TOWN CLERK

4-19-18
6:05 PM
Town Hall Annex

Attendees:

W.Holder
J.Bellucci
T. Thompson
E. Toohey
K. Toohey
M/M Petersen

1. Minutes 2-27-18 accepted as written.

2. Enclosed engineer M. Scott of WDA Design Group remarks regarding paving Calamint Hill Road North.

3. Comments of visiting residents of Calamint Hill Road North

   A. Increase of homes in 30 years, increase in traffic

   B. Public safety issues - fire and ambulance

   C. Trash trucks delayed and cars losing tires and struts

4. Review status of 140 Project . On time. Possible addition of $90,000 - $100,000 cost.

5. Discuss proposed warrant article for Route 140 for May town meeting.

6. Joe Bellucci reports on culvert and bridge inventory.

   A. UMASS has programs in place to help find the number of town structures, their locations and conditions.

7. Report by Kevin Toohey on bridge on East Princeton Road.

8. Culvert on Mirick Road and East Princeton engineering done. Culvert on Ball Hill Road, engineering in progress.

ACCEPTED 6-21-18

ADJOURNED 7:03 PM

RESPECTFULLY SUBMITTED

T. Thompson

WDA DESIGN GROUP BY M. SCOTT

Mr. Holder,

Relative to the discussion below regarding reconstructing but not paving the portion of Calamint Hill North from the intersection of Ball Hill Road to a point approximately 3900' linear feet to the north, we offer the following comments:

The section of Calamint Hill Road North to be reconstructed is a variable width "gravel" road with an average travelled way of twelve feet. The cross section of this roadway has little to no crown, shoulder, or ditches/swales.

The goal of the project is to provide a widened travel way that is paved, and to direct runoff through a combination of country drainage, swales, and drainage structures.

Paving the roadway will minimize erosion, aid in dust control, decrease the amount of deicing materials applied in the winter months, reduce wear/tear on plowing equipment, and reduce the impact of freeze/thaw and winter plowing damage to the roadway surface compared to the existing gravel road.

Other benefits of widening and paving this roadway will be increased sight distances, better roadway geometry/alignment, and increased lane width that will allow opposing traffic space to maneuver past one another.

To achieve these design goals, the finished grade of the roadway will be raised by one-foot. Bringing up the finished grade of the roadway will allow a proper gravel base course that will be graded to establish an adequate crown. Use of country drainage – swales and ditches – allows for stormwater infiltration and cooling of stormwater prior to runoff reaching wetlands and streams.

Reshaping the roadway as described above but without providing a paved surface allows the driving surface to fail due to environmental conditions and vehicle usage. In our experience, roadways as steep as Calamint Hill see frequent rilling/rutting during the spring, decreasing usefulness and increasing maintenance efforts. The soil roadbed materials that wash from gravel roads like Calamint Hill typically end up in wetlands and streams, damaging the environment.

Not paving the roadway allows:

- The reshaped crown to become rounded, leading to formation of pot poles/washboards
- Poor surface drainage of the traveled way
- Surface water to seep into the roadway subbase, softening the traveled way and leading to rills/ruts and pot holes

All of the above lead to continual/frequent roadway maintenance to correct damage caused by stormwater runoff and winter plowing operations, and reduce the usability/drivability of the roadway.

We trust the above presents an accurate accounting of the benefits of paving the roadway surface rather than leaving the surface "gravel", as well as the measures taken to minimize negative impacts that may be associated with paving. Take care.