



**BOARD OF ROAD COMMISSIONERS**  
**TOWN OF DUNSTABLE**  
**TOWN HALL, 511 MAIN STREET**  
**DUNSTABLE, MA 01827-1313**  
**(978) 649-4514 X227**  
**FAX (978) 649-8893**  
**roads@dunstable-ma.gov**

## **MINUTES**

**March 11, 2014**

**In attendance was Chairman Mike Martin, Commissioners Dana Kinne and Tom Dumont, Secretary Terry Atwood. Also in attendance was Town Engineer, Jeff Rider. Audience members included:**

**Judy Larter, Conservation Commission**  
**Alan Chaney, Conservation Commission, Cemetery Commission**  
**Bill Moeller, Conservation Commission and Board of Health**  
**Joan Simmons, Planning Board**  
**Anne Davis, Historical Commission**  
**Walter Alterisio, Selectman**  
**Danny Devlin, Selectman**

**Mike Martin opened the meeting and explained the Board was looking for initial input for the Main St. road project at Hardman's culvert across from the Cemetery. It is similar to the McGovern's farm road/wall project that was completed last year, but on the town hall side of David Hardman's house.**

**Walter stated that the primary issue is the culvert and how far the state would be willing to go, distance wise, on either side of the culvert.**

**Jeff Rider stated that his conversations with Beverly Woods of NMCOG and the state district was that there are no programs to help the town with on this project, thus making the town responsible for its funding.**

**Walter stated the state should be approached for the roadway issue which is being undermined by the culvert.**

**Jeff Rider stated that he and Beverly have discussed that because it's a smaller project, there might be funding using TIP money. The distance discussed was approximately 400-600' of roadway from Ken Tully's driveway to the far side of the cemetery.**

**Walter wants to make sure that the project remains realistic as the Board of Road Commission scopes out and decides whether the town wants to fund the project or determine if the state will go further than just taking care of the road. He further stated that most state money goes to high density areas and rural communities aren't getting their fair share and that is Walter's 'lobby' to the state.**



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**Jeff stated that talks with the district have not been optimistic moneywise.**

**Judy questioned the traffic count.  
Walter stated it's 14,000 per day.**

**Mike stated the objective is to move it not widen the road in order to give the cemetery more room.**

**Alan stated that everybody needs to go and look at it and decide what the town wants for the entire strip – make sure the culvert gets done and be ready so when something pops up the town is ready.**

**Mike asked what cemetery ultimately wants because we don't want to hire someone and keep going back with changes.**

**Alan stated, as Superintendent of the cemetery, both walls need help. The lower wall has had it and the upper wall has problems. The lower wall needs to be rebuilt, look the same as it is now, being careful of family tombs and no grading can be done because the tombs there will collapse. So, both walls need rebuilding to look the same as they do now, the culvert will require state approval for wildlife passage with stone on the outside, create a little space for bike, horse or pedestrians as it's the most dangerous place in town, and for all to be completed with good aesthetics. He also really wants a little space to walk.**

**Mike stated that if the trees that are there now should die, the roads are in more trouble, they're holding up the road now and embedded in the wall. They will have to come down.**

**Alan stated that the trees 15-20' back will help.**

**Joan asked, with all due respect, where are we walking to...and that bikes shouldn't be on the road because it's so dangerous.**

**Walter stated that wetlands will be more of an issue with this project than with McGovern's wall.**

**Bill Moeller stated that Conservation is not too concerned and there will need to be a compensatory area. He further stated that a barrier could be put up at edge of bank; it's not a big item of concern if bringing the road to side slightly.**

**Anne Davis questioned whether the travel lanes would be widened.  
Mike said they will not be widened, just move the lanes north for more room for the cemetery.**

**Joan asked if the path is desired on the side of the cemetery.**

**Alan responded that yes, it makes sense for the path to be on the cemetery side.**



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Anne Davis suggested a site visit would be good so more historical committee members would be able to see.

Walter reiterated that in the broad scope the town should look at the integrity of the road and expand the design for its full length knowing it may not all be done at once, but things will be in place for when the town or state is ready.

Jeff states that the district says design criteria are more strict and if the town sticks with a plan with the road lanes width as is now and add a 3' walking path, the state may say no to any funding. The state basically requires 4' shoulders on both sides of the road with 12' travel lanes.

Anne questioned whether the state would be willing to reduce the shoulder.

Jeff stated he wasn't sure.

Alan stated that 3 things need to be considered: what the state is willing to do, what the town is willing to do and possibly reaching out to a state representative to help achieve the town's goals.

Jeff stated that any changes the town wants to make to design plans will mean additional costs.

Walter summarized that the integrity of the road is being undermined and needs to be fixed. If the 'fix' isn't acceptable to the state then the town will need to pay versus the state fixing and then the town becoming involved.

Joan states that there is a historic cemetery on one side of the road and wetland on the other side.

Anne Davis stated that the historical commission is very concerned if the road was to be widened.

Danny Devlin asked what the state wants. Dana Kinne and Jeff stated the state may want to make it wider, like Pleasant St. in the police/fire station area without a sidewalk.

Alan stated the town is not going to do that.

Judy stated that the area is aesthetically very important to the residents.

Walter stated that if the town design is rejected by the state, it means the town will have to pay more.

Anne stated that the Massachusetts Historical Society will support the town historical commission's recommendation.

Discussion followed regarding state representatives and how influential they can be with the state.



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**Bill Moeller suggested a site visit with a tape measure so all can view and be on the same page.**

**Walter emphasized the town design that is presented to the state, if rejected, will cost more money to the town.**

**Danny asks what the state will do. Jeff responded that they will basically say something like, "if you want it, this is what needs to be done".**

**A site visit will be posted for Sunday, April 6, 2014 at noon. All will meet at the town hall.**

**Walter stated that all should look at a design acceptable to the state and the money spent once.**

**Jeff suggested that 2 or 3 conceptual designs could be prepared and considered, working in local desires, and then an acceptable design plan could be determined.**

**Audience attendees left the meeting at 7:45 p.m.**

**Joan initiated discussion regarding the Main St. bridge at Salmon Brook project. Discussion followed. Mike and Tom stated that the bid is scheduled to be advertised next month. The planned traffic pattern was discussed. Joan left the meeting at 7:50 p.m.**

**Jeff stated he will prepare a RFP for the current Main St. project after the site visit. Jeff left the meeting at 7:55 p.m.**

**Commissioners discussed the salt shed project. Tom asked Terry to make sure the surveyors weren't sent out without the commissioners knowing the date and time so they could also be present and to also overlay on the existing conditions drawings the placement of the proposed salt shed.**

**Terry confirmed that no articles will be prepared for this May's town meeting.**

**The minutes of 2/19/14 were accepted as written.**

**The meeting adjourned at 8:20 p.m.**

**Respectfully submitted,**

**Terry Atwood  
Highway Secretary**