

2015 Road Program

Preservation:

Paving- Shim/leveling course and overlay of pavement

1. Randall Rd (687')	\$11,100.00
2. Ames Rd (634')	\$10,225.00
3. Playground Dr (475')	\$ 8,075.00
4 Myers Rd (317')	\$ 5,525.00

Crack sealing:

Crack filling location – TBD spring 2015	\$10,000.00
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Chip Sealing:

Brae Burn Rd	
Countryside Ln	
Susan Ln.	
Victory Ln	
Melly Ln	
Buckingham Est Rd.	\$50,000.00

Rehabilitation

Reclaim asphalt surface/add supplemental gravel/repave 2" base & 1" top coarse.

Lee Rd (3700')	\$160,000.00
Ossipee Mtn Rd (2500')	\$130,000.00

Reconstruction

Ossipee Mtn Rd (1000')	\$100,000.00
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Intersections:	\$165,000.00
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1. Far Echo Rd & Moultonborough Neck Rd
2. Shaker Jerry Rd & Wentworth Shores Rd
3. Old Rt 109 & Rte 25

Contingency (10%)	\$60,000.00
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2015-2016 Engineering	\$100,000.00
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Total	\$810,425.00
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**Surface Status
Moultonborough
2013**

8/15/2013
RSMS11
Source: LRPC

Reconstruct

(Priority) Road Name	Sec	From	To	Length (mi)	Importance	Traffic	Drainage
(4) Lee Rd	1	Old Rt 109	Rt 109	1.29	medium	low	Good
(4) Lees Mill Rd	1	Lee Rd	pavement change	0.31	medium	low	Good
(4) Lees Mill Rd	3	pavement change	pavement change	0.09	medium	low	Good
(2) Clarks Landing	1	Rt 109	Boat Launch	0.23	low	low	Poor
				1.91			

Rehabilitate

(Priority) Road Name	Sec	From	To	Length (mi)	Importance	Traffic	Drainage
(7) Old Rt 109	1	Rt 109	Rt 25	0.74	high	low-med	Good
(6) Shaker Jerry Rd	2	pavement change	M'borough Neck Rd	1.74	medium	medium	Good
(5) Ossipee Mtn Rd	1	Rt 109	townline	2.31	medium	low-med	Good
(5) Paradise Dr	3	end of road	Mayflower	0.44	medium	low-med	Poor
(5) Redding Ln	1	Rt 25	end of road	1.76	medium	low-med	Good
(4) Red Hill Rd	2	pavement change	Sawmill Ln	0.94	medium	low	Good
(4) Severence Rd	1	Rt 171	Mile 0.856	0.86	medium	low	Good
(4) States Landing	1	Rt 109	end of road	1.01	medium	low	Good
(2) Bos'n Way	1	Long Point Rd	end of road	0.17	low	low	Good
(2) Castle Shores Rd	1	States Landing	pavement change	0.20	low	low	Poor
(2) Estella Ln	1	Marvin Rd	end of road	0.05	low	low	Good
(2) High Haith Rd	1	Bean Rd	townline	0.33	low	low	Poor
				10.56			

Preventive

(Priority) Road Name	Sec	From	To	Length (mi)	Importance	Traffic	Drainage
(5) Wentworth Shores Rd	1	Shaker Jerry Rd	pavement change	0.62	medium	low-med	Good
(4) Randall Rd	1	Ossipee Mtn Rd	pavement change	0.13	medium	low	Good
(2) Ames Rd	1	Rt 25	pavement change	0.12	low	low	Good
(2) Marvin Rd	1	Rt 25	end of road	0.47	low	low	Good
(2) Myers Rd	1	Rt 25	end of road	0.06	low	low	Good
(2) Playground Rd	1	Rt 25	gate	0.09	low	low	Good
				1.50			

No Maintenance

(Priority) Road Name	Sec	From	To	Length (mi)	Importance	Traffic	Drainage
(8) Lake Shore Dr	1	Rt 25	Rt 25	0.84	high	medium	Good
(7) Blake Rd	1	pavement change	Rt 25	0.52	high	low-med	Good
(6) Kona Farm Rd	1	M'borough Neck Rd	pavement change	0.78	medium	medium	Good
(6) Ossipee Park Rd	1	Rt 171	end of road	1.34	high	low	Good
(6) Shaker Jerry Rd	1	Cottage Rd	pavement change	1.03	medium	medium	Good
(5) Colby Rd	1	Jacobs Rd	pavement change	0.29	medium	low-med	Good
(5) Country Side Ln	1	Susan Dr	end of road	0.18	medium	low-med	Good
(5) Eagle Shores Rd	1	Redding Ln	end of road	1.18	medium	low-med	Good
(5) Krainwood Dr	1	Redding Ln	Hanson Rd	1.22	medium	low-med	Good
(5) Paradise Dr	1	Meadow Glen	Rt 109	0.72	medium	low-med	Good
(5) Paradise Dr	2	Mayflower	Meadow Glen	0.31	medium	low-med	Good
(5) Winaukee Rd	1	M'borough Neck Rd	Bartlett Ldg Rd	1.85	medium	low-med	Good
(4) Bodge Hill Rd	2	pavement change	Rt 109	0.45	medium	low	Good
(4) Brae Burn Rd	1	Wickwood Shores Rd	end of road	0.23	medium	low	Good
(4) Evans Rd	1	Rt 25	pavement change	0.23	medium	low	Good
(4) Hanson Dr	1	Krainwood Dr	end of road	0.98	medium	low	Good
(4) Hanson Mill Rd	1	Shaker Jerry Rd	pavement change	0.35	medium	low	Good
(4) Hauser Estates Rd	1	Long Point Rd	end of road	0.60	medium	low	Good
(4) Highway Garage	1	M'borough Neck Rd	end of road	0.30	medium	low	Good
(4) Jacobs Rd	1	Kona Farm Rd	Colby Rd	0.51	medium	low	Good
(4) Long Point Rd	1	Colby Rd	pavement change	0.90	medium	low	Good
(4) Old Long Island Rd	1	Long Island Rd	end of road	0.50	medium	low	Good
(4) Sawmill Way	1	Red Hill Rd	Rt 25	0.29	medium	low	Good
(4) Severence Rd	2	Mile 0.856	Rt 109	0.38	medium	low	Good
(4) Sheridan Rd	1	townline	pavement change	1.02	medium	low	Good
(4) Sheridan Rd	2	pavement change	bridge crossing	0.34	medium	low	Good

No Maintenance (Continued)

(Priority) Road Name	Sec	From	To	Length (mi)	Importance	Traffic	Drainage
(4) Sheridan Rd	3	bridge crossing	Rt 25	1.13	medium	low	Good
(4) Sibley Rd	1	Bean Rd	pavement change	0.86	medium	low	Good
(3) Ferry Rd	2	pavement change	M'borough Neck Rd	0.40	low	low-med	Good
(2) Alpine Park Rd	1	Lakeshore Rd	end of road	0.83	low	low	Good
(2) Bently Rd	1	Lakeshore Rd	end of road	0.15	low	low	Good
(2) Birch Ln	1	Rt 25	end of road	0.61	low	low	Good
(2) Black Point Rd	1	Clarks Landing	end of road	0.24	low	low	Good
(2) Buckingham Terrace	1	Melley Ln	end of road	0.15	low	low	Good
(2) Butternut Ln	1	Hanson Ln	Krainwood Dr	0.18	low	low	Good
(2) Colonial Dr	1	Bean Rd	end of road	0.36	low	low	Good
(2) Cooks Point	1	Ruppert Rd	end of road	0.27	low	low	Good
(2) Driftwood Dr	1	Krainwood Dr	end of road	0.55	low	low	Good
(2) East Spur Rd	1	Ruppert Rd	Hauser Estates	0.20	low	low	Good
(2) Fox Hollow Rd	1	Rt 25	end of road	0.10	low	low	Good
(2) Geneva Point Rd	1	Winaukee Rd	end of road	0.75	low	low	Good
(2) Hayes Ln	1	Lees Mill Rd	end of road	0.30	low	low	Good
(2) Iroquois Ln	1	M'borough Neck Rd	end of road	0.14	low	low	Good
(2) Kerrie Ct	1	Eagle Shores Rd	end of road	0.26	low	low	Good
(2) Melly Ln	1	Paradise Rd	end of road	0.25	low	low	Good
(2) Rocky Winds Rd	1	Hauser Estates	Cooks Point Rd	0.29	low	low	Good
(2) Ruppert Rd	1	Cooks Point Rd	end of road	0.27	low	low	Good
(2) Slade Ln	1	Hauser Estates	end of road	0.08	low	low	Good
(2) Susan Ln	1	Brae Burn Rd	end of road	0.15	low	low	Good
(2) Victory Ln	1	Rt 109	end of road	0.10	low	low	Good

25.92

Total Length: 39.88

KVPartners

CLIENT: MOULTONBOROUGH NH
 PROJECT: 2015 ROAD PROGRAM
 DETAIL: ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS-CONCEPTUAL DESIGN

DRAFT

BY: RHK
 DATE: 8/25/14

LEE ROAD: RECLAMATION AND PAVEMENT (22' x 3700')

No.	Description	Item	Quantity	Units	Engineers Estimate	
					Unit Price	Cost
1	Mobilization		1	LS	\$6,000.00	\$6,000
2	Crushed Gravel-Shoulders		140	CY	\$25.00	\$3,500
3	Crushed Gravel-Driveways		25	CY	\$28.00	\$700
4	8" Reclaimed Stabilized Base In-Place		9,100	SY	\$1.80	\$16,380
5	2" HBP Binder Course		970	TN	\$85.00	\$82,450
6	1" HBP Wearing Course		485	TN	\$85.00	\$41,225
7	HBP Hand Method		25	TN	\$130.00	\$3,250
8	Maintenance of Traffic		1	LS	\$6,000.00	\$6,000

Construction Cost: \$159,505

By Owner: Reflective Paint Pavement Marking
 Common Excavation/Loam and Seed (Ditchline)

OSSIPEE MOUNTAIN ROAD: RECLAMATION AND PAVEMENT (21' x 2500')

No.	Description	Item	Quantity	Units	Engineers Estimate	
					Unit Price	Cost
1	Mobilization		1	LS	\$4,000.00	\$4,000
2	Crushed Gravel-Shoulders		95	CY	\$30.00	\$2,850
3	Crushed Gravel-Driveways		20	CY	\$28.00	\$560
4	8" Reclaimed Stabilized Base In-Place		5,850	SY	\$1.80	\$10,530
5	2" HBP Binder Course		650	TN	\$85.00	\$55,250
6	1" HBP Wearing Course		330	TN	\$85.00	\$28,050
7	HBP Hand Method		20	TN	\$130.00	\$2,600
#REF!	Maintenance of Traffic		1	LS	\$3,000.00	\$3,000

Construction Cost: \$106,365

By Owner: Reflective Paint Pavement Marking
 Common Excavation/Loam and Seed (Ditchline)

OSSIPEE MOUNTAIN ROAD: FULL-DEPTH RECONSTRUCTION (20' x 1000')

No.	DESCRIPTION	ITEM	QUANTITY	UNITS	ENGINEER'S ESTIMATE	
					UNIT PRICE	COST
1	Mobilization		1	LS	\$4,000.00	\$4,000
2	Exploratory Excavation		20	CY	\$30.00	\$600
3	Common Excavation		1,600	CY	\$8.00	\$12,800
4	Excavation of Unsuitable Materials		360	CY	\$25.00	\$9,000
5	12" HDPE Drain Pipe (Driveways)			LF	\$40.00	
6	15" HDPE Drain Pipe			LF	\$42.00	
7	12" End Section			EA	\$230.00	
8	15" End Section			EA	\$250.00	
9	Catch Basin Type B			EA	\$2,300.00	
10	Gravel		880	CY	\$20.00	\$17,600
11	Crushed Gravel-Roadway		445	CY	\$23.00	\$10,235
12	Crushed Gravel-Shoulders		40	CY	\$25.00	\$1,000.00
13	Crushed Gravel-Driveways		10	CY	\$28.00	\$280.00
12	3/4" Crushed Stone		50	CY	\$32.00	\$1,600
13	Class C Stone			CY	\$35.00	
14	Soil Reinforcement Fabric		600	SY	\$2.00	\$1,200
15	2" HBP Binder Course		260	TN	\$85.00	\$22,100
16	1" HBP Wearing Course		130	TN	\$85.00	\$11,050
17	HBP Hand Method		10	TN	\$130.00	\$1,300
18	100 lbs Calcium Chloride		20	EA	\$50.00	\$1,000
19	Hay Bales		150	EA	\$9.00	\$1,350
20	Silt Fence		1,000	LF	\$3.50	\$3,500
21	Loam and Seed		300	SY	\$4.25	\$1,275
22	Maintenance of Traffic		1	LS	\$5,000.00	\$5,000

CONSTRUCTION COST: \$105,000

By Owner: Reflective Paint Pavement Marking
 Common Excavation/Loam and Seed (Ditchline)
 Tree Removal

SHAKER JERRY ROAD 2: RECLAMATION AND PAVEMENT (22' x 3200' - Bulkhead to Turn)

No.	Description	Item	Quantity	Units	Engineers Estimate	
					Unit Price	Cost
1	Mobilization		1	LS	\$6,000.00	\$6,000
2	Crushed Gravel-Shoulders		120	CY	\$25.00	\$3,000
3	Crushed Gravel-Drives		10	CY	\$28.00	\$280
4	8" Reclaimed Stabilized Base In-Place		7,900	SY	\$1.80	\$14,220
5	2" HBP Binder Course		820	TN	\$85.00	\$69,700
6	1" HBP Wearing Course		460	TN	\$85.00	\$39,100
7	HBP Hand Method		10	TN	\$130.00	\$1,300
8	Maintenance of Traffic		1	LS	\$6,000.00	\$6,000

Construction Cost: \$148,100

2015 Road Program-Roadway Improvements Summary	
Lee Road	\$159,505
Ossipee Mountain Rd	\$211,455
Shaker Jerry Rd	\$148,100
	Total Construction Cost: \$519,060
Contingency (10%)	\$51,906
	Recommended Budget: \$571,000



www.andersonequip.com

EQUIPMENT QUOTE

Corporate Office - Pittsburgh, PA
1000 WASHINGTON PIKE, BRIDGEVILLE, PA 15017 • 412-343-2300

Affiliate Locations

PA	NY	NH	ME
Cambridge Springs 814 398-8818	Albany 518 785-4500	Lancaster 603 788-5591	Bangor 207 942-0177
Clarion 814 226-4100	Buffalo 716 877-1992	Manchester 603 627-7696	Cumberland 207 829-5503
Clearfield 814 765-5311	Endicott 607 748-3400	VT	Farmington 207 778-6595
Somerset 814 443-2867	Olean 716 372-8822	East Montpelier 802 223-9689	Herron 207 848-7840
WV	Rochester 716 877-1992		
Charleston 304 756-2800	Syracuse 315 463-8673		
Falmont 304 366-3075	Watertown 315 788-5512		

18 April 2014

TOWN OF MOULTONBOROUGH
68 HIGHWAY GARAGE RD
PO BOX 139
MOULTONBOROUGH, NH 032540139
ATTENTION:
REF QUOTE#: 61140199

Dear Sir,

We are pleased to quote the following for your consideration.

- KOMATSU-WA270-7** \$143,391.00
- WHEEL LOADER
- Engine, Komatsu SAA6D107E-2, 6 cylinder, turbocharged, air to air after cooled, cooled EGR, direct injection Tier 4 Interim emissions certified, diesel,
- Gross HP: 154HP (127kW) / 2000 RPM (SAE J1995)
- Net HP: 151HP (123kW) / 2000 RPM (SAEJ1349) ISO / 9249
- Fan, auto-reversing, hydraulic-driven
- KDPF - After-Treatment Assembly Consisting of KDOC and KCSF
- Komatsu Auto Idle Shutdown
- Starting aid, intake manifold preheater
- Differentials, torque proportioning, inboard planetary.
- Transmission, hydrostatic, 1 pump, 2 motors, full auto shift with speed range control.
- Cab, (ROPS/FOPS) (installed), includes; adjustable arm rests, adjustable work equipment levers, cigarette lighter/ ashtray, dome light, electrically heated rear window, air conditioner / heater / defroster / pressurizer, floor mat, front (intermittent) and rear wiper/washer, rearview mirrors (2 outside, 2 inside), right hand and left hand door access with steps and sunvisor, Hydraulic control, 2 spool (boom/bucket), multi-function mono lever control, with integrated transmission F/R switch and includes integrated third spool proportional switch (3 spool is optional), Monitor, 7 inch, LCD, color
- Radio, AM/FM with speakers and auxiliary jack, Rear view monitor, Seat, heated air suspension type, reclining with armrests (fabric), Seat belt, 3" width, retractable steering wheel, tilttable, telescopic.
- Voltage converter (12 volt, 5 amp x 2)
- KOMTRAX SYSTEM

Your COMPLETE Equipment Solution

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- 20.5-R25, MICHELIN, XHA, L-3 TIRES
- 3-Spool valve & piping including:
- 3-spool valve
- Mono-lever with integrated third spool
- Piping for third spool
- ELECTRONICALLY CONTROLLED SUSPENSION SYSTEM.
- LIMITED SLIPPED DIFFERENTIAL
- FENDERS - REAR FULL (includes front & rear mud flaps)

JRB-300HVCDI270

\$7,231.00

- JRB CAST MULTI PICK UP HYDRAULIC COUPLER.
- SET UP TO PICK UP BOTH THE STANDARD JRB 416 SERIES ATTACHMENTS & ISO ATTACHMENTS.
- COMPLETE WITH TWO NEW MOUNTING PINS DESIGNED TO FIT ON A KOMATSU WA270-7 WHEEL LOADER. 1,190 LBS.
- HYDRAULIC INSTALLATION KIT
- THIRD FUNCTION JUMPER HOSE KIT

JRB-270GP-300

\$7,495.00

- 3.0 CYD JRB GENERAL PURPOSE BUCKET, Q/C 106" WIDE, DRILLED FOR KOMATSU BOLT ON CUTTING EDGES INSTALLED, FEMALE ADAPTERS, 2,730 LBS.

CO-OP INDUSTRIE-L2180

\$10,144.00

- LOAD RITE MODEL L2180 DIGITAL WEIGH SCALE SYSTEM.
- INSTALLED

CRAIG MFG 11" SNOW PLOW

\$12,573.00

- CRAIG 11' HYDRAULIC REVERSIBLE PLOW, BUILT TO

Your COMPLETE Equipment Solution

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TOWN OF MOULTONBOROUGH
REF QUOTE#: 61140199
Page 3 of 3

ANDERSON EQUIPMENT
COMPANY

- FIT JRB COUPLER ON A KOMATSU WA270-7
- WHEEL LOADER. INCLUDES FULL MOLDBOARD TRIP DESIGN, MOLDBOARD WEAR SHOES, AND BOLT-ON REVERSIBLE CUTTING EDGE. DESIGN ALLOWS FOR DOWN PRESSURE, FLOAT, AND OSCILLATION; 30 DEGREE ANGLE RIGHT OR LEFT; 9'6" CLEARED PATH WHEN ANGLED AT 30 DEGREES; 11' CLEARED PATH WHEN STRAIGHT. MOLDBOARD 44" TALL. PAINTED CRAIG BLUE.

TOTAL BEFORE TAX: \$180,834.00

Prices Quoted are F.O.B. Manchester, NH

Thank you for the opportunity to quote.

Sincerely,

ANDERSON EQUIPMENT COMPANY

ROBERT HUNT
(603) 627-7696

This quote is good for 30 days from above quote date. The terms of this agreement will not be binding until accepted in writing by a duly appointed manager of Anderson Equipment Company. Quoted prices are only for items listed above and do not include miscellaneous charges such as freight unless otherwise noted. This quote is subject to Anderson Equipment Company's current Sales Terms and Conditions which can be furnished upon request. Applicable Sales Tax will be added unless an Exemption Certificate is furnished.

Your COMPLETE Equipment Solution

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Scott Kinmond

To: Kathleen Barger
Cc: Donna Kuethe
Subject: Pathway Estimates

Kathy & Donna,

I reviewed and measured the segments of the pathway which I would rank as areas which would be the next to address relative to maintenance and safety. These areas are within the curved sections of Moultonborough Neck Rd.

Westerly side of Moultonborough Neck Rd.
(Sta. 84.00 to 94.50- HEB Plan)
1050' x \$35.00 per LF= \$36,750.00

Easterly Side of Moultonborough Neck Rd.
(Sta. 77.00 to 101.00- HEB Plan)
2400' x \$35.00 per LF=\$84,000.00

Total cost for both sides: \$120,750.00

This area was selected due to safety and maintenance concerns. The area is adjacent to a road segment which has a "S" curve.

Safety concerns: The curve sections allow for drivers to drift/drive off the pavement onto the soft/gravel shoulder area. This could potentially then lead an over correction and then possibly causing the vehicle to skid out of control and or cross or encroach upon the adjacent pathway and or the oncoming traffic. These types of driving occurrence have historically caused the shoulder area to become rutted along the pavements edge and magnifies the problem. This type of vehicle operation coupled with impairment by drugs, alcohol, and or driver distraction or inattention has led to the MV Accident deaths of 3 individuals in the past 10 yrs. (Verify with Chief Wetherbee) (photo area)

Maintenance concerns: The drainage from Moultonborough Neck Road, drains into the gravel shoulder panels on the low side of the super elevated sections, and the pathway elevations are too high to allow for proper sheet draining to occur. This causes the shoulder which is in the inside corner to be impregnated with the water, coupled with the traffic, hence causes rutting and erosion. This causes the edge of the roadway to become cracked and broken piece to become loose, with the gravel then spills into the pathway. (add photos of rutting next to roadway)

I hope this will help the committee's evaluation of how to proceed with the future pathway repairs.

Let me know if you need anything further.

Scott

Scott D. Kinmond, Highway/Road Agent
Director of Public works
Town of Moultonborough
P.O. Box 139
Moultonborough, NH 03254
603-253-7445- Office/fax
603-476-2400- Dispatch

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Scott Kinmond

From: Scott Kinmond [skinmond@moultonboroughnh.gov]
Sent: Wednesday, June 26, 2013 3:17 PM
To: 'Kathleen Barger'
Cc: 'R.A. Russell'; 'Terry Finn'; 'Clelia MacKay'; 'Donna Kuethe'; 'Daniel Sturgeon'; 'Carter Terenzini'
Subject: RE: Pathway

Kathy & Committee,

Well, certainly the project went well, but was more expensive than planned. This was due to some under estimating on my part due to some inaccurate measurements being plugged into my mathematical formulas. I originally thought that we could complete both permitted sections with the amount of approximately \$85K (monies from Town funding accounts \$75-\$78K and some additional monies from the pathway fundraising account) In April I learned that the town's funding was approximately \$66,395, which is less than originally, this was due to the monies from 2010 & 2011 (\$75K) not being carried over, and some monies being spent out of the 2009 amount, which left a balance of \$28,895, which was added to the \$37,500 raised in 2013.

That all said, the current project has spent the following amounts:

Outside contractors: (i.e. paving \$40K, excavation)	\$55,190.93
Materials used: (i.e. 304.3 NHDOT spec'd gravel)	\$13,802.46
Subtotal (paid out of Pathway acct.)	\$68,993.39 -\$2598.39 (over)
Pending expenditures: Highway Markings	\$ 116.00
Pending expenditure: seasonal delineators	\$ 900.00

Town equipment	\$6604.08
Town Laborer	\$9737.39
Subtotal	\$16,341.47

Total Project Cost To date	\$84,251.01
Cost per LF (2600' @ 9')	\$32.40

I have been chasing my highway markings vender, who has been up against it with the lovely spring weather. I expect delivery of the seasonal delineators During the week of July 8th. I will be working to get some walking insignias for the pathway.

I am glad to meet with the committee to discuss some further options and financial planning regarding the remain portion of the Phase two.

Thank you for your letter to the editor, as it is greatly appreciated.

Scott

Scott D. Kinmond, Highway/Road Agent
Director of Public works
Town of Moultonborough
P.O. Box 139
Moultonborough, NH 03254
603-253-7445- Office/fax
603-476-2400- Dispatch
603-556-1516- Cell
skinmond@moultonboroughnh.gov

-----Original Message-----

From: Kathleen Barger [<mailto:fundconst@roadrunner.com>]

Sent: Wednesday, June 26, 2013 7:10 AM

To: Scott Kinmond

Cc: R.A. Russell; terry finn; Clelia MacKay; donna kuethe; Daniel Sturgeon

Subject: Pathway

Scott,

Letter of thanks is in the Laconia Daily this morning!

Now what is the schedule for striping and the bike decals along that section?
People keep asking me, and I would appreciate knowing what will happen and when.
Also, what funds have been expended to date for the repairs?

Thanks,

Kathy=