

FY 2013 Town Administrator's Capital Recommendation

| Department | Use: | Source: | | | Distribution of Tax Levy | | | | | | | | | | |
|----------------|---|--------------------|--------------------|--------------|--------------------------|----------------------|------------------|-------------------|------------------|-----------------------|----------------------|---------------------|-------------|-------------|-----------|
| | | FY 2013 Requests | TA Reccomm. | BoS Reccomm. | Tax Levy | Reserve W'Drawal | Grant | CapOutlay Article | CRF Article | MTF Article | Est. Bal 12/31/2012 | Est. Bal 12/31/2013 | ARC | Target | Ceiling |
| Administration | Re-Appraisal (1) | \$24,000 | \$24,000 | | \$24,000 | (1) | | | \$24,000 | | \$104,500 | \$27,500 | \$24,000 | \$200,000 | \$288,000 |
| | Personnel Liability Fund | \$14,500 | \$14,500 | | \$14,500 | | | \$14,500 | | \$88,250 | \$102,750 | \$14,500 | - | - | |
| | Communication Technology | \$22,500 | \$22,500 | | \$22,500 | | | \$22,500 | | \$137,500 | \$160,000 | \$22,500 | - | - | |
| | Software Update (2) | \$100,000 | \$100,000 | | \$100,000 | | \$100,000 | | | | | | | | |
| | Maintenance Trust Funds - Historic Buildings (3) | \$12,500 | \$12,500 | | \$5,000 | | | | \$12,500 | \$51,500 | \$56,500 | \$22,400 | \$54,250 | \$65,000 | |
| | Maintenance Trust Funds - Municipal Buildings | \$37,500 | \$37,500 | | \$45,000 | | | | \$37,500 | \$600,000 | \$620,000 | \$299,000 | \$1,208,000 | \$1,450,000 | |
| | Shelving/Storage System @ Basement | \$10,000 | \$10,000 | | \$10,000 | | | | | | | | | | |
| Recreation | States Landing Study | \$11,525 | - | | - | | | | | | | | | | |
| | GYM @ SAU Feasibility Study Per BRC | \$17,500 | \$17,500 | | \$17,500 | | | | | | | | | | |
| | 20 Passenger Coach Bus | \$25,000 | - | | - | | | | | | | | | | |
| | Phase II Retrofit | \$37,500 | \$37,500 | | \$37,500 | | | | | | | | | | |
| Fire | Capital Outlay Fire Equip. - Protective Clothing | \$15,000 | \$15,000 | | \$15,000 | | \$15,000 | | | | | | | | |
| | Capital Reserve Account - Fire Fighting Equipment | \$110,000 | \$110,000 | | \$110,000 | | | \$110,000 | | \$219,500 | \$329,500 | \$108,300 | \$489,000 | \$733,500 | |
| | Maintenance Trust Funds - Dry Hydrants | \$10,000 | \$2,500 | | \$2,500 | | | | \$2,500 | \$47,000 | \$49,500 | | | | |
| Police | 2012 Police Cruiser - Utility (4) | \$50,539 | \$50,500 | | \$50,500 | | | | | | | | | | |
| | PD Communications CRF | \$7,000 | \$2,500 | | \$2,500 | | | \$2,500 | | \$35,000 | \$37,500 | N/A | N/A | N/A | |
| | Community Substance Abuse | \$4,300 | \$4,300 | | \$4,300 | | | \$4,300 | | \$14,750 | \$14,750 | Varies | \$14,750 | \$14,750 | |
| Public Works | 6 Wheel w/plow/sander etc | \$170,000 | \$170,000 | | \$12,500 | \$157,500 | | \$12,500 | | | | | | | |
| | Wood Furnace @ Highway Garage | \$25,000 | - | | - | | | | | | | | | | |
| | Acquire Map/Lot 116/5 @ Highway Garage (5) | \$77,000 | \$77,000 | | - | \$67,000 \$10,000 | | | | \$106,500 \$41,500 | \$40,000 \$31,500 | N/A N/A | N/A N/A | N/A N/A | |
| | Capital Reserve Account - DPW Equipment | \$160,000 | \$160,000 | | \$160,000 | | | \$160,000 | | \$347,500 | \$350,000 | \$160,000 | \$550,000 | \$660,000 | |
| | B&G Lees Mills | \$3,000 | \$3,000 | | \$3,000 | | | | \$3,000 | \$14,500 | \$17,500 | \$2,700 | \$11,000 | \$13,000 | |
| | 2012 Roads Program | \$775,000 | \$775,000 | | \$635,000 | | \$140,000 | | | | | | | | |
| | Flooring Replacement & Painting | \$25,000 | \$25,000 | | - | \$25,000 | | | | | | | | | |
| ODS | Milfoil Trust Fund | \$190,000 | \$190,000 | | \$190,000 | | | | \$190,000 | \$25,000 | \$25,000 | N/A | N/A | N/A | |
| Totals | | \$1,934,364 | \$1,860,800 | \$0 | \$1,461,300 | \$259,500 | \$140,000 | \$127,500 | \$337,800 | \$245,500 | \$1,833,000 | \$1,862,000 | | | |

Note: (1) CRF is being tapped for \$110k to offset operating budget.
(4) Offset by anticipated \$4,500 in grants.

(2) Offset by application of fund balance at time of setting tax rate.
(5) Funds being tapped are Land Acquisition Fund and ConCom fund.

(3) Annual contribution is slowed as we approach ceiling.

YEAR ON YEAR COMPARISON OF TOTAL VS. TAX LEVY - FOR ILLUSTRATION PURPOSES ONLY

| Final FY 2012 | | | | | Tentative FY 2013 | | | | |
|--------------------------------|-----------|-----------|-------------|-------------|-------------------|-------------|-----------|-----------|----------------------------------|
| Item | Reserves | Grants | Taxes | Total | Use: Total | From: Taxes | Grants | Reserves | Item |
| Roads | - | \$140,000 | \$610,000 | \$750,000 | \$775,000 | \$635,000 | \$140,000 | - | Roads |
| Turnout Gear | - | - | \$15,000 | \$15,000 | \$15,000 | \$15,000 | - | - | Turnout Gear |
| Software | - | - | \$100,000 | \$100,000 | \$100,000 | \$0 | - | - | Software * |
| Police Cruiser | - | - | \$35,000 | \$35,000 | \$50,500 | \$50,500 | - | - | Police Cruiser |
| DPW 1 ton Pick-up | \$35,000 | - | \$10,000 | \$45,000 | \$170,000 | \$12,500 | - | \$157,500 | DPW 10 wheel Dump Truck |
| Refit DPW P'up-> FD Utility 1 | - | - | \$25,000 | \$25,000 | - | - | - | - | |
| Facilities Flooring & Painting | \$25,000 | - | - | \$25,000 | \$25,000 | - | - | \$25,000 | Facilities Flooring & Painting |
| FD Engine 3 Repair | \$50,000 | - | - | \$50,000 | \$10,000 | \$10,000 | - | - | Basement Shelving System |
| | | | | | \$17,500 | \$17,500 | - | - | BRC/SAU Gym et al Facility Study |
| | | | | | \$37,500 | \$37,500 | - | - | Pathway Retrofits |
| | | | | | \$77,000 | - | - | \$67,000 | Land @ Highway Garage (1) |
| | | | | | | | | \$10,000 | ConCom Fund (2) |
| Personnel Liability CRF | - | - | \$14,500 | \$14,500 | \$14,500 | \$14,500 | - | - | Personnel Liability CRF |
| Community Substance CRF | - | - | \$10,150 | \$10,150 | \$4,300 | \$4,300 | - | - | Community Substance CRF |
| Communication Technology CRF | - | - | \$22,500 | \$22,500 | \$22,500 | \$22,500 | - | - | Communication Technology CRF |
| Appraisal CRF | - | - | \$24,000 | \$24,000 | \$24,000 | \$24,000 | - | - | Appraisal CRF |
| Firefighting Equipment CRF | - | - | \$109,000 | \$109,000 | \$110,000 | \$110,000 | - | - | Firefighting Equipment CRF |
| Police Communications CRF | - | - | \$2,500 | \$2,500 | \$2,500 | \$2,500 | - | - | Police Communications CRF |
| DPW Equipment CRF | - | - | \$160,000 | \$160,000 | \$160,000 | \$160,000 | - | - | DPW Equipment CRF |
| Historic Building CRF | - | - | \$12,500 | \$12,500 | \$5,000 | \$5,000 | - | - | Historic Building CRF |
| Municipal Building CRF | - | - | \$35,000 | \$35,000 | \$45,000 | \$45,000 | - | - | Municipal Building CRF |
| Milfoil | - | - | \$195,000 | \$195,000 | \$190,000 | \$190,000 | - | - | Milfoil |
| Lee's Mills | - | - | \$3,000 | \$3,000 | \$3,000 | \$3,000 | - | - | Lee's Mills |
| Dry Hydrant | - | - | \$2,500 | \$2,500 | \$2,500 | \$2,500 | - | - | Dry Hydrant |
| Rescue 1 lease** (1/5) | - | - | *** | *** | \$89,906 | \$89,906 | - | - | Rescue 1 lease** (2/5) |
| Grader Lease (3/5) | - | - | \$49,395 | \$49,395 | \$49,395 | \$49,395 | - | - | Grader Lease (4/5) |
| Backhoe Lease (2/5) | - | - | \$18,358 | \$18,358 | \$18,358 | \$18,358 | - | - | Backhoe Lease (3/5) |
| | \$110,000 | \$140,000 | \$1,453,403 | \$1,703,403 | \$2,018,458 | \$1,518,958 | \$140,000 | \$259,500 | |
| | | | | | 18.50% | 4.51% | | | |

* This replaces the FY 2012 appropriation and is offset at tax setting time by an application of fund balance.

** The year 1 of \$100k was unplanned and has therefore not been included in the baseline from which the 5% cap was calculated.

MEMORANDUM – OFFICE OF THE TOWN ADMINISTRATOR

TO: BoS
FROM: Carter Terenzini, Town Administrator
RE: 2012 Capital Outlay & Contributions
DATE: November 10, 2012
CC: R. Brown; B. Woodruff

Carter



Although I have laid out my proposed FY 2013 capital outlay and contributions throughout the budget text, I want to recap any other variations from the proposal of the CIPC. The first set is the:

- Funding of the Blue Ribbon Commission Recommended GYM Facility Study: The BRC laid substantial groundwork for this and it is a high priority for the Recreation Department
- Purchase of the 6 Wheel Dump w/Cash and Reserves: I am trying to resort to leases only when I cannot see another way to meet a need and live w/in the 5% cap. The proposal to lease the vehicle reduces our options for the future in my opinion.
- Carrying the Gross Cost of the Cruiser: The grants are most likely but not assured and I have carried the gross cost of the vehicle.

The changes above, and an effort to stay below the 5% annual growth cap on outlays and reserve contributions, caused me to defer the DPW Boiler & Recreation Coach Bus items.

The second variance is a net zero sum expenditure and is the:

- Purchase of Land @ Highway Garage: This is of high priority for the DPW, ConCom, and Recreation Department(s) which – in my opinion – did not receive its due recognition.

I will share this with the CIPC and let them know I'd be happy to come in to address any questions that they might have.

| | B | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S |
|----|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------------|----------------|--------------|
| 1 | Project | CIPC Recommendation | Multi-Year Project Totals | 2019 | 2020 |
| 2 | | Class | 2013 | Class | 2014 | Class | 2015 | Class | 2016 | Class | 2017 | Class | 2018 | | | |
| 3 | Facilities Flooring Replacement & Repainting | 3 | \$ 25,000.00 | | | | | | | | | | | \$ 25,000.00 | | |
| 4 | Public Safety Building Slab Replacement/Repair | | | 2 | \$ 175,000.00 | | | | | | | | | \$ 175,000.00 | | |
| 5 | Alternative Heating System - DPW Garage | 3 | \$ 25,000.00 | | | | | | | | | | | \$ 25,000.00 | | |
| 6 | Public Safety Building Roofing Replacement | | | 2 | \$ 50,000.00 | | | | | | | | | \$ 50,000.00 | | |
| 7 | Public Safety Parking Lot Replacement | | | | | | | 3 | \$ 265,000.00 | | | | | \$ 265,000.00 | | |
| 8 | Facilities Energy Upgrades | | | 3 | \$ 60,000.00 | 3 | \$ 66,000.00 | 3 | \$ 70,000.00 | 3 | \$ 75,000.00 | | | \$ 271,000.00 | | |
| 9 | Highway Garage Building Maintenance Bay Addition | | | | | | | | | 4 | \$ 400,000 | | | \$ - | | |
| 10 | | | | | | | | | | | | | | | | |
| 11 | Road Projects | 2 | \$ 775,000.00 | 2 | \$ 800,000.00 | 2 | \$ 825,000.00 | 2 | \$ 850,000.00 | 2 | \$ 875,000.00 | 2 | \$ 900,000.00 | \$ 5,025,000.00 | | |
| 12 | 2013 6 Wheel Dump Truck w/Plow, Wing and Sander lease-purchase | 2 | \$ 170,000.00 | | | | | | | | | | | \$ 170,000.00 | | |
| 13 | 2014 550 Style 6 Wheel Dump Truck w/Plow, Wing and Sander | | | 2 | \$ 95,000.00 | | | | | | | | | \$ 95,000.00 | | |
| 14 | Commercial Lawn Mower | | | 4 | \$ 15,000 | | | | | | | | | \$ - | | |
| 15 | Tele-Arm Bucket Lift | | | 3 | \$ 65,000.00 | | | | | | | | | \$ 65,000.00 | | |
| 16 | 2014 35-40hp Tractor w/Snow Blower Attachment | | | 3 | \$ 45,000.00 | | | | | | | | | \$ 45,000.00 | | |
| 17 | Pay-Loader Replacement w/Plow and Broom | | | | | 3 | \$ 225,000.00 | | | | | | | \$ 225,000.00 | | |
| 18 | 2016 6 Wheel Dump Truck | | | | | | | 2 | \$ 175,000.00 | | | | | \$ 175,000.00 | | |
| 19 | 2016 1-Ton Pickup w/Plow and Sander | | | | | | | 2 | \$ 55,000.00 | | | | | \$ 55,000.00 | | |
| 20 | Commercial Lawn Mower | | | | | | | | | 4 | \$ 15,000 | | | \$ - | | |
| 21 | Skid Steer Replacement w/quick attach snow blower, bucket, forks & sweeper | | | | | | | | | | | 2 | \$ 55,000.00 | \$ 55,000.00 | | |
| 22 | 2018 19.5k GVW- 6 Wheel Dump Truck w/Plow, Wing and Sander | | | | | | | | | | | 2 | \$ 95,000.00 | \$ 95,000.00 | | |
| 23 | Grader Lease | 5 | \$ 49,395.00 | 5 | \$ 49,395.00 | | | | | | | | | \$ 98,790.00 | | |
| 24 | Backhoe Lease | 5 | \$ 18,385.00 | 5 | \$ 18,385.00 | 5 | \$ 18,385.00 | | | | | | | \$ 55,155.00 | | |
| 25 | | | | | | | | | | | | | | | | |
| 26 | Replacement of Rescue1 - \$450K est - \$100K 5yr lease-purchase | 5 | \$ 100,000.00 | 5 | \$ 100,000.00 | 5 | \$ 100,000.00 | 5 | \$ 100,000.00 | | | | | \$ 400,000.00 | | |
| 27 | Replacement of First Responder Medical Vehicle (1)(Rescue 2) | | | 2 | \$ 145,000.00 | | | | | | | | | \$ 145,000.00 | | |
| 28 | Replacement of First Responder Medical Vehicle (2) (Rescue 3) | | | | | 2 | \$ 44,000.00 | | | | | | | \$ 44,000.00 | | |
| 29 | Replacement of Pumper (Engine 2) lease-purchase | | | | | | | 1 | \$ 78,000.00 | 5 | \$ 78,000.00 | 5 | \$ 78,000.00 | \$ 234,000.00 | \$ 78,000.00 | \$ 78,000.00 |
| 30 | Replacement of Chief's Command Vehicle | | | | | | | | | 3 | \$ 55,000.00 | | | \$ 55,000.00 | | |
| 31 | Replacement of Forestry Vehicle (combine replacement of F1&R3) | | | | | | | | | | | 3 | \$ 145,000.00 | \$ 145,000.00 | | |
| 32 | | | | | | | | | | | | | | | | |
| 33 | Purchase Parcel at Map 116 Lot 5-Greene's Basin Road-cost tentative | 7 | \$ 67,000 | | | | | | | | | | | \$ - | | |
| 34 | Purchase Parcel at 1091 Whittler Highway adjacent to Berry Pond | | | | | | | | | | | 3 | \$ 250,000.00 | \$ 250,000.00 | | |
| 35 | Purchase Parcel at 34 Berry Pond Way adjacent to Berry Pond | | | | | | | 7 | \$ 150,000 | | | | | \$ - | | |
| 36 | Purchase Parcel at 10 Orchard Drive adjacent to Moultonborough Academy | | | | | | | | | 7 | \$ 285,000 | | | \$ - | | |
| 37 | Basement Shelving System for Town Records | 2 | \$ 10,000.00 | 2 | \$ 10,000.00 | 2 | \$ 10,000.00 | | | | | | | \$ 30,000.00 | | |
| 38 | | | | | | | | | | | | | | | | |
| 39 | Replace 2009 Crown Victoria Cruiser w/2013 Ford Police Interceptor Utility | 2 | \$ 45,545.00 | | | | | | | | | | | \$ 45,545.00 | See Note Below | |
| 40 | Replace 2009 Crown Victoria Cruiser w/2014 Ford Police Interceptor Sedan | | | 2 | \$ 51,139.00 | | | | | | | | | \$ 51,139.00 | | |
| 41 | Replace 2007 Crown Victoria K-9 Cruiser w/2015 Ford Police Interceptor Sedan | | | | | 4 | \$ 49,000 | | | | | | | \$ - | | |
| 42 | Replace 2010 Crown Victoria Cruiser w/2015 Ford Police Interceptor Sedan | | | | | 2 | \$ 51,139.00 | | | | | | | \$ 51,139.00 | | |
| 43 | Replace 2007 Ford Expedition w/2016 Ford Police Interceptor Sedan | | | | | | | 2 | \$ 51,139.00 | | | | | \$ 51,139.00 | | |
| 44 | Replace 2008 Chevy Impala Cruiser w/2017 Ford Police Interceptor Utility | | | | | | | | | 2 | \$ 51,139.00 | | | \$ 51,139.00 | | |
| 45 | Replace 2012 Ford Police Interceptor w/2017 Ford Police Interceptor Sedan | | | | | | | | | 2 | \$ 51,139.00 | | | \$ 51,139.00 | | |
| 46 | Replace 2013 Ford Police Interceptor w/2018 Ford Police Interceptor Sedan | | | | | | | | | | | 2 | \$ 51,139.00 | \$ 51,139.00 | | |
| 47 | | | | | | | | | | | | | | | | |
| 48 | Rehab Baseball Field at Playground Drive | | | 2 | \$ 35,000.00 | 2 | \$ 150,000.00 | 2 | \$ 150,000.00 | | | | | \$ 335,000.00 | | |
| 49 | Install Lights at Baseball Field at Playground Drive | | | | | 3 | \$ 100,000.00 | | | | | | | \$ 100,000.00 | | |
| 50 | 20 Passenger Coach Bus | 3 | \$ 25,000.00 | | | | | | | | | | | \$ 25,000.00 | | |
| 51 | Phase III Moultonborough Neck Pathway Concept Design only -match & construction only if TE grant approved | | | | | 3 | \$ 35,000.00 | 3 | \$ 38,500.00 | 3 | \$ 175,000.00* | 3 | \$ 175,000.00* | \$ 73,500.00 | | |
| 52 | Ice Rink - Maintenance Building 24' x 24' Addition | 4 | \$ 30,000 | | | | | | | | | | | \$ - | | |
| 53 | Retrofit Moultonborough Pathway for Usability | 3 | \$ 37,500.00 | 3 | \$ 37,500.00 | 3 | \$ 37,500.00 | 3 | \$ 37,500.00 | | | | | \$ 150,000.00 | | |
| 54 | Feasibility Study for Construction of Bldg. w/gym, program space, offices, storage | 4 | \$ 17,500 | | | | | | | | | | | \$ - | | |
| 55 | Construct level Concrete floor for Ice Rink | | | 3 | \$ 35,000.00 | | | | | | | | | \$ 35,000.00 | | |
| 56 | | | | | | | | | | | | | | | | |
| 57 | Reconstruct MA Entrance Drive Drainage | | | | | 2 | \$ 60,000.00 | | | | | | | \$ 60,000.00 | | |
| 58 | Replace School Truck and Plow | | | | | | | 2 | \$ 30,000.00 | | | | | \$ 30,000.00 | | |
| 59 | Replace Lobby Storefront at MA | | | | | | | | | | | 3 | \$ 75,000.00 | \$ 75,000.00 | | |
| 60 | | | | | | | | | | | | | | | | |
| 61 | | Class | 2013 | Class | 2014 | Class | 2015 | Class | 2016 | Class | 2017 | Class | 2018 | | | |
| 62 | TOTALS | | \$ 1,280,825.00 | | \$ 1,771,419.00 | | \$ 1,722,024.00 | | \$ 1,900,139.00 | | \$ 1,185,278.00 | | \$ 1,649,139.00 | \$ 9,508,824.00 | \$ 78,000.00 | \$ 78,000.00 |
| 63 | TOTAL CAPITAL RESERVE AMOUNT REQUIRED | | \$ 334,250.00 | | \$ 359,000.00 | | \$ 377,000.00 | | \$ 399,667.00 | | \$ 418,700.00 | | \$ 432,550.00 | \$ 2,321,167.00 | | |
| 64 | | | | | | | | | | | | | | | | |
| 65 | LEGEND: Priority Codes | | | | | | | | | | | | | | | |
| 66 | Class 1= Urgent Need-Immediately for health & safety needs | | | | | | | | | | | | | | | |
| 67 | Class 2= Justified Need-to maintain basic level & quality services | | | | | | | | | | | | | | | |
| 68 | Class 3= Desirable-to improve quality & level of service | | | | | | | | | | | | | | | |
| 69 | Class 4= Unprogrammed-not enough info provided to evaluate need | | | | | | | | | | | | | | | |
| 70 | Class 5= Prior Approved Expense | | | | | | | | | | | | | | | |
| 71 | Class 6= Not Considered | | | | | | | | | | | | | | | |
| 72 | Class 7= Not Recommended | | | | | | | | | | | | | | | |
| 73 | Police Interceptor Note: A laptop computer is included in this total, however, the CIPC believes that in the future, computers not be included in the capital request because the life expectancy of computers is less than 5 years/\$10K cost. | | | | | | | | | | | | | | | |

Moultonborough Recreation Department

Memo Re: Capital Requests

From: Donna Kuethe, Recreation Director

As part of the budget process for FY 2013 I have included the following for consideration and discussion for capital expenditure.

Feasibility Study for Recreation Dept. Building – this remains our number one priority and is made based on the recommendation of the Blue Ribbon Commission on Recreation facilities.

Purchase of a small coach bus – As presented to the Capital Improvement Committee this request is made to be able to offer more affordable trips and activities – to seniors primarily, but also to families and teens. All back-up materials and cost effectiveness have been submitted to the CIPC.

The two requests listed above are in order of priority. There is no expectation that both will be accepted for 2013. I listed the second priority (bus) to be considered if the first one is not accepted.

Retro-fit Phase II of the Moultonborough Pathway – I have requested the \$37,500.00 to be put towards ongoing retrofitting of this phase of the pathway.

States Landing Study – See separate memo.

MOULTONBOROUGH RECREATION DEPT.

MEMO: Re: States Landing Study

FROM: Donna Kuethe, Recreation Director

A proposal put forth by R.W. Gillespie, Engineering to help to determine the feasibility of improving the negative conditions affecting the swimming area at States Landing was included in the 2007 Recreation Dept. Strategic Plan. Since then I have brought that proposal forward as part of the budget process. It has not made it to the final budget package and yet has remained on the radar screen.

In working with the TA on clarifying questions concerning the scope of the original proposal, I contacted R.W. Gillespie for an updated quote and to answer those areas needing clarification. I discovered that Robert Gillespie has retired and after filling in his replacement, Eric Wiberg, on what we were looking for, I was notified that the firm of R.W. Gillespie would not be able to help us with our project. Mr. Wiberg did provide me with several engineering firms with a focus on projects such as ours and that may be better suited to assist us. I am currently in the process of trying to secure figures and scope of services for the 2013 budget process.

The future of this Recreation area remains a priority for the Recreation Dept. The quality of the swimming area is only a portion of the issue. We have three general items to consider. One, of course, is the future of the swimming area. That is the main issue. If we could return the swimming area to its former glory, how much would that cost and how long before conditions that caused the problems resurface?

The next issue is that States Landing has a popular boat launch that needs attention.

In addition, there are several acres of valuable land that could be utilized as more of a park and passive recreation area. Even if it is not cost effective to correct the swim area issues, would we be better served to allow non-motorized access i.e. canoe and kayak in the area that is now designated as a swim area and to create a more appealing park?

On a personal note, my heart is very much at States Landing. My first job in Moultonborough was the swimming instructor there. It was a large swimming area with docks and a raft and many families who frequented it daily. It is so sad to see it now with its postage stamp size swimming area and largely deserted except for a few die-hards in the neighborhood. I do hear from them on a regular basis and they express their frustration that more is not – and has not been done – to that very valuable piece of property.

The future of States Landing was addressed in the Recreation Strategic Plan submitted in 2007. Unfortunately, like so much else that had been included in that plan, the “hot potato” issue of the community center took center stage and all other project planning fell victim. This, really needs to be addressed, studied and a plan in place for the future of this facility.

I look forward to moving this to the fore front of the Recreation Dept.’s future improvements.

Thank you.



CORZILIUS MATUSZEWSKI KRAUSE ARCHITECTS. P.A.

ARCHITECTURE INTERIORS PLANNING

09 September, 2011

Carter Terenzini
Town Administrator
Town of Moultonborough
6 Holland St., P.O. Box 139
Moultonborough, NH 03254

Re: Moultonborough Community and Recreation Center

Dear Mr. Terenzini,



Corzilius Matuszewski Krause Architects (CMK) along with Rist-Frost-Shumway (RFS) is pleased to submit this proposal for your consideration. As we discussed at our meeting on August 24, the recommendation of the Blue Ribbon Commission on Community Services and Facilities was to "...pursue development of a facility that includes an indoor gymnasium, Recreation Department office, program and storage space that would be on existing school land or property adjacent to school facilities." At this meeting we discussed locating this facility on existing school land or property adjacent to school facilities.

The building will include a gymnasium, as well as space for offices, programs, and storage, totaling approximately 10,000 s.f. in one story. CMK is the lead consultant in this evaluation.

In our cursory review of the site plans we looked at several locations which might prove to accept the footprint of such a building and associated parking. Two of those appeared to deserve some level of investigation.

Scope of Work:

- 1.) Attend an on-site orientation meeting to agree to the site program, constraints and opportunities from the SAU perspective, relative to circulation patterns, water supply, sewage capacity, etc. This was largely discussed at the August 24 meeting.
- 2.) Collect any necessary mapping and data available on the land presently owned by SAU #45 (the sites for Moultonborough Central School and the Moultonborough Academy). We will review documentation of a previous attempt to locate the facility at a different site (the Lion's Club).

CORZILIUS MATUSZEWSKI KRAUSE ARCHITECTS, P.A.

Carter Terenzini
Town Administrator
Town of Moultonborough
Re: Moultonborough Community and Recreation Center
09 September, 2011
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- 3.) CMK will create a footprint of the building. The footprint of the gym was taken from previous work. The footprint for the office/program/storage space is the best estimate taken from the same prior work. The orientation of the two segments to each other may be moved during the site analysis if need be.
- 4.) Develop requirements for parking, water supply and septic discharge.
- 5.) Identify locations on the SAU premises which might accommodate the site program. Also identify location along the property perimeter which might – if any land could be assembled – accept the site program.
- 6.) Compare possible locations on the basis of size, access, slopes, possible wetlands, and other basic site elements. We will review site use – potential building location, access, etc., and prepare graphics and memorandum of the findings.
- 7.) Host a meeting in your offices in which the project participants will narrow the various sites identified in 6 above to no more than one or two for further analysis
- 8.) Develop a schematic level site design for the locations identified in 7 above to compare and contrast the pluses and minuses of each site against the identified site program and constraints.
- 9.) Follow-up to include refinement of analysis, and focus on recommendations.
- 10.) Prepare a schematic level of design cost estimate for the site and building program..
- 11.) Attend a meeting at the School District offices to review 8-10, above, and to address any questions.
- 12.) Finalize a report including the evolution of the project and appropriate graphics, calculations and plans as required at this level of design.
- 13.) Attend one public meeting in Moultonborough to present your work.
- 14.) Except for working meetings and presentations (which will require one set of full size drawings) all other sketches to be attached to the working memorandums shall be black & white 11*17. CMK will prepare five sets of these working memorandums for review and then final submission along with one electronic copy for reproduction by the Town.

Assumptions:

- 1.) Initial review of multiple sites shall be relatively brief, and consist of the review of readily obtained mapping and documentation, and a brief on-site visit.

CORZILIUS MATUSZEWSKI KRAUSE ARCHITECTS, P.A.

Carter Terenzini
Town Administrator
Town of Moultonborough
Re: Moultonborough Community and Recreation Center
09 September, 2011
Page 3

- 1.) No new survey, soil testing and drilling, wetlands mapping, or similar in-depth services are included in this proposal. CMK recommends that testing be performed for the finalist site(s), and we would be happy to assist with this task as an additional service.

Schedule:

CMK and RFS shall be available to begin work upon the Receipt of a Notice to Proceed, based upon the terms, process and deliverables, as noted above, and shall be able to complete the work, prior to the end of December, 2011.

Compensation:

Based upon our evaluation of the effort, and in response to you your e-mail, outlining the terms and deliverable expected of CMK and RFS, we propose a lump sum fee of \$16,000.

Additional services not covered within the above-noted scope of services, should there be any, will be provided for lump-sum amounts, mutually agreeable to CMK (and RFS) and the Town of Moultonborough, or as approved on an hourly basis using the standard rates of CMK and RFS, as attached, and hereby made a part of this proposal.

Reimbursable expenses, such as travel, subsistence, postage, telephone, printing, and licensed software usage are included in the above fee amount and will not be billed separately.

Invoices for our services will be rendered on a monthly basis covering work performed in the previous month. Payments are due within 30 days of the issue of invoices.

If the terms and conditions outlined above are acceptable, we will begin working on this project with your verbal authorization, and with these terms and conditions incorporated into a formal contract, using standard AIA format for small projects of a limited scope.

We look forward to the opportunity to provide these professional architectural and engineering services to you on this project. Please do not hesitate to contact me if you have any questions or require additional information.

Sincerely,



Frederick L. Matuszewski, Architect

Enclosures: CMK Projects.1110.Moultonborough Community Center .Proposal Letter

SCHEDULE OF HOURLY RATES AND REIMBURSABLES

| | | |
|---------------------------------|----------|-----------------|
| Principals: | \$140.00 | per hour |
| Architects: | \$ 95.00 | per hour |
| Technical Employees: | \$ 85.00 | per hour |
| Draftsmen: | | |
| Level 1 | \$ 65.00 | per hour |
| Level 2 | \$ 75.00 | per hour |
| Secretarial Employees: | \$ 55.00 | per hour |
| Reimbursable Expenses: | | |
| Photo Reproduction | .25 | per sheet |
| Drawing Prints | .50 | per sq. ft. |
| Transparencies | \$ 3.00 | per sq. ft. |
| Incoming Fax | \$ 1.00 | per sheet |
| Outgoing Fax | | Cost, plus 15% |
| Postage | | Cost, plus 15% |
| Long Distance Telephone Calls | | Cost, plus 15% |
| Photographs | | Cost, plus 15% |
| Mileage | .55 | per mile |
| Electronic Files | | As agreed upon* |
| Professional Consultants: | | Cost, plus 15% |
| Consultation for Legal Matters: | \$250.00 | per hour |

* As agreed upon on an hourly basis



Company Confidential

2011 RFS Billing Rate Schedule

Effective January 3, 2011

| <u>GRADE</u> | <u>TITLE</u> | <u>RATE</u> |
|--------------|---------------------------------|-------------|
| TA 01 | Technical Assistant | \$63.00 |
| TG 01 | Junior Designer | 63.00 |
| TG 02 | Junior Designer | 70.00 |
| TG 03 | Junior Designer | 78.00 |
| TG 04 | Designer | 86.00 |
| TG 05 | Designer | 95.00 |
| TG 06 | Designer | 100.00 |
| TG 07 | Designer | 110.00 |
| TG 08 | Senior Designer | 118.00 |
| TG 09 | Senior Designer | 126.00 |
| TG 10 | Supervising Designer | 135.00 |
| DP 01 | Design Professional | 80.00 |
| DP 02 | Design Professional | 95.00 |
| DP 03 | Design Professional | 110.00 |
| DP 04 | Design Professional | 126.00 |
| DP 05 | Senior Design Professional | 140.00 |
| DP 06 | Senior Design Professional | 155.00 |
| DP 07 | Senior Design Professional | 170.00 |
| DP 08 | Supervising Design Professional | 185.00 |
| DP 09 | Supervising Design Professional | 200.00 |
| DP 10 | Principal | 210.00 |

Carter Terenzini

From: Fred Matuszewski [fredm@cmkarch.com]
Date: Monday, September 12, 2011 2:35 PM
To: Jeff Moore; Carter Terenzini
Cc: John Scott
Subject: Re: FW: Site Visit - Moultonborough
Attachments: CMK Proposal Letter to Town 09.09.11.pdf

Carter,

Please find attached a formal, written proposal for professional architectural and engineering services for Preliminary Site Evaluations for a Town Recreation Center. A paper copy has been forwarded in the mail.

This proposal should be in-line with what was discussed at our meeting, and as discussed per e-mails between the Town, RFS and CMK.

Please contact me, should you have any questions.

Frederick L. Matuszewski
CMK Architects, P.A.
603 Beech Street
Manchester, NH 03104
PH 603-627-6878
FAX 603-647-9771
fredm@cmkarch.com

- Original Message -----

From: Jeff Moore
To: Carter Terenzini
Cc: Fred Matuszewski ; John Scott
Sent: Thursday, September 08, 2011 1:26 PM
Subject: Re: FW: Site Visit - Moultonborough

Hi Carter,

Fred and John are putting together the final proposal now. The fee will be, CMK: \$9,000 and RFS: \$7,000 for a total of \$16,000. We will send you the formal proposal soon.

Thanks,
Jeff

On 9/8/2011 12:08 PM, Carter Terenzini wrote:
Jeff:

Do you need anything from me? I had hoped to have your initial proposal on 09/07 so I could review it and have you address any questions in time for me to get it onto our 09/15 agenda which closes mid Monday morning.

Many Thanks
Carter Terenzini
Town Administrator
Town of Moultonborough
66 Holland St - PO Box 139
Moultonborough, NH 03254

Tel: 603.476.2347

Fax: 603.476.5835

www.moultonboroughnh.gov

Email sent to and from this address is subject to NH RSA 91-A (the NH Public Records Law) and may, subject to certain exemptions, be subject to disclosure to third parties.

From: Carter Terenzini [mailto:cterenzini@moultonboroughnh.gov]

Sent: Thursday, August 25, 2011 11:14 AM

To: 'Jeff Moore'

Cc: 'Mike Lancor'; 'Fred Matuszewski'; 'John Scott'; 'Erik Taylor'; 'Donna Kuethe'

Subject: RE: Site Visit - Moultonborough

Good Day Jeff:

I would like to thank you, Fred and John for taking time of your day to journey North to meet with me, Donna, Hillary and Mike Lancor.

As we discussed, the recommendation of the Blue Ribbon Commission on Community Services and Facilities was to "...pursue development of a facility that includes an indoor gymnasium, Recreation Department office, program and storage space that would be on existing school land or property adjacent to school facilities." As you can see there are three prongs to this (a) the gymnasium, (b) Recreation Department office, program and storage space, and (c) locating it on existing school land or property adjacent to school facilities.

In our cursory review of the site plans we looked at several locations which might prove to accept the footprint of such a building and associated parking. Two of those appeared to deserve some level of investigation. In order to consider the merits of doing so I would request from you a fee proposal for a site analysis. As part of your scope of work you will;

1. <!--[if !supportLists]--><!--[endif]-->Attend an on-site orientation meeting to agree the site program, constraints and opportunities from the SAU perspective relative to circulation patterns, water supply, septage capacity, and the like, walk the various sites locations discussed today, and collect any necessary mapping and data. [We would work from the attached Footprint. The footprint of the gym was taken from previous work. The footprint for the office/program/storage space is the best estimate taken from the same prior work. The orientation of the two segments to each other can be moved during the site analysis if need be. At this level of effort this is as close as I can get.]
2. <!--[if !supportLists]--><!--[endif]-->Develop basic calculations as to required parking, water supply and septic discharge.
3. <!--[if !supportLists]--><!--[endif]-->Identify locations on the SAU premises which might accommodate the site program. Also identify location along the property perimeter which might – if any land could be assembled – accept the site program.
4. <!--[if !supportLists]--><!--[endif]-->Complete an outline level of analysis of the pluses and minuses of the various sites relative to slope, wetlands, control of all or a portion of the needed lands, in keeping with site program and constraints identified above.
5. <!--[if !supportLists]--><!--[endif]-->Host a meeting in your offices in which the project participants will narrow the various sites identified in 4 above to no more than two for further analysis
6. <!--[if !supportLists]--><!--[endif]-->Develop a schematic level site design for the locations identified in 4 above to compare and contrast the pluses and minuses of each site against the identified site program and constraints. Include a schematic level of design cost estimate for the site and building program.
7. <!--[if !supportLists]--><!--[endif]-->Circulate and host a telephone conference call or meeting in your offices to review 6 above address any questions and finalize a report including the evolution of the project and appropriate graphics, calculations and plans as required at this level of design.
8. <!--[if !supportLists]--><!--[endif]-->Attend one public meeting in Moultonborough to present your work.

cept for working meetings and presentations (which will require one set of full size drawings) all other sketches to be attached to the working memorandums shall be black & white 11*17. The engineer will prepare five sets of

these working memorandums for review and then final submission along with one electronic copy for reproduction by the Town.

I have attached the footprints for the formerly proposed building and site not to suggest this is the level of design we need (and we fully expect a lesser level in this site analysis) nor to suggest this is the development scheme but only give you some sense of how to scale out the footprint sketch that I sent you.

It is my hope that you can have your Fee & Time Proposal (Lump Sum inclusive for all travel, reproduction and the like) you require to develop your work product (timelines shall be exclusive of Town review time) to me by 09/06.

I can then advise you of any questions by 09/07 so you can finalize it for 09/09 so I may get it on the SelectBoard agenda for 09/15.

To All:

If I have misstated anything or you see something else pls respond directly to me so I can coordinate with Jeff.

Many Thanks

Carter Terenzini

Town Administrator

Town of Moultonborough

6 Holland St - PO Box 139

Moultonborough, NH 03254

Tel: 603.476.2347

Fax: 603.476.5835

www.moultonboroughnh.gov

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--

Jeff Moore

CMK Architects P.A.

13 Beech Street

Manchester, NH 03104

ph.: 603-627-6878

fax: 603-647-9771

e-mail: jmoore@cmkarch.com

Town of Moultonborough CIPC Project Request Form – FY 2013-2018

| | |
|--|--|
| Department: Recreation | Department Priority: 2 Select One of Select One projects FY Request To Be Made in: 2013 2014 2015 2016 2017 2018 |
| Project Description: Purchase 20 passenger coach bus | |
| Narrative Justification: This bus would allow us to offer more trips to seniors, families and teens. Seniors must have a coach bus for our trips – and we have to contract with coach lines that are very expensive. Because of our location many companies either will not bid on our trips, or the expense is greatly inflated due to the amount of travel needed to get to us. The one company that we had been using because of its lower cost, just greatly inflated it's costs to us. Our staff spends hours trying to get bids from bus companies for our trips - we spend between 3-5 hours per trip offered only in dealing with the bus companies. Our average cost for contracting with coach bus companies is \$1150.00 – 1200.00/trip. We had been charged several years ago with offering more programs to our older adults. We have instituted many new programs, but our most successful senior programming remains our trips. With the current cost of coach buses, and the call for us to make these trips more self-sufficient, we now need to charge a higher rate, which prices some seniors out of these opportunities. We instituted a senior program called O.A.R. last year – which is a group of active, older (55+) adults looking for more active recreation programming – hiking, canoeing, etc. This group is relatively small by design and a small bus fits their needs. A full size bus is simply not practical. We run into the same issue with our teen adventure program-where many trips due to their nature-i.e. hiking in the White Mountains are a smaller number of participants and they do not need a full size bus. Over time purchasing this bus would save money – and allow us to offer more trips and more frequently. It would reduce staff time – and frustration. In the 2007 Recreation Dept. Strategic Plan and Feasibility Study, which was included as an addendum to the master plan, the following recommendation was made, “Purchase a used van for senior and other transportation.” The recommended year for that purchase was 2011. (Please include additional attached pages.) | |
| Alternatives Considered or Impact if Project not Approved: We'd continue to have to contract with coach bus lines; limit the number of trips offered/yr., increase cost to participants and potentially cancel trips due to not enough participants to “break even”; continue spending staff time on researching quotes and bids. (Please indicate if the need/rationale for the project/item can be met by any other means, including leasing, contracting, etc. Please include additional attached pages if necessary.) | |

| | |
|---|--|
| Type of Project: (check one and please explain in narrative.) | Primary effect of project is to: <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing services level/facility <input type="checkbox"/> Provide new facility or service capacity <input type="checkbox"/> Other (please describe) |
|---|--|

| | | |
|---|---|---|
| Service Area of Project: (check at least one) | <input type="checkbox"/> Region <input checked="" type="checkbox"/> Municipality <input type="checkbox"/> School District | <input type="checkbox"/> Neighborhood <input type="checkbox"/> Street <input type="checkbox"/> Other Area |
|---|---|---|

| | |
|--|---|
| Rationale for Project: (check those that apply; elaborate below) | <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long-term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for limited time <input type="checkbox"/> Required to maintain current service levels <input type="checkbox"/> Other (please describe) |
|--|---|

| | | |
|--|---|--|
| Cost Estimate: (Itemize as necessary) | Capital Costs Dollar Amount (in current \$) \$0.00 Planning/feasibility analysis \$0.00 Professional services \$0.00 Real estate acquisition \$0.00 Site preparation \$0.00 Construction \$0.00 Furnishings & equipment 25,000.00 Vehicles & capital equipment \$0.00 Capital Reserve Fund \$0.00 Other _____ 25,000.00 Total Project Cost | Impact on Operating & Maintenance Costs or Personnel Needs (Please elaborate in Project narrative) <input type="checkbox"/> Add personnel <input type="checkbox"/> Increased O & M costs <input type="checkbox"/> Reduce personnel <input type="checkbox"/> Decreased O & M costs <input type="checkbox"/> Contracted Costs/Labor Dollar Cost of Impacts and Duration: + \$0.00 annually (-) \$0.00 annually 0 # of Years of Duration |
| Quote or Estimate <input checked="" type="checkbox"/> Quote <input type="checkbox"/> Internal Estimate (Please indicate if item is quote, or estimate and attach quotes.) See attached email from DPW director. | | |

| Sources of Funding: | | Form Prepared By: |
|----------------------------|-----------|----------------------------|
| Grant from: | \$0.00 | Donna Kuethe |
| Loan from: | \$0.00 | _____ |
| Donation/bequest/private | \$0.00 | (Name) |
| User fees & charges | \$0.00 | _____ |
| Capital reserve withdrawal | \$0.00 | (Signature) |
| Impact fee account | \$0.00 | Recreation Director |
| Current revenue | \$0.00 | (Title) |
| General obligation bond | \$0.00 | Recreation |
| General Taxation | 25,000.00 | (Department/Agency) |
| Special assessment | \$0.00 | Recreation |
| Other | \$0.00 | 0 |
| Total Project Cost | \$0.00 | |
| Minus Revenue | \$0.00 | |
| Project Cost | \$0.00 | |

Other Information: Please see attached information from 2011 CIPC request – figures are still pertinent and according to DPW Director “Payback would be after about 20+1 trips using a rate of \$1200.00 per trip and a factor for some maintenance added in.” With the additional use of teens, families etc., the “pay back” should occur within a year.

All trips are revenue producers and therefore would generate offsetting revenue immediately.

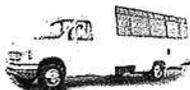
(Please include additional attached pages, if necessary.)

HOME CHURCH BUSES NEWS CONTACT US

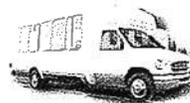
BUS INVENTORY RE-MANUFACTURING PROCESS WARRANTIES FINANCING CANADIAN LAWS ABOUT US



FEATURED BUSES



Goshen
 YEAR: 1998
 MODEL: 20 Passenger
 PRICE: \$24,900.00



El Dorado
 YEAR: 2003
 MODEL: 24 Passenger
 PRICE: \$28,900.00



Goshen
 YEAR: 2002
 MODEL: 24 Passenger
 PRICE: \$29,900.00

Bus Buying Guide - 10 Bus Buying Tips

Tip #1 How Many Passengers Do You Need To Transport

One of the most important things to consider when purchasing your next bus is the passenger capacity. You will not want to purchase too small of bus. When purchasing your next bus calculate for both your current and possible future growth in transportation. A very common size bus for all groups is the 25 passenger shuttle bus. This size is the largest bus you can purchase on a Ford or Chevy 1 ton chassis. It is large enough to transport a good size group but small enough to be easily maneuvered.

Tip #2 Our Bus Purchasing Budget

In the bus market you will find buses priced from the lowest of lows to the highest of highs. It is also said that "you get what you pay for". This is very true! Typically buses that are priced very low will need work performed to make them reliable and presentable buses. The totals for the repairs can sometimes equal the initial purchase price. When purchasing a bus you are not always better buying cheap or even buying new. There are many buses on the market in good condition for more than half the price of a new bus. Buses can be very expensive to repair. Good reliable, well looking buses generally sell from \$15- \$30,000 depending on size, year, and quality.

Tip #3 Comparing Gasoline To Diesel Engines

It is well known that diesel engines run and perform longer than the gasoline engines. Today's engines have been designed to run and perform much longer than the engines of the past. Many diesel engines will perform well on original equipment up to 500,000 miles and gasoline engines will perform well up to 300,000 miles. Although the diesel engines perform almost 40% longer the price to replace diesel engines is double the cost of gasoline engines. General maintenance on diesels can also cost more money. They hold up to 4 gallons of oil, the oil filters are larger, and they really should have the fuel filters changed every time the oil is changed. For most customers the gasoline engines will provide all the power and longevity they will ever need. For anyone who drives over 20,000 miles per year we suggest a diesel engine. Most owners of buses who acquire 20,000 or more miles a year are tour companies who have the buses running all day and sometimes in very extreme climates. So when it comes to a diesel or gas engine you need to first calculate how many miles a year you will be driving and under what circumstances.

Tip #4 Automatic And Manual Transmissions

Frequent question buyers have about the drive trains of small shuttle and midsize buses is about the transmissions. Are they manual or automatic? All 1 ton Ford and Chevy bus chassis only come with automatic transmissions. Same goes for the midsize Ford, Chevy, Freightliner, and International chassis. The average automatic transmissions in the 1 ton chassis will perform up to 150,000 miles depending on driving conditions and service schedule. The larger midsize Freightliner and International chassis have the Allison transmission which last even longer. Allison is one of the most trusted transmissions available for the midsize buses. Allison transmissions are known to last 500,000 miles or more. The manual transmissions are only found in the larger commercial passenger touring buses such as: MCI, Prevost, Eagle, ect.

Tip #5 Air Conditioning Systems

Another critical system of a bus is the air conditioning system. This can make a bus ride very comfortable or very miserable. A/c systems can be very expensive and complicated to repair. Each bus will have many feet of high pressure hoses, fittings, and wires that make each a/c system function. If any of these components fail the entire system will fail. It is always smart to have professional trained technicians inspect, diagnose, and repair any air conditioning problems. Make sure to have your a/c system inspected before purchasing the bus.

Tip #6 Different Styles Of Bus Seats

Buses come with many different seating styles and configurations. When determining which style and configuration best fits your needs you will first need to determine the buses main usages. Short trip transit buses use a completely different style seat than the longer traveling trips. The mid-back style seats are less expensive and are great for in town routes and short trips. High-back reclining seats are more expensive and generally for long distance trips. Seats are easy to change but expensive to replace. Seats can cost from \$100- \$300 each with brackets. When purchasing your bus consider which style of seats best suits your buses purpose.

Tip #7 Luggage Compartments

Most small shuttle buses and mid size buses do not have luggage compartments. The most common place for luggage in a bus is in the rear. If your bus has a back door you can simply remove the last row of seats and have sufficient luggage space. If you would like luggage space without losing any seats bus can be custom fitted with overhead compartments. These compartments work great for carry-on bags, purses, and briefcases. Overhead compartments will not accommodate large suit cases. Buses are generally too low to the ground to add under storage to the chassis. When purchasing your next bus you have two luggage options, (1) Remove last row of seats. (2) Install custom overhead compartments.

Tip #8 When Do We Pay Taxes On Our Bus

All states, counties, and cities have different tax rates and fees. You will pay taxes when you go to your local department of motor vehicles to obtain license for your bus. You should never pay any tax when purchasing the bus from a dealer, private organization, or individual.

Tip #9 Bus Licensing And CDL Requirements

Drivers have been required to have a CDL in order to drive a CMV since April 1, 1992. The Federal Highway Administration (FHWA) has developed and issued standards for testing and licensing CMV drivers. Among other things, the standards require States to issue CDLs to their CMV drivers only after the driver passes knowledge and skills tests administered by the State related to the type of vehicle to be operated. Drivers need CDLs if they are in interstate, intrastate, or foreign commerce and drive a vehicle that meets one of the following definitions of a CMV:

Classes of License

The Federal standard requires States to Issue a CDL to drivers according to the following license classifications:

- Class A -- Any combination of vehicles with a GVWR of 26,001 or more pounds provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds.
- Class B -- Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.
- Class C -- Any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is placarded for hazardous materials.

More info can be read at www.fmcsa.dot.gov/registration-licensing/cdl/cdl.htm

HOME CHURCH BUSES NEWS CONTACT US

BUS INVENTORY RE-MANUFACTURING PROCESS WARRANTIES FINANCING CANADIAN LAWS ABOUT US



1998 Goshen

Price \$24,900

FEATURED BUSES



Goshen

YEAR: 1998
MODEL: 20 Passenger
PRICE: \$24,900.00



Super low miles - under 48,000 - 20 passenger Goshen shuttle bus.



El Dorado

YEAR: 2003
MODEL: 24 Passenger
PRICE: \$28,900.00

Passengers: 20 Passengers (15 passenger with wheelchair lift or rear storage)
VIN #: 1FDWE30S7WHB53737
Engine: 6.8L Gasoline
Transmission: 4 spd. Automatic
Miles: 47,890

Features:

- Recliner Highback Bucket Seats
- Safety Package (Reflector Flare Kit & Fire Extinguisher)
- Side Sliders
- Previously a Senior Center bus
- Arm Rests at Aisle
- Right Hand Entrance Grab Rail
- Altro Safety Flooring (Color: Black)
- Roof Escape Hatch
- 2-Tone Premium Paint
- Under 48,000 original miles!



Goshen

YEAR: 2002
MODEL: 24 Passenger
PRICE: \$29,900.00

Details:



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[BUS INVENTORY](#) [RE-MANUFACTURING PROCESS](#) [WARRANTIES](#) [FINANCING](#) [CANADIAN LAWS](#) [ABOUT US](#)



2003 El Dorado

Price \$28,900

FEATURED BUSES



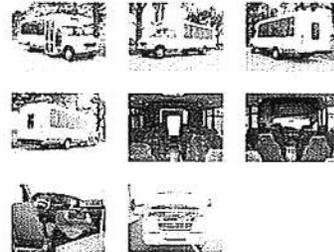
Goshen
 YEAR: 1998
 MODEL: 20 Passenger
 PRICE: \$24,900.00



El Dorado
 YEAR: 2003
 MODEL 24 Passenger
 PRICE: \$28,900.00



Goshen
 YEAR: 2002
 MODEL: 24 Passenger
 PRICE: \$29,900.00



A RE-Manufactured shuttle bus, looks and operates just like new!

Passengers: 24 Passengers
VIN #: 1FDXE45F02HB69973
Engine: 7.3L Powerstroke Turbo Diesel
Transmission: 4 spd. Automatic
Miles: 151,948

Features:

- Recliner Highback Bucket Seats
- Safety Package (Reflector Flare Kit & Fire Extinguisher)
- Dual Rear Windows (each side of rear door)
- Overhead Luggage Racks (full length both sides) with Aircraft Reading Lights
- Arm Rests at Aisle
- Right Hand Entrance Grab Rail
- Rear Luggage Area ("24" deep)
- Altro Safety Flooring (Color: Storm)
- Side Sliders
- Roof Escape Hatch
- Interior Lock
- Rear Door (34"W x 58" H) with Glass and
- Rear Center Seat Quick Disconnect

Details:



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Capital Outlay Equipment

MOVED TO CAPITAL OUTLAY

| | | | |
|------------------------------|-------------|--------------------|------------|
| 2013 Ford Police Interceptor | \$27,175.00 | \$50,539.00 | Gross Cost |
| 3yrs/100,000 mile Warranty | \$1,575.00 | | |
| Equipment Strip/Install | \$7,650.00 | | |
| Watch Guard Video System | \$5,300.00 | | |
| Motorola Cruiser Radio | \$3,550.00 | | |
| Mobile Data Terminal | \$4,689.00 | | |
| Decals | \$600.00 | | |
| PD Communications CRF | | \$7,000.00 | |
| Community Substance Abuse | | \$7,300.00 | |
| Totals | | \$64,839.00 | |

Note: Will be applying for NH Highway Safety Grant for Watch Guard Video System, and Mobile Data Terminal that will pay for half of each unit (\$4,995) Leaves net of \$45,544.

The Sign Shop LLC

PO Box 228
Tilton, NH 03276
603-524-6226

603-524-6226

ESTIMATE

9/21/2012

COMPANY INFO

Moultonboro Police Department
PO Box 121
1035 Whittier Highway
Moultonborough NH 03254-0121

Customer Contact

Scott Fulton

Customer Phone

Customer Fax

476-2400

476-2657

Customer E-mail

sfulton@moultonboroughnh.gov

| QTY | JOB DESCRIPTION | RATE | TOTAL |
|-----|--|--------|--------|
| | <p>DESCRIPTION OF LAW ENFORCEMENT CRUISER LETTERING -SUV</p> <p>Reflective and Nonreflective lettering and patch to: 2012 Interceptor police SUV</p> <p>Department colors to be as follows: Multi color patch with black nonreflective lettering on white doors (sides) White nonreflective on lettering front and back side quarter panels White nonreflective on grill and trunk</p> <p>Lettering to read on vehicle: SIDES "Moultonborough Police" "121" "Dial 911" GRILL & TRUNK "Police" Car # "131"</p> <p>New design to match black and white cruiser</p> | 595.00 | 595.00 |

All Artwork and Logo Designs created by The Sign Shop remain the property of The Sign Shop until the customer pays a separate logo design fee in full. If the customer cannot or has not paid for this design service, The Sign Shop only authorizes the use of this design for signs or work completed by The Sign Shop.

TERMS-50% Dep 50% Balance on Completion



Quote

To: MOULTONBORO PD

Quote #: 8811
 Date: 9/18/12
 Item #: 001

Name: SCOTT FULTON
 Address:
 City:
 State:
 Zip:

| Year | Make | Model | Trim |
|------|------|--------------------------|------|
| 2012 | FORD | POLICE INTERCEPTOR UNTIL | AWD |

| Code | Option Description | Total |
|------------------|--------------------------------------|-----------------|
| K8A | 3.7L V6 / 6-SPEED AUTO TRANS | 24582.88 |
| 91A | VINYL TWO TONE #1 | 970.00 |
| 17T | DOME LAMP IN CARGO AREA | 64.00 |
| 18W | REAR POWER WINDOW DELETE | 45.00 |
| 43D | DARK CAR/COURTESY LAMPS DISABLED | 58.00 |
| 51Y | DRIVER'S SIDE SPOT, INCANDESCENT | 290.00 |
| 59B | KEYED ALIKE 1284X | 95.00 |
| 60R | NOISE SUPPRESSION BONDS | 175.00 |
| 61S | REMAPPABLE AUDIO BUTTONS | 195.00 |
| 68G | DOOR HANDLES INOP/LOCKS INOP | 75.00 |
| 21B | REAR VIEW CAMERA | 275.00 |
| 53M | SYNC* REQUIRED WITH REAR VIEW CAMERA | 345.00 |
| Sub Total | | 27169.88 |
| FEES | | 0.00 |
| REBATES | | 0.00 |
| Total | | 27169.88 |

Quote valid for: 30 DAYS

Quote prepared by: STEVE POULIOT

Quote accepted by:



Ossipee Mountain Electronics, Inc.

Quote **QTE005803**
Date **9/21/2012**
Page **1 of 1**

| Bill To |
|--|
| Moultonboro Police Dept PO Box 121 Moultonboro, NH 03254 |

| Ship To |
|---|
| Moultonboro Police Dept 1035 Whittier Hwy Moultonboro, NH 03254 |

| Customer No | Salesperson | Shipping Method | Payment Terms |
|-------------|---------------|-----------------|---------------|
| MOU460 | Craig Belcher | INSTALL | Net 30 |

| Item | Quantity | Item Number | Description | Unit Price | Ext Price |
|------|----------|-----------------|--|------------|-----------|
| 1 | 1.00 | C-VS-1400-INUT | Console, 14", 2013+ Ford PI Utility | 320.00 | 320.00 |
| 2 | 1.00 | C-ARM-104 | Armrest, Trakmount, Hinged Pad | 150.00 | 150.00 |
| 3 | 1.00 | C-CUP2-E-TM | Cup Holder, Dual External, for C-TM Series | 42.00 | 42.00 |
| 4 | 2.00 | C-MCB | Mic Clip Bracket | 16.00 | 32.00 |
| 5 | 1.00 | PKG-PSM-253 | Computer Mtg, Premium, Pass Side, 2013 PI-U | 748.00 | 748.00 |
| 6 | 1.00 | MBFX11BB | LED, Mir Mt, Super LED, Pr, 2013 PI-U BI/BI | 290.00 | 290.00 |
| 7 | 2.00 | IONBB | ION Super LED, BLUE/BLUE Black Housing | 140.00 | 280.00 |
| 8 | 4.00 | VTX609B | LED, VERTEX Lighthouse, Mtg 1" Hole, BLUE | 105.00 | 420.00 |
| 9 | 1.00 | LF12TR | Little Lite 12" Top/Chas Rheostat | 56.00 | 56.00 |
| 10 | 1.00 | SA315P | Speaker, Siren, Whelen Nylon Composite, 123dB | 255.00 | 255.00 |
| 11 | 1.00 | SAK44 | Bracket, Siren Speaker, 11-12 Explorer, 13 PI Utility | 38.00 | 38.00 |
| 12 | 1.00 | 9LLENKT1 | Kit, Lens LFL Liberty, w/End Caps & Dividers | 233.00 | 233.00 |
| 13 | 1.00 | STPKT83 | Strap Kit, 2011+, Ford EXPLORER (no roof rack) PIU | 76.00 | 76.00 |
| 14 | 1.00 | 10-VSLRP-13 PIU | Partition, Poly-Coated w/Horiz Slider, RecPnl, 13+ PIU | 879.00 | 879.00 |
| 15 | 1.00 | W3500 | ProGard Vinyl Coated Wire Screen | 142.00 | 142.00 |
| 16 | 1.00 | PB450L2-AL-PIU | Push Bump, 2013 PI-Util, Alum, SPECIFY LIGHTS | 582.00 | 582.00 |
| 17 | 1.00 | WBP-VS-13PIU | Window Bars, PolyCarb, CLEAR, '13 Interceptor Utility | 274.00 | 274.00 |
| 18 | 1.00 | EX1001 | ProStraint Seat 2013 Ford PI-Util | 1,150.00 | 1,150.00 |
| 19 | 2.00 | 54-005 | Gunlock Timer, 4 Wire, 8 Second | 33.00 | 66.00 |
| 20 | 1.00 | B1443CO | VHF 3db Loading Coil 132-174 | 42.00 | 42.00 |
| 21 | 1.00 | RO49T | Antenna Whip 49" SS | 10.00 | 10.00 |
| 22 | 1.00 | MB8 | 3/4" Antenna Mount, RG58 Cable, No Conn | 18.00 | 18.00 |
| 23 | 1.00 | CMUHF58 | Mini UHF Crimp Conn, MALE | 3.00 | 3.00 |
| 24 | 1.00 | NMOC/P3E | Antenna, Dual Band, 3dB, 824-894/1850-1990 No Cable | 36.00 | 36.00 |
| 25 | 1.00 | MB8X | 3/4" Antenna Mount, RG-8X Cable, No Conn | 22.00 | 22.00 |
| 26 | 1.00 | RFU800-1X | Mini UHF Male Crimp RG8X, LMR240, 35783 | 5.00 | 5.00 |
| 27 | 1.00 | R1 | Relay, 80 Amp, Federal | 52.00 | 52.00 |
| 28 | 1.00 | MISC. | Circuit Breakers, Fuse Holders, Wire, Etc. | 110.00 | 110.00 |
| 29 | 1.00 | LABOR | Strip existing vehicle and setup new PI-Utility | 1,200.00 | 1,200.00 |

| | | | | |
|---|--------------------|-------------|---------------------|-----------------|
| Quoted By: _____ | Accepted By: _____ | Date: _____ | Subtotal | 7,531.00 |
| PRICES QUOTED ARE FOR BUDGETARY PURPOSES ONLY. PLEASE CONTACT SALES REPRESENTATIVE PRIOR TO PLACING ORDER FOR CURRENT SELLING PRICES EQUIPMENT ADDED AT THE TIME OF INSTALL MAY INCREASE INSTALLATION COST IN ADDITION TO THE COST OF THE EQUIPMENT. | | | Additional Discount | 0.00 |
| | | | Freight | 105.00 |
| | | | Total | 7,636.00 |
| | | | | |

Ossipee Mountain Electronics, Inc. PO Box 950 832 Whittier Highway Moultonboro, NH 03254
TEL: (603) 476-5581 Toll Free: (800) 639-5081 Fax: (603) 476-5587
www.omesbs.com



415 Century Parkway, Allen, TX 75013
 (972) 423-9777 Fax: (972) 423-9778
 National Toll-Free 1-800-605-MPEG (6734)
 www.watchguardvideo.com

CAMERA QUOTE

Quote #: QUO-09849-K8RK

Rev #: 0

| Customer | |
|---------------------------------------|--------------|
| Moultonborough Police Department | |
| Attn: Sgt Scott Fulton | |
| PO Box 121, Moultonborough, NH, 03254 | |
| Telephone Number | Fax Number |
| 603-476-2400 | 603-476-2657 |
| Email Address | |
| sfulton@moultonboroughnh.gov | |

| Quote Information | | |
|---------------------|-------------------------------|---------------|
| Quote Valid From: | 9/4/2012 | To: 12/3/2012 |
| Quote Presented By: | Kevin Coughlin | |
| Presenter Contact: | KCoughlin@WatchGuardVideo.com | |
| Est. Ship Date | Ship Via | Payment Terms |
| 30 days | UPS Ground | Net 30 |

| # | Part Number | Description | Unit Price | Qty | Ext Price |
|----|-----------------|---|------------|-----|------------|
| 1 | DV1-EMD-GPS | DV-1E, Modular Recorder Unit, w/ GPS | \$5,025.00 | 1 | \$5,025.00 |
| 2 | WAR-EXT-PUR-2YR | 2 Year Extended Factory Warranty (Months 13 to 24) | \$250.00 | 1 | \$250.00 |
| 3 | BRK-MRU-100-000 | Modular Recording Unit Base Mounting Plate | Included | 1 | Included |
| 4 | BRK-RDM-100-061 | Modular Remote Display Mount, Rigid - 6" | Included | 1 | Included |
| 5 | CAM-CMB-100-NEW | Combination Front/Cabin Camera Unit | Included | 1 | Included |
| 6 | CAB-CMB-101-15F | Combination (Front) Camera Cable - 15' | Included | 1 | Included |
| 7 | WAR-STD-PUR-1YR | 1st Year Factory Warranty (Months 1 to 12) | Included | 1 | Included |
| 8 | MIC-WRL-KIT-1v2 | Hi-Fi Microphone Kit 1version 2 (Transmitter, Cradle, Belt clip, Pivot clip, 10' antenna) | Included | 1 | Included |
| 9 | MIC-CBN-100-07F | Cabin Microphone - 7' | Included | 1 | Included |
| 10 | BRK-WRL-MIC-402 | Bracket, Hi-Fi Microphone, Universal | Included | 1 | Included |
| 11 | MIC-WRL-EXT-25F | Wireless Microphone Extension Cable - 25 Feet | Included | 1 | Included |
| 12 | MIC-CBN-EXT-12F | Cabin Microphone Extension Cable - 12' | Included | 1 | Included |
| 13 | CAB-DVI-101-15F | Modular Remote Display Cable 15' | Included | 1 | Included |
| 14 | WGP01506-KIT | Cable Assembly, DV-1C/4RE, Power/Input, R/A, 24' | Included | 1 | Included |
| 15 | DV1-RCP | Modular Remote Display Control Panel (2nd Gen) | Included | 1 | Included |
| 16 | SFW-DV1-PKG-100 | DV-1 Software Package(Fleet Manager Utility,DVD Manager Utility,Crossover Cable, Manuals) | Included | 1 | Included |
| 17 | DVD-EVI-MED-001 | Serialized DVD+RW Red Evidence Label Disc Media | Included | 10 | Included |
| 18 | DVD-EVI-SLV-001 | Protective Disc Sleeve - Paper | Included | 10 | Included |
| 19 | GPS-ANT-MGN-16F | GPS Antenna, Magnetic Mount | Included | 1 | Included |
| 20 | BRK-CAM-GLS-100 | Glass Adhesive - Loctite | Included | 1 | Included |
| 21 | WGA00316-KIT | DV-1, Modular User Manual, Keys, Mounting Screws Kit | Included | 1 | Included |

Comments:

| | |
|----------|------------|
| Subtotal | \$5,275.00 |
| Shipping | \$25.00 |
| Taxes | |
| Total | \$5,300.00 |



Ossipee Mountain Electronics, Inc.
832 Whittier Highway
PO Box 950
Moultonborough, NH 03254
(603) 476-5581 Fax (603) 476-5587

August 10, 2012

Sargent Scott Fulton
Moultonboro Police Department
PO Box 121
Moultonboro, NH 03254

Dear Sgt. Fulton,

On behalf of Ossipee Mountain Electronics, Inc., I am pleased to provide you with the following proposal.

| <i>ITEM</i> | <i>QTY</i> | <i>DESCRIPTION</i> | <i>PRICE</i> |
|-------------|------------|---|--------------|
| A | 1 | Motorola APX6500 - 100 Watt VHF Mobile, 870 Channels, Remote Mount, O5 Control Head, RF Pre-Amp, 3 YR RSA Warranty (4 Year Total) | \$3,426.40 |
| B | 1 | Programming APX Single Band Series Radio. | |
| | | First radio per order | \$80.00 |
| | | Each additional radio per order, similar model. | \$20.00 |

Prices quoted on Motorola product is current State contract pricing.

If you should have any questions or require additional information, please do not hesitate to contact me.

Quote Valid for 30 days

Sincerely,

Craig Belcher
Sales Representative



Ossipee Mountain Electronics, Inc.

Quote **QTE005824**
Date **10/1/2012**
Page **1 of 1**

| Bill To |
|--|
| Moultonboro Police Dept PO Box 121 Moultonboro, NH 03254 |

| Ship To |
|---|
| Moultonboro Police Dept 1035 Whittier Hwy Moultonboro, NH 03254 |

| Customer No. | Salesperson | Shipping Method | Payment Terms |
|--------------|---------------|-----------------|---------------|
| MOU460 | Craig Belcher | INSTALL | Net 30 |

| Item | Quantity | Item Number | Description | Unit Price | Ext Price |
|---|----------|--------------|--|---|--------------------------------------|
| 1 | 1.00 | GD6000B-301 | Vehicle Rugged Laptop, WIN 7, 32 Bit O/S ITRONIX, GD8000, 13.3" XGA DYNVUE TOUCHSCREEN, 2 53GHZ INTEL CORE 2 DUO, 4GB DDR3, 320GB HDD, PC CARD, EXP CRD, DVD/CD, FRT SFT HND, WINDOWS 7 32-BIT, BLK KB, WLAN/BT/GPS | 3,895.00 | 3,895.00 |
| 2 | 1.00 | NFMAX3YR-GD6 | NoFault 3 Year Warranty | 295.00 | 295.00 |
| 3 | 1.00 | 50-0198-002R | Vehicle Dock, GD6000, Non RF | 499.00 | 499.00 |
| Quoted By: _____ Accepted By: _____ Date: _____ QUOTE VALID FOR 30 DAYS | | | | Subtotal Additional Discount Freight Total | 4,689.00 0.00 0.00 4,689.00 |

Ossipee Mountain Electronics, Inc. PO Box 950 832 Whittier Highway Moultonboro, NH 03254
 TEL: (603) 476-5581 Toll Free: (800) 639-5081 Fax: (603) 476-5587
 www.omesbs.com

Town of Moultonborough

Public Works

P.O. Box 139, 68 Highway Garage Rd
Moultonborough, NH 03254
603-253-7445- Office
603-476-2400- Dispatch
603-476-2657- Fax
e-mail: skinmond@moultonboroughnh.gov



Scott D. Kinmond, Highway/Road Agent
Director of Public Works

To: Capital Improvements Committee
From: Scott D. Kinmond, Highway/Road Agent
Re: 2013 CIP Request change
Date: September 27, 2012

Dear Committee Members,

I would like to make a request to change the DPW request for the 2013 DPW CIP budget. This change is the type of dump truck to be purchased in 2013 as part of the replacement program. The request would be for a 6 wheel dump truck with plow, wing and sander body at a value of \$170,000.00, versus the previously requested purchase of a 10 wheel dump truck, plow, wing and sander at a value of \$215,000.00.

The change request is due to the economic climate, and necessity for ensure replacement. The department further feels that the current economic climate is not appropriate for testing of the fleet equipment size. The department will continue to test the dump truck fleet numbers, with focus on reducing the fleet size, overall costs. Please know that it is imperative for this department to ensure that it can maintain the Town Roads and Private Roads during the winter months.

Thanks you for your understanding in this request, and I have attached an amended request form for your files.

If you should have any questions please contact me at anytime.

Respectfully yours,

A handwritten signature in cursive script that reads 'Scott D. Kinmond'.

Scott D. Kinmond, Highway/Road Agent
Director of Public Works

2013 DPW Capital Requests:

| | | | |
|-----|--|-----------|------------------|
| DPW | Equipment Leases | | \$67,753 |
| | Grader – (\$49,395 yr 4 of 5) | | |
| | Backhoe- (18,358- Yr 3 of 5) | | |
| DPW | 6 Wheel Dump Truck w/ Plow, wing, sander | | \$170,000 |
| | Cab & Chassis (\$92,000) | | |
| | Dump body, plows & sander (\$78,000) | | |
| DPW | 2013 Road Program | | \$775,000 |
| | Clarks Landing Rd- 1250' Reconstruction | \$135,000 | |
| | Severance Rd- (West)- 1500' Reconstruction | \$150,000 | |
| | States Landing- 5400' Reclaim/repave | \$265,000 | |
| | Black Point Rd- 1830' Shim/overlay/repair | \$50,000 | |
| | Bodge Hill Rd- 1500' Reclaim/Fabric/Pave | \$90,000 | |
| | Shaker Jerry Rd- 48" culvert replacement | \$25,000 | |
| | Chip/Crack Sealing | \$60,000 | |
| | Engineering | \$60,000 | |
| | Total: | \$835,000 | |
| | 2012 Rd Program (Engineering task order- 2013) | \$60,000 | |
| | Balance | \$775,000 | |
| | 2013 Block Grant | \$120,000 | |
| | Amt to be raised by tax | \$655,000 | |
| DPW | Flooring & Painting | | \$25,000 |
| | PSB- Living Quarters/Admin Offices Painting | \$7500 | |
| | Carpeting- PSB Living Quarters/Meeting room | \$12500 | |
| | VCT- Town Hall Baths & Hall | \$5000 | |
| DPW | Alternative Heating- DPW Garage | | \$25,000 |
| | Wood fired gasification boiler. (Garn) | | |

| | | |
|---|---|--|
| Cost Estimate: (Itemize as necessary) | Capital Costs Dollar Amount (in current \$) \$0.00 Planning/feasibility analysis \$0.00 Professional services \$0.00 Real estate acquisition \$0.00 Site preparation \$0.00 Construction \$0.00 Furnishings & equipment \$215,000 Vehicles & capital equipment \$0.00 Capital Reserve Fund \$0.00 Other _____ \$215,000 Total Project Cost | Impact on Operating & Maintenance Costs or Personnel Needs (Please elaborate in Project narrative) <input type="checkbox"/> Add personnel <input type="checkbox"/> Increased O & M costs <input type="checkbox"/> Reduce personnel <input type="checkbox"/> Decreased O & M costs <input type="checkbox"/> Contracted Costs/Labor Dollar Cost of Impacts and Duration: + \$0.00 annually (-) \$0.00 annually 0 # of Years of Duration |
| Quote or Estimate <input type="checkbox"/> Quote X Internal Estimate (Please indicate if item is quote, or estimate and attach quotes.) | | |

| | |
|----------------------------|-----------|
| Sources of Funding: | |
| Grant from: | \$0.00 |
| Loan from: | \$0.00 |
| Donation/bequest/private | \$0.00 |
| User fees & charges | \$0.00 |
| Capital reserve withdrawal | \$0.00 |
| Impact fee account | \$0.00 |
| Current revenue | \$0.00 |
| General obligation bond | \$0.00 |
| General Taxation | \$170,000 |
| Special assessment | \$0.00 |
| Other | \$0.00 |
| Total Project Cost | \$0.00 |
| Minus Revenue | \$0.00 |
| Project Cost | \$170,000 |

| |
|--|
| Form Prepared By: <u>Scott D. Kinmond</u> (Name)  (Signature) Road Agent/DPW Director (Title) Public Works (Department/Agency) 3-4-11/6-4-12/9/27/12 (Date Prepared) |
|--|

Other Information:
 (Please include additional attached pages, if necessary.)



7400 SFA 4x2

Sales Proposal For:

Town of Moultonborough

Presented By:

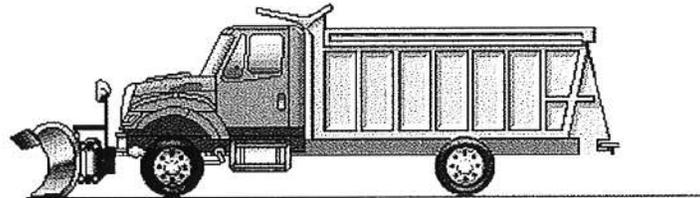
LIBERTY INT'L TRKS OF NH

Prepared For:

Town of Moultonborough
Scott Kinmond
PO Box 139
Moultonborough, NH 03254-0139
(603)253 - 7445

Presented By:

LIBERTY INT'L TRKS OF NH
James C Ramsay
1400 S. WILLOW STREET
MANCHESTER NH 03103 -
(603)623-8873



Model Profile
2012 7400 SFA 4X2 (SA525)

| | |
|--|---|
| MISSION: | Requested GVWR: 39000. Calc. GVWR: 41180 |
| DIMENSION: | Wheelbase: 165.00, CA: 90.00, Axle to Frame: 63.00 |
| ENGINE, DIESEL: | {MaxxFORCE DT} EPA 10, 285 HP @ 2200 RPM, 860 lb-ft Torque @ 1300 RPM, 2400 RPM Governed Speed |
| TRANSMISSION, AUTOMATIC: | {Allison 3500_RDS_P} 4th Generation Controls; Wide Ratio, 6-Speed, With Double Overdrive; On/Off Hwy; Includes Oil Level Sensor, With PTO Provision, Less Retarder, With 80,000-lb GVW & GCW Max. |
| CLUTCH: | Omit Item (Clutch & Control) |
| AXLE, FRONT NON-DRIVING: | {Dana Spicer I-200W} Wide Track, I-Beam Type, 20,000-lb Capacity |
| AXLE, REAR, SINGLE: | {Dana Spicer S26-190D} Single Reduction, 26,000-lb Capacity, R Wheel Ends, Driver Controlled Locking Differential Gear Ratio: 4.56 |
| CAB: | Conventional |
| TIRE, FRONT: | (2) 315/80R22.5 XZY-3 (MICHELIN) 486 rev/mile, load range L, 20 ply |
| TIRE, REAR: | (4) 11R22.5 XDE M/S (MICHELIN) 497 rev/mile, load range H, 16 ply |
| SUSPENSION, RR, SPRING, SINGLE: | Vari-Rate; 31,000-lb Capacity, Includes 4500-lb Capacity Multileaf Auxiliary |
| PAINT: | Cab schematic 100GM Location 1: 5C44, Grn Met Dk (Custom) Chassis schematic N/A |

| <u>Code</u> | <u>Description</u> |
|-------------|--|
| SA52500 | Base Chassis, Model 7400 SFA 4X2 with 165.00 Wheelbase, 90.00 CA, and 63.00 Axle to Frame. |
| 1CAJ | FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.866" x 3.622" x 0.433" (276.0mm x 92.0mm x 11.1mm); 456.0" (11582mm) Maximum OAL |
| 1LLK | BUMPER, FRONT Omit Item |
| 1WDS | FRAME EXTENSION, FRONT Integral; 20" In Front of Grille |
| 1WEV | WHEELBASE RANGE 146" (370cm) Through and Including 195" (495cm) |
| 2AEW | AXLE, FRONT NON-DRIVING {Dana Spicer I-200W} Wide Track, I-Beam Type, 20,000-lb Capacity |
| | <u>Notes</u> : The following features should be considered when calculating Front GAWR: Front Axles; Front Suspension; Brake System; Brakes, Front Air Cam; Wheels; Tires. |
| 3ACS | SUSPENSION, FRONT, SPRING Multileaf, Shackle Type, Single Stage Spring; 20,000-lb Capacity; Less Shock Absorbers |
| | <u>Includes</u> : SPRING PINS Rubber Bushings, Maintenance-Free |
| | <u>Notes</u> : The following features should be considered when calculating Front GAWR: Front Axles; Front Suspension; Brake System; Brakes, Front Air Cam; Wheels; Tires. |
| 3WAJ | SPRINGS, FRONT AUXILIARY Air Bag, Right Side Only, Driver Control |
| 4091 | BRAKE SYSTEM, AIR Dual System for Straight Truck Applications |
| | <u>Includes</u> : BRAKE LINES Color and Size Coded Nylon : DRAIN VALVE Twist-Type : DUST SHIELDS, FRONT BRAKE : DUST SHIELDS, REAR BRAKE : GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster : PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel : PARKING BRAKE VALVE For Truck : QUICK RELEASE VALVE Bendix On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4 : SLACK ADJUSTERS, FRONT Automatic : SLACK ADJUSTERS, REAR Automatic : SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4 |
| | <u>Notes</u> : Rear Axle is Limited to 23,000-lb GAWR with Code 04091 BRAKE SYSTEM, AIR and Standard Rear Air Cam Brakes Regardless of Axle/Suspension Ordered. |
| 4193 | BRAKES, FRONT, AIR CAM 16.5" x 6", Includes 24 SqIn Long Stroke Brake Chambers |
| | <u>Notes</u> |

| <u>Code</u> | <u>Description</u> |
|-------------|--|
| | : The following features should be considered when calculating Front GAWR: Front Axles; Front Suspension; Brake System; Brakes, Front Air Cam; Wheels; Tires. |
| 4619 | TRAILER CONNECTIONS Four-Wheel, With Hand Control Valve and Tractor Protection Valve, for Straight Truck |
| 4732 | DRAIN VALVE {Berg} Manual; With Pull Chain, for Air Tank |
| | <u>Includes</u> : DRAIN VALVE Mounted in Wet Tank |
| 4AZA | AIR BRAKE ABS {Bendix AntiLock Brake System} Full Vehicle Wheel Control System (4-Channel) |
| 4EBT | AIR DRYER {Bendix AD-IP} With Heater |
| | <u>Includes</u> : AIR DRYER LOCATION Inside Left Rail, Back of Cab |
| 4ETE | BRAKE CHAMBERS, FRONT AXLE {Haldex} 24 SqIn |
| 4EVL | BRAKE CHAMBERS, REAR AXLE {Haldex GC3030LHDHO} 30/30 Spring Brake |
| | <u>Includes</u> : BRAKE CHAMBERS, SPRING (2) Rear Parking; WITH TRUCK BRAKES: All 4x2, 4x4; WITH TRACTOR BRAKES: All 4x2, 4x4; 6x4 & 6x6 with Rear Tandem Axles Less Than 46,000-lb. or GVWR Less Than 54,000-lb. |
| 4NDB | BRAKES, REAR, AIR CAM S-Cam; 16.5" x 7.0"; Includes 30/30 Sq.In. Long Stroke Brake Chamber and Spring Actuated Parking Brake |
| | <u>Notes</u> : The following features should be considered when calculating Rear GAWR: Rear Axles; Rear Suspension; Brake System; Brakes, Rear Air Cam; Brake Shoes, Rear; Special Rating, GAWR; Wheels; Tires. |
| 4SBC | AIR COMPRESSOR {Bendix Tu-Flo 550} 13.2 CFM Capacity |
| 4VBD | AIR DRYER LOCATION Mounted Outside Left Rail 25" BOC |
| 4VDX | AIR TANK LOCATION (2) : Two Mounted Outside Right Rail, Under Cab, On Step Mounting Brackets |
| | <u>Notes</u> : This air tank location reduces ground clearance by 2" vs. the standard air tank location. : Use Air Tank Location Code 04VDX with Exhaust Code 07BEJ and Battery Box Code 08WGE or 08WGG to provide clean CA. |
| 5710 | STEERING COLUMN Tilting and Telescoping |
| 5CAL | STEERING WHEEL 2-Spoke, 18" Diam., Black |
| 5PTB | STEERING GEAR (2) {Sheppard M-100/M-80} Dual Power |
| 7BEJ | EXHAUST SYSTEM Single, Horizontal, Aftertreatment Device Frame Mounted Outside Right Rail Under Cab; Includes Vertical Tail Pipe and Guard |

| <u>Code</u> | <u>Description</u> |
|-------------|--|
| | <u>Includes</u> : EXHAUST HEIGHT 10' Exhaust Height - Based on Empty Chassis with Standard Components (+ or - 1" Height) : MUFFLER/TAIL PIPE GUARD Non-Bright Finish |
| 7SCY | ENGINE COMPRESSION BRAKE for MaxxForce I6 Engines; Electronically Activated |
| 7WAZ | TAIL PIPE (1) Turnback Type, Non-Bright, for Single Exhaust |
| 8000 | ELECTRICAL SYSTEM 12-Volt, Standard Equipment |
| | <u>Includes</u> : BATTERY BOX Steel with Plastic Lid : DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab : FUSES, ELECTRICAL SAE Blade-Type : HAZARD SWITCH Push On/Push Off, Located on Top of Steering Column Cover : HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever : HEADLIGHTS (2) Sealed Beam, Round, with Chrome Plated Bezels : HORN, ELECTRIC Single : JUMP START STUD Located on Positive Terminal of Outermost Battery : PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light : RUNNING LIGHT (2) Daytime, Included With Headlights : STARTER SWITCH Electric, Key Operated : STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector : TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature : TURN SIGNALS, FRONT Includes Reflectors and Auxiliary Side Turn Signals, Solid State Flashers; Flush Mounted : WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever : WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted : WIRING, CHASSIS Color Coded and Continuously Numbered |
| 8518 | CIGAR LIGHTER Includes Ash Cup |
| 8540 | HORN, ELECTRIC (2) |
| 8718 | POWER SOURCE Cigar Type Receptacle without Plug and Cord |
| 8GHC | ALTERNATOR {Leece-Neville LBP2203H} Brush Type, 12 Volt 160 Amp. Capacity, Pad Mount |
| 8HAB | BODY BUILDER WIRING Back of Standard Cab at Left Frame or Under Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/ Accessory Power/Ground and Sealed Connector for Stop/Turn |
| 8HAH | ELECTRIC TRAILER BRAKE/LIGHTS Accommodation Package to Rear of Frame; for Combined Trailer Stop, Tail, Turn, Marker Light Circuits; Includes Electric Trailer Brake Accommodation Package With Cab Connections for Mounting Customer Installed Electric Brake Unit, Less Trailer Socket |
| 8MKX | BATTERY SYSTEM {International} Maintenance-Free (3) 12-Volt 2775CCA Total |

| <u>Code</u> | <u>Description</u> |
|-------------|---|
| 8NAA | TAIL LIGHT WIRING MODIFIED Includes: Wiring for Standard Lt & Rt Tail Lights; Separate 8.0' of Extra Cable Wiring for Lt & Rt Body Mounted Tail Lights |
| 8RBK | CB ANTENNA (2) {Pana-Pacific} Full Wave; 4.0' Length Includes "International" Name on Top |
| 8RCB | CB RADIO Accommodation Package; Header Mounted; Feeds From Accessory Side of Ignition Switch; Includes Power Source and Two Antenna Bases With Wiring |
| | <u>Notes</u> : NOT INCLUDED: Antenna |
| 8RGA | 2-WAY RADIO Wiring Effects; Wiring With 20 Amp Fuse Protection, Includes Ignition Wire With 5 Amp Fuse, Wire Ends Heat Shrink and Routed to Center of Header Console in Cab |
| 8RJV | RADIO {International} AM/FM Stereo With Weatherband, Clock, Auxiliary Input, Includes Multiple Speakers |
| | <u>Includes</u> : SPEAKERS IN CAB (2) Dual-Cone with Deluxe Interior : SPEAKERS IN CAB (4) Coaxial with Premium Interior |
| 8THB | BACK-UP ALARM Electric, 102 dBA |
| 8THJ | AUXILIARY HARNESS 3.0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications |
| 8TKK | TRAILER AUXILIARY FEED CIRCUIT for Electric Trailer Brake Accommodation/Air Trailer ABS; With 30 Amp Fuse and Relay, Controlled by Ignition Switch |
| 8WCL | HORN, AIR Black, Single Trumpet, Air Solenoid Operated |
| 8WGG | BATTERY BOX Steel, With Aluminum Cover, 3 Battery Capacity, Mounted Right Side Under Cab Below Frame Mounted Exhaust, Provides Clean CA |
| 8WGL | WINDSHIELD WIPER SPD CONTROL Force Wipers to Slowest Intermittent Speed When Park Brake Set and Wipers Left on for a Predetermined Time |
| 8WLS | TURN SIGNALS, FRONT Dual Face, Amber/Red, Mounted on Top of Fender, Used With Standard Flush Mounted Front Turn Signal, Side Marker Lamps, Parking Lights and Reflectors |
| 8WPZ | TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights |
| 8WRB | HEADLIGHTS ON WWIPERS Headlights Will Automatically Turn on if Windshield Wipers are turned on |
| 8WTK | STARTING MOTOR {Delco Remy 38MT Type 300} 12 Volt; less Thermal Over-Crank Protection |
| 8WWJ | INDICATOR, LOW COOLANT LEVEL With Audible Alarm |
| 8WXB | HEADLIGHT WARNING BUZZER Sounds When Head Light Switch is on and Ignition Switch is in "Off" Position |

| <u>Code</u> | <u>Description</u> |
|-------------|---|
| 8WXD | ALARM, PARKING BRAKE Electric Horn Sounds in Repetitive Manner When Vehicle Park Brake is "NOT" Set, With Ignition "OFF" and any Door Opened |
| 8XAH | CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III With Trip Indicators, Replaces All Fuses Except For 5-Amp Fuses |
| 9585 | FENDER EXTENSIONS Rubber |
| 9ANG | HOOD, HATCH (01) for Servicing |
| 9HBM | GRILLE Stationary, Chrome |
| 9WBC | FRONT END Tilting, Fiberglass, With Three Piece Construction; for 2007 & 2010 Emissions |
| 10060 | PAINT SCHEMATIC, PT-1 Single Color, Design 100 <u>Includes</u> : PAINT SCHEMATIC ID LETTERS "GM" |
| 10506 | TOOL KIT Rim Wrench and Handle Only |
| 10761 | PAINT TYPE Base Coat/Clear Coat, 1-2 Tone |
| 10771 | PAINT CLASS Single Custom Color |
| 11001 | CLUTCH Omit Item (Clutch & Control) |
| 12NUS | ENGINE, DIESEL {MaxxForce DT} EPA 10, 285 HP @ 2200 RPM, 860 lb-ft Torque @ 1300 RPM, 2400 RPM Governed Speed <u>Includes</u> : AIR COMPRESSOR AIR SUPPLY LINE Naturally-Aspirated (Air Brake Chassis Only) : ANTI-FREEZE Red Shell Rotella Extended Life Coolant; -40 Degrees F/ -40 Degrees C; for MaxxForce Engines : COLD STARTING EQUIPMENT Intake Manifold Electric Grid Heater with Engine ECM Control : CRUISE CONTROL Electronic; Controls Integral to Steering Wheel : ENGINE OIL DRAIN PLUG Magnetic : ENGINE SHUTDOWN Electric, Key Operated : FUEL FILTER Included with Fuel/Water Separator : FUEL/WATER SEPARATOR Fuel/Water Separator and Fuel Filter in a Single Assembly; With Water-in-Fuel Sensor; Engine Mounted : GOVERNOR Electronic : OIL FILTER, ENGINE Spin-On Type : WET TYPE CYLINDER SLEEVES |
| 12TSY | FAN DRIVE {Borg-Warner SA85} Viscous Type, Screw On <u>Includes</u> : FAN Nylon |
| 12UAS | RADIATOR Aluminum, Cross Flow, Series System; 1228 SqIn Core and 648 SqIn Charge Air Cooler and 342 SqIn Low Temperature Radiator |

| <u>Code</u> | <u>Description</u> |
|-------------|---|
| | <u>Includes</u> : DEAERATION SYSTEM with Surge Tank : HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps : RADIATOR HOSES Premium, Rubber |
| 12UXG | FEDERAL EMISSIONS for 2010; MaxxFace DT Engines |
| 12VBC | AIR CLEANER Single Element |
| | <u>Includes</u> : GAUGE, AIR CLEANER RESTRICTION Air Cleaner Mounted |
| 12VXT | THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel |
| 12VYL | ACCESSORY WIRING, SPECIAL for Road Speed Wire Coiled Under Instrument Panel for Customer Use |
| 12VYP | ENGINE CONTROL, REMOTE MOUNTED - No Provision Furnished for Remote Mounted Engine Control |
| 12WZE | EMISSION COMPLIANCE Federal, Does Not Comply With California Clean Air Idle Regulations |
| 13AJN | TRANSMISSION, AUTOMATIC {Allison 3500_RDS_P} 4th Generation Controls; Wide Ratio, 6-Speed, With Double Overdrive; On/Off Hwy; Includes Oil Level Sensor, With PTO Provision, Less Retarder, With 80,000-lb GVW & GCW Max. |
| | <u>Includes</u> : OIL FILTER, TRANSMISSION Mounted on Transmission : TRANSMISSION OIL PAN Magnet in Oil Pan |
| 13WAW | OIL COOLER, AUTO TRANSMISSION {Modine} Water to Oil, for Allison or CEEMAT Transmission |
| 13WBL | TRANSMISSION SHIFT CONTROL {Allison} Push-Button Type; for Allison 3000 & 4000 Series Transmission |
| 13WDC | SHIFT CONTROL PARAMETERS {Allison} 4 Speed S3 Secondary Shift Schedule for 5 or 6 Speed WT, MD and HD Transmissions |
| 13WLP | TRANSMISSION OIL Synthetic; 29 thru 42 Pints |
| 13WUA | AUTOMATIC NEUTRAL Allison WT Transmission Shifts to Neutral When Parking Brake is Engaged and Remains in Neutral When Park Brake is Disengaged |
| 13WUS | ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS); General Purpose Trucks Modified for Single Input Auto Neutral |
| 14AHL | AXLE, REAR, SINGLE {Dana Spicer S26-190D} Single Reduction, 26,000-lb Capacity, R Wheel Ends, Driver Controlled Locking Differential . Gear Ratio: 4.56 |
| | <u>Includes</u> : REAR AXLE DRAIN PLUG (1) Magnetic, For Single Rear Axle |

| <u>Code</u> | <u>Description</u> |
|-------------|---|
| | <u>Notes</u> : The following features should be considered when calculating Rear GAWR: Rear Axles; Rear Suspension; Brake System; Brakes, Rear Air Cam; Brake Shoes, Rear; Special Rating, GAWR; Wheels; Tires. : When Specifying Axle Ratio, Check Performance Guidelines and TCAPE for Startability and Performance |
| 14SAL | SUSPENSION, RR, SPRING, SINGLE Vari-Rate; 31,000-lb Capacity, Includes 4500-lb Capacity Multileaf Auxiliary |
| | <u>Notes</u> : The following features should be considered when calculating Rear GAWR: Rear Axles; Rear Suspension; Brake System; Brakes, Rear Air Cam; Brake Shoes, Rear; Special Rating, GAWR; Wheels; Tires. |
| 15LKH | FUEL/WATER SEPARATOR with Filter Restriction/Change Indicator, Includes Standard Equipment Water-in-Fuel Sensor |
| 15SGG | FUEL TANK Top Draw; D Style, Non Polished Aluminum, 19" Deep, 70 U.S. Gal., 265 L Capacity, with Quick Connect Outlet, Mounted Left Side, Under Cab |
| 16030 | CAB Conventional |
| | <u>Includes</u> : ARM REST (2) Molded Plastic; One Each Door : CLEARANCE/MARKER LIGHTS (5) Flush Mounted : COAT HOOK, CAB Located on Rear Wall, Centered Above Rear Window : CUP HOLDERS Two Cup Holders, Located in Lower Center of Instrument Panel : DOME LIGHT, CAB Rectangular, Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Integral to Console, Center Mounted : GLASS, ALL WINDOWS Tinted : GRAB HANDLE, CAB INTERIOR (1) "A" Pillar Mounted, Passenger Side : GRAB HANDLE, CAB INTERIOR (2) Front of "B" Pillar Mounted, One Each Side : INTERIOR SHEET METAL Upper Door (Above Window Ledge) Painted Exterior Color : STEP (4) Two Steps Per Door |
| 16HBA | GAUGE CLUSTER English With English Electronic Speedometer |
| | <u>Includes</u> : GAUGE CLUSTER (6) Engine Oil Pressure (Electronic), Water Temperature (Electronic), Fuel (Electronic), Tachometer (Electronic), Voltmeter, Washer Fluid Level : ODOMETER DISPLAY, Miles, Trip Miles, Engine Hours, Trip Hours, Fault Code Readout : WARNING SYSTEM Low Fuel, Low Oil Pressure, High Engine Coolant Temp, and Low Battery Voltage (Visual and Audible) |
| 16HBZ | GAUGE, TEMPERATURE, AMBIENT Includes Compass Readout and Wiring and Sensor With Display Unit Mounted in Cluster |
| | <u>Notes</u> : Feature included with CAB INTERIOR TRIM, Premium |

| <u>Code</u> | <u>Description</u> |
|-------------|---|
| 16HHE | GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} With Black Bezel Mounted in Instrument Panel |
| 16HKT | IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster |
| 16JNV | SEAT, DRIVER {National 2000} Air Suspension, High Back With Integral Headrest, Cloth, Isolator, 1 Chamber Lumbar, 2 Position Front Cushion Adjust, -3 to +14 Degree Back Angle Adjust |
| | <u>Includes</u> : SEAT BELT 3-Point, Lap and Shoulder Belt Type |
| 16RPX | SEAT, PASSENGER {National} Air-Suspension, High Back With Integral Headrest, Cloth, Isolated, 1 Chamber Lumbar, 2 Position Front Cushion Adjustment, -3 to +14 Degree Seat Back Adjustment |
| | <u>Includes</u> : SEAT BELT 3-Point, Lap and Shoulder Belt Type |
| 16SDE | MIRROR, CONVEX, LOOK DOWN {Lang Mekra} Right Side; 6" x 10 1/4" |
| 16SDL | MIRRORS (2) {Lang Mekra} Rectangular, 7.44" x 14.84" & 7.44" sq. Convex Both Sides, 102" Inside Spacing, Breakaway Type, Heated Heads Thermostatic Controlled, Black Heads, Brackets and Arms |
| 16SJW | MIRROR, CONVEX, HOOD MOUNTED (2) {Lang Mekra} Heated, Left and Right Sides 7.44" Sq |
| 16VSL | WINDSHIELD Heated, Single Piece |
| 16WBY | ARM REST, RIGHT, DRIVER SEAT |
| 16WCT | AIR CONDITIONER {Blend-Air} With Integral Heater & Defroster |
| | <u>Includes</u> : HEATER HOSES Premium : HOSE CLAMPS, HEATER HOSE Mubea Constant Tension Clamps : REFRIGERANT Hydrofluorocarbon HFC-134A |
| 16WEE | CAB SOUND INSULATION Includes Dash Insulator and Engine Cover Insulator |
| | <u>Notes</u> : Feature included with CAB INTERIOR TRIM, Premium |
| 16WJS | INSTRUMENT PANEL Center Section, Flat Panel |
| 16WKY | HVAC FRESH AIR FILTER |
| 16WLS | FRESH AIR FILTER Attached to Air Intake Cover on Cowl Tray in Front of Windshield Under Hood |
| 16WRX | CAB INTERIOR TRIM Deluxe |
| | <u>Includes</u> : "A" PILLAR COVER Molded Plastic |

| <u>Code</u> | <u>Description</u> |
|-------------|---|
| | : CAB INTERIOR TRIM PANELS Cloth Covered Molded Plastic, Full Height; All Exposed Interior Sheet Metal is Covered Except for the Following: with a Two-Man Passenger Seat or with a Full Bench Seat the Back Panel is Completely Void of Covering |
| | : CONSOLE, OVERHEAD Molded Plastic; With Dual Storage Pockets with Retainer Nets and CB Radio Pocket |
| | : DOOR TRIM PANELS Molded Plastic; Driver and Passenger Doors |
| | : FLOOR COVERING Rubber, Black |
| | : HEADLINER Soft Padded Cloth |
| | : INSTRUMENT PANEL TRIM Molded Plastic with Black Center Section |
| | : STORAGE POCKET, DOOR (1) Molded Plastic, Full-Length; Driver Door |
| | : SUN VISOR (2) Padded Vinyl with Driver Side Toll Ticket Strap, Integral to Console |
| 16WSK | CAB REAR SUSPENSION Air Bag Type |
| 26DHH | WHEEL, SPARE, DISC 22.5" Polished Aluminum, 10-Stud (285.75mm BC) Hub Piloted, Flange Nut, Metric Mount, 9.00 DC Rim, for Front Application Only |
| 27DHH | WHEELS, FRONT DISC; 22.5" Polished Aluminum, 10-Stud (285.75MM BC) Hub Piloted, Flanged Nut, Metric Mount, 9.00 DC Rims; With Steel Hubs |
| | <u>Notes</u> |
| | : Aluminum Wheels not Painted or Coated |
| | : Compatible Tire Sizes: 12R22.5, 295/75R22.5, 295/80R22.5, 315/80R22.5 |
| 28DMC | WHEELS, REAR DUAL DISC; 22.5" Polished Aluminum, 10-Stud (285.75MM BC) Hub Piloted, Flanged Nut, Metric Mount, 8.25 DC Rims; With Steel Hubs |
| | <u>Notes</u> |
| | : Aluminum Wheels not Painted or Coated |
| | : Compatible Tire Sizes: 11R22.5, 12R22.5, 255/70R22.5, 255/80R22.5, 265/75R22.5, 275/70R22.5, 275/80R22.5, 295/75R22.5, 295/80R22.5 |
| | : Polished Surface Outside Dual Only |
| 29WAP | WHEEL GUARDS, FRONT {Accuride} for Metric Hub Piloted Wheels with Flanged Mounting Nuts Mounted Between Hub and Wheel |
| 60AAG | BDY INTG, REMOTE POWER MODULE Mounted Inside Cab behind Driver Seat; Up to 6 Outputs & 6 Inputs, Max. 20 amp. per Channel, Max. 80 amp Total (Includes 1 Switch Pack With Latched Switches) |
| 7452133217 | (4) TIRE, REAR 11R22.5 XDE M/S (MICHELIN) 497 rev/mile, load range H, 16 ply |
| 7652543208 | (2) TIRE, FRONT 315/80R22.5 XZY-3 (MICHELIN) 486 rev/mile, load range L, 20 ply |
| | On Spot Chains Installed |
| | Install electric trailer brake control unit |
| | Raw Material Surcharge |
| | Base Model Year Increase |

INTERNATIONAL®

Financial Summary
2012 7400 SFA 4X2 (SA525)

September 14, 2012

(US DOLLAR)

Description

Price

Net Sales Price:

\$89,997.00

+ 400.00

\$90,397.00

Please feel free to contact me regarding these specifications should your interests or needs change. I am confident you will be pleased with the quality and service of an International vehicle.

Approved by Seller:

Accepted by Purchaser:

Official Title and Date

Firm or Business Name

Authorized Signature

Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

H. P. FAIRFIELD, LLC

BUDGET # 132175



"MUNICIPAL SPECIALISTS"

PHONE: 603-225-9576 FAX: 603-228-5246

<http://www.hpfairfield.com>

FROM:

Phil Webster

94 Sheep Davis Road

Pembroke, NH 03275

QUOTED TO: Town Of Moultonborough

DATE: September 21, 2012

213270

P O Box 139
Moultonborough, NH 30254

CUSTOMER PHONE: 603-476-2347

ATTN:

CUSTOMER FAX: 603-476-5835

COMMENTS: Revised

| QTY | DESCRIPTION | PRICE | EXT. PRICE |
|-----|-------------|-------|------------|
|-----|-------------|-------|------------|

| | | | |
|---|--|--|--|
| 1 | EVEREST CUSTOM POWER TILT HITCH WITH DA LIFT CYLINDER. PLOW LIGHTS. FRONT WING POST WITH SLIDE AND TRIP HINGE. HI-LIFT PATROL WING REAR WELDMENT. P20 TANDEM FRONT PUMP WITH SECTIONAL VALVE FOR ALL FUNCTIONS TO INCLUDE CAB CONTROLS. 3911P1SARR85 11' POWER ANGLE POLY PLOW WITH CARBIDE EDGE. W132 RIGHT HAND WING WITH FULL TRIP ARMS AND CARBIDE EDGE. CS 550 LITE CLOSED LOOP GROUND SPEED CONTROL. | | |
|---|--|--|--|

| | | | |
|---|---|--|--|
| 1 | AIR FLO 10' 9.5 YARD COMBINATION SANDER DUMP BODY WITH 24" CAB SHIELD. BOXED TOP RAIL WITH VERTICAL SIDE BRACING. .7 GAUGE SIDES WITH 1/4" FLOOR. ICC LIGHTS, REFLECTORS, FRONT AND REAR MUDFLAPS. PAINTED BLACK. MAILHOT 20 TON HOIST WITH SAFETY BRACE AND BACKUP ALARM. BULLETT ELECTRIC COVER. 24 TON PINTLE HOOK ON 3/4" PLATE WITH D-RINGS. ONE PAIR OF POLY FENDERS. | | |
|---|---|--|--|

UNIT PRICE \$77,640.00

SIGNED Phil Webster

ACKNOWLEDGED

QUOTE TOTAL

Serving New England for over 60 Years

**Town of Moultonborough
CIPC Project Request Form – FY 2013-2018**

| | |
|------------------------------------|--|
| Department: Public Works | Department Priority: Select One of Select One projects FY Request To Be Made in: 2013 2014 2015 2016 2017 2018 |
|------------------------------------|--|

Project Description: Road Projects.

Narrative Justification: Road Projects based upon the Road Surface Management System, with expense applied as 60% preservation and 40% toward reconstruction. I have attached a preliminary annual summary for the next three years. This summary may change relative to roads and types of work based upon a updated assessment of the road surfaces in 2011.
(Please include additional attached pages.)

Alternatives Considered or Impact if Project not Approved: The costs of roads relative to \$1 spent today versus \$4-\$8 spent later due to road deterioration and construction/asphalt costs.
(Please indicate if the need/rationale for the project/item can be met by any other means, including leasing, contracting, etc. Please include additional attached pages if necessary.)

| | |
|---|--|
| Type of Project: (check one and please explain in narrative.) | Primary effect of project is to: <input type="checkbox"/> Replace or repair existing facilities or equipment <input checked="" type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing services level/facility <input type="checkbox"/> Provide new facility or service capacity <input type="checkbox"/> Other (please describe) |
|---|--|

| | | |
|---|---|---|
| Service Area of Project: (check at least one) | <input type="checkbox"/> Region <input checked="" type="checkbox"/> Municipality <input type="checkbox"/> School District | <input type="checkbox"/> Neighborhood <input type="checkbox"/> Street <input type="checkbox"/> Other Area |
|---|---|---|

| | |
|--|---|
| Rationale for Project: (check those that apply; elaborate below) | <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long-term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for limited time |
|--|---|

- Required to maintain current service levels
 Other (please describe)

Cost Estimate:
 (Itemize as necessary)

Capital Costs
 Dollar Amount (in current \$)
 \$0.00 Planning/feasibility analysis

**Impact on Operating & Maintenance
 Costs or Personnel Needs**

(Please elaborate in Project narrative)

Quote or Estimate

Quote
 X Internal Estimate
 (Please indicate if item is
 quote, or estimate and
 attach quotes.)

\$100,000 Professional services
 \$0.00 Real estate acquisition
 \$0.00 Site preparation
 \$675,000 Construction
 \$0.00 Furnishings & equipment
 Vehicles & capital equipment
 \$0.00 Capital Reserve Fund
 \$0.00 Other _____
 \$775,000 **Total Project Cost**

- Add personnel
 Increased O & M costs
 Reduce personnel
 Decreased O & M costs
 Contracted Costs/Labor

Dollar Cost of Impacts and Duration:
 + \$0.00 annually
 (-) \$0.00 annually
 0 # of Years of Duration

Sources of Funding:

| | |
|-----------------------------------|-----------|
| Grant from: State Aid Block Grant | \$145,000 |
| Loan from: | \$0.00 |
| Donation/bequest/private | \$0.00 |
| User fees & charges | \$0.00 |
| Capital reserve withdrawal | \$0.00 |
| Impact fee account | \$0.00 |
| Current revenue | \$0.00 |
| General obligation bond | \$0.00 |
| General Taxation | \$635,000 |
| Special assessment | \$0.00 |
| Other | \$0.00 |
| Total Project Cost | \$0.00 |
| Minus Revenue | \$0.00 |
| Project Cost | \$775,000 |

Form Prepared By:

Scott D. Kinmond

(Name)



(Signature)

Road Agent/DPW Director

(Title)

Public Works

(Department/Agency)

3-4-11/4-9-12

(Date Prepared)

Town of Moultonborough CIPC Project Request Form – FY 2013-2018

| | |
|---|--|
| Department: Public Works | Department Priority: Select One of Select One projects FY Request To Be Made in: 2013 2014 2015 2016 2017 2018 |
| Project Description: Facilities Flooring Replacements/Repainting | |
| Narrative Justification: Replacement for worn flooring/Wall repaint (Please include additional attached pages.) | |
| Alternatives Considered or Impact if Project not Approved: General appearance and maintenance (Please indicate if the need/rationale for the project/item can be met by any other means, including leasing, contracting, etc. Please include additional attached pages if necessary.) | |
| Type of Project: (check one and please explain in narrative.) | Primary effect of project is to: <input checked="" type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing services level/facility <input type="checkbox"/> Provide new facility or service capacity <input type="checkbox"/> Other (please describe) |
| Service Area of Project: (check at least one) | <input type="checkbox"/> Region <input checked="" type="checkbox"/> Municipality <input type="checkbox"/> School District <input type="checkbox"/> Neighborhood <input type="checkbox"/> Street <input type="checkbox"/> Other Area |
| Rationale for Project: (check those that apply; elaborate below) | <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long-term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for limited time <input type="checkbox"/> Required to maintain current service levels <input type="checkbox"/> Other (please describe) |

Cost Estimate:
(Itemize as necessary)

Quote or Estimate
 Quote
X Internal Estimate
(Please indicate if item is quote, or estimate and attach quotes.)

Capital Costs
Dollar Amount (in current \$)
\$0.00 Planning/feasibility analysis
\$0.00 Professional services
\$0.00 Real estate acquisition
\$0.00 Site preparation
25,000 Construction
\$0.00 Furnishings & equipment
\$0.00 Vehicles & capital equipment
\$0.00 Capital Reserve Fund
\$0.00 Other _____
\$25,000 Total Project Cost

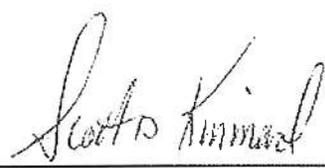
Impact on Operating & Maintenance Costs or Personnel Needs
(Please elaborate in Project narrative)

Add personnel
 Increased O & M costs
 Reduce personnel
 Decreased O & M costs
 Contracted Costs/Labor

Dollar Cost of Impacts and Duration:
+ \$0.00 annually
(-) \$0.00 annually
0 # of Years of Duration

| Sources of Funding: | |
|----------------------------|----------|
| Grant from: | \$0.00 |
| Loan from: | \$0.00 |
| Donation/bequest/private | \$0.00 |
| User fees & charges | \$0.00 |
| Capital reserve withdrawal | \$0.00 |
| Impact fee account | \$0.00 |
| Current revenue | \$0.00 |
| General obligation bond | \$0.00 |
| General Taxation | \$25,000 |
| Special assessment | \$0.00 |
| Other | \$0.00 |
| Total Project Cost | \$0.00 |
| Minus Revenue | \$0.00 |
| Project Cost | \$25,000 |

Form Prepared By:
Scott D. Kinmond
(Name)


(Signature)

Road Agent/DPW Director
(Title)

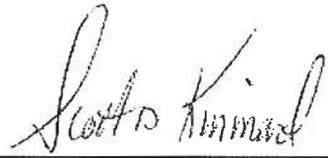
Public Works
(Department/Agency)

6-4-12
(Date Prepared)

Other Information:
(Please include additional attached pages, if necessary.)

- Required to maintain current service levels
 Other (please describe)

| | | |
|--|--|---|
| <p>Cost Estimate: (Itemize as necessary)</p> <p>Quote or Estimate <input type="checkbox"/> Quote <input checked="" type="checkbox"/> Internal Estimate (Please indicate if item is quote, or estimate and attach quotes.)</p> | <p>Capital Costs Dollar Amount (in current \$)</p> <p>\$0.00 Planning/feasibility analysis \$0.00 Professional services \$0.00 Real estate acquisition \$0.00 Site preparation \$0.00 Construction \$0.00 Furnishings & equipment \$25,000 Vehicles & capital equipment \$0.00 Capital Reserve Fund \$0.00 Other _____ \$25,000 Total Project Cost</p> | <p>Impact on Operating & Maintenance Costs or Personnel Needs (Please elaborate in Project narrative)</p> <p><input type="checkbox"/> Add personnel <input type="checkbox"/> Increased O & M costs <input type="checkbox"/> Reduce personnel <input type="checkbox"/> Decreased O & M costs <input type="checkbox"/> Contracted Costs/Labor</p> <p>Dollar Cost of Impacts and Duration: + \$0.00 annually (-) \$0.00 annually 0 # of Years of Duration</p> |
|--|--|---|

| | |
|--|---|
| <p>Sources of Funding:</p> <p>Grant from: \$0.00 Loan from: \$0.00 Donation/bequest/private \$0.00 User fees & charges \$0.00 Capital reserve withdrawal \$0.00 Impact fee account \$0.00 Current revenue \$0.00 General obligation bond \$0.00 General Taxation \$30,000 Special assessment \$0.00 Other \$0.00 Total Project Cost \$0.00 Minus Revenue \$0.00 Project Cost \$25,000</p> | <p>Form Prepared By: <u>Scott D. Kinmond</u> (Name)</p> <p> (Signature)</p> <p>Road Agent/DPW Director (Title)</p> <p>Public Works (Department/Agency)</p> <p>4-11-12 (Date Prepared)</p> |
|--|---|

FIRST CHOICE INSTALLATIONS, LLC
171 WARREN STREET
LACONIA, NEW HAMPSHIRE 03246

PROPOSAL

Steven Buy, Member (603) 393-8498
Greggory Ainsworth, Member (603) 393-8499

First Choice Installations, LLC agrees to install new equipment at 68 Highway Dept RD Moultonboro NH 03254 which includes:

- Garn 2000 wood boiler with vertical flue.
- 2000 Filter, chemical treatment, and preclean
- Garn vertical flue kit. 18 feet above grade
- 100 feet of Pre-insulated 40 mm Microflex Duo pipe.
- Grundfus 16/64 circulator pump with isolation flanges
- purge station and drain
- all necessary piping for coil inside building
- Will connect to existing electrical system.

1. Any deviation from the above specifications involving extra costs will be executed only upon a written Change Order and will become an extra charge over and above this proposal.
First Choice Installations, LLC agrees to remove all related debris.

The Customer is responsible for:

- Building a "Garn Barn" or suitable building on a concrete pad.
- Insulating the building
- Digging the trench for district piping and backfilling with proper material
- Picking up the boiler in Manchester
- Providing 230v power at the boiler with a neutral.

First Choice Installations, LLC has a 90-day workmanship warranty.

ESTIMATED CONTRACT COSTS: \$ 27,553.00

Terms of Payment:

50% down due on or before the start of installation, balance due upon completion.

2. This proposal may be withdrawn by *First Choice Installations, LLC*, if not accepted within thirty (30) days from the date herein.
3. If the balance due on this proposal is not paid upon completion and the account remains unpaid for thirty (30) days, the balance shall be subject to a finance charge of 1.5% per month or 18% per annum.
4. In the event collection and/or legal proceedings are initiated to collect any monies due under this proposal, the prevailing party shall be entitled to attorney's fees and costs.

ACCEPTANCE OF PROPOSAL – The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work so specified. Payment will be made as outlined above.

First Choice Installations, LLC

By: _____ / _____
It's duly authorized: Member date Scott Kinmond date



GARN®

WOOD HEATING SYSTEMS

GARN WHS Wood Fired Hydronic Heaters

The GARN® WHS (Wood Heating System) line of wood-fired hydronic heaters combine high-efficiency wood combustion and hydronic thermal storage to make the most efficient and effective wood heating units on the market.

Two-Stage Combustion ensures low emissions so there is virtually no smoke or creosote.

Five-Pass Heat Exchanger ensures efficient combustion heat transfer into thermal storage.

Integrated Thermal Storage allows heat to be drawn off as needed between burns.

Water-Based Delivery ensures efficient transfer of the stored heat to the building or application.

Easy Integration with radiant floor, hot water baseboard, cast iron and European style radiators, forced air furnaces, or other heating systems allows the units to be added into existing applications or new construction.

The **non-pressurized system** is safe and certified to be installed indoors or in an attached building.

GARN® WHS units are certified by independent lab tests to comply with all applicable UL and CSA Standards, and are the only wood-fired hydronic heater certified for both horizontal and vertical flue venting.

GARN® WHS units are certified to burn cord or slab wood; pallet and other scrap wood; densified wood briquettes; and air dried corn on the cob.

GARN WHS Features and Benefits

Features

- Integrated Combustion and Thermal Storage
- Double Weld Construction
- Secondary Combustion (Gasification) Chamber
- 5 Pass Heat Exchanger
- Large Insulated Loading Door
- Double Lock Safety Handle
- Dispersion Return Tube
- Manway Access
- Induced Draft Fan
- Air Cooled Door
- Outside Air Combustion
- 30 Years of Proven Technology

Benefits

- Long Life, Low Maintenance Construction
- Reduced Wood Use
- Low Emissions
- Easy Load Fuel Chamber
- Cool to the Touch Loading Door
- Smoke-Free Wood Loading
- Easy Maintenance and Part Replacement
- Demonstrated Longevity
- Available Electric Backup



PO Box 226
New Harbor, ME 04554

TEL (207) 677-2509
FAX (866) 412-2841

info@fhsco.com
www.fhsco.com



NE REPRESENTATIVE DECTRA CORP.

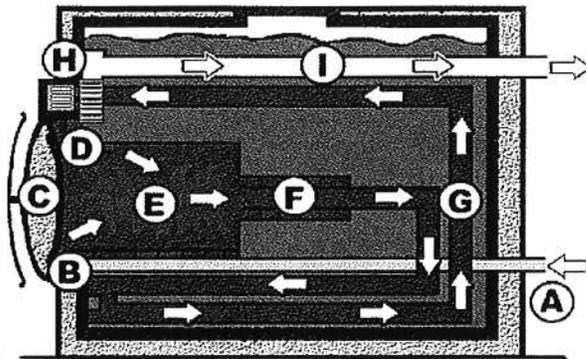
GARN SPECIFICATIONS

| Model | 1,500 | 2,000 | 3,200 |
|------------------------------|--------------------------------|------------------|----------------|
| Width in inches | 72 | 72 | 86 |
| Height in inches | 75 | 75 | 93 |
| Overall length in inches | 111 | 135 | 172 |
| Approx gallons storage | 1,420 | 1,825 | 3,200 |
| Weight empty pounds | 3,550 | 3,980 | 7,500 |
| Weight filled pounds | 15,400 | 19,000 | 34,500 |
| Recommended wood length | 24" - 32" | 24" - 32" | 32" - 48" |
| Fire box length | 41" | 41" | 50" |
| Fire box diameter | 25" | 25" | 40" |
| Burn Rate btu/hr * | 350,000 | 425,000 | 950,000 |
| BTUs stored 120 to 200 dg | 920,000 | 1,272,000 | 2,064,000 |
| BTUs / degree temp rise | 11,500 | 15,900 | 25,800 |
| Tank shell - mild steel | 3/16" | 3/16" | 3/16" |
| Tank ends - mild steel | 1/4" | 1/4" | 1/4" |
| Fire box (fire brick bottom) | 3/16" | 3/16" | 1/4" |
| Blower motor HP | 1/2 | 3/4 | 3/4 |
| Venting | 6" Duratech ss | 6/8" Duratech ss | 10" class A ss |
| Emissions (particulate) | .13 lbs per million BTU output | | |
| Efficiency | 75.4% LHV (84% HHV) | | |

**Burn rate is extremely fuel dependent. These numbers based on the use of split 24" oak with 20% moisture content and hourly reload*

GARN

WOOD HEATING SYSTEMS



How Do GARN Wood Heating System Units Perform So Well?

Combustion air is drawn directly from outdoors through an internal air inlet tube (A) to the air distribution collar (B). The door (C) prevents air from being drawn from the room. The door is insulated to prevent heat loss and includes an air-cooled heat shield to prevent hot surfaces near the user. Combustion air from the collar flows through an upper and lower nozzles (D) into the combustion chamber (E). Remaining free air is mixed with hot gases before entering the ceramic secondary combustion chamber (F). Within the ceramic chamber, smoke, creosote and particulates are burned at temperatures near and above 2000 °F. The hot gases release their heat as they move through a 5 pass tubular heat exchanger (G) submerged within a large volume of water. The cooled gases are then pulled into the Draft Inducer housing (H) and pushed out of the exhaust pipe (I).



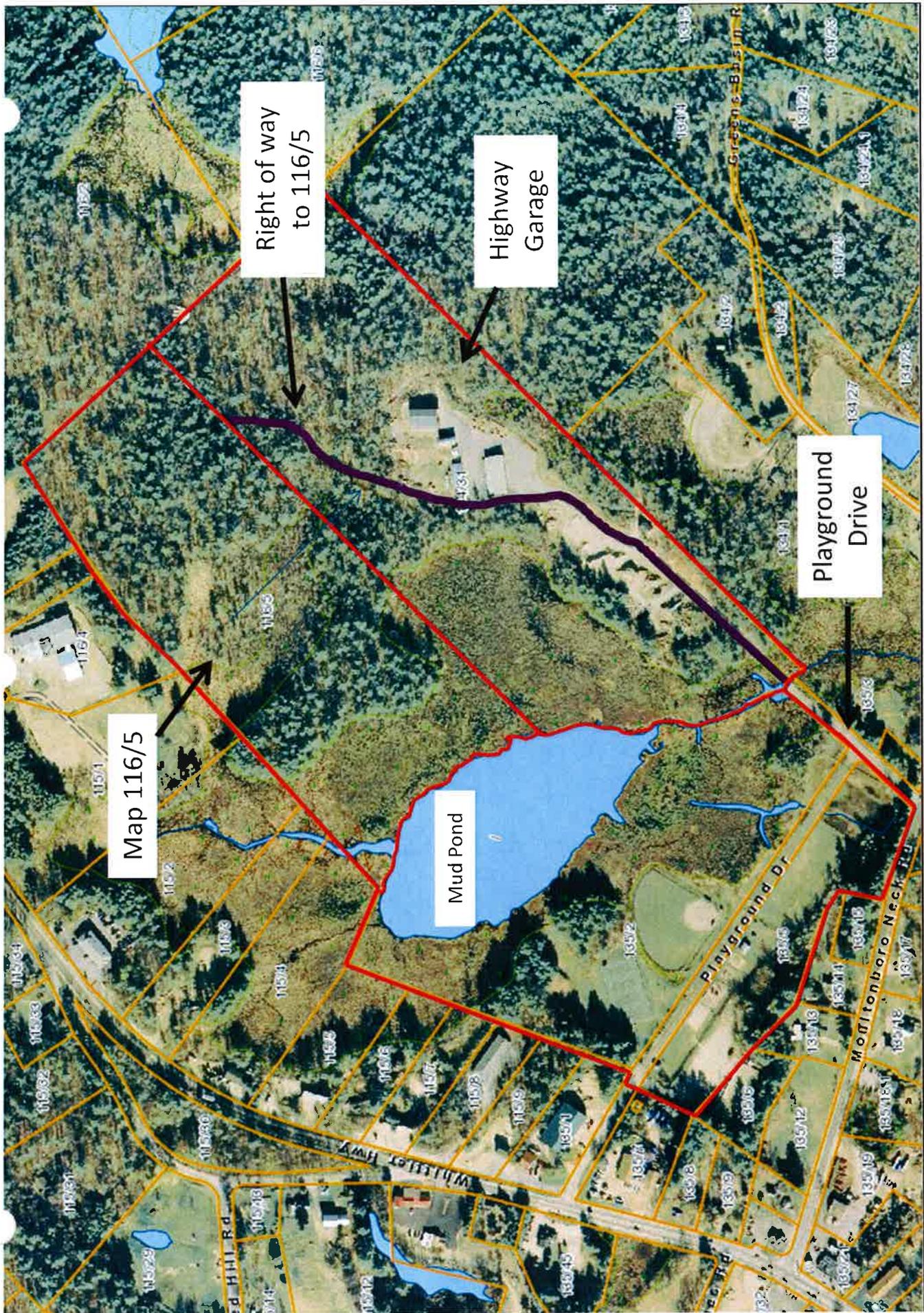
GARN 2000



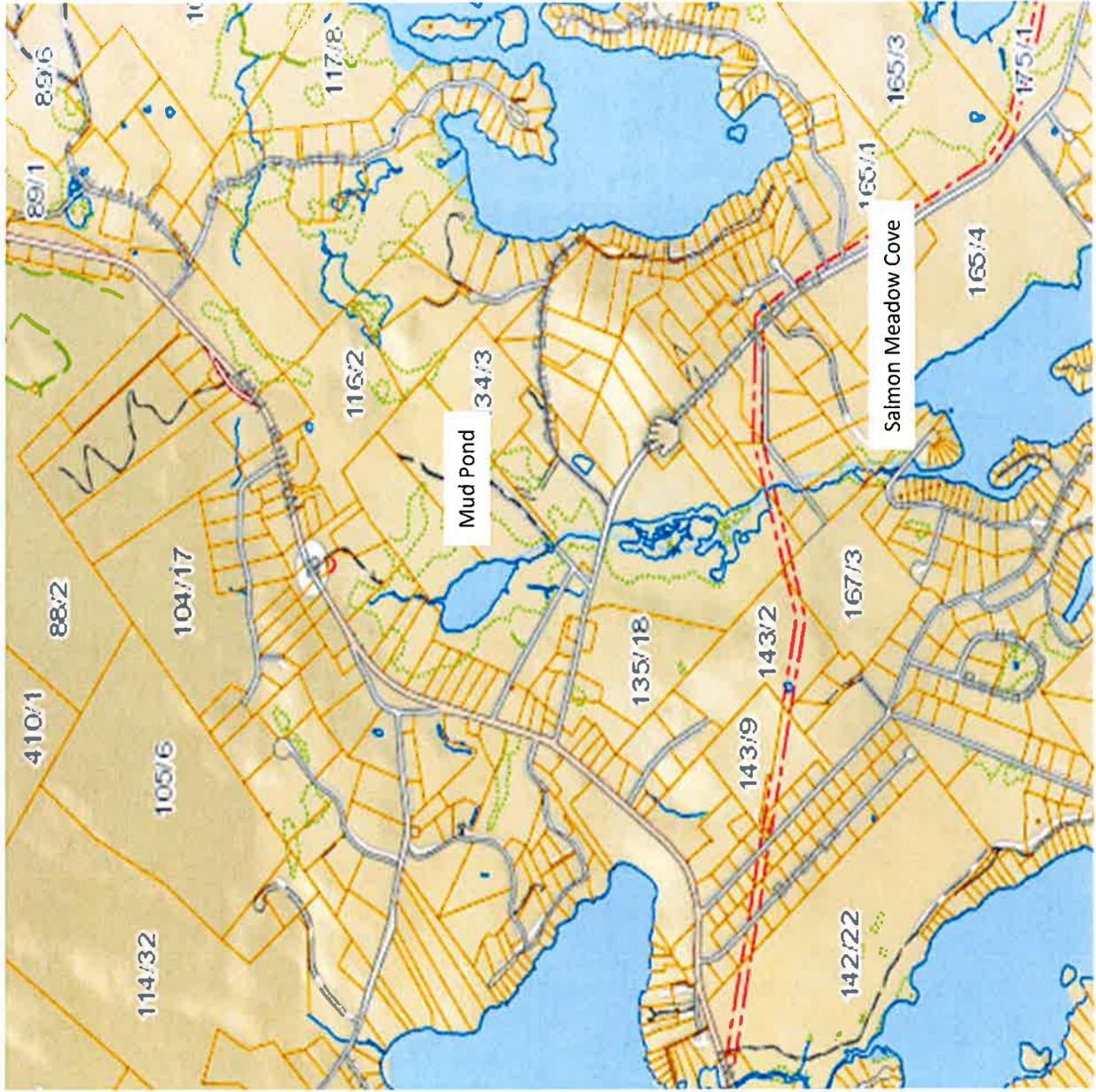
GARN 3200

GARN®

WOOD HEATING SYSTEMS



Proposed Acquisition Map 116/5 at Highway Garage



Relationship of Mud Pond to Salmon Meadow Cove