



# TOWN OF WARNER

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## Select Board Meeting DRAFT Minutes

**Tuesday, 6:30 pm, October 4, 2022 Main Hall, Warner Town Hall, 5 E Main St**

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### I. 6:30 pm - Open the Meeting/Roll Call

6:37 pm Select Board Chair Sam Bower Opened the meeting

**Present:** Select Board Chair Sam Bower, Select Person Christine Frost, Select Person Lois Shea.

**Also present:** Town Administrator Diane Ricciardelli, Director of Public Works Tim Allen

#### a. Highway

Sam Bower opened the meeting to discuss the vehicle fleet at the Highway Department. Tim has been looking for a truck to replace, the 2004 CV712 Mac Dump Truck. He found a possible replacement. If there is money left in the vehicle equipment line, and if we act soon, it will be here in the calendar year of 2023. If we do not act on it, it could be pushed out to 2024.

Tim has a 98 Mac, a 2004 and a 2007. Each have well over 150k miles. Last year he wanted to order one, and with covid and shortages, it was impossible to order. Last June/July Tim talked to Freight Lines. The last two we purchased were 10 wheelers. We are trying to standardize the fleet with freight liner. Mac trucks were a good fit for Warner when the past Public Works Director Alan Brown bought them. They are now a component truck, and Mac does not make their own parts. With the three we have, it is difficult to find body, steering and transmission parts because of the age of the vehicles so we trying to standardize now. Tim said five or six years ago, the Budget Committee asked where he wanted to go with the equipment. He suggested two 10 wheelers, two single axles standard vehicles, two 550's and a pickup.

That is where he thought we could be. Currently, there is not a day that goes by that there aren't 2 or 3 trucks in the buildings because he does not have the people to drive them -you need a CDL license – so he is trying to adapt. Right now, he said he was told that in order to order a vehicle similar to what we have we would have to order one that has only 2 (instead of 3) axles: same make and model but the dump body will be 4-5 feet shorter. To do that, Tim said he would have to wait until the 3<sup>rd</sup> quarter of next year and we would not see it until 2024.

Last week, Tim said he got a call from freight liner; they have a truck but it has a different engine. This means we would have different filters on the truck than what we have. They sent two quotes: One is for a 108 SD which is a smaller version of our 10 wheeler - we have 114 SD's - with a 370 power engine, and a 300 series transmission. It is a good enough transmission although it does not react the same as a 4000 series in the winter. If, for example, going up Horne Steet hill, the transmission will wait and shift and you spin out. The 4000 series shifts closer. These are all automatic.

The difference between the two is the smaller truck is less horse power, the transmission is smaller, the frame is smaller and the thickness of the frame is different. It has smaller brakes. The 114 SD is just like our 10 wheeler: this one has a cummings engine, is shorter, and has 2 axles rather than 3.

The difference in price: one is 117k, and the other is 139k - a difference of 22k dollars. Right now, Tim said he was going to trade in the '98, the oldest truck we have. This is a water truck. In the winter it is a sander and a plow.

The 2004 has had the hardest life of any - it has been on its side -it needs to go. The 2006 is at Charlebois. Tim said he was thinking he would not be able to order a new chassis until 3<sup>rd</sup> quarter of next year and wanted to put money in the truck to salvage more live out of it. He was going to put a dump body on it to have hauling capacity until we got the new truck. But now that we can get it in March, there is serious mechanical work that could be done so it can be used for the winter: sandblast the frame, take the stainless salt spreader and mount it on the frame. This would make it a winter plow truck only. That truck would plow, the '98 is a winter plow truck - trying to not have to buy a 550 to replace the '98. If we made it a winter truck, then we would take the 2004, trade or sell it, order the chassis 114 SD. Instead of putting the body on the old truck, put the new body on the new chassis - that would give us the two 10 wheeler. We would have the new truck, the two winter trucks and that would take care of the roads in the wintertime. The man-power we have (most of the PT help is winter), use the single axles. There are at least two trucks sitting because I need them for winter. I could spend 30k on the truck at Charlebois, and cosmetically make it sound to get another 4-5 years out of it.

The difference in the two vehicles - the cost, size, stability, HP - this is a better shot for the town, it is basically what we need to do to standardize.

There is 312K in the capital reserve: 134K for the chassis and 60-65K to outfit it with the new dump body - around 200K. With one extra dump truck, you need the capability. The 10 wheelers have been great, but it can only plow 20 miles of road in a storm. The new truck will require CDL.

Christine: You know what you need, and what will work best. You are as efficient as you can get. I want to be able to defend these decisions. We have the money. I just want to know that this has been planned all along. You are the expert and I trust you.

Tim Allen: The first 10 wheeler we bought is a 2013. So next year it will be 10 years old. We still have other vehicles that we should replace. Let's spend 34K or 40K now to get 4 or 5 more years out the older truck so when the time comes, we can replace the 10 wheeler and get the best value for trade in.

Lois: Are we deviating from the CIP? I completely trust you to manage the fleet.

If everyone is on board, Tim will order the truck, we will have a public hearing. October 25, add the public hearing for highway fleet.

**Other Business:** Sam wanted to mention the sidewalk conversation from the Select Board October 11 meeting. Sam hoped to get the OK to knock on doors to let people know the conversation was coming back, but now there is a meeting. We are taking input at the meeting from residents. Tim would like to talk to the people who manage the Transportation Alternative Plan (TAP) grant. At one point there was a process for receiving feedback.

Christine is clear that there is 20K for engineering only. The engineering part has not been done. If we do the engineering and not the pathway, we "eat the engineering costs".

The question is: Do you support spending money on engineering and if not, then do you support the entire project to get the project funded.

**Adjourn:** Meeting adjourned at 7:21.

Respectfully submitted,  
Diane Ricciardelli,  
Town Administrator