

IN BOARD OF SELECTMEN
MONDAY, JUNE 12, 1995

Present: Chairman John C. Drobinski, Maryann K. Clark, and Lawrence L. Blacker.

The statutory requirements as to notice having been met, the meeting was convened at 7:30 p.m. in the Sudbury Town Hall.

Utility Petition Nos. UP95-11 through UP95-17

Present: Frank Riepe, 29 King Philip Road and Edward Kreitsek, 59 Dudley Road.

Mr. Thompson informed the Board that on all the utility petitions the abutters had been notified and that there had been a favorable recommendation from the Wiring and Building Inspectors.

Mr. Frank Riepe, 29 King Philip Road, was present and wanted to be sure that the guy wire would be on public property. Chairman Drobinski explained that it cannot be put on his property without the owner's permission. Mr. Riepe informed the Board that last year the telephone company petitioned to perform underground work in the same area. He had attended that meeting and explained that this area had a number of abandoned poles.

At that time Mr. Thompson pursued the matter and this has continued to be an ongoing problem. Mr. Thompson had provided Mr. Riepe with a list of abandoned poles throughout the Town that had been forwarded to the utility company with a request that they take action. As of current date, no action has been taken and Mr. Riepe feels now that the utility company should first clean up the abandoned poles before performing new work. Mr. Thompson stated that the utility company at that time promised to put this in order and indicated he believed they recently assigned a person to this task. He also stated this is not just a problem in Sudbury but in other cities and towns as well.

Selectman Clark suggested that the petitions be granted subject to Boston Edison and New England Telephone cleaning up the dead poles on King Philip Road. Chairman Drobinski offered that if that is done on the conduit petitions, it would hold up power connections to homes and felt that homeowners should not be affected by this action.

Edward Kreitsek, 59 Dudley Road, appeared on behalf of Buddy Dog Humane Society, an abutter on Boston Post Road. He stated that his relationship with Boston Edison has been one of extraordinary cooperation. They have a right of way to excavate and repair underground lines on the property, and they have always restored in perfect condition. He feels that Boston Edison has provided excellent, cooperative and good community service. He feels that it is a responsible organization that does a good job and needs monitoring in order to do it. He added that Boston Edison, after long negotiation with the Town, put high tension wires underground instead of overhead.

Chairman Drobinski concurred that Boston Edison is a fine corporate citizen, but they have been slow in keeping some promises to the Town about removing poles, and that some corrective action should be taken.

It was on motion unanimously

VOTED: To approve the following Utility Petitions from Boston Edison Company and New England Telephone and Telegraph Company for joint or identical locations for the erection or construction of a guy wire and anchor to be owned and used in common by them, upon, along and across the following public way or ways of said Town, subject to the removal of two poles at the east end of King Philip Road and Boston Post Road; and one pole at the corner of Pokonoket Avenue and King Philip Road:

- No. UP95-11 King Philip Road - southerly side approximately 110 feet east of Boston Post Road (pole 32/1),
One (1) guy wire and anchor, shown on plan dated February 15, 1995.
- No. UP95-12 Winsor Road - westerly side approximately 80 feet north of Singletary Lane (pole 160/1),
One (1) guy wire and anchor, shown on plan dated February 15, 1995.
- No. UP95-13 King Philip Road - southwesterly side approximately 20 feet southeast of Pokonoket Avenue (pole 32/8),
One (1) guy wire and anchor, shown on plan dated February 15, 1995.
- No. UP95-14 Singletary Lane - northerly side approximately 25 feet west of Green Hill Road (pole 159/10),
One (1) guy wire and anchor, shown on plan dated February 21, 1995.

It was on motion unanimously

VOTED: To approve the following Utility Petitions of Boston Edison Company and New England Telephone and Telegraph Company for permission to construct, and a location for, such a line of conduits under the following public ways of the Town:

- No. UP95-15 Boston Post Road - northwesterly approximately 245 feet northeast of Goodman's Hill Road, a distance of about 17 feet - conduit, as shown on Boston Edison plan dated May 4, 1995 and NET&T Co. plan 95-10 dated May 23, 1995.
- No. UP95-16 French Road - northwesterly approximately 110 feet east of Carriage Way, a distance of about 75 feet - conduit, as shown on Boston Edison plan dated May 3, 1995 and NET&T Co. plan 95-09 dated May 17, 1995.
- No. UP95-17 Old Lancaster Road - on the easterly side, beginning approximately 681 + - feet southeasterly of Peakham Road, at existing Pole No. 6/21, (66/21) place 4 + - feet of conduit, as shown on Boston Edison plan dated May 17, 1995 and NET&T Co. plan 95-08 dated May 17, 1995.

Conservation Commission - Donation

Present: Deborah Montemerlo, Conservation Coordinator.

The Board acknowledged receipt of a communication dated June 7, 1995, from Robert Quirk, Project Manager, Willis Hill Trust; Lucille Quirk, Dorothy Bolton, beneficiaries, to the Board of Selectmen, regarding a \$7500 donation to the Town of Sudbury Conservation Commission.

Deborah Montemerlo, Conservation Coordinator, appeared before the Board and explained that over the last year the Conservation Commission has been suggesting to developers that they make a contribution back to the Town in some way; in helping to create trail easements, creating walkways in some areas, perhaps to contribute in some way to the maintenance of conservation land.

Clearly, the conservation lands are used as a selling point for the developers. The Conservation Commission is trying to establish a revolving fund, a gift fund, so that the developers could contribute to the fund and help maintain the conservation land, and thus give something back to the Town. The Conservation Commission is hopeful that other developers will follow suit, which would assist the Commission when going before the Finance Committee, perhaps with a reduction in their maintenance costs each year.

Mr. Blacker queried whether or not this was a fine. Ms. Montemerlo informed Mr. Blacker it was not a fine and that she had informed Mr. Quirk that the Conservation Commission would not consider accepting any kind of donation until his fines were paid up.

It was on motion unanimously

VOTED: To accept on behalf of the Town of Sudbury a \$7500 donation from the Willis Hill Trust, to be deposited into a separate "Conservation Donation Fund" and used for Conservation Commission staff support and planning and maintenance projects on Town conservation land; and to authorize the Conservation Commission to make expenditures from this fund for said purposes.

The Board directed Mr. Thompson to send Mr. Quirk an appropriate letter expressing their gratitude for his generous donation.

Conservation Commission - Eagle Scout Project

Present: Deborah Montemerlo, Conservation Coordinator.

The Board is in receipt of a Proposal for Eagle Project, by Michael Morris, to build a foot bridge on the former Unisys property, Route 117.

Deborah Montemerlo informed the Board that approximately a year ago she presented a plan for a trail system and a use plan for the Unisys property. She discussed the trail and explained that problems arise in crossing the brook. Michael Morris, Eagle Scout, plans to take two telephone poles, cut them in half and lay down a three-foot bridge across the stream and create a loop trail system. Ms. Montemerlo provided the Board with a copy of the bridge's location. The total cost of the bridge is \$164. Payment for this will be through the DEM grant. The Board endorsed the Eagle Scout project.

Bullfinch's Restaurant - One-Day Entertainment License

Present: Scott Richardson, Bullfinch's Restaurant.

The Board acknowledged receipt of the following:

1. Meeting Notice to Abutters dated May 30, 1995.
2. Communication dated April 26, 1995, from Margaret Richardson to the Board of Selectmen.
3. Communication dated June 8, 1995, from the Fire Chief to the Board of Selectmen.
4. Notes of support from the Ted Stone family, 11 Easy Street; and the David Garbarino family, 15 Revere Street.
5. Note indicating Jack Hepting, Building Inspector; and Pete Lembo, Police Chief, have no problem with one-day special permit being granted.
6. Communication dated June 10, 1995, from Esther Brockman in support of the one-day special permit.

Mr. Thompson informed the Board there were no abutters present and no communications of opposition to the application. He also noted the above letters in support.

Scott Richardson was present and informed the Board that his mother, Margaret Richardson, was recovering from minor surgery and, therefore, could not be present at the meeting. He stated that they planned on having the same type of entertainment that was had in July of 1994, and that it had been a great success.

He indicated there were problems with noise and this year they requested that the time be from 12:00 noon until 6:00 p.m. He informed the Board there would be a line-up of live blues acts and an outdoor barbecue. Kim Brown, an employee of Bullfinch's Restaurant, was also present in support of the application.

Selectman Blacker stated he attended last year's entertainment and enjoyed it. He informed the Board that there was a problem with parking, but that the matter had been taken care of. Mr. Richardson informed the Board that there will be a police detail this year.

Selectman Clark inquired about the sound level. Mr. Richardson stated that because of the time change, he feels there should not be any problem. From his recollection of last year's entertainment, he explained the speakers were set up toward Sudbury Rental with their amplification facing the corner of the building and toward the back of the building.

He further stated that he spoke with Mrs. Brockman who is in support of this, and had forwarded a letter to that effect. He also spoke with neighbors who live across from the restaurant on the other side of Route 20, and they were in support of it, as well.

Selectman Clark inquired about the parking and stated that no parking is allowed on Route 20. Mr. Richardson said he would speak with the police detail.

It was on motion unanimously

VOTED: To approve an application of Margaret Richardson, President, Bullfinch's Restaurant, 730 Boston Post Road, for a one-day special entertainment permit to conduct an outdoor "Blues Festival" on Tuesday, July 4, 1995, from 12:00 noon until 6:00 p.m., subject to traffic regulations and the rules and regulations of the Town of Sudbury. This would also include music and a barbecue.

Goodman's Hill Road - Traffic Control

Present: Pamela Anderson, 316 Goodman's Hill Road; and David Coletti, 250 Goodman's Hill Road.

The Board is in receipt of the following documents:

1. Communication dated 6-12-95 from William Place, Town Engineer, to John Drobinski, Chairman.
2. Communication dated 6-12-95 from Paul L. Kenny, Town Counsel, to John Drobinski, Chairman.
3. Communication dated 5-26-95 from the Committee for the Improvement of Goodman's Hill Road to the Board of Selectmen, with attached documentation.
4. Communication dated 6-6-95 from Maryann Clark to Michael Dunne, Paul Kenny, Robert Noyes and William Place/Bruce Kankanpaa.
5. Communication dated 6-8-95 from the Fire Chief to the Board of Selectmen.
- 6A. Communication dated 6-9-95 from Robert Noyes, Highway Surveyor, to John Drobinski, Chairman.
- 6B. Communication dated 6-7-95 from Robert Noyes, Highway Surveyor, to Paul Kenny.
7. Communication dated 1-31-95 from the Board of Selectmen to Pamela Anderson with attached documentation.

The Board of Selectmen reviewed documentation, along with Pamela Anderson, a resident of 316 Goodman's Hill Road. Chairman Drobinski indicated that the two major issues, he feels, concerning Goodman's Hill Road are the speeding and the volume of traffic. The residents of Goodman's Hill Road have asked the Board to review the problems to see if some methodology can be found to slow the traffic down and to deal with the volume issues. Chairman Drobinski's perception in talking to the residents of Goodman's Hill Road is that the speed seems to be the No. 1 issue, and there were other residents who felt that the volume was an issue to be dealt with.

Pamela Anderson feels that over a two-year period the Committee for the Improvement of Goodman's Hill Road has given the Board factual evidence, and that recently they have sent a tremendous amount of information concerning specific methods of traffic control used nationally.

She stated she is disturbed about information being distributed to the Board that is not factual and has been somewhat distorted to suit the needs of certain people. She informed the Board that she did review information from Michael Dunne and the packet from Robert Noyes. She feels that much of it is misleading but that it also uses scare tactics, which she feels is an unfair approach; and also some of the information is simply untrue.

She feels it badly undermines the Committee's good intention of creating a safer living environment within the community. She does not believe scare tactics and false information will create a safer living environment.

Mr. Thompson explained that Mr. Dunne and Mr. Noyes were not present, and in view of remarks made, he felt that these representatives should be present for the discussion.

Ms. Anderson requested that she be able to go over Chief Dunne's letter. Chairman Drobinski advised that if she feels a fact is incorrect, to so state that, but not to state that Chief Dunne was misleading anyone.

Ms. Anderson reviewed Chief Dunne's letter and made the following remarks.

She quoted Chief Dunne as stating that, "I believe the use of humps may be practical in some situations, but they will have the effect of increasing our response time." She feels that the response time of a fire truck to a fire is critical. In all of her reading, the response time is seconds and not minutes, where speed humps are located. She quoted material that the Board was provided with from Idaho concerning the road humps, "All responses indicated that the road humps would be acceptable for emergency response vehicles. They have good markings and signage."

Chairman Drobinski queried whether or not Ms. Anderson envisioned one or two speed humps on Goodman's Hill Road, or would the entire road be speed humps, or would that be an engineering decision. Ms. Anderson responded she felt it was an engineering decision. She suggested that the Board speak to the people who have used them in accordance with national standards.

Selectman Clark offered that there are guidelines set by the Institute for Traffic Engineering, and speed humps can be effective and safe in slowing traffic. The Institute for Traffic Engineering has issued proposed guidelines, and she suggested that the discussion may have to be postponed until more of these books can be ordered and everyone has reviewed them. She said the ITE guidelines state that where the desired maximum traffic speed is 30 miles an hour, then the humps should be roughly placed 250 feet apart.

Selectman Blacker queried Ms. Anderson whether she has any information as to whether it is correct or not that the humps are only installed in what are called "spine streets." She stated that she spoke to Gary Owen, Traffic Analyst, Ada County Highway District, Boise, Idaho, and he stated that spine streets are not only short streets, they are simply dead-end streets, and they do not use humps on dead-end streets as there is no point in using them on dead-end streets.

Ms. Anderson quoted from Chief Dunne's letter, "The humps are only installed in residential neighborhoods and then only on spine streets." She says this is an incorrect statement, and cited further information indicating that there is a street, Marigold (in Idaho), that takes 5,097 cars per day and is considered a collector road, not a connector road as Chief Dunne wrote. It is a main road, a cut-through road; and on that road, which is one mile long, there are two humps and one stop sign somewhere in the middle.

Selectman Blacker asked Ms. Anderson who pays for the humps. Ms. Anderson said that the humps are paid for by the city when a traffic study is done and explained as follows: What is usually looked at first is the amount of traffic, pedestrian activity, closeness of homes, sidewalk conditions. Those are specifications that Boise, Idaho, has. Those are standards. If the criteria is met, the town pays for the speed humps. If it is a small street and people just don't want traffic going through there at a fast rate of speed, the neighborhood pays for it.

Ms. Anderson referred to the Newton situation where Chief Dunne refers to the structures as humps. She said they are not humps; they are bumps, and there are problems because they are not designed in accordance with the ITE standards; they are a very different configuration and do present problems.

Ms. Anderson continued to criticize Chief Dunne's letter as follows:

The Chief states, concerning Boise, Idaho, that "the fire department grudgingly has accepted them." She stated that this is not the fire department. She spoke to Gary Owen today and he feels that the individual was Chief Ross, who is head chief of the Boise, Idaho, department. Many of those memos came to him and he most likely used the words, "I begrudge them." She said he did take in the recommendations of his fire safety engineer, Peter Mulvihill, and that was the name given to Chief Dunne, and he did not call him. Peter Mulvihill worked very closely with the highway department.

Concerning another quote from the letter, "They do not find the design totally acceptable," she offered that humps are never going to be totally acceptable. She mentioned that the states using them are not using them to waste people's time and money, and she feels very strongly that this is a national movement. People are using them because they are effective and make roads safer.

Regarding another quote, "The Chief stated 15 miles per hour is the maximum speed a fire truck can cross without excessive bouncing." She concurs that is true.

Another quote, "The Chief made it clear that the streets listed are short and within exclusive neighborhoods." She does not consider a one-mile street short. She offered to show the Board slides to see the design of the speed humps in Idaho, as she said some people oppose them based on appearance.

She further quoted Chief Dunne, "From my own experience in California in the past two years I did observe speed bumps, but they were only in residential subdivisions. I drove extensively and visited many communities but those were only encountered occasionally and only in neighborhoods containing no commuter traffic." She stated she was a California resident and spent her first twenty years there and continues to go back two or three times a year. She stated there are speed bumps all over California and she takes issue with that statement.

She further quotes Chief Dunne, "Based on the information I would not be in favor of a general use of these humps but would be agreeable to trial use in the type of

locations used by Newton and Boise; namely, short streets that do not serve as major connector roads." She feels Chief Dunne is missing the point. A speed hump is not put on a road that is not a major connector route.

Selectman Blacker disagreed. He stated he lives in a neighborhood that he considers completely residential and yet people drive up and down the street with children playing in the street and people speed, but in keeping the street truly residential, putting stop signs and speed humps in a non-connector, residential neighborhood may serve as much purpose there as in the main streets.

Selectman Blacker said he is willing to put in stop signs. Ms. Anderson said stop signs are effective, but that the police are not on Goodman's Hill Road frequently enough enforcing the speed limit and people will abuse the signs.

Selectman Blacker asked her the difference between Goodman's Hill Road and Mossman Road, Willis and Moore Roads, other than in length, etc., and stated that if speed humps are placed on Goodman's Hill Road, then other people through the town will want them placed on their roads as well, and he does not want this to happen.

Selectman Blacker said that he would try, as a methodology to control the speed, putting in stop signs to the extent that that becomes an inconvenience for the commuting public, and it may keep them off that road and keep them on Concord Road and Route 20. This would reduce the amount of traffic on Goodman's Hill Road. Ms. Anderson asked if he would be willing to reassess the situation in a few months' time if that were done, and he affirmed that he would.

Ms. Anderson further stated that there is some important information that the Board has not read and she countered Chief Dunne's letter with the previous statements. She stated she also counters Mr. Noyes' letter by stating that he did not speak with anyone in Idaho. He spoke to officials in Newton. She feels an opinion cannot be based on current national standardized speed humps based on Newton's speed bumps put in five years ago. Selectman Blacker agreed. She feels it is important to get facts from the standardized national use of speed humps before a decision is made that they are no good. She suggested that the Board should review all current information available.

Chairman Drobinski asked Ms. Anderson if she is saying that, by using speed humps on Goodman's Hill Road, the speed limit will be effectively 15 miles an hour where the humps are placed. She responded that cars may travel at 30 miles an hour but studies have found when the car reaches the speed hump, the speed is lowered to 15 to 20 miles an hour, depending upon the make of the car. If the speed limit is continued when going over the speed hump, it is not good for the suspension on the car, she explained.

Ms. Anderson suggested that maybe the Board could continue its meeting in order to review the new documentation and that a decision could be made to implement more stop signs with one or two speed humps to see how their effectiveness on the road would be.

Chairman Drobinski spoke about the diversion of traffic if speed humps were used on Goodman's Hill Road and would that divert traffic to Concord Road and Old Lancaster Road going east. Ms. Anderson did not agree it would divert the traffic.

Selectman Clark offered that if the speed limit is set at 30 miles an hour and these speed humps, according to ITE statement, are spaced certain distances apart, the 30 miles an hour will be accomplished without the use of employing a policeman.

David Coletti, a resident of 250 Goodman's Hill Road, stated he believes there will be minimal diversion. He does not believe people will choose another route over Goodman's Hill Road. He stated that this road gets a lot of traffic that goes from the center of town to Landham Road. This belief was reinforced when the bridge was closed on Landham Road, as there then was no heavy traffic on Goodman's Hill Road. With the speed humps he feels that the traffic will be forced to slow. He stated that from the guidelines he has read, once the 30 mile-an-hour range is reached, the probability of death, not of a serious injury, but death from a pedestrian accident, is 40 percent. At 44 miles an hour, which he states is a speed frequently used on Goodman's Hill, the probability of death is 80 percent. He feels that the traffic will go as it chooses, but he is concerned about the children on the road. He stated that the residents on the road are in a cycle where older families are moving out and younger families are moving in and he is concerned about speed. Stop signs help on pieces of the road, but on the long straight-a-ways, he feels something needs to be done.

Selectman Clark suggested that the updated material be ordered and the Board should educate itself on these issues to make a knowledgeable decision.

Ms. Anderson stated that Mr. Place's letter asked for postponement because he is not ready to respond and she asked that he receive all information, also.

Chairman Drobinski informed that the Board will apprise Ms. Anderson when the information is received and they are able to review it and schedule the next meeting date. Chairman Drobinski thanked those in attendance, asked Mr. Thompson to order as soon as possible the documents referred to in discussion tonight and indicated another meeting on the subject would probably be sometime in mid-August or sooner, if possible.

Employee Assistance Program - Presentation by Comprehensive Assessment and Consultation (COMPASS)

Present: Doctor Gerald W. Lewis of COMPASS; and Martha Lynn, Community Social Worker.

Pursuant to the Town's request for proposals for an Employee Assistance Program, the second of two proposals was given by Doctor Gerald W. Lewis, Director of Comprehensive Assessment and Consultation (COMPASS). The Board reviewed the proposal dated April 28, 1995, from COMPASS. Mr. Lewis informed the Board that COMPASS presently provides employee assistance programs for three municipalities, five school systems and they have a variety of other organizations in the private sector. They have been performing these services since 1986.

He spoke on the reasons for having an employee assistance program when employees have health insurance coverage and the reason for spending more money at times like this for such a program. Among his reasons were the problems of stress, depression, substance abuse, and alcoholism. Commercial Drivers Licenses (CDL) and the Department of Transportation (DOT) are now requiring school systems, the Massachusetts Highway Department and other organizations to meet the DOT regulations, which

means testing for alcohol and drugs and the availability of a substance abuse professional or an employee assistance program.

The municipalities of Marlborough, Framingham and Southborough, and a number of different school systems now have the COMPASS employee assistance program. He currently sits on the safety committee of two municipalities and is working on developing a safety committee for a third municipality along with department heads. He explained that it is his organization and any decisions to be made go through him. He will handle each account with one other individual who is the account manager.

Selectman Clark asked, on average, how many hours he would spend with the Town's employees. He answered that with a decentralized organization like a municipality, basically it is approximately 5 percent utilization per year. Each year it increases approximately 5 percent.

The first issue to address is that the first quarter is spent with very high intensity in getting the word out, doing everything they can in orientation training. They must do a fair amount of education. Presently accessing mental health benefits is a difficult job. This is an area where EAPs can cut costs.

Chairman Drobinski queried as to the orientation process. Doctor Lewis explained that he will sit down with all managers and conduct training sessions. There are posters, business cards, and orientation handouts. He will review how the program works and speak about confidentiality. Doctor Lewis informed that if an employee is having a difficult time and is recommended to the EAP, and the problem is handled properly, the organization can save a substantial amount of money each year in the long run.

Another issue Doctor Lewis mentioned is that the Town cannot force employees to use their health benefits. The Town can insist, however, an employee use an EAP; it doesn't cost the employee anything, it is confidential and open seven days a week. He has found it doesn't feel quite as stigmatized when people utilize the EAP as opposed to a psychologist.

Selectman Clark asked as to the EAP staff's credentials. Doctor Lewis informed that all people are licensed as mental health professionals and are either psychologists or social workers.

Mr. Thompson offered that, from his knowledge, the Town has waited too long for a program of this type. There are currently employees that need help and they will not use their regular medical insurance. Doctor Lewis added that it is a private organization. The only records are kept in his office. He also has staff affiliates and if for some reason an employee does not wish to go to the Framingham office, they can utilize the other offices, but the paper work, due to their licensing, cannot be released without the employee's permission. The release itself also varies in the amount of information to be given out. Doctor Lewis also stated that, if his organization breaches that confidentiality only once, the Town would not take them back another year as the utilization rate would drop.

At the end of each year the EAP will provide the Town with a summary utilization as to how many employees used the program, whether they are self-referred, supervisor referred; how many required hospitalizations.

Selectman Clark asked what would be done if the program usage goes down. Doctor Lewis responded that he would follow up with the liaison person to discuss the reasons why. He added that they offer wellness programs, smoking cessation, management training, stress management programs.

Selectman Blacker queried as to where the funds were coming from to pay for the program. Mr. Thompson responded the funds would be coming from the health insurance trust account. Selectman Blacker offered that he was committed to the program early on and it is a worthwhile endeavor. He asked the cost of the program and Martha Lynn informed him the annual first-year cost was \$18,400. Mr. Thompson suggested voting it subject to Terri Ackerman confirming that the funds are there. Selectman Blacker stated he feels comfortable that the money is there, but that funds cannot be taken from the fund without replenishing it.

Mr. Thompson recommended concurring with the recommendation of Terri Ackerman and Martha Lynn dated June 6, 1995, to accept COMPASS.

On motion it was unanimously

VOTED: That the Town accept the proposal dated April 28, 1995, from Comprehensive Assessment and Consultation (COMPASS) of Framingham, to contract with the Town of Sudbury for an Employee Assistance Program for Fiscal Year July 1, 1995 through June 30, 1996, at a cost of \$32 per employee to be funded from the Insurance Trust Fund.

Minutes

It was on motion unanimously

VOTED: To approve the minutes of May 22, 1995, as amended.

Council on Aging - Van Donation

It was on motion unanimously

VOTED: To accept \$108.65 in miscellaneous donations for deposit into the Council on Aging Van Donation Account, and to authorize the Council on Aging to expend the same for purposes of operating and maintaining the Council on Aging vans.

Repurchase of Cemetery Lots

The Board reviewed a communication dated June 6, 1995, from Robert A. Noyes, Highway Surveyor, regarding the request by Sidney J. Halligan of Maine to sell back to the Town four graves in Wadsworth Cemetery.

It was on motion unanimously

VOTED: To grant a request from Sidney J. Halligan to sell back to the Town four graves in Wadsworth Cemetery, Lot 42, Section EO, Deed No. 597 (Sale of Lots \$125; Perpetual Care \$375).

Acceptance of Easements - Ashton Knoll

Selectman Clark stated that in the future she would like to minimize the requirement that the Town maintain and repair easements. She suggested that the new subdivision owners, lot owners, should

bear the cost. She said it may mean the developer reaps less profit on the sale of the lot, but if that is the nature of his land, he should not profit at the Town's expense in having to maintain these easements in the future. Selectman Clark feels that the subdivision owners themselves know full well the negative features on their land, and trying to put the burden of maintenance on the Town is unfair and inequitable.

Chairman Drobinski replied that the Town gets easements from property owners so that it can maintain and keep drainage systems working so that public ways do not become blocked. Selectman Clark agreed that if it is an existing way, that is acceptable, but that these are subdivision ways, new ways that are being created within a parcel of land.

Selectman Blacker added that the Town will accept them at some point when the Town Engineer says that the road is in correctly and the engineering has been completed and, therefore, it is no different than a road that was built 100 years before.

Ms. Montemerlo explained that once a street is accepted as a public way, the Town has the obligation to maintain it. If there is no access to the drainage system to maintain it, then a liability could be created. Selectman Clark stated that she is trying to reduce the number of easements that the Town has to maintain.

Upon motion it was unanimously

VOTED: To accept on behalf of the Town the following easements dated May 22, 1995, granted by William J. and Genevieve E. Gedrim of Barnstable, MA, shown on plan entitled "Ashton Knoll, Definitive Plan of Land in Sudbury, MA," owned by William and Genevieve Gedrim, drawn by Bruce Saluk and Associates, Inc., dated January 19, 1994, latest revision date May 15, 1995:

- (1) containing a Dry Well Easement on Lot 5, a Drainage Easement on Lot 3, and two Drainage Easements on Lot 7; and
- (2) a Right of Way Easement over Lots 3, 4, 5 and 6.

Cheri-Anne Cavanaugh Memorial Fund

The Board acknowledged receipt of the following:

1. Communication dated May 30, 1995, from Mary Ellen Normen Dunn, Town Treasurer and Collector, to the Trustees of Town Donations.
2. Communication dated May 25, 1995, from Martha E. Lynn, Board of Health, to Trustees of Town Donations.
3. Communication dated May 8, 1995, from Olivia Andrews, Rosemary Colson, Gail Hardenbergh, Reverend Avis Hoyt O'Connor and Martha E. Lynn.

It was on motion unanimously

VOTED: To accept (upon recommendation of the Town Treasurer and Collector, acting as a Trustee of Town Donations, and the Community Social Worker), the donation of \$1045.03 from the United Methodist Church, to be deposited into a Trust Fund named the Cheri-Anne Cavanaugh Memorial Fund;

to be used for public health work and managed by the Board of Health and Community Social Worker; expenditures from said Trust Fund requiring approval by the Trustees of Town Donations.

Proclamations Honoring Retirees from the School Department

It was on motion unanimously

VOTED: To sign Proclamations honoring the following retirees from the School Department:

Arthur A. Walker
David W. Martinson
Oscar Najarian

Woodard and Curran, Inc. - Wastewater Disposal Options Study

The Board acknowledged receipt of the following documents:

1. Communication dated June 9, 1995, from Jody A. Kablack, Town Planner, to John Drobinski, Chairman.
2. Communication dated May 23, 1995, from Jody A. Kablack, Town Planner, to Paul D. Weisman, P.E.
3. Sudbury Wastewater Disposal Options Study/Work Plan and Schedule.
4. Agreement for Technical Services.

It was on motion unanimously

VOTED: To approve and sign an Agreement for Technical Services with Woodard and Curran, Inc., to assess sewerage needs along Route 20 specifically in the business districts, for a fee of \$10,000, in accordance with their proposal, "Town of Sudbury, MA Wastewater Disposal Options Study," dated April 19, 1995, and in connection with a grant received from the Executive Office of Communities and Development.

Yard Sale Signs

Selectman Blacker informed the Board that it was brought to his attention by an employee at Marrone's Bakery that yard sale signs are in abundance around town. Selectman Blacker stated that the signs should be taken down within a week after the yard sale.

Mr. Thompson informed that this issue was brought before Town Meeting in the past and was defeated. Selectman Blacker queried if there was a town by-law concerning this issue, and if there is something regarding this, can it come under the general fine if there is no fine. Selectman Blacker requested that Mr. Kenny check into this matter.

Rules and Regulations of the Planning Board

Selectman Blacker informed the Board that he recently read some new draft Rules and Regulations of the Planning Board that gave him concern. Mr. Thompson agreed to check into this matter and report back to Mr. Blacker. [On June 13, 1995, the Town Planner spoke to Mr. Blacker regarding the same.]

Sunrise Development

Selectman Blacker stated that concerning Board of Appeals June 27, 1995 hearing, item No. 6, Sunrise Development, Boston Post Road, across from the Coach House Inn, he has no problem with this and supports it. Mr. Thompson informed Chairman Drobinski, who had previously had a question regarding the Board of Appeals' permit application concerning the last project (nursing home) where the bowling alley was, that a special permit was required because it was in a residential area.

Police Chief/Policy and Procedural Manual

Selectman Clark commented concerning the Police Chief's Policy and Procedure Manual. He lists (a) traffic accidents; (b) hit and run investigations; (c) motor vehicle inventory searches.

Nowhere does he list how he will handle road traffic infractions, sign infractions. Selectman Clark feels that whatever his procedure is, it should be stated; if he has no procedure, that should be stated, also. Mr. Thompson said he would check into the matter.

Sudbury Supervisory Association - Contract Side Letter

The Board is in receipt of a communication dated May 24, 1995, from the Sudbury Supervisory Association to the Board of Selectmen. The Board agreed to meet with them on June 26, 1995, in Executive Session.

Insurance Advisory Committee

The Board is in receipt of a communication dated June 2, 1995, from the Insurance Advisory Committee to the Board of Selectmen. The Board concurred with the recommendation of the Insurance Advisory Committee that the position for Health Insurance Consultant would be bid at this time.

Sudbury Fire Station

Selectman Clark inquired as to the operating status of Fire Station #3. Selectman Blacker offered that it depends on the staffing. If everyone is present for work, the station will be open. If it is not fully staffed, Chief Dunne can either call people up for overtime or close Station #3. These are his present options. If it is to be open at all times, more funding must be appropriated in order to accomplish this; i.e., additional civilian dispatchers.

Selectman Clark queried whether it is considered an open station or a part-time station. Mr. Thompson informed it is approximately three-quarters open.

Short-Term Bonds

Selectman Clark informed the Board she is available on June 22nd and June 23, 1995, to sign the short-term bonds at the Town Clerk's office. Selectman Blacker also indicated he will be available. Mr. Thompson stated a reminder will be given.

Conservation Law Foundation

Selectman Clark informed the Board that she is in receipt of the 1995 Conservation Law Foundation guide. It is a culmination of a lot of research and effort by Stephen H. Burrington, the director. This will be referred to concerning the Goodman's Hill issues.

No Left Turn Sign - Dudley Road

Selectman Clark informed the Board that, since the last Selectmen's meeting, she was on Nobscot and noticed a state police car taking a left turn into Dudley Road from Nobscot Road. The "No Left Turn" sign is located on the right-hand side of the road. She feels that the sign is not noticed because of its placement on the right-hand side of the road, and people tend to look left when nearing that section of the road. Selectman Clark suggested that the sign be moved over to the left-hand side of the road. Selectman Blacker concurred.

Upon motion it was unanimously

VOTED: To remove the No Left Turn sign from the right-hand side of Nobscot Road to the left-hand side of Nobscot Road; the exact location to be determined by the police department and the Town Engineer.

Issuance of Checks

Selectman Clark commented on receiving checks from the Accounting Department. She questioned how long the process should take. Mr. Thompson informed that it was generally one to two weeks' time. Selectman Clark feels that is a long period of time and that it is possible to be charged a late fee in waiting for the Town to issue a check. Therefore, often a payment must be made first and then a request made to the Town for reimbursement in order to have the payment made on time. She feels the entire process to obtain a check is much too long.

Satellite Dish on Roof of Flynn Building

Chairman Drobinski informed that he asked Mr. Thompson to check into the placement of a satellite dish on the roof of the Flynn Building. It will be used to communicate with the next NASA space flight. (The request came from the Precourt family.) This is a temporary communication hook-up for some students at Peter Noyes. Mr. Thompson explained that it does not need Board approval. He has spoken to Mr. Place about this and requested him to notify Mr. Hepting.

Employment Contract with Terence P. Sullivan as Town Manager

Chairman Drobinski apprised the Board that he had been talking with Terence Sullivan and informed him that the Board was committed to getting him out a contract draft in order to negotiate concerning salary, benefits and issues of that nature. Chairman Drobinski said he subsequently spoke with Selectman Clark in terms of agreeing on a starting salary, who then spoke with Selectman Blacker and came to an agreement. Selectman Blacker and Chairman Drobinski came to an agreement in terms of a draft, and Chairman Drobinski had assumed the other board members wished him to send this draft out to Mr. Sullivan for his review, which he did.

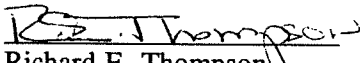
Selectmen Clark and Blacker informed Chairman Drobinski that they both thought this was a draft to be discussed at the June 12 meeting. Selectman Blacker added that because it has already gone out does not bother him.

Selectman Clark mentioned she is having difficulty with the vacation clause in the proposed contract and the fact that, as written, it can be carried forward for one year. Conceivably this gives the right to take six weeks' vacation all at one time.

Selectman Clark added that she checked with Terri Ackerman and was informed that non-union employees do not have the right of carry over at all. Mr. Thompson stated that it has been allowed in the past for non-union employees to carry vacation time over due to unusual circumstances.

Chairman Drobinski offered that when the final contract is drawn, this issue can be addressed. The Board agreed that it could be stated in the contract that not more than two consecutive weeks' vacation could be taken at one time.

There being no further business, the meeting adjourned at 10:00 p.m.

Attest: 
Richard E. Thompson
Interim Town Manager/Clerk