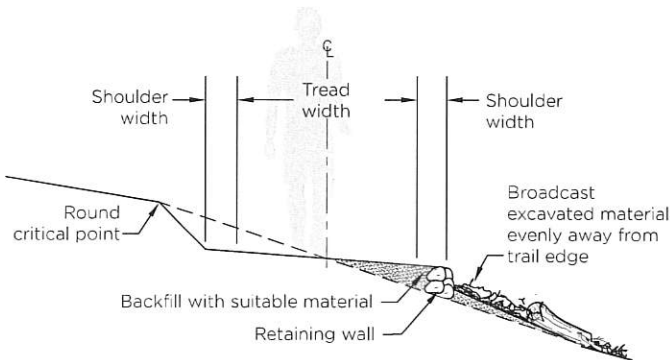
NATURAL SURFACE TRAIL CONSTRUCTION

Natural surface trails meet the recreational demands of hikers, mountain bikers, equestrians, and other non-motorized recreational trail users. Proper trail construction is important to reduce ongoing maintenance costs as well as to ensure that the trail is both usable and enjoyable for intended user groups.

FULL BENCH CONSTRUCTION TRAILS



PARTIAL BENCH CONSTRUCTION TRAILS



DESIGN STANDARDS

- **Tread:** Trail surface should be compacted native material soil.
- **Trail Benching:** Full bench trails provide the most durable trail construction however partial bench trails can provide an adequate trail surface where full bench trails are not possible or "singletrack" is desired without waiting for vegetation to re-naturalize adjacent to the trail. Partial bench trails are only allowed with retaining walls on the downhill side.
- **Trail Texture:** Trail texture should vary based on intended user skill level, with smoother trails for less-skilled users and rugged trails for more-skilled users
- **Tread Width:** Varies by anticipated use levels, skill levels, and types of users (24" - 8'-0").
- **Horizontal Clearance:** A 1 ft. shoulder maintained with minimum vegetation should be provided free of obstacles.
- **Vertical Clearance:** 8 ft. min., 10' where equestrian use is anticipated
- **Cross Slope** May vary from -5% to 5%, but always sloped counter to user forces.
- **Running Slope:** Varies by intended trail type, see guidelines on p. 72.
- **Drainage:** Provide regular grade reversals (approximately every 25') and exits for trail drainage.
- **Erosion Control:** Spread approved native seed mix throughout disturbed soil areas along all new trails.
- **Additional Resources:** US Forest Service Standard Trail Plans and Specifications, IMBA Trail Solutions: IMBA's Guide to Building Sweet Singletrack (2004)

DESIGN GUIDELINES

TRAIL TURNS

CLIMBING TURNS

Climbing turns help trail users to gain elevation at a consistent and sustainable grade. There is no constructed platform or landing, and users will be climbing directly in the fall line for a short segment. Therefore, climbing turns should be free-flowing and gentle, and are not suitable for sideslope grades steeper than 7 %.

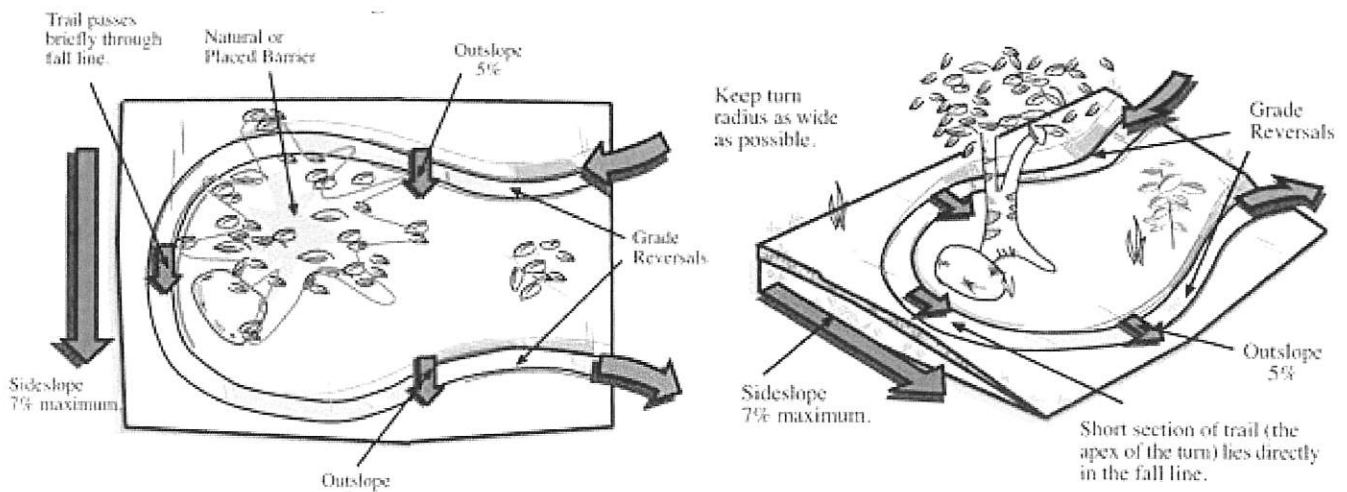


Image Credit: IMBA. *Trail Solutions: IMBA's Guide to Building Sweet Singletrack* (2004)

RECOMMENDED APPLICATION

Typical Placement

- Climbing turns can be located on shallow slopes at or below 7%.

Typical Construction

- Climbing turn radii should be kept as wide as possible, ideally 20' or more.
- Upper and lower legs of the turn are joined by a short section of trail that lies in the fall line. Armoring can be used to reduce maintenance on the fall line section of trail.
- Grade reversals should be located above and below the turn.

DESIGN GUIDELINES

TRAIL TURNS

SWITCHBACKS

Switchbacks allow trails to reverse direction via a small, constructed platform. Switchbacks are more sustainable than climbing turns on steeper slopes.

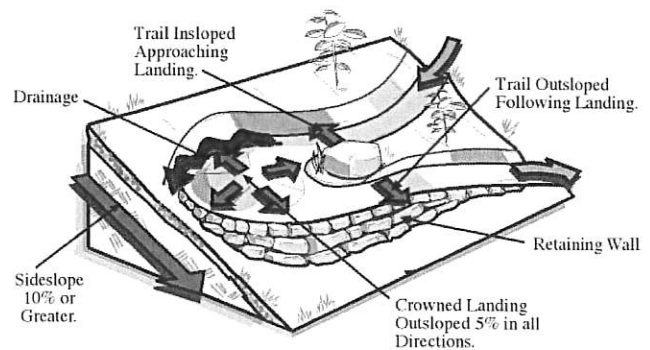
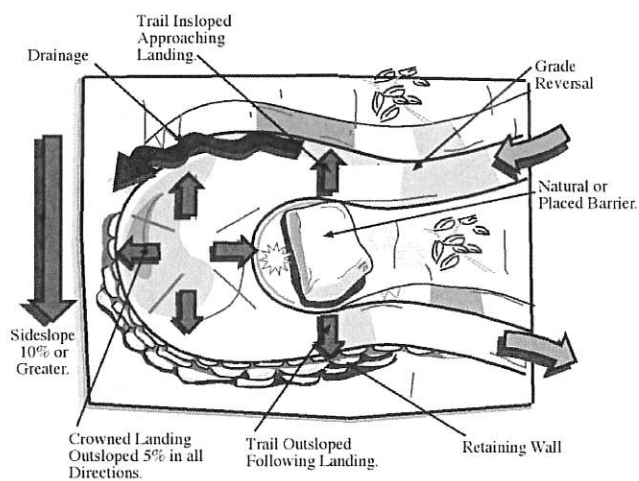


Image Credit: IMBA. Trail Solutions: IMBA's Guide to Building Sweet Singletrack (2004)

RECOMMENDED APPLICATION

Typical Placement

- Switchbacks should be located on the gentlest slope available. Gentle knobs or other natural platforms are good places to locate switchbacks.
- Stagger switchbacks to avoid short cutting.

Typical Construction

- Turn should be placed on a near level platform that is slightly crowned.
- The turning platform should have a minimum 6' radius.
- Approaches should follow the contour and include grade reversals in advance of the turning platform.
- Grade reversals should be located above and below the turn.
- Approaches should be designed to control trail user speeds into the turning platform to reduce braking and maintenance.
- Material excavated from the top leg can be used to build up the bottom leg.

- Excavated material forming the turning platform and lower leg should be held in place with a retaining wall.

DESIGN GUIDELINES

TRAIL TURNS

IN-SLOPED TURNS

In-sloped turns can limit skidding and trail widening for mountain bike trail users at turns in the alignment while providing a fun and sustainable feature.

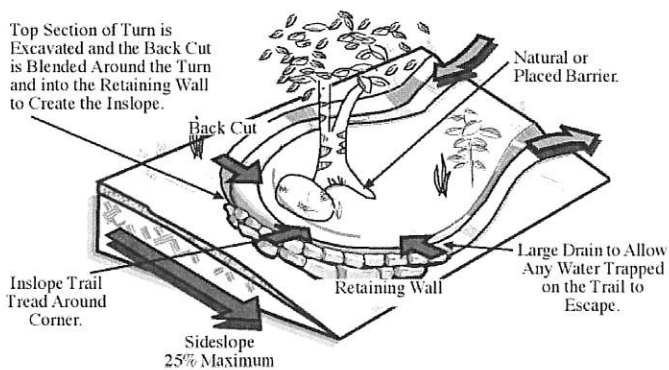
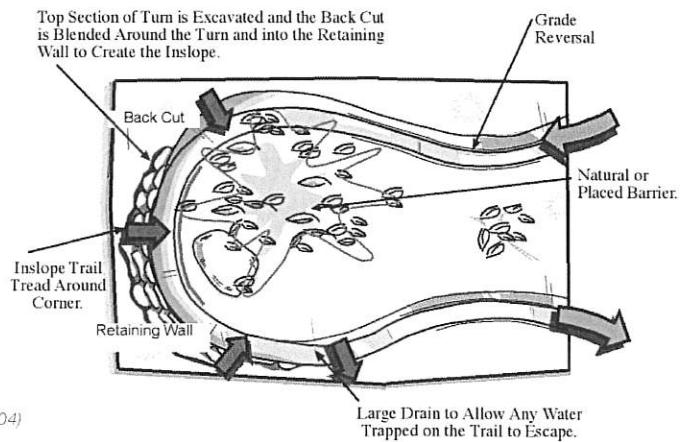


Image Credit: IMBA, Trail Solutions: IMBA's Guide to Building Sweet Singletrack (2004)



RECOMMENDED APPLICATION

Typical Placement

- In-sloped turns should be considered for any location where slowing is likely needed to allow a trail user to negotiate a turn.
- In-sloped turns work best on gentle sideslopes up to 25%.

Typical Construction

- Approaches should follow the contour and include grade reversals in advance of the turn.
- The approach above the turn should be kept at a relatively gentle grade (5-8%) to keep speeds in check prior to the turn.
- The approach below the turn should be brief but steep (around 15%).
- Keep the radius of the in-slope turn between 10 to 15 feet.
- Position the turn around a natural features such as a boulder or tree to prevent short-cutting of the turn.

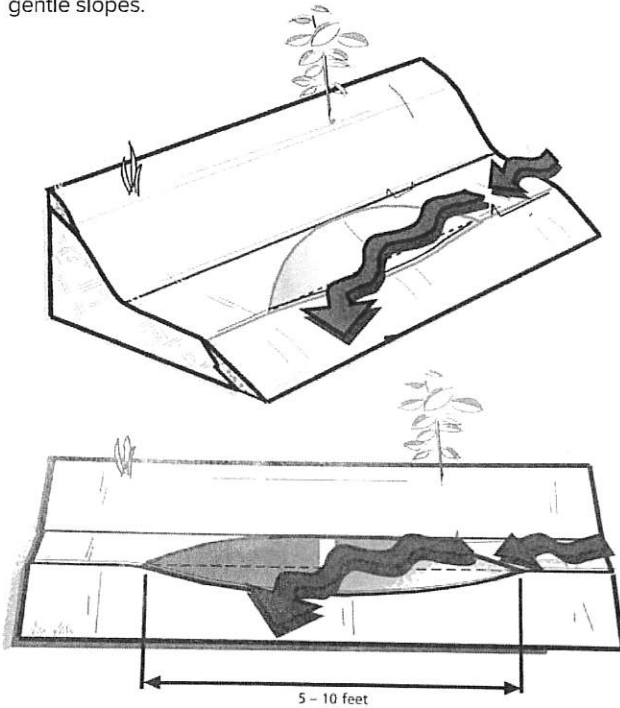
- Keep sightlines clear since trail users will be capable of navigating these turns at higher speeds.

DESIGN GUIDELINES

TRAIL DRAINAGE IMPROVEMENTS

KNICKS

Knicks are effectively out-sloped drains. Knicks can be utilized to re-direct water off of poorly draining sections of trails on gentle slopes.



RECOMMENDED APPLICATION

Typical Placement

- Knicks are normally located on gradual segments of existing trail where puddling occurs.
- Knicks should be located adjacent to ground lower than the trail so that the knick will have a place to drain.

Typical Construction

- Knicks should be constructed as semi-circular depressions, about 10-feet in diameter, that direct water to the outside of the trail.
- Knicks should be constructed with a 15 % max. out-slope.



Image / Photo Credit: Trail Solutions: IMBA's Guide to Building Sweet Singletrack (2004)

DESIGN GUIDELINES

TRAIL DRAINAGE IMPROVEMENTS

ROLLING GRADE DIPS

Rolling grade dips are useful in draining water from a trail whose slope is too steep to be drained by a knick alone. Rolling grade dips are preferred over waterbars which require frequent maintenance and compromise the trail user experience. Rolling grade dips may have limited application within the Foothills as they require cohesive soils that are not common throughout most of the project area.

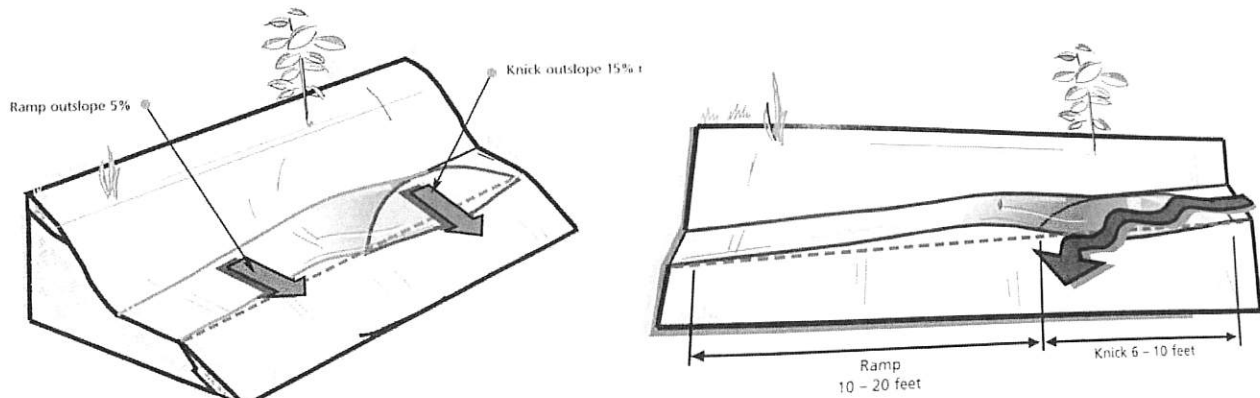


Photo Credit: IMBA. Trail Solutions: IMBA's Guide to Building Sweet Singletrack (2004)

DESIGN STANDARDS

Typical Placement

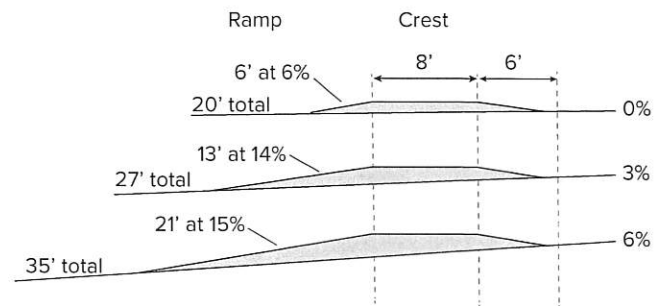
- Rolling grade dips are typically located at sections of trail where water flows down the trail rather than across it.
- Rolling grade dips can be employed on steeper slopes than knicks.
- Rolling grade dips should only be installed on cohesive soils. Sandy or gravelly soils are not conducive to construction of rolling grade dips.
- Rolling grade dips are best located at a natural roll or change in trail grade that can be enhanced.
- Rolling grade dips are generally most useful when placed near the mid-point of a segment of descending trail.

Typical Construction

- A rolling grade dip features a knick followed by a crest and a long, gentle ramp hindering water from flowing down the trail
- Ramps and crests should be thoroughly compacted

and consolidated to resist the velocity of water running down the trail.

- Typically, soil excavated from the knick can be used to construct the crest.



Diagrams adapted from MNDOT Trail Planning, Design and Development Guidelines (2006)

Wetland or Boggy Zone Crossing

Type 3 Puncheon

Type 3 puncheon also uses sleepers to support the structure, but the material is sawn timber or lumber, which should be treated with wood preservative (figure 48). This construction is popular at more accessible sites where materials are easier to transport. The longevity of treated wood and the environmental consequences and labor of cutting trees onsite make the use of sawn, treated timbers increasingly popular at remote sites as well. Helicopters, packstock, all-terrain vehicles, and workers carry in the materials.

The sleepers can be either 6- by 8- or 8- by 8-inch-square timbers placed as previously described. Two or three stringers rest on the sleepers and may be toenailed to the sleepers and bolted or nailed to the stringer in the next span. The stringers may also be attached to the sleepers with steel angles and extended (cantilevered) a short distance beyond the sleepers.

Type 3 puncheon

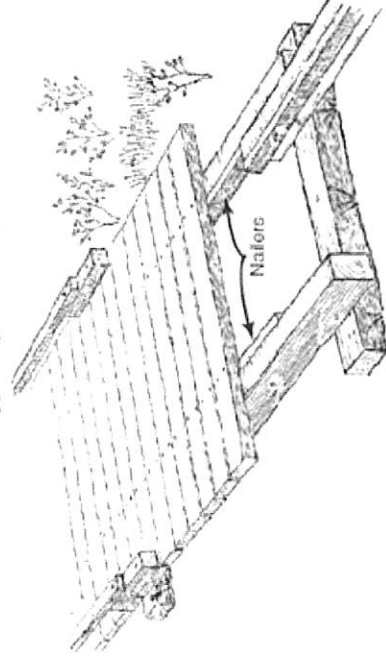
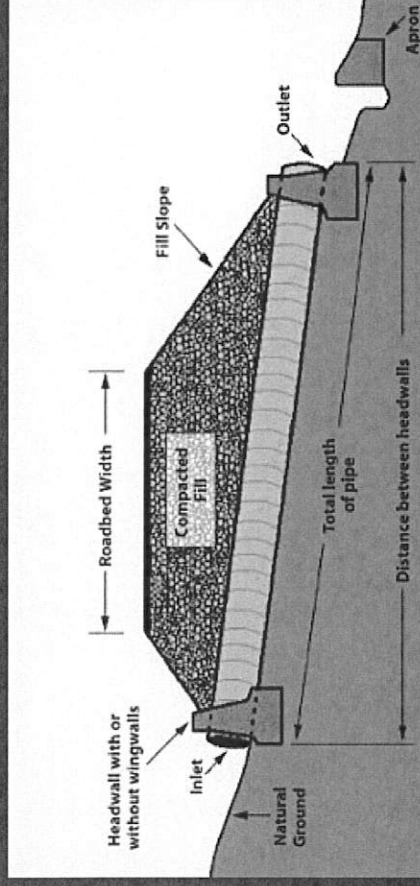
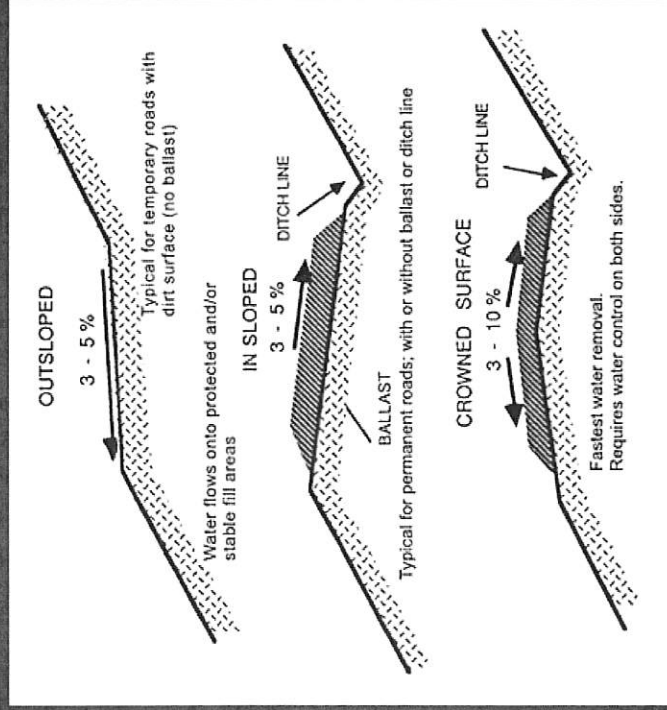


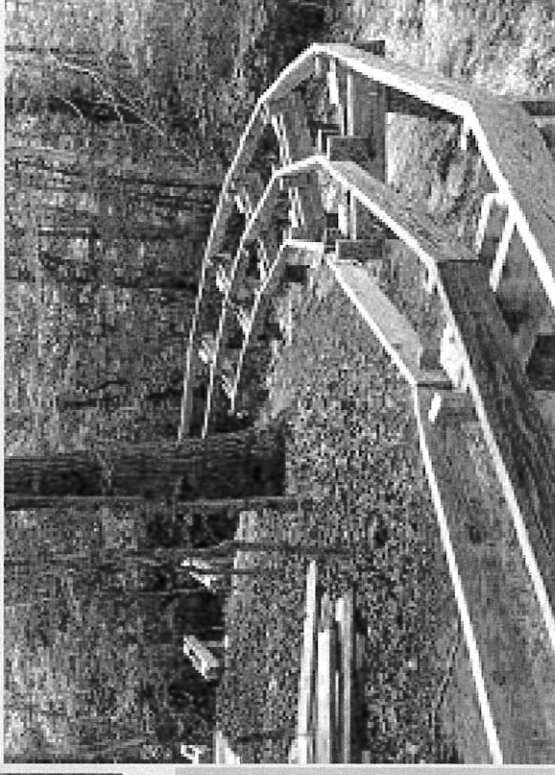
Figure 48—Type 3 puncheon is constructed from preservative treated timbers. The nailer bolted to the inside of each stringer helps prevent decay by concentrating screw holes and associated decay in the easily replaced nailers instead of the stringers.



Drainage Management Types (not wetland)

- *Important to note that diameter of culvert varies depending on
- Flow. This will be determined by the contractor and city
- Hydrologist and or an appointed person from the engineering dept.
- We typically recommend 10in-15in pipes for most applications when
- Necessary. However, sometimes, there is a need for larger culverts. It
- is greatly dependent on observed surface flow and scope of drainage patterns.

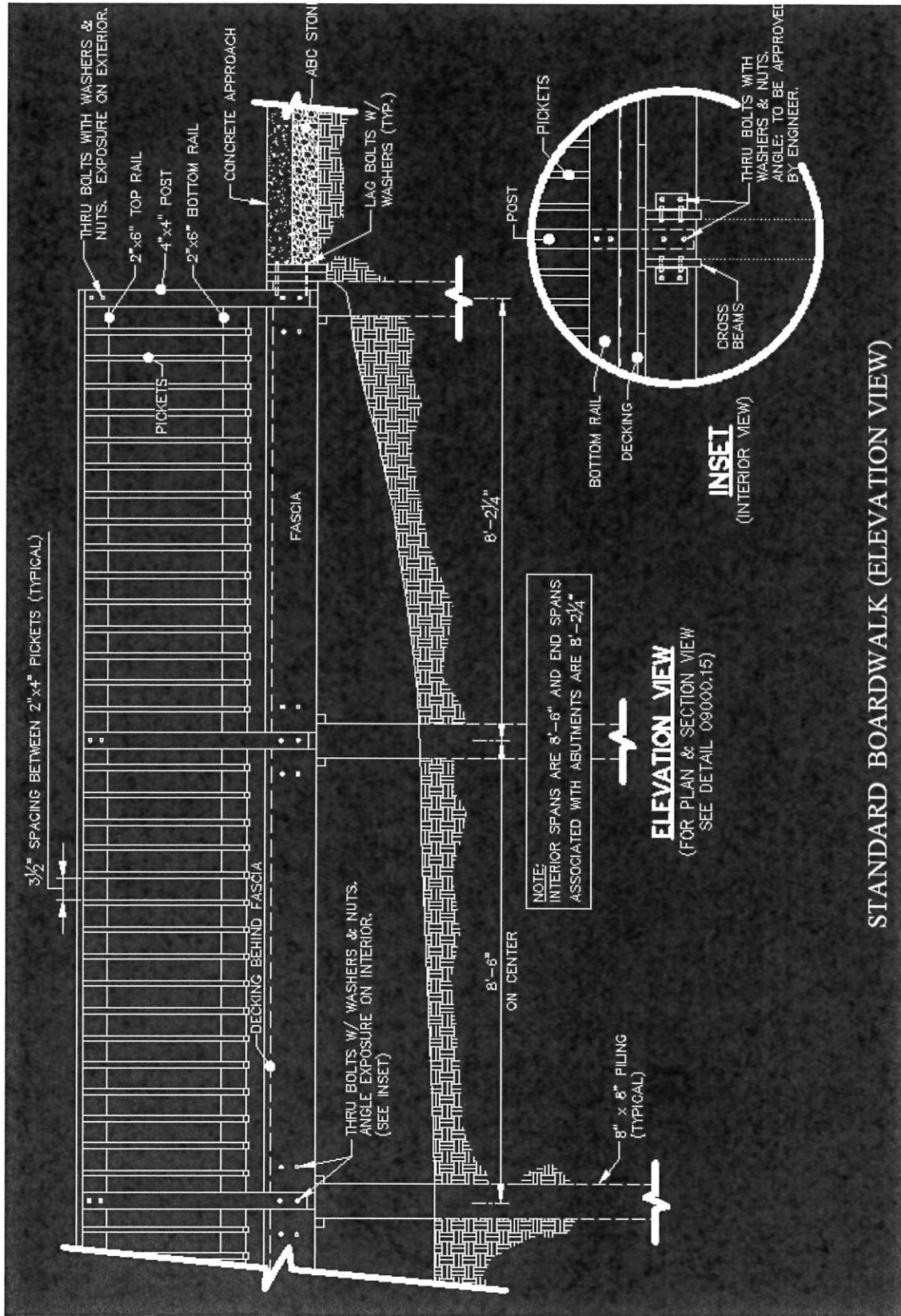
Bridge Examples



All bridges under 15ft are free-spanned structures that attach to sills on either end.

All bridges over 15ft are constructed using the trestle style sub-structure and will vary depending on the need and function of the bridge.

All bridges over 30in from ground height will trigger hand-railing and will meet standard code.



STANDARD BOARDWALK (ELEVATION VIEW)

Feasibility Analysis

- The town of Wolfeboro is poised to take existing infrastructure enhance it, add better wayfinding signage and advertise it on better platforms to attract more recreational based tourists.
- With the addition of the added trails on the ski area, Wolfeboro will have the much-needed infrastructure to attract destination-based mountain bike users.
- The added trails on the ski area will allow residents to enjoy a higher quality of life as well as the town to allow event programming to take shape that can be used as a venue.
- The trails are relatively fragmented now. By connecting, enhancing, signing and advertising the trails, Wolfeboro will transition from being a primarily water-based community to having trails tying directly into the economic vitality and reputation in the future.
- This future dynamic of how the trails positively affect the community will have direct impact on potential events, local businesses, quality of life as well as offer alternative mobility for those who use the trails to get around.
- The native soil is perfect for high-use recreational based trail. Many elements of professional trail building will be at play and will address many of the observed shortcomings of some of the existing single-track trails. At grade trails can be plagued with wet prone areas. Our goal with the new trails is to do it with industry standards and offer a better experience so that instead of just trails, they are amazing experiences that cater to the not only the intown resident, but the out of town visitor alike.
- The trails should be constructed in a way that they drive people to use them. People's motivation of being a part of the trails is the result of great trail building. The mission to support the trails should be a community effort. If the effort falls on the shoulders of volunteers and advocates, it will surely fall short. Ensure that the sustainability and maintenance of said trails to be at the forefront of community engagement and most importantly, they get used!

Public Comments

ARTICLE: A Pop Whalen Renovation & Expansion Project (BOND)

To see if the Town will vote to raise and appropriate the sum of Three Million Eight Hundred Thousand Dollars (\$3,800,000) for the purposes of renovating and expanding the Pop Whalen Ice Arena and shall be funded as follows:

Two Hundred Fifty Thousand (\$250,000) of said bond amount shall be assigned to the Pop Whalen Enterprise Fund for the purpose of upgrading the Ice Arena Chiller.

Three Million Five Hundred Fifty Thousand Dollars (\$3,500,000) of said bond amount to be reduced by donations and pledged donations currently estimated at Two Million Two Hundred Thirteen Thousand Dollars (\$2,213,000) generated by the Friends of Pop Whalen.

Two Hundred Fifty Thousand (\$250,000) of said bond amount shall be assigned to the Pop Whalen Enterprise Fund for the purpose of upgrading the Ice Arena Chiller.

Further to authorize the issuance of not more than Three Million Eight Hundred Thousand in bonds or notes for this purpose in accordance with the provision of RSA 33, the Municipal Finance Act, such sum to be reduced by any federal, state, or private funds made available therefor (including the aforementioned pledged donations) and to further authorize the Board of Selectmen to issue, negotiate, sell and deliver such bonds or notes, and to determine the rate of interest thereon, and the maturity, and other terms thereof: and to authorize the Board of Selectmen to apply for, obtain, and accept federal, state, or other aid, if any, which may be available for said project and to comply with all the laws applicable to said project. And to authorize the Board of Selectmen to take any other action or to pass any other vote relative thereto. Further to authorize the Selectmen to accept the give of pledged donations currently estimated at Two Million Two Hundred Thirteen Thousand (\$2,213,000) generated by the Friends of Pop Whalen to be used to offset the costs of the project and to reduce the amount needed to be bonded.

Estimated Tax Rate Impact:

2022 \$0.00 per \$1,000 Assessed Valuation

2023 \$0.00 per \$1,000 Assessed Valuation

2024 \$0.00 per \$1,000 Assessed Valuation

Recommended by the Board of Selectmen

Recommended by the Budget Committee

3/5 Majority vote required.

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ARTICLE B: Port Wedeln Drainage Upgrades (BOND)

To see if the Town will vote to raise and appropriate the sum of Four Hundred Thirty Thousand Two Hundred Ninety Dollars (\$430,290) for the purpose of securing drainage easements and constructing an adequate storm water drainage system. Further to authorize the issuance of Four Hundred Thirty Thousand Two Hundred Ninety Dollars (\$430,290) in bonds or notes for this project in accordance with the provisions of RSA 33, the Municipal Finance Act, and to further authorize the Board of Selectmen to issue, negotiate, sell, and deliver such bonds or notes and to determine the rate of interest thereon, and the maturity, and other terms thereof; and to authorize the Board of Selectmen to participate in the State Revolving Fund (SRF) RSA 486.14 established for this purpose and to allow the Board of Selectmen to expend such monies as become available from the Federal and State governments and to authorize the Board of Selectmen to take any action or to pass any other vote relating thereto.

Estimated Tax Rate Impact:

2022 \$0.00 per \$1,000 Assessed Valuation

2023 \$0.00 per \$1,000 Assessed Valuation

2024 \$0.00 per \$1,000 Assessed Valuation

Recommended by the Board of Selectmen

Recommended by the Budget Committee

3/5 Majority vote required.

Article C: Sewer Pump Station Upgrade Mill Street (SRF/BOND)

To see if the Town will vote to raise and appropriate the sum of One Hundred Thousand Dollars (\$1,530,000) for the purpose of replacing the sewer pump, electrical equipment and rehabilitation of the existing building. Further to authorize the issuance of One Million Five Hundred Thirty Thousand (\$1,530,000) in bonds or notes for this project in accordance with the provisions of RSA 33, the Municipal Finance Act, and to further authorize the Board of Selectmen to issue, negotiate, sell, and deliver such bonds or notes and to determine the rate of interest thereon, and the maturity, and other terms thereof; and to authorize the Board of Selectmen to participate in the State Revolving Fund (SRF) RSA 486.14 established for this purpose and to allow the Board of Selectmen to expend such monies as become available from the Federal and State governments and to authorize the Board of Selectmen to take any action or to pass any other vote relating thereto.

Estimated Tax Rate Impact:

2022 \$0.00 per \$1,000 Assessed Valuation

2023 \$0.00 per \$1,000 Assessed Valuation

2024 \$0.00 per \$1,000 Assessed Valuation

Recommended by the Board of Selectmen

Recommended by the Budget Committee

3/5 Majority vote required

Article D: Sewer Pump Station Upgrade Lehner Street

To see if the Town will vote to raise and appropriate the sum of One Million Two Hundred Thousand Dollars (\$1,270,000) for the purpose of engineering and constructing a new Lehner Street Sewer Pump Station. To allow the Board of Selectmen to expend such monies as become available from the Federal and State governments and to authorize the Board of Selectmen to take any action or to pass any other vote relating thereto. This project to be funded from the lawsuit settlement therefore this project will not result in any increase in the tax rate.

Estimated Tax Rate Impact:

2022 \$0.00 per \$1,000 Assessed Valuation

2023 \$0.00 per \$1,000 Assessed Valuation

2024 \$0.00 per \$1,000 Assessed Valuation

Recommended by the Board of Selectmen

Recommended by the Budget Committee

3/5 Majority vote required.

Article G: Water Treatment Plant Upgrades (SRF-BOND)

To see if the Town will vote to raise and appropriate the sum of One Million Four Hundred Seventy Thousand Dollars (\$1,470,000) for the purpose of engineering and constructing Water Treatment Plant and Water System Upgrades. Further to authorize the issuance of One Million Four Hundred Seventy Thousand Dollars (\$1,270,000) in bonds or notes for this project in accordance with the provisions of RSA 33, the Municipal Finance Act, and to further authorize the Board of Selectmen to issue, negotiate, sell, and deliver such bonds or notes and to determine the rate of interest thereon, and the maturity, and other terms thereof; and to authorize the Board of Selectmen to participate in the State Revolving Fund (SRF) RSA 486.14 established for this purpose and to allow the Board of Selectmen to expend such monies as become available from the Federal and State governments and to authorize the Board of Selectmen to take any action or to pass any other vote relating thereto. **\$735,000 Grant**

Estimated Tax Rate Impact:

2022 \$0.00 per \$1,000 Assessed Valuation

2023 \$0.00 per \$1,000 Assessed Valuation

2024 \$0.00 per \$1,000 Assessed Valuation

Recommended by the Board of Selectmen

Recommended by the Budget Committee

3/5 Majority vote required.

Article H: Seasonal Water Line Replacement (BOND)

To see if the Town will vote to raise and appropriate the sum of Five Hundred Thousand Dollars (\$500,000) for the purpose of replacing existing seasonal water lines with buried water mains throughout the water system. Further to authorized the issuance of (\$500,000) in bonds or notes for this project in accordance with the provisions of RSA 33, the Municipal Finance Act, and to further authorize the Board of Selectmen to issue, negotiate, sell, and deliver such bonds or notes and to determine the rate of interest thereon, and the maturity, and other terms thereof; and to authorize the Board of Selectmen to participate in the State Revolving Fund (SRF) RSA 486.14 established for this purpose and to allow the Board of Selectmen to expend such monies as become available from the Federal and State governments and to authorize the Board of Selectmen to take any action or to pass any other vote relating thereto.

Estimated Tax Rate Impact:

2022 \$0.00 per \$1,000 Assessed Valuation

2023 \$0.00 per \$1,000 Assessed Valuation

2024 \$0.00 per \$1,000 Assessed Valuation

Recommended by the Board of Selectmen

Recommended by the Budget Committee

3/5 Majority vote required.

Article I: Water Main Upgrades (SRF-BOND)

To see if the Town will vote to raise and appropriate the sum of Seven Hundred Twenty Thousand Dollars (\$720,000) for the purpose to evaluate, design and permit the replacement of any existing lead or galvanized service connections within the water distribution system. Further to authorize the issuance of Three Hundred Fifty-Eight Thousand Six Hundred Ninety Five Dollars (\$358,695) in bonds or notes for this project in accordance with the provisions of RSA 33, the Municipal Finance Act, and to further authorize the Board of Selectmen to issue, negotiate, sell, and deliver such bonds or notes and to determine the rate of interest thereon, and the maturity, and other terms thereof; and to authorize the Board of Selectmen to participate in the State Revolving Fund (SRF) RSA 486.14 established for this purpose and to allow the Board of Selectmen to expend such monies as become available from the Federal and State governments and to authorize the Board of Selectmen to take any action or to pass any other vote relating thereto. **The Town has receive NHDES ARPA Grant in the amount of \$361,305.**

Estimated Tax Rate Impact:

2022 \$0.00 per \$1,000 Assessed Valuation

2023 \$0.00 per \$1,000 Assessed Valuation

2024 \$0.00 per \$1,000 Assessed Valuation

Recommended by the Board of Selectmen

Recommended by the Budget Committee

3/5 Majority vote required.

ARTICLE JII: Dockside Upgrade Phase III (CASH)

To see if the Town will vote to raise and appropriate the sum of Three Hundred Thousand Dollars (\$300,000) for the purpose of reconstructing and upgrading the Wolfeboro Bay Commercial Docks and Wharf. This appropriation is non-lapsing pursuant to RSA 32:7, VI and shall lapse on December 31, 2027 or upon completion of the project whichever occurs first.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 Recommended by the Board of Selectmen
 Recommended by the Budget Committee
 Majority Vote Required

Article K: Electric Power Reconstruction of Turtle Island Road

To see if the Town will vote to raise and appropriate the sum of Two Hundred Seventy Thousand Dollars (\$270,000) for the purpose of reconstructing the overhead electrical distribution system on the Turtle Island Tap which includes the areas of Camp Road, Lady Francis, Wishing Well Lane and Governor Shores Road. The amount of \$270,000 shall be transferred from Electrical Enterprise Fund surplus. This expenditure will not result in any increase in the tax rate.

No Tax Rate Impact:
 (Recommended by the Board of Selectmen by a vote of
 (Recommended by the Budget Committee by a vote of
 Majority vote required

ARTICLE L Bay Street Sidewalks

To see if the Town will vote to raise and appropriate the sum of Fifty Five Thousand Dollars (\$55,000) for the purpose of designing and securing easements in preparation of future construction bid documents. This appropriation is non-lapsing pursuant to RSA 32:7, VI and shall lapse on December 31, 2023 or upon completion of the project, whichever occurs first.

Tax Rate Impact:
 Recommended by the Board of Selectmen by a vote of
 Recommended by the Budget Committee by a vote of
 Majority vote required

ARTICLE M: Operating Budget

Shall the Town of Wolfeboro raise and appropriate as an operating budget, not including appropriations by special warrant articles and other appropriations voted separately, the amounts set forth on the budget posted with the warrant or as amended by vote of the first session, for the purposes set forth therein, totaling \$28,653,102 Should this article be defeated, the default budget shall be \$28,304,031, which is the same as last year, with certain adjustments required by previous action of the Town of Wolfeboro or by law; or the governing body may hold one special meeting, in accordance with RSA 40:13, X and XVI, to take up the issue of a revised operating budget only.

Estimated Tax Rate Impact: 2022 \$0.00 per \$1,000 of Assessed Valuation
(Recommended by the Board of Selectmen by a vote of
(Recommended by the Budget Committee by a vote of
Majority vote required

ARTICLE O: LIBRARY LANDSCAPING

To see if the Town will vote to raise and appropriate the sum of two hundred fifty thousand dollars (\$250,000) for the purpose of Landscaping at the Wolfeboro Public Library. Further to authorize the Selectmen to accept grants, gifts, donations or pledges for this purpose which shall be used to reduce the amount to be expended from general taxation. This appropriation is non-lapsing pursuant to RSA 32:7, VI and shall lapse on December 31, 2023, or upon completion of the project whichever occurs first.

Estimated Tax Rate Impact: 2022--\$0.000 per \$1,000 of Assessed Valuation
(Recommended by the Board of Selectmen by a vote
(Recommended by the Budget Committee by a vote
Majority Vote Required.

ARTICLE: P AFSCME Contract Agreement

To see if the Town will vote to approve the cost items included in the one year collective bargaining agreement reached between the Board of Selectmen and Local #534 of the American Federation of State, County, and Municipal Employees (AFSCME) which calls for the following increases in salaries and benefits at current staffing levels

Year	Estimated Increase
------	--------------------

PENDING

And further to raise and appropriate (\$XXXXXX) for the current fiscal year: such sum representing the additional costs attributable to the increase in wages and benefits required by the new agreement over those that would be paid at current staffing levels.

Estimated Tax Rate Impact: 2022 \$.XX per \$1,000 of assessed valuation
 Recommended by the Board of Selectmen by a vote
 Recommended by the Budget Committee by a vote
 Majority Vote Required

Article Q: Town Road Upgrades

To see if the Town will vote to raise and appropriate the sum of (\$1,300,000) for the purpose of upgrading Town roads, sidewalks, and drainage systems. To authorize funds in the amount of One Million Dollars (\$1,000,000) from the Town's Unassigned Fund Balance to be used to pay for these road upgrades. (\$300,000) from general taxation shall be for the purpose of engineering and replacing Furthermore, passage of this article will authorize One Hundred Thousand Dollars (\$100,000) in funds shall be raised by general taxation. This appropriation is non-lapsing pursuant to RSA 32:7, VI and shall lapse on December 31, 2023 or, upon completion of the project, whichever occurs first.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 Recommended by the Board of Selectmen by a vote of
 Recommended by the Budget Committee by a vote of
 Majority vote required

Article Q1: Town Road Upgrades

To see if the Town will vote to raise and appropriate the sum of (\$330,000) from the Water Enterprise Fund for the purpose of upgrading existing water mains. This appropriation is non-lapsing pursuant to RSA 32:7, VI and shall lapse on December 31, 2023 or, upon completion of the project, whichever occurs first.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 Recommended by the Board of Selectmen by a vote of
 Recommended by the Budget Committee by a vote of
 Majority vote required

ARTICLE R: Dockside Parking Lot Upgrades Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of One Hundred Thousand Dollars (\$100,000) to be deposited in the existing Dockside Parking Lot Capital Reserve Fund, which is under the custody of the Trustees of Trust Funds. The Selectmen have been designated as agents to expend the fund in this Capital Reserve Fund.

Estimated tax rate impact 2022-- \$0.000 per \$1,000 of Assessed Valuation
 Recommended by the Board of Selectmen by a vote of
 Recommended by the Budget Committee by a vote of
 (Majority Vote Required)

Article S: Water Resources Non-Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of Fifty Thousand dollars (\$50,000) to be placed in the existing Non-Capital Reserve Fund pursuant to RSA 35:1-C for the purpose of a watershed management plan including, engineering, design, permitting, best management practices for storm water drainage and nutrient mitigation, grant matching, and education. Said Fund shall be under the custody of the Trustees of Trust Funds. Furthermore, to authorize the Selectmen as agents to expend from this Non-Capital Reserve Fund.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 (Recommended by the Board of Selectmen by a vote of
 (Recommended by the Budget Committee by a vote of
 Majority vote required

ARTICLE T Bridge Falls Path Lighting Replacement

To see if the Town will vote to raise and appropriate the sum of Two Hundred Fifty Thousand Dollars \$250,000 for the purpose of replacing the electrical system to include underground conduit, lamp posts, and lighting fixtures along Bridge Falls Path which runs from Foss Field to Center Street. The funding for this project shall be paid for by transferring forty thousand dollars (\$40,000) from the existing Bridge Falls Path Capital Reserve Fund. Furthermore, passage of this article will authorize two hundred ten thousand dollars (\$210,000) in funds shall be raised by general taxation. This appropriation is non-lapsing pursuant to RSA 32:7, VI and shall lapse on December 31, 2023 or, upon completion of the project, whichever occurs first.

Estimated Tax Rate Impact: 2022 \$0.000 Per \$1000. Of Assessed valuation
(Recommended by the Board of Selectmen)
(Recommended by the Budget Committee)
Majority Vote Required

ARTICLE U Public Safety Building Construction Document

To see if the Town will vote to raise and appropriate the sum of Three Hundred Thousand Dollars (\$300,000) for the purposes of developing construction grade bid documents for architectural/engineering fees for public safety services facility planning. This appropriation is non-lapsing pursuant to RSA 32:7, VI, and shall lapse on December 31, 2023, or upon completion of the project, whichever occurs first.

Estimated Tax Rate Impact: 2022--\$0.000 per \$1,000 of Assessed Valuation
(Recommended by the Board of Selectmen by a vote of
(Recommended by the Budget Committee by a vote of
Majority vote required

Article V Wastewater Treatment Plant Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of One Hundred Seventy Five Thousand Dollars (\$175,000) to be deposited in the existing Wastewater Treatment Plant Capital Reserve Fund, under the custody of the Trustees of Trust Funds. Furthermore the Selectmen have been designated as agents to expend this Capital Reserve Fund.

Estimated Tax Rate Impact: 2021 \$0.074 per \$1,000 of Assessed Valuation
Recommended by the Board of Selectmen by a vote of 5-0
Recommended by the Budget Committee by a vote of 7-1
Majority Vote Required

Article W: Public Works Vehicles and Equipment Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of One Hundred Eighty Five Thousand dollars (\$185,000) to be placed in the existing Public Works Vehicles and Equipment Capital Reserve Fund. Said Fund shall be under the custody of the Trustees of Trust Funds. Furthermore the Selectmen have been designated as agents to expend this Capital Reserve Fund.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 Recommended by the Board of Selectmen by a vote of
 Recommended by the Budget Committee by a vote of
 Majority vote required

Article X: Building Maintenance Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of Fifty Thousand dollars (\$50,000) to be placed in the existing Building Maintenance Capital Reserve Fund established for the purpose of making needed repairs and performing needed maintenance to the Town's building facilities. Said Fund shall be under the custody of the Trustees of Trust Funds. Furthermore the Selectmen have been designated as agents to expend this Capital Reserve Fund.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 Recommended by the Board of Selectmen by a vote of
 Recommended by the Budget Committee by a vote of
 Majority vote required

Article Y: Abenaki Ski Area Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of Twenty Thousand dollars (\$20,000) to be placed in the existing Abenaki Ski Area Capital Reserve Fund. Said Fund shall be under the custody of the Trustees of Trust Funds. Furthermore the Selectmen have been designated as agents to expend this Capital Reserve Fund.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 Recommended by the Board of Selectmen by a vote of
 Recommended by the Budget Committee by a vote of
 Majority vote required

Article Z: Fire Trucks and Apparatus Replacement Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of One hundred ninety six thousand Dollars (\$196,000) to be added to the existing Fire Trucks and Apparatus Replacement Capital Reserve Fund. Said funds shall be under the custody of the Trustees of Trust Funds. Furthermore the Selectmen have been designated as agents to expend this Capital Reserve Fund.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 Recommended by the Board of Selectmen by a vote of
 Recommended by the Budget Committee by a vote of
 Majority vote required

Article 1A: Dispatch Equipment Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of Fifty Thousand Dollars (\$50,000) to be placed in the existing Dispatch Equipment Capital Reserve Fund for the purpose of replacement of the dispatch console or other related equipment, installation, and other related expenses. Said Fund shall be under the custody of the Trustees of Trust Funds. Furthermore the Selectmen have been designated as agents to expend this Capital Reserve Fund

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 (Recommended by the Board of Selectmen by a vote of
 (Recommended by the Budget Committee by a vote of
 (Recommended by the Police Commission by a vote of
 Majority vote required

Article 2A: Heritage Commission Survey

To see if the town will vote to raise and appropriate the sum of SEVENTEEN THOUSAND DOLLARS (\$17,000) for the purpose of hiring a preservation consultant to carry out a TOWN WIDE historic resources survey that will serve as a foundation for future efforts to protect its historic character and help manage growth and change.

Completing this survey is identified as a high priority in the Arts, Culture and Heritage chapter of the Master Plan and is one of the primary purposes of the Heritage Commission.

The survey will provide an overview of the community including its geography, history, architecture, patterns of development, and important themes in its history. It will contain an extensive bibliography, maps, and listings of potential and already identified historic resources. This appropriation is non-lapsing pursuant to RSA 32:7, VI and shall lapse on December 31, 2023 or, upon completion of the project, whichever occurs first.

Estimated Tax Rate Impact: 2022 \$0.000 per \$1,000 of Assessed Valuation
 (Recommended by the Board of Selectmen by a vote of
 (Recommended by the Budget Committee by a vote of
 (Recommended by the Police Commission by a vote of
 Majority vote required

ARTICLE 3A: Solid Waste Repairs

To see if the Town will vote to raise and appropriate the sum of Fifty Five Thousand Dollars (\$55,000) for the purpose performing repairs at the Solid Waste Facility This appropriation is non-lapsing pursuant to RSA 32:7, VI and shall lapse on December 31, 2023 or upon completion of the project, whichever occurs first.

Tax Rate Impact:

Recommended by the Board of Selectmen by a vote of

Recommended by the Budget Committee by a vote of

Majority vote required

ARTICLE 4A: DPW Employee

To see if the Town will vote to raise and appropriate the sum of One Hundred Thirty Four Thousand Five Hundred Eighty Four Dollars (\$134,584) for the purpose of purchasing an additional 1.5 ton truck equipped for winter road maintenance. Furthermore to hire an equipment operator effective July 2022 in the Department of Public Works – Division of Highway. Should this be approved by voters this position will become of the AFSCME collective bargaining unit.

Vehicle	\$95,000
Position with benefits	\$39,581
Total	\$134,584

Tax Rate Impact:

Recommended by the Board of Selectmen by a vote of

Recommended by the Budget Committee by a vote of

Majority vote required

ARTICLE 5A: Sidewalks

To see if the Town will vote to raise and appropriate the sum of Fifty Thousand (\$50,000) to create a Sidewalk Capital Reserve Fund. Said funds shall be under the custody of the Trustees of Trust Funds. Furthermore the Selectmen have been designated as agents to expend this Capital Reserve Fund.

Tax Rate Impact:

Recommended by the Board of Selectmen by a vote of

Recommended by the Budget Committee by a vote of

Majority vote required