

MINUTES OF THE SELECTMEN'S MEETING - October 5, 1992

Present for the meeting which began at 7:00 p.m. were Selectmen Dodge, Johnston and Pimenta with Sandra Gendron taking minutes.

First in to meet with the Board of Selectmen were Jay and Dorothy Marden, Gregg Mill Road. They came to express their opposition to a heart shaped plaque having been permanently placed on a large rock on Gregg Mill Road commemorating the spot as being a favorite of Helen and Eddie Bach's longtime residents of Lull Road. They presented to the Board documentation that the area was, and has been, under a scenic easement and contend that the plaque in its present location is inappropriate, and not in keeping with the requirements of the easement.

Selectman Dodge asked if there was any documentation as to who owns the large rock on which the plaque has been placed. Discussion continued in this regard with no apparent answer forthcoming.

Jay contended that it did not matter who owned the area, the placement of the plaque was inappropriate since it affected the natural state of the area. He went on to state if the plaque were allowed to remain, then similar situations could take place all over town.

Selectman Johnston stated that this plaque would not fall under the definition of the installation of a sign which must be by permit since it does not advertise a business nor does it give direction. Jay stated that under the sign permit recognition is given to the fact that a sign cannot detract from the natural beauty, etc.

Jay presented a plan of the area that is encompassed by the easement and the description that 200' off Gregg Mill Road cannot have signs or structures erected.

The Board took the entire matter under advisement and no decision with regard the plaque was made.

Next to meet with the Selectmen was the Road Agent Lee Murray and the Road Committee to begin planning for road projects in 1993. Those members of the Road Committee in attendance were Richard Moody, Theodore Olson and George Daniels.

Lee began discussion by proposing the reclamation Old Coach Road from the intersection on Route #13 to the Town Shed in a similar manner to what was done on Clark Hill Road this year. He stated that he would like to see the reclamation continue to Greenfield Road the following year. (1994) Another project he proposed would be the installation of 12" of gravel from Lyndeboro Road some 4,637' on the Francestown Turnpike and then the repavement of this section. He gave the traffic counts for the Francestown Turnpike as well as other counts that have been done to date. He stated that this road had the highest count other than Bedford Road with 1,057 being the high and 903 being the low on a daily basis for a one week period. Bedford Road showed a high count of 1,507 on one day with Old Coach Road showing a high of 1,453 on a day when the Transfer Station was open and 589 on a normal day.

Selectman Dodge suggested that Lee present his proposals this evening for

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MSP

consideration by the Road Committee, and then at a future meeting to be scheduled these proposals and other added ideas could be discussed. This suggestion was agreed to by all present.

Lee continued by stating that the traffic counts were high on the two above mentioned roads, and primarily since adverse conditions were existent on both roads he chose them as being the priority for major attention in the upcoming year. Lee expressed serious concern for the condition of the hill going up Old Coach Road and listed some of the problems that existed. He stated that it would be his intention to run the scarifier over the existing pavement on the section of the Francestown Turnpike that he had described breaking up the pavement so that water can get thru and then 12" of gravel would be placed with 6" of crushed gravel on top to create a solid road base.

Selectman Dodge expressed concern with regard to the ditchlines, since Lee was proposing that the height of the road be increased to such an extent, and Lee responded that there were no ditchlines now existing across from the swampy area of the section of road being discussed, that there would be the need to dig out some of the area, but there was plenty of width for shoulders. He had calculated that 5,152 yards of gravel would be needed for the proposed project. Selectman Dodge stated that he is of the opinion that the work proposed will bring the road to a height that will create an issue with ditches.

Discussion ensued as to how the base will be created and the need for a design. It is Lee's intention to bring the road up out of the water level. He intends to buy gravel from the Dr. Towne pit in the area which is ideal for crushing in his estimation, and he went on to state that he calculated the bankrun gravel will cost approximately \$3.25 in place for a total of \$17,000., the crushed gravel will cost approximately \$5.21 per yard in place for a total of \$13,500., and 2" of pavement will cost approximately \$21,000., depending on his hot top price next year, for a total project cost of approximately \$51,500. He stated that these were rough approximations which he hopes were figured on the high side.

Selectman Dodge supported this project since, he stated, a fair number of complaints are received regarding the condition of the Francestown Turnpike. Discussion continued on this project, and it was noted that both Mont Vernon and Francestown had worked on their portions of the turnpike, and Selectman Dodge commented that it was only fitting that New Boston keep up; further commenting that the need is there supported by the documentation of high traffic counts.

Selectman Pimenta inquired as to the possibility of the state assuming this stretch of road. It was stated that this had been discussed in the past, but the cost of bringing the turnpike to state specifications was prohibitive and confidence was expressed that the state would not even entertain such a project in these poor economic times.

Discussion returned to the Old Coach Road Project with Lee estimating the total project to cost in the vicinity of \$38,474., breaking out the paving as being approximately \$23,256. basing this cost on \$24.00 per ton, and estimating the reclaiming process to be \$15,218. This would bring the total estimated cost of both projects to be \$99,754. which would basically account for the Block Grant money for 1993.

the dirt roads, and Selectman Dodge suggested that a chart might be drawn a copy of which would be made available to the Road Committee for their information and review.

Lee supported the needs of the tarred roads mentioned for major repair since they are in danger of being lost especially the hill on Old Coach Road.

Selectman Dodge asked if the Road Committee had any ideas, and stated at the next meeting a direction for 1993 projects would be taken, with new ideas being entertained. He stated that the majority of the block grant monies would likely be used to keep the older roads up to date and in repair.

Selectman Dodge brought up for discussion the future needs of Clark Hill Road now that the hill from the intersection of Rta. #13 has been reclaimed. He explained that a portion of the roadway between the Kennedy's and the Kachavos' had already been relocated, and a road relocation plan would have to be worked out in the area of the Lee's and the Monbouquette's. He stated that it appeared that the Messina Subdivision would progress with Phase II being paved this year and Phase III slated for 1993. He supported the need for continuing the work on Clark Hill Road as a high level priority based on the traffic counts.

Ted brought up for discussion the dangerous situation that exists at the intersection of Rte. #13 coming off the hill on Old Coach Road. Lee stated that the slope of the hill could be made somewhat better without too much of a problem. He contended that it would still be steep, but a more even climb could be achieved.

Dick Moody inquired as to the potential of paving the remainder of McCurdy Road from the bottom of the hill to the intersection of Bedford Road. This brought up the old discussion that since there were numerous acres on that section that could be developed, it was the hope that developers money might be used to update that road which would require much more than just paving. This brought up for discussion the creation of impact fees which would be developed so that some of the town's monies in areas such as this might be recouped when development took place, the State having already put legislation in place enabling Town's to create fees which would meet their individual needs.

Selectman Johnston mentioned when reviewing potential projects, the lower end of Bedford Road around the swamp be kept in mind as needing attention. Lee commented on the sealing that he has done realizing that this was only a "bandaid" until such time as more extensive work could be done.

Selectman Dodge wound down the meeting by stating that a second meeting would be scheduled at the end of October, and Dick Moody commenting that the traffic studies and minutes of this meeting would be helpful to the committee and requested that they be made available one week prior to the scheduled meeting.

The Board of Selectmen voted to go into Executive Session based on a motion by Selectman Dodge, with a second from Selectman Johnston and an

affirmative vote by all at approximately 9:30 p.m. for the discussion
* a personnel issue.

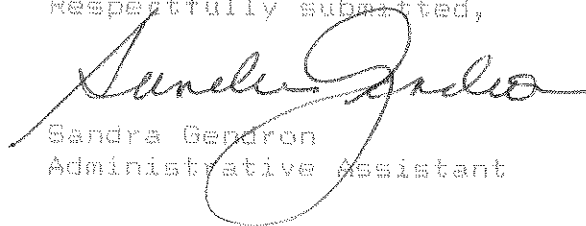
On a motion by Selectman Dodge, a second from Selectman Johnston and a
unanimous vote by the Board to do so, the Executive Session was exited at
10:30 p.m.

Selectman Dodge moved that Building Inspector Robert Milliard be relieved
of his duties effective immediately based on his failure to avail himself
of the goings on of other departments whose issues would be pertinent to
the inspection process after having been instructed to do so on many
occasions, and not having done so resulted in the Town being put on
several occasion in a negative position with applicants filing for
building permits. This motion was seconded by Selectman Johnston and
unanimously voted by the Board of Selectmen.

There was general discussion of how the Board might go about looking for
an interim inspector with no decision reached.

Checks were signed, mail was reviewed and the meeting was adjourned at
approximately 11:30 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Sandra Gendron". The signature is written in dark ink and is positioned above the typed name and title.

Sandra Gendron
Administrative Assistant