

Selectmen's Meeting Minutes 2/7/11

Board of Selectmen Meeting Minutes 2/7/11

The Easton Board of Selectmen met this evening at the Easton Town Offices, Selectmen's Office, 136 Elm Street, with Chair Colleen Corona presiding.

Members present: Colleen Corona, Ellen Barlow, Sean Noonan and Town Administrator David Colton

Members not present: Irwin Cohen

Corona called the meeting to order at 7pm and announced that the meeting will be televised.

Designation of Board Clerk

Barlow volunteered to serve as Clerk.

Voted: (Noonan/Corona) voted unanimously by roll call to appoint Selectman Barlow as Clerk
Corona-Barlow; Noonan-Barlow; Barlow-Barlow

Ames Free Library – Best Small Town Library in America Designation

Library Director Madeline Holt, Assistant Library Director Uma Hiremath and Library Board members Bill Ames, Steve Merlin, Hazel Varella and Donna Richman were present. Holt acknowledged the Library Board members and thanked them for their support. Holt spoke of the Best Small Town Library in America designation and how the Ames Free Library achieved the award. Holt spoke of the grant established in 2005 and noted that the Bill & Melinda Gates Foundation have given a lot of money to libraries over the years. The grant is in the amount of \$5,000 and \$4,500 will also be given for two library representatives to go to a conference and accept the award. She spoke of the criteria and the goals as required to achieve the grant.

Hiremath spoke of the importance of setting goals and how the library staff takes this very seriously. Holt spoke of the slogan "Where the Community Connects" and how well this has worked in Easton.

Corona spoke of the incredible things that the library provides to the community. Noonan asked if the library staff would be applying for additional grants. Holt and Hiremath replied yes. Barlow spoke of the library as a gem. Holt spoke of the creativity of the library staff.

Merlin also thanked Holt and Hiremath for being such great staff. Merlin thanked the Town Administrator, Selectmen and the entire town for their support.

Ames thanked the Selectmen and Finance Committee for their support through the years and stated that the Library Board appreciates the team effort.

Ames Free Library One Day Liquor License Request

Madeline Holt was present to request a one day beer and wine license for Saturday, February 12, 2011 from 8pm – 11pm at the Quset House, 51 Main Street. The Event is "An Affair to Remember Valentine Soiree". Tickets are available for purchase at the main library.

No Easton Police Detail is required.

Voted: (Barlow/Noonan) voted unanimously to approve the one day license

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Easton Lions Club

Lions Club President Janice Melley and Chairman of the Holiday Festival Mike Melley were present. Janice Melley thanked all the Town departments for their support throughout the holiday festival. Corona noted we owe the Lions Club a huge debt of gratitude. She thanked them for all the wonderful things the Lions do throughout the year.

Noonan asked how well the Lions Club did at the annual auction. Janice Melley suggested they raised close to \$14,000.

Mike Melley specifically thanked the Selectmen, Town Administrator, DPW Director Wayne Southworth and the crew, Fire Chief Tom Stone and the Fire Department, Police Chief Allen Krajcik and the entire Police Department, specifically Safety Officer Darren Mangott as he worked closely with the Lions Club to help coordinate the festival.

Police Department Accreditation

Police Chief Allen Krajcik was present. Krajcik spoke of the Easton Police Department as the 35th agency to become fully accredited in Massachusetts by the Police Accreditation Association; this has been in the works since 1998. Krajcik noted Easton has been certified but not fully accredited to this date. Krajcik spoke of the great deal of work and how this accreditation has given the department a sense of pride for the community. He spoke of the standards that apply such as policies, procedures, training equipment and how they must be best practices. He spoke of how the insurance company will see this accreditation as a benefit. Krajcik specifically thanked Lieutenant Gary Sullivan for all his work throughout the process; he has done a great job. The Police Department is a reflection of the community that it serves. Corona noted this accreditation is great recognition for the great work done.

Colton stated that when we have standardized procedures, it builds in great efficiency.

On behalf of the Board of Selectmen, Corona asked Krajcik to extend congratulations to Lt. Gary Sullivan and the entire department.

Certified Municipal Clerk – Town Clerk Jeremy Gillis

Town Clerk Jeremy Gillis was present. Gillis spoke of the three year process of becoming certified which starting when he worked in Gloucester. Colton noted that Gillis has done a great job as Town Clerk and referred to the certification as a great accomplishment. The Board congratulated Gillis. Barlow asked if elected clerks are eligible for certification. Gillis replied yes.

One Day Liquor License Requests

Colton referenced Stonehill College's request for a one day beer and wine license for the Capitol Hill Stonehill Reception to be held at the Martin Institute on February 21, 2011 from 6pm to 7pm.

Voted: (Noonan/Barlow) voted unanimously to approve the one day license

Open Meeting Law – Revision of the Board/Committee Handbook

Land Use Agent Stephanie Danielson was present. Danielson spoke of the committee appointed by Town Administrator David Colton and the task of establishing town-wide policy for all boards and committees to follow giving direction on posting agendas, minutes and changes to the Open Meeting

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Law which took effect in July 2010. Danielson commented that it became apparent that while working on the policy, the Board and Committee Handbook would need to be amended.

Corona spoke of the incredible amount of work involved and thanked Danielson and the committee for their work. Danielson spoke of the input of the committee and how well they worked together.

Barlow suggested that the revised handbook be distributed to current board and committee members as well. Colton confirmed that it will be well distributed.

Community Visioning Report

Planning Director Brad Washburn was present. Colton spoke of the process a few years ago when the Town started community visioning. An exercise was held during a daylong workshop on a Saturday at the Oakes Ames Memorial Hall. Committees were assigned and reports were submitted; now we are at the point of submitting a visioning statement. Since the time of the last visioning session and reports, the Shovel Shop project came up; taking most of the time of the planning staff.

Washburn noted the report has been updated and would like to bring this back to the community that participated in the focus groups, explain the goals to date and see how to move forward. Washburn stated the draft plan was created by the former Planning Director. Washburn is currently working on some changes and will resubmit to the Selectmen.

Noonan suggested we reach out to Stonehill College and high school students as we will be looking out 20+ years and this will be their community. Noonan suggested that kids want to live where they work; they want technology and suggested he would like to hear from the students of the community. Washburn spoke of the economic development section under the DOT grant which would include youth involvement. After discussion, Corona suggested we could reach out to the high school principal to see if some students want to participate in these discussions.

The Board commented on how much has already been accomplished and noted that the documents will become public once some minor edits are made.

Colton spoke of the need to get the master plan done. He is hopeful that the people will like the visioning report.

Constable application – Sean Bastis

Colton referenced the constable application and noted that the application has been approved by the Police Chief.

Voted: (Barlow/Noonan) voted unanimously by roll call to approve the Constable application for Sean Bastis

Barlow-Bastis; Corona-Bastis; Noonan-Bastis

Constable application – Michael Goldberg

Colton referenced the constable application and noted that the application has been approved by the Police Chief.

Voted: (Barlow/Noonan) voted unanimously by roll call to approve the constable application

Barlow-Goldberg; Corona-Goldberg; Noonan-Goldberg

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BETA Group Presentation – Request for Comments Prospect/Foundry and Rt. 138/106 Intersection
BETA Senior Associate Kien Ho, Senior Traffic Engineer Greg Lucas and Easton Planning Director Brad Washburn were present.

Ho updated the Board on the background on the intersection at Rt. 138/106. In 2009, the Massachusetts Department of Transportation (DOT) identified a few intersections as high accident locations. Immediately following the audit, Town Officials began work to find funding for the intersections of Rt. 138/106 and Foundry /Prospect Street. Ho noted state funding is very tight; you have to fight for it. The two intersections 106/138 have been put on the Mass DOT list; the construction is geared toward 2014. It also has commitment from Massachusetts DOT as part of the Transportation Improvement Project (TIP). Corona noted we have design money but we may have construction money for 2014. Corona noted that at Prospect Street we provided design money but the state has not determined which year it will get funding. Ho suggested the good news is that both intersections are on the 25% track.

Greg Lucas spoke of the 106/138 intersection. Currently each direction has two lanes; this concept updates the intersection to give three lanes on Rt. 138 and will update signalization. He spoke of the traffic pattern heading to Rt.24, specifically the need for a left turn lane. See the attached information. Once complete, it will be a much safer operation than what it is today. Again, the project is funded through DOT.

Washburn noted that the Planning Board would like to be sure that things are installed to protect pedestrians. Lucas noted that all of this is part of the plan.

Noonan asked about land acquisition areas and if there has been discussion yet. Lucas noted it would be premature at this point but if we went forward, we would reach out, including a public hearing on the design.

Barlow asked if they take into consideration the kind of accidents that happen at this location. Lucas confirmed yes.

Corona suggested it is around 205 on the Massachusetts DOT High Accident intersection List. Lucas confirmed it is one of the top intersections.

Washburn asked about the goal of enhancing bicycle safety. Lucas suggested the new plan provides four foot shoulder distance which doesn't exist at this time.

Corona noted that anything would be an improvement over what is here now.

BETA Group Presentation – Prospect /Foundry Street

Lucas referenced the plan of the Prospect/Foundry Street intersection. He noted that as of today, this is not a signalized intersection. They are proposing a full traffic signal, maintaining signal approach on both streets. Because of the signal, they need an easement on one of the corners. Some areas will be widened slightly and some areas will be narrowed slightly. On the NW corner, there is a 10 foot easement that was acquired and the roadway is currently within the easement. This project doesn't include sidewalks because there is nothing to connect them to.

Noonan asked if we have the option of taking funding for this intersection on as a town. Corona asked about the projected cost. Lucas spoke of \$450,000 as a preliminary cost. There is less work than what

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they thought would need to be done; less land takings will be necessary. Ho noted that they have had a chance to analyze the data, a lot of the incidents that have been reported at this intersection would be mitigated with a full signal. Corona asked about crash rates at the intersection. Lucas suggested that 1.27 is the rate and the state level is 0.62 to be considered a high hazard.

Colton noted the advantages of the town taking this over; the costs would be less. We just completed Rt. 123 towards Norton and we are about to start the Five Corners Project; no community gets all the money it asks for. The road safety audit process showed that the intersection didn't make the cut. Colton would amend the FY'12 Capital Plan to include this. Noonan expressed concern with this intersection and suggested there are structural issues that need to be fixed.

Barlow asked if there is an intermediate solution to level the roadway and install blinkers and stay on the TIP list. Lucas noted to do this you are spending most of the money anyway. Colton suggested more significant work if you don't put the signal in.

Ho agreed with Colton on cost and confirmed that if we were to go through state process, we will wait another three years or more and with inflation, the cost will be more. Colton suggested that now is the time to work on the capital projects and the possibility of including this. The Board agreed.

The Board thanked Ho and Lucas for the presentation.

Saw Mill Pond Development – Foundry Street

Paul Cusson of Delphic Associates, Attorney Walter Jabs, Applicant Agbal Ali of MetroWest Builders and Easton Planning Director Brad Washburn were present. Cusson spoke of the Saw Mill Pond Development that was previously approved by the Town and the Department of Housing and Community Development (DHCD). The approval has expired and the development has been foreclosed on. Cusson spoke of the applicant, Mr. Ali and the Purchase and Sales Agreement to purchase the property from the lender. They are asking to see if the Board will consider submitting this for 40B Local Initiative Program (LIP) approval. Corona noted the two routes to go with a 40B; you have the right to apply for a 40B without going the friendly 40B route, with a friendly 40B, there is lengthy process you need to go through.

Corona spoke of the process that they went through with the original Saw Mill Pond 40B and noted it was not a simple process. Corona suggested that that this is a completely new project with a new developer coming forward.

Cusson agreed, there is a new developer and it is the same location. He referenced the plan with some road layout and configurations. Cusson noted that the original 40B was approved as 144 units of rental housing including a treatment plant; DHCD endorsed the LIP application submitted by the Selectmen. The developer went through the process with ZBA and through that process, some changes were suggested. The former developer was finally approved for 44 units and the development was never built. Cusson suggested that the new client is proposing 70 units of which 5 two story buildings containing 30 one bedroom units, 30 two bedroom units; and 10 single family homes. Eighteen units are proposed to be affordable. Cusson submitted 11x17 plans for the Board's review.

Barlow asked about the treatment plant proposed by the former developer. Cusson explained that he would not have proposed that. He suggested the reason they went with 44 units was because of the economics; there was an order of conditions issued by the Conservation Commission and it is still valid.

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Cusson spoke of a recent meeting with Town Officials on an informal basis and at this meeting, it was discussed how to increase the number of bedrooms to accommodate more affordable units. Corona suggested that this new plan has changed since the informal meeting held in December. Cusson agreed and said they incorporated some of the comments and they tried to introduce the ten single family homes with more bedrooms. The actual number of bedrooms has not been decided; they are trying to get feedback before they go forward and file a formal application. Corona again noted the developer has a right to apply for a regular 40B and suggested the process of the LIP 40B as a slow process. She spoke of the Union Street 40B, endorsed by the Selectmen recently approved. Corona noted that the proposed plan submitted to the Selectmen doesn't have the level of detail she feels is necessary. Cusson agreed that the plan would be more detailed including low impact/green initiatives. Cusson noted they would encourage this as well. Cusson noted that they want to get away from the large detention basins. Cusson noted the engineers would encourage low impact design as it is also cost beneficial. Corona noted we now have a Community Housing Planner to help with some of these issues.

Washburn noted that we would need to look at the traffic impacts for the people on Foundry Street and we want to confirm that everything is still within the buffer zones. Cusson noted a traffic impact analysis would need to be done. Cusson suggest that the new development would create less traffic but they still would have to look at the turning radius going into the development. Going forward, they would work with their engineer to make a full presentation. Corona asked if the developer has any other developments in this area. Attorney Jabs confirmed there are no other developments in this area. Cusson noted they could provide a list of the developer's projects. Minna Terrace in Shrewsbury is an example of another development completed by the developer. Cusson spoke of an active development in W. Boylston. The developer has increased the ratio for affordable units; the developer is ahead of that goal. He has been involved in a number of 40B developments.

Barlow suggested that she needs more information before she would be comfortable moving forward. The Housing Production Plan is under review. Barlow spoke of the former owner and the fact that he was in trouble; since that time, some land was sold. Corona noted that we now have abutters to this project. Attorney Jabs noted that we are not looking for a commitment tonight. He asked the Board to consider whether or not this is an appropriate site. He would like to know if they should continue to involve the Selectmen in the process. Corona noted that it is always worth listening and her concern is the number of units. She noted that clearly they have two paths they can take; go directly to the ZBA and apply for 40B; or as the Selectmen to endorse the LIP 40B. Cusson suggested that they would not want to go with the second path. Corona noted that we want to know about traffic, green technology, etc. Cusson noted that the ten single family homes will have their own septic system. The balance of the sixty units would have 90 bedrooms on a common septic system.

Noonan asked about the structure at the Southwest corner of the map. Cusson referred to this as the septic system. Corona asked if a playground will be proposed. Cusson showed the area as proposed on the plan. Corona asked if a bus stop structure will be proposed. Cusson stated that they would consider this as well as a mail drop off. Cusson noted if the Board is inclined to move forward, they will have more detailed information submitted by the engineer. Corona suggested that we need to get feedback from our Community Housing Planner. Cusson feels that this plan will help with the Town's Affordable Housing Plan. We need to look at aesthetics and how it fits into the community as it relates to traffic, abutters and how this fits in. Cusson noted that the abutters are always a concern.

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In closing, Colton suggested that we are missing a Board member this evening. Colton suggested that Washburn and Community Housing Planner Tim Harrigan can look at this and report back to the Board at its next meeting. In the meantime, the developer can submit examples of the type of work they do. Corona agreed to have the Community Housing Planner attend the next Selectmen's meeting and have the developer come to the meeting after that.

Noonan expressed concern with the traffic and how this will affect the intersection. Washburn requested a full set of plans to review before the next Selectmen's meeting on March 7th. Washburn agreed to work with the developer and consultant. This consultant will come back to the board on March 14th.

Annual Town Meeting (ATM)

Colton noted that the ATM will be held on May 16th and suggested that the Board open the warrant and accept submission of articles to David Colton with a copy to Mary Southworth by March 21st at 4:30pm
Voted: (Noonan/Barlow) voted unanimously to open the warrant and to accept articles until March 21st at 4:30pm

Preliminary Capital Budget – FY'12

Colton referenced the preliminary Capital Budget for FY'12. Colton referenced the capital program and acknowledged all the hard work of the Capital Planning Committee. The total program amount is approximately \$4,200,000. See the attached information. He spoke of the aggressive program and the items proposed for funding.

Corona spoke of the need to maintain a consistent amount of debt for capital and suggested one of the biggest mistakes we make is not investing in capital; money is otherwise spent on salaries and benefits. Colton agreed and stated that communities that do this are more likely to ask for overrides to fund the budget. Corona suggested that this helps out bond rating as well. Again, Corona noted it is fiscally responsible to spend money on capital.

The Board discussed at length the capital budget process. Colton explained the bonding process. Corona noted a question that comes up in the public is why we raise water rates when we have the Water Department Water Enterprise Fund with a surplus. Corona noted that relining the water tanks is an expense and we know that water has a plan for capital needs. Colton noted that the Water Enterprise Fund was set up the right way and they have a depreciation schedule for equipment, etc.

Noonan asked about the status of the renovation of Frothingham Hall. Colton noted the plan may be ready for the fall or next spring. Noonan asked about the school projects that are out there. Colton explained. Noonan stated that Capital Planning Committee originally recommended a smaller amount and Noonan wanted to know why. Colton is not sure but he will follow up on this issue. Corona noted that the Town Administrator can put forward a different recommendation than the Capital Planning Committee if needed.

Noonan asked if we can go back to the Capital Planning Committee on the intersection improvements to see if we can fund this project ourselves. Colton stated yes and also stated that Town Accountant Wendy Nightingale and the Capital Planning Committee did a great job.

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Minutes

None

Public Participation

None

Selectmen's Notes

Corona suggested a change in the meeting schedule by eliminating the February 28th meeting and moving it to March 7th. The Board agreed.

Barlow asked about the fire house on Foundry Street, specifically the history. The Board was not aware of what this is now used for. Barlow asked if we should sell the land. Colton suggested you would want a new fire house closer to the five corners area of town.

Town Administrator Notes

Colton announced that he will be leaving for vacation on Thursday, 2/10/11 and returning on 3/12/11; Skype conference calls will be established while away on vacation and DPW Director Wayne Southworth will be the Acting Town Administrator during his absence.

Colton distributed a draft charge (attached) for the Fire Study Committee and asked for the Board's approval.

Voted: (Noonan/Barlow) voted unanimously to approve the charge

Press Notes

None

Voted: (Barlow/Noonan) voted unanimously to adjourn (8:45pm)

Respectfully submitted,

Mary Southworth

List of Documents and Other Exhibits Used:

Agenda Notes

Best Small Town Library designation – story from the Easton Journal

Letter to Police Chief regarding accreditation

Email from the International Institute of Municipal Clerk announcing the certification of Town Clerk

Jeremy Gillis

Preliminary Capital Budget – FY'12 memo

Board and Committee Handbook

Community Visioning Report

BETA Group Presentation Plan – Prospect/Foundry street intersection and Rts. 138/106 intersection

Saw Mill Pond Development – Memo and proposed plan

Easton Board of Selectmen Meeting

February 7, 2011

Prospect Street / Foundry Street

I. Current Status of Project:

- State Project
- Town has commitment from MassDOT to accept project into TIP Program
- Town paying for design. MassDOT to fund Construction / Construction Observation.
- Project nearing 25% Design Submittal
- Construction Cost, estimated @ \$450,000

II. Local vs. State Project

Right-Of-Way

- Project involves one permanent easement for a Mast Arm and the possible option of a fee taking for corner widening (Town already has permanent easement in this area)
- Either way Town is responsible for ROW costs (appraisal, legal and ...etc).
- **As a Local Project**, the costs may be may be less because Town can work directly with owners
- **As a State Project**, there may be temporary easements beyond that are needed, **as a Local Project** a Right of Entry may be sufficient.

Schedule

- **As a State Project**, it has been accepted into the MassDOT Program, BUT still needs to be programmed by the MPO. Construction timing has yet to be determined – likely 2014 or later.
- **As a Local Project**, construction can be ready for summer of 2011.

TM Actions to make Local Project w/ construction this year

- Town votes Land takings now instead of a couple years from now
- Town funds construction: say \$450k

January 14, 2011

RE: Route 106 (Foundry Street) and Prospect & Intersection Improvements

Board of Selectmen
Selectmen's Office
136 Elm Street
Easton, Massachusetts 02356

To the Selectmen:

The MassDOT Highway Division proposes to make traffic and safety updates to Route 138 (Turnpike St) and Route 106 (Foundry St) Signal & Intersection in Easton, MA. As part of the Early Environmental Coordination, comments are being solicited from various city officials, boards and commissions.

The purpose of this project is to improve vehicular, pedestrian and bicycle safety and provide efficient traffic operations at the intersection. Proposed improvements include roadway widening and pavement rehabilitation/reconstruction, and installation of new traffic signal. See attached Project Description for additional information.

MassDOT Highway Division requests that the city officials review the enclosed materials and provide comments at their earliest convenience, preferably within 30 days, to **BETA Group, 315 Norwood Park South, Norwood MA 02062, attention Phil Paradis**. A separate letter has been sent to the Easton Historical Society. This letter is being copied to the following departments:

- Town Administrator
- Planning and Community Development
- Department of Public Works
- Police Department
- Fire Department

It should be noted that MassDOT will schedule a 25% Design Public Hearing within the next few months.

If you have any questions concerning the enclosed project information, please feel free to contact Phil Paradis, (781) 255-1982.

Sincerely,
BETA Group, Inc



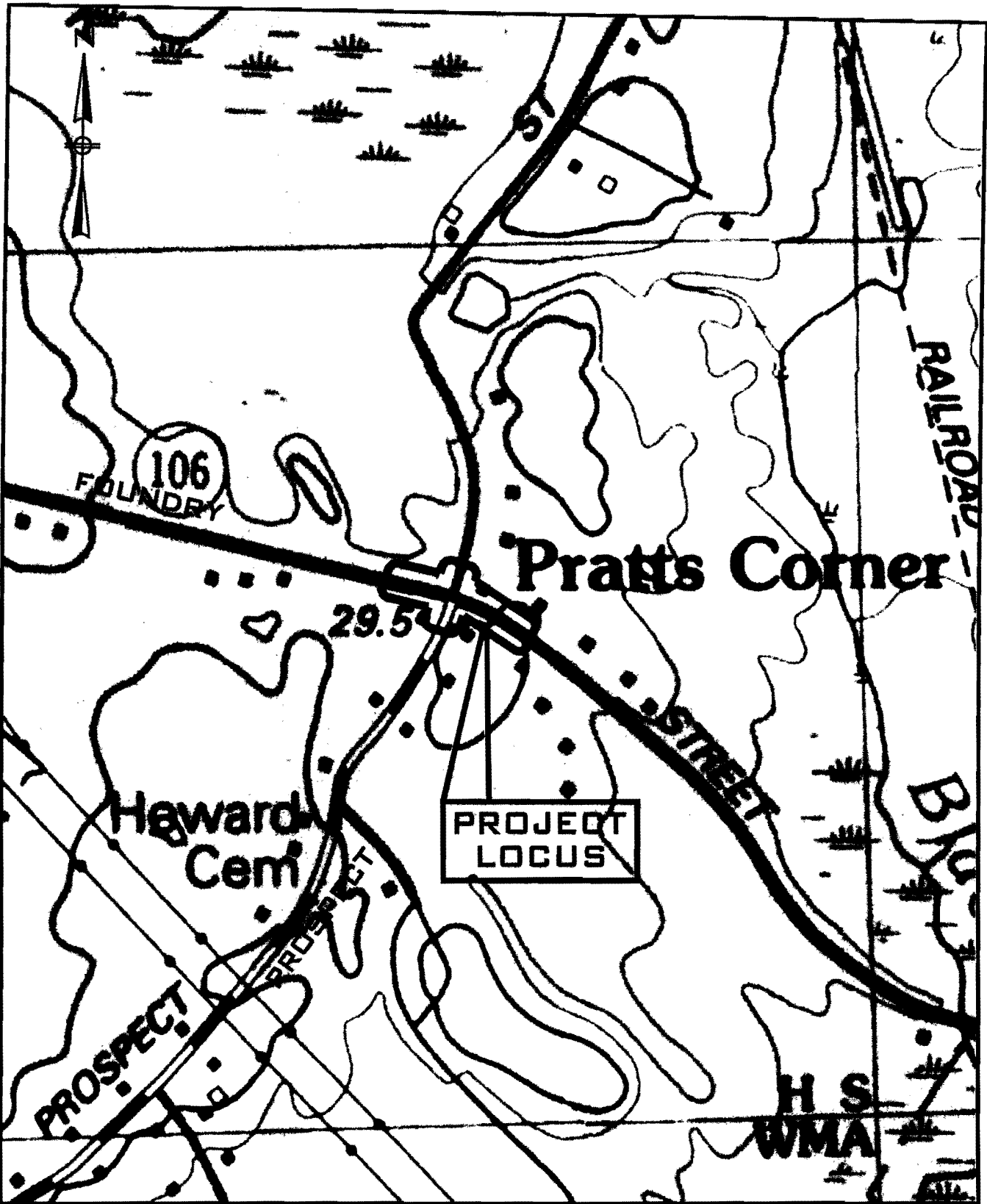
Philip F. Paradis, Jr., PE
Project Manager

RECEIVED
JAN 18 2011

atts: Project Description, Location Map & Construction Limits

Xc: Town Administrator
Planning and Community Development
Department of Public Works
Police Department
Fire Department

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BETA Group, Inc.
 Engineers • Scientists • Planners

315 Norwood Park South
 Norwood, MA 02062 781.255.1982
 email: BETA@BETA-Inc.com

INTERSECTION IMPROVEMENT
 PROJECT

Foundry St (Rte 106)
 at Prospect St
 Easton, Massachusetts

USGS
 PROJECT LOCUS
 Scale: 1" = 500'±

INTERSECTION IMPROVEMENTS
Foundry Street (Route 106) at Prospect Street - Easton, MA

PROJECT DESCRIPTION

Project Purpose

The purpose of this project is to improve vehicular safety and provide efficient traffic operations at the intersection.

Project Location

The project is located in the southern portion of Easton, Massachusetts (see Project Locus). The project includes safety and operational improvements at the intersection of Foundry Street (Route 106) and Prospect Street, as well as work along the intersection approaches to allow for implementation of the proposed intersection improvements. The project includes 600 feet along Foundry Street and 250 feet along Prospect Street.

Scope of Work

In general, the construction scope of work will be as follows:

- Installation of a fully-actuated traffic signal in conjunction with minor horizontal and vertical roadway realignment
- Horizontal realignment of Foundry Street
- Cut crest vertical curve on Foundry Street
- Install “Stop Ahead” signs on Prospect Street approaches
- Install speed reduction signs in advance of the 30 MPH zone on Foundry Street

Existing Conditions

Land use in the area is residential, with single-family homes spaced generously on Foundry Street and more closely spaced on Prospect Street. The surrounding area is densely wooded with some interspersed swamplands. Land use becomes more commercial to the west, and the Southeastern Regional Vocational High School is approximately ¼ mile to the east. There is a liquefied natural gas (LNG) facility to the west, which generates a number of LNG truck trips along Foundry Street.

Foundry Street and Prospect Street are both Town-owned roadways. Foundry Street is functionally classified as a Rural Minor Arterial, while Prospect Street is classified as a Local Road. Foundry Street is an important regional roadway, connecting Easton with Mansfield to the west and West Bridgewater to the east. Foundry Street provides access to Route 138 and has an interchange with Route 24 to the east. Route 106 runs essentially parallel to I-495, and is known to serve as a cut-through for vehicles bound for Route 24 and points north

Foundry Street in the vicinity of Prospect Street varies from 26 feet to 30 feet in width, with a single lane in each direction varying from 12 feet to 14 feet with a striped edge line delineating the edge of pavement. Prospect Street north of the intersection varies in width from 18 feet to 20 feet, and provides 22 to 24 feet of width south of the intersection. Both Prospect Street

INTERSECTION IMPROVEMENTS
Foundry Street (Route 106) at Prospect Street - Easton, MA

approaches are a single lane in width, with increased width at the stop bar due to the corner radii at the intersection.

There are no sidewalks, crosswalks or handicap accessible pedestrian facilities in the vicinity of the intersection. The edges of both roads within the project limits are lined with trees, shrubs and stone walls in close proximity to the roadway edge. Visibility is restricted on both Prospect Street approaches, and is severely restricted on the northbound approach by the vegetation, stone walls and the horizontal and vertical alignment of Foundry Street. These same obstacles create sight distance deficiencies for vehicles approaching on Foundry Street.

Foundry Street has asphalt curb or berm along both sides east of the intersection, and no curb or berm west of the intersection. Prospect Street generally has no continuous curb or berm near Foundry Street. Pavement condition is fair within the project limits, with evidence of cracking and crack sealant present along both project roadways. A double yellow center line is provided on all approaches, as well as a stop bar and painted STOP markings on the Prospect Street approaches. Utility poles are located along the south side of Foundry Street in advance of the intersection, with overhead wires crossing to a pole on the northwest corner of the intersection and continuing along the north side of Foundry Street east of the intersection. Poles are located on the west side of Prospect Street south of the intersection, and on the east side north of the intersection. All poles are located within two to three feet of the edge of pavement, excluding the junction pole on the northwest corner of the intersection.

Proposed Improvements

Proposed improvements include minor roadway vertical and horizontal modifications and pavement rehabilitation, installation of a new traffic signal, new signs and pavement markings, as well as the minor alteration of and utility structures.

Environmental Coordination

The Project is not located within a FEMA Mapped 100 year flood zone.

Although the Project is not located within a Priority Habitat or Estimated Habitat Natural Heritage & Endangered Species Program (NHESP) mapped area, it is in close proximity to a mapped area. Plans will be submitted for a MESA review during the 75% design phase.

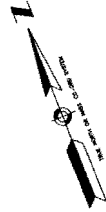
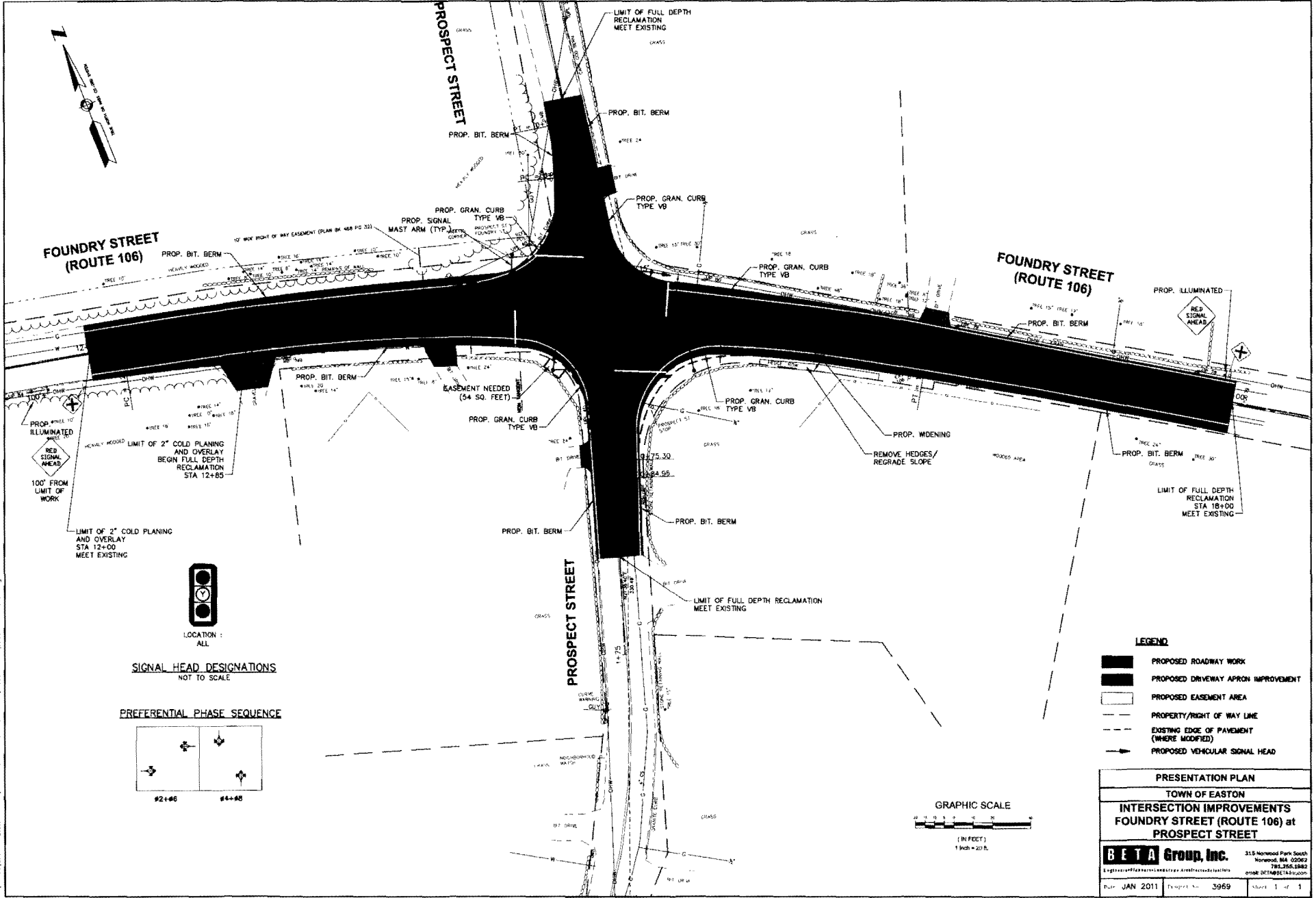
The Project is not located within wetland or riverfront 100 feet of Bordering Vegetated Wetlands. The Project will not require an NOI filing with the Easton Conservation Commission and Mass DEP.

DEP and EPA do not list any records of hazardous spills at this location.

The entire project is located within the Hockomock Swamp ACEC requiring the filing of an Environmental Notification Form (ENF). The project does not exceed any other MEPA thresholds.

The project is located within the Hockomock River watershed with is not listed as an impaired waterways/waterbody.

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**FOUNDRY STREET
(ROUTE 106)**

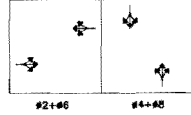
**FOUNDRY STREET
(ROUTE 106)**

PROSPECT STREET

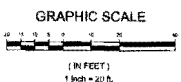


SIGNAL HEAD DESIGNATIONS
NOT TO SCALE

PREFERENTIAL PHASE SEQUENCE

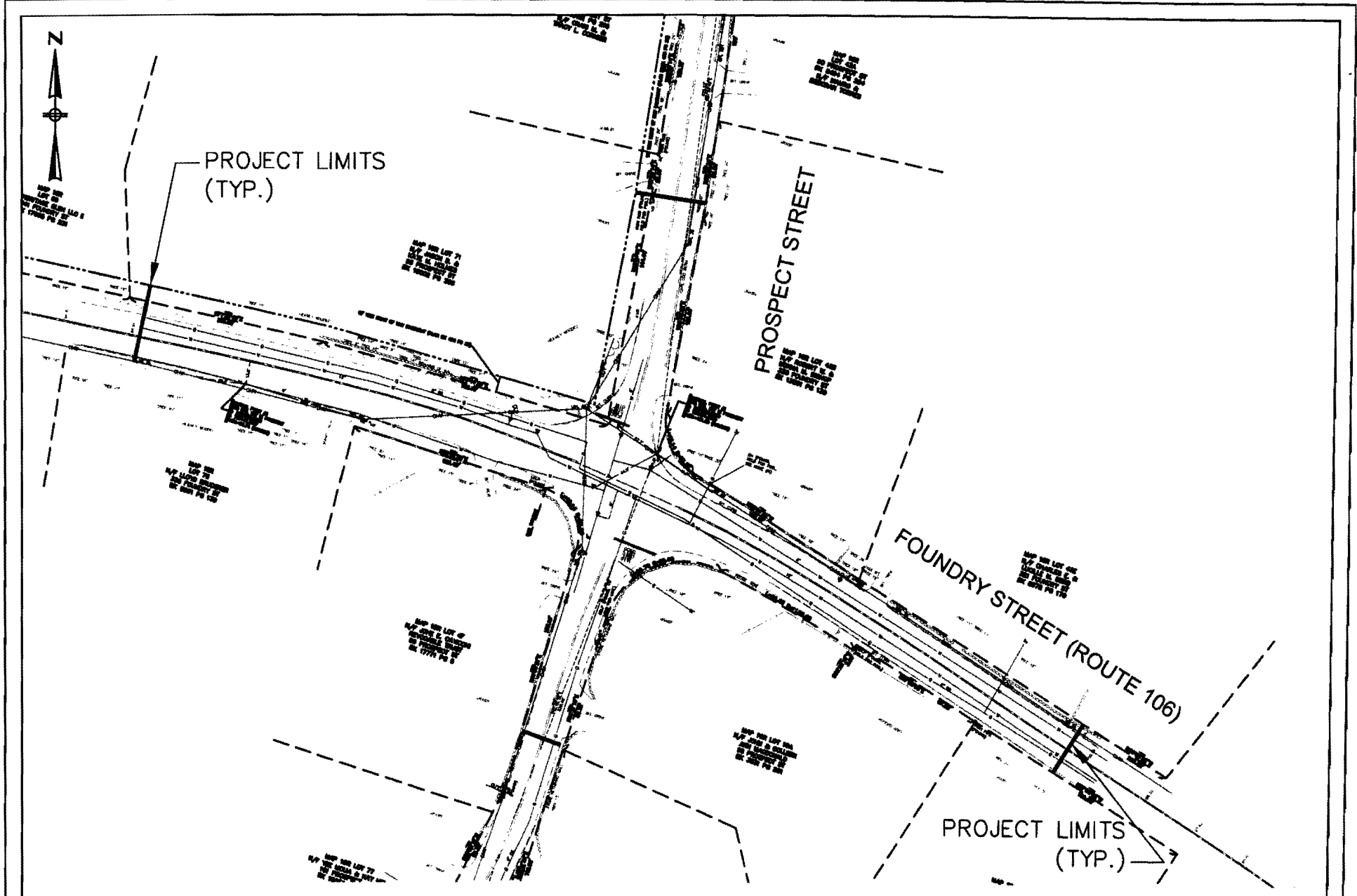


- LEGEND**
- PROPOSED ROADWAY WORK
 - PROPOSED DRIVEWAY APRON IMPROVEMENT
 - PROPOSED EASEMENT AREA
 - PROPERTY/RIGHT OF WAY LINE
 - EXISTING EDGE OF PAVEMENT (WHERE MODIFIED)
 - PROPOSED VEHICULAR SIGNAL HEAD



PRESENTATION PLAN
TOWN OF EASTON
INTERSECTION IMPROVEMENTS
FOUNDRY STREET (ROUTE 106) at
PROSPECT STREET

BETA Group, Inc. 315 Norwood Park South
Norwood, MA 02062
781.762.1582
E-mail: DCTAB@BETAgroup.com



Project Limits
Foundry Street (Route 106)/Prospect Street
 Easton, Massachusetts
 Scale 1"=80'

BETA Group, Inc.
 Engineers • Scientists • Planners
 315 Norwood Park South
 Norwood, MA 02062
 781.255.1982

January 14, 2011

RE: Route 138 (Turnpike St) & Route 106 (Foundry St) Signal & Intersection Improvements
MassDOT Highway Division Project No. 606071

Board of Selectmen
Selectmen's Office
136 Elm Street
Easton, Massachusetts 02356

To the Selectmen:

The MassDOT Highway Division proposes to make traffic and safety updates to Route 138 (Turnpike St) and Route 106 (Foundry St) Signal & Intersection in Easton, MA. As part of the Early Environmental Coordination, comments are being solicited from various city officials, boards and commissions.

The purpose of this project is to improve vehicular, pedestrian and bicycle safety and provide efficient traffic operations at the intersection. Proposed improvements include roadway widening and pavement rehabilitation/reconstruction, sidewalk reconstruction, and installation of new traffic signals with crosswalks. See attached Project Description for additional information.

MassDOT Highway Division requests that the city officials review the enclosed materials and provide comments at their earliest convenience, preferably within 30 days, to **BETA Group, 315 Norwood Park South, Norwood MA 02062, attention Phil Paradis**. A separate letter has been sent to the Easton Historical Society. This letter is being copied to the following departments:

- Town Administrator
- Planning and Community Development
- Department of Public Works
- Police Department
- Fire Department

It should be noted that MassDOT will schedule a 25% Design Public Hearing within the next few months.

If you have any questions concerning the enclosed project information, please feel free to contact Phil Paradis, (781) 255-1982.

Sincerely,
BETA Group, Inc



Philip F. Paradis, Jr., PE
Project Manager

atts: Project Description, Location Map & Construction Limits
Xc: Town Administrator
Planning and Community Development
Department of Public Works
Police Department
Fire Department

RECEIVED
JAN 18 2011
Office of Town Administration



PETERSON ROAD

INDIAN COVE WAY

STONINGTON ROAD

VILLAGE STREET

Algers Corner

ROUTE 138

ROUTE 106

FOUNDRY STREET

PROJECT LOCUS

BM 33.8

TURNPIKE STREET

BM 27.9

Easton, Massachusetts

BETA Group, Inc.

Engineers • Planners • Landscape Architects • Scientists
315 Norwood Park South, Norwood, MA 02062

USGS Map

1 inch equals 500 feet

SIGNAL & INTERSECTION IMPROVEMENTS
Route 138 (Turnpike Street) and Route 106 (Foundry Street) - Easton, MA

PROJECT DESCRIPTION

Project Location

The project area includes the intersection of Foundry Street (Route 106) and Turnpike Street (Route 138), shown in attached locus plan. It is located in the southeastern portion of Easton. The project limit on Foundry Street extends from the intersection east an approximate distance of 450 feet and extends west from the intersection an approximate distance of 550 feet. The project limit on Turnpike Street extends from the intersection south an approximate distance of 400 feet and extends north from the intersection an approximate distance of 350 feet.

Project Purpose

The purpose of this project is to improve vehicular, pedestrian and bicycle safety and provide efficient traffic operations at the intersection. Proposed improvements include roadway widening and pavement rehabilitation, sidewalk reconstruction, installation of a new traffic signal with crosswalks, new signs and pavement markings, as well as the minor alteration of existing utility poles and utility structures.

Scope of Work

In general, the construction scope of work will be as follows:

- Installation of a fully-actuated traffic signal with pedestrian facility upgrades
- Widen Foundry Street and Turnpike Street to provide turning lanes
- Increase corner radii to accommodate truck turns
- Rehabilitate pavement
- Reconstruct sidewalks and provide ADA-compliant handicap ramps

Existing Conditions

Foundry Street and Turnpike Street form a 4-way intersection under traffic signal control. The signal operates under basic two phase operation and has no pedestrian signal indications. There are sidewalks on the north side of Foundry Street and along both sides of Turnpike Street in the vicinity of the intersection, but no continuous sidewalks on either roadway. Sidewalks are generally about 5 feet wide and are in poor condition. There are no crosswalks at the intersection.

Turnpike Street is primarily one lane in each direction in the project vicinity, but widens to provide two lanes for both the southbound and northbound approaches. A wide departure lane on each side of the intersection allows traffic to merge back into one lane. The existing roadway width varies from 43 to 48 feet. Lane widths are 11 to 12 feet with 10-foot shoulders. Shoulders are 1 foot in areas with two lanes and departure lanes. Foundry Street also widens to provide two lanes for the eastbound approach and has a wide departure lane on the opposite side to allow vehicles to merge back into one lane. The Foundry Street westbound approach operates as two lanes although there is no lane line delineating the two lanes. The existing roadway width west of the intersection varies from 25 to 50 feet to accommodate the two lanes and the departure lane. The existing roadway width east of the intersection varies from 30 to 45 feet to accommodate the two lanes and the departure lane. Lane widths are 13 to 15 feet and shoulder

SIGNAL & INTERSECTION IMPROVEMENTS
Route 138 (Turnpike Street) and Route 106 (Foundry Street) - Easton, MA

widths are 1 to 3 feet. There are no arrow markings to identify lane assignments for any of the four approaches.

The land use of the surrounding area is a mix between commercial and residential. There is a 7 Eleven convenience store with a gas station on the northeast corner and office buildings on the southeast and southwest corners. There is a vacant lot on the northwest corner which was formerly the site of a gas station. There are single family homes along Foundry Street west of the intersection and along Turnpike Street south of the intersection, and several apartment and condominium complexes along Turnpike Street and along Foundry Street east of the intersection. There is also a wooded area east of the intersection on the south side of Foundry Street.

The intersection ranked 205th on MassDOT's statewide list of the Top Crash Intersections from 2006 to 2008.

Proposed Improvements

The intersection of Foundry Street and Turnpike Street has physical and operational deficiencies which require improvements for safe and efficient vehicular, bicycle, and pedestrian use. The proposed improvements will address the physical and operational deficiencies. Based on examination of existing conditions, deficiencies, future traffic volumes, a Road Safety Audit held at the intersection, and discussions with State and City officials, the following proposed improvements were developed to address the existing deficiencies.

- Install new traffic signal, including full actuation and pedestrian indications and pushbuttons.
- Provide new handicapped access ramps at all intersections with crosswalks.
- Provide 5'-6" sidewalks in place of existing sidewalk within project limits.
- Install granite curb throughout project.
- Add an additional travel lane in northbound, southbound, and westbound approaches. Define lane assignments. Increase shoulder width to 4 feet at intersection.
- Provide new pavement markings and signs throughout project.
- Relocate utility poles and hydrants at locations of roadway widening.
- Replace guardrail.
- Make improvements to the existing drainage system. Adjust existing system and structures, as necessary, to address drainage concerns and implement proposed improvements.

SIGNAL & INTERSECTION IMPROVEMENTS
Route 138 (Turnpike Street) and Route 106 (Foundry Street) - Easton, MA

Environmental Coordination

The Project is located outside of FEMA Mapped 100 year flood zones.

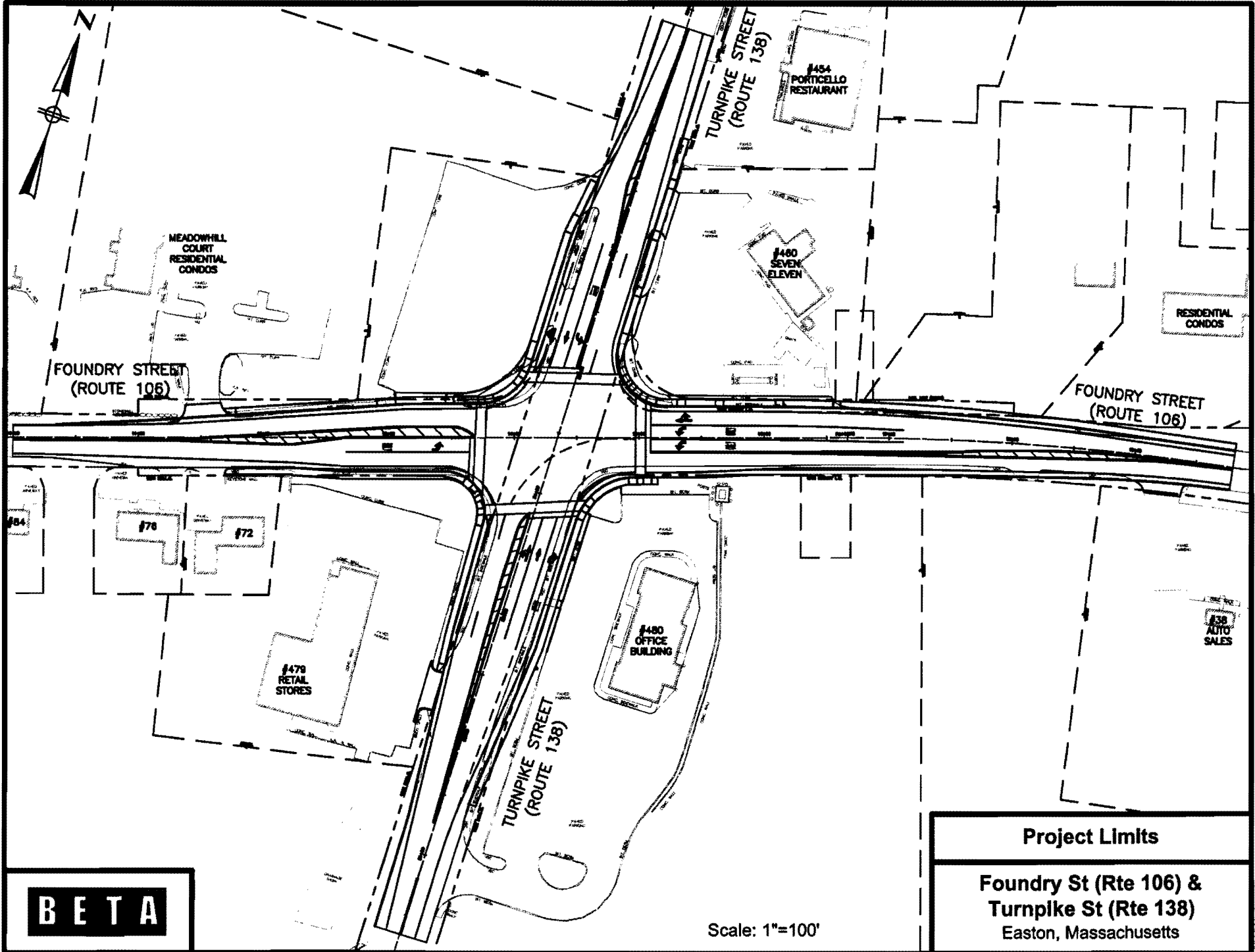
Although the Project is not located within a Priority Habitat or Estimated Habitat Natural Heritage & Endangered Species Program (NHESP) mapped area, it is in close proximity to a mapped area. A MESA review will be submitted concurrently with Notice of Intent.

The Project is located within 100 feet of Bordering Vegetated Wetlands. The Project will require an NOI filing with the Easton Conservation Commission and Mass DEP.

EPA does not list any records of superfund sites in Easton. DEP lists two spill in properties adjacent to the project (seven-11 & abandoned Citgo service station) but neither has an activity use limitation (AUL) associated with it.

The project does not exceed MEPA thresholds however the entire project area is in Hockomock Swamp ACEC and requires the filing of an ENF.

The project is located within the Hockmock River watershed which is not listed as an impaired waterway/water body.



BETA

Scale: 1"=100'

Project Limits

**Foundry St (Rte 106) &
Turnpike St (Rte 138)
Easton, Massachusetts**



February 3, 2011

Town of Easton
BOARD OF SELECTMAN
136 Elm Street
Easton, MA
02356
Attn: Ms Coleen Corona, Chairman

Dear Chairman Corona,

As you know I represent MetroWest Builders, Inc., Mr. Iqbal Ali. As a follow-up to our meeting of December 13, 2010 with yourself, Mr. Colton, Washburn and Harrigan we have been scheduled to meet with the Board on February 7, 2011. The purpose of the meeting is to discuss informally their support of a Local Initiative Application (LIP) to the Department of Community and Development (DHCD), for a development in accordance with the Local Initiative Program (LIP) to be known as Saw Mill Pond.

Mrs. Southworth of your office suggested for the benefit of all board members, that I submit a summary of what occurred in the past and what the developer is proposing.

The development had been previously approved by the Board of Selectman at its July 12, 2004 meeting and submitted a LIP application to DHCD on September 14, 2004. On or about November 30, 2004 DHCD issued a Determination of site eligibility and preliminary approval under LIP for 144 units of rental on the 50 acre site, to be known as "Saw Mill Pond Apartments". On May 25, 2006 the Board received a letter from DHCD amending the approval to forty-four (44) homeownership units.

DEVELOPMENT DESCRIPTION AS APPROVED BY THE BOARD OF SELECTMAN

The development consisted of one hundred forty-four (144) rental units. Twelve of the units had one bedroom; the other 132 units had two bedrooms. The units were to be located in three buildings. The units ranged in size from 77 square feet for a one bedroom unit, with one bath to 1,120 square feet for a two bedroom unit with two baths. Thirty-six units, 25 percent, were to be deemed "affordable" as that term is used for the purpose of Chapter 40B.

LOCATION

Sawmill Pond to be situated on a parcel of vacant land located on the southerly side of Foundry St. (Rt. 106) across from Old Pond and New Pond.

The property is shown on assessor map U44 as plots 2A, A, 7, 51, 52, 53, 54 & 55A. Access to the site will be from Foundry Street, west of 5782 Foundry Street. A secondary emergency access is located in excess of 550 feet easterly of the main entrance.

The site is located midway between Easton Five Corners and the Mansfield – Easton Town Line.

NEIGHBORHOOD

The Foundry Street area surrounding this project is a mixed use area. Three homes on Foundry Street are direct abutters to the project. The property east of the development contains a foundry (still in use) and an old Fire Station, currently vacant, owned the by Town of Easton. Across the street are both Old and new Pond. To the south and east are Highland Street and South Street which are residential areas separated from our project by Mulberry Brook a distance of at lead 600 feet.

UTILITIES

Originally proposed with town water and a sewage treatment plan. The storm water drainage run off was collected throughout the site by catch basins and manholes which discharge into a detention basin and eventually discharges toward the existing wetlands. All Drainage systems were to be designed in accordance with DEP’s Storm water Management Policy.

DEVELOPMENT DESCRIPTION AS PROPOSED BY METROWEST BUILDERS, INC.

The development is to consist of seventy (70) units of for sale housing. There is five (5) two story buildings contain a total of thirty (30) one bedroom town house units with approximately eight hundred (800) square feet with one bedroom and thirty (30) two bedroom townhouse units with approximately twelve hundred (1,200) square feet with two bedrooms. In addition to 10 single family homes with a variety of styles ranging in size form approximately 1700 to 2000 square feet containing 1 ½ to 2 ½ bathrooms. Eighteen (18) units, Twenty five percent will be deemed affordable.

LOCATION

Location is the same, road layout is basically the same.

NEIGHBORHOOD

The neighborhood is the same. The previous developer bought 3 of the homes on Foundry Street to the east of the main entrance. The homes have been resold to new buyers. The developer retain an easement on ##### Foundry Street to allow for a better road radius. This easement runs with the land.

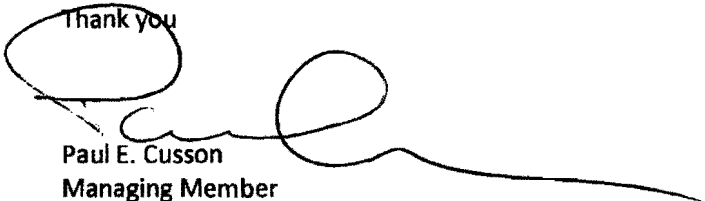
UTILITIES

The sixty (60) townhouse units will be serviced with a commons septic system, 9,900 gpd in accordance with Title V. This is the same Title V system as approved by the Zoning Board of Appeals for the 44 units plan.

The storm water drainage run will be collected throughout the site by catch basins and manholes which discharge into a detention basin and eventually discharges toward the existing wetlands. All Drainage systems were to be designed in accordance with DEP's Storm water Management Policy.

We look forward to meeting with the board on February 7, 2011.

Thank you



Paul E. Cusson
Managing Member
Delphic Associates, LLC.



TOWN OF EASTON
MASSACHUSETTS
Office of the Town Administrator

DAVID A. COLTON
Town Administrator

Interoffice Memorandum

To: Board of Selectmen

cc: Finance Committee
Michael Green, School Superintendent
Department Heads

From: David A. Colton, Town Administrator *DC*

Subject: Preliminary Capital Budget Program - Fiscal Year 2012

Date: 1/31/11

In accordance with the Easton Town Charter (section C6-6) I am pleased to present the fiscal year 2012 preliminary capital improvement program. This program is based on material prepared by the Capital Planning Committee which has diligently reviewed the requests of the various department heads over the past few months. I thank them for all their efforts and present below a program that is nearly identical to their recommendations. The report and back up information assembled by the committee is attached for reference.

Capital Planning is an essential element of a fiscally stable community. A capital program addresses the physical needs of a community that cannot be met through the annual operating budget. Capital items addressed by the plan have a useful life of at least five years and most are eligible for borrowing under Massachusetts General Law governing municipal finance. As such, capital programs are distinct from annual operating budgets. Where annual operating budgets fluctuate from year to year depending upon operating revenue, capital budgets should be stable and dedicated to a sensible schedule for replacement of capital assets.

Easton has a long history of providing capital funding through a model capital improvement program by-law. This year should be no exception as in many ways it is a good time to address capital needs. Interest rates and pricing for construction work are both low meaning our dollars will go further. Neglecting capital needs today means that expenditures will be delayed to a future time of higher cost with ever increasing demand for the funds. Budgeted funds for principal and interest payments diminish over time if not replaced with new debt. This capacity, if not set aside for capital needs, will be used to fund annual costs such as the cost of labor. These annual costs never diminish therefore eliminating capacity for capital needs. Restoring this capacity can only be accomplished through increasing taxes or cutting services.

The proposed 2012 Program encompasses improvements to town buildings, roads and sidewalks, water mains, and replacement of necessary equipment including an ambulance, police cruisers and snowplows. Department Heads requested \$4,571,049 of which \$383,599 is not approved. Therefore, the total program is estimated at \$4,187,450, however \$1,223,000 has been included in various grant applications including the Green Communities Program and the Massachusetts School Building Assistance Program, \$1,257,000 is funded from the water enterprise, and \$50,000 is funded from mitigation funds leaving \$1,657,450 to be funded by the general fund. Therefore we expect to request Town Meeting to approve appropriations totaling \$2,964,450 as follows:

- \$1,425,000 general obligation bonds
- \$201,150 transfer from FY11 capital reserve
- \$272,000 water enterprise surplus
- \$985,000 water enterprise bonds
- \$81,300 transfer from available funds

The detailed program elements are as follows:

- Vehicles and Equipment
 - The top priority of the Capital Planning Committee is the replacement of the fire department's 2004 model year ambulance. This has been scheduled for replacement in fiscal year 2012 in prior capital planning committee reports and is necessary to keep our two ambulance fleet running at optimal levels of response. However, the committee has recommended reducing the Fire Chief's request by \$25,000 which would necessitate the purchase of a smaller, lighter duty vehicle that is not the current standard for our Emergency Medical personnel. Therefore, I am not including the capital committee's recommended cut and proposing the Chief's request at \$225,000.

In addition to the ambulance the committee has approved the addition of two life pack defibrillators. The \$60,000 cost will be offset by a \$54,000 grant obtained by Chief Stone. The committee, however, did not approve \$30,000 for a machine to generate medical grade oxygen for use by our paramedics. Instead the department will continue to purchase oxygen.

- Two marked and one unmarked police cruisers to replace aging vehicles.

The police department presently has eleven marked patrol vehicles. Nine are used as line cars for the patrol officers; two are used by the school resource officers. Three of these vehicles have over 100K miles; a fourth is approaching 100K. These vehicles are frequently off-line and in for repairs. The repairs for these vehicles are typical for high mileage police cars and include transmission repair, tie rods and bearings, fuel pumps and water pumps and radiator work.

The two oldest vehicles are presently being used by the two School Resource Officers; those cars are a 2000 Ford Crown Victoria with 140,100 miles and a 2006 Ford Crown Victoria with 116,500 miles. The two new marked cruisers would go to the patrol fleet and then the next two oldest cars in the fleet would be rotated to the school resource officers.

The unmarked car is to replace the 2002 Ford Crown Victoria with 115,000 miles that is used as the Chief's car. This was originally driven by Chief Bates, then Chief Kominsky. It has been towed in twice recently, once because of transmission problems, the second time because of a failed fuel pump. This vehicle, although primarily an administrative vehicle, is needed for emergency use.

- The Capital Planning Committee has recommended a new vehicle "allowance" of \$195,000 to replace DPW, general government equipment, and the animal control van. Department Heads had requested \$214,794 in equipment; however I support the capital committee's recommended reduction and have included it in this program. In addition it approved the purchase of a new pavement roller for the DPW.
- The Water Division replaces equipment based on an appropriate depreciation schedule which is built into the water rate structure. This year four heavy duty vehicles with a replacement cost of \$272,000 are slated for replacement.
- The School Department requested equipment totaling \$164,905 including a Special Education Transport Van, information technology upgrades, and certain classroom equipment. The committee reduced the

classroom equipment request down from \$61,805 to \$20,000, thus reducing the overall request to \$123,100. I am including the committee recommendation, but will seek further clarification from the school department before finalizing the program.

- Computers and miscellaneous information technology equipment in the amount of \$30,000 are included as is the replacement of the town's antiquated phone system at a cost of \$19,200 to be paid through the annual operating budget through a lease-purchase plan.
- Buildings
 - There are several town and school buildings included in this program that are included in grant applications for state funding including renovations to the Parkview and Moreau Hall Schools; and a heating system for Town Hall. Although these are included they will not be submitted for appropriation.
 - The replacement of the roof at Fire Station #3 is long overdue. Although damage to the building interior is minimal there is a growing concern over the potential for mold growth.
 - The DPW is in dire need of a new salt storage shed as the current one is too small to meet current needs. This winter has been a series of snow storms and salt supplies have been dangerously low because we are unable to store adequate quantities. A shed that will double our capacity is estimated to cost \$230,000.
 - The value of the requested building improvements is \$1,614,000, however only \$445,000 is recommended for funding at this time.
- Infrastructure
 - The Water Division will replace 6,400 linear feet of six inch unlined cast iron water main with eight inch cement lined ductile iron pipe. The pipe being replaced was installed in 1887 on Oliver Street, Mechanic Street, Andrews Street, and Pond Street. The estimated cost of this work is \$985,000.
 - The intersections of Elm Street at Washington and Union Street at Washington have been long standing problems. The capital committee has halved the request of the DPW director from \$250,000 to design both intersections, as well as, improvements along Washington Street between Elm and Union. In addition to any Town funds, the developer of Winterberry Hills is pledged to provide \$50,000 towards improvements to the Union Street intersection. My recommendation is to include the capital committee's approval of \$125,000 together with the mitigation funds to design traffic and pedestrian safety improvements, including

signalization, at both intersections excluding the in-between section of Washington Street.

- In order to begin addressing the growing demand for new sidewalks in Town, the DPW requested \$600,000 to reconstruct and add a sidewalk to Summer Street. The committee has recommended reducing that amount to \$400,000 for the portion of Summer Street from Center to Randall. I accept their recommendation and have included it in this program.

Thank you for your consideration of this capital program request. I have attached a spreadsheet which includes information provided by the Capital Planning Committee along with my recommendations.

**TOWN OF EASTON
CAPITAL PLANNING COMMITTEE
CAPITAL BUDGET REQUESTS FY12**

Department	Cap Planning Priority Ranking	Brief Description of Item	Initial Fiscal Year of Request	FY 12 Requested	FY 12 Committee Recommendation	FY 12 Administrator Recommendation	FY 12 Administrator Funding Request
Fire	1	Replace Ambulance (2004 model in FY12) - Committee recommends exploring cost opportunities for a less expensive vehicle	10/16/2006	225,000	200,000	225,000	225,000
DPW	2	Replace Roof on Fire Station #3	3/13/2001	215,000	215,000	215,000	215,000
Fire	3	2 Lifepak Defibrillators - 90% of this will now be funded from a grant. Committee recommends funding 10% match of \$6,000	10/26/2006	60,000	6,000	60,000	6,000
Police	4	Replace 2 marked police cruisers	annual	60,150	60,150	60,150	60,150
School Dept	5	New Special Education School Van		47,000	47,000	47,000	47,000
DPW	6	Replace Salt Shed at 130 Center St.	3/13/2001	230,000	230,000	230,000	230,000
DPW	7	Route 138 / Elm Street / Union Street Intersection Improvements Design - Committee recommends funding 1 project for \$125,000	10/15/2009	250,000	125,000	175,000	175,000
DPW	8	Reconstruct Summer Street w/ sidewalks - Committee recommends funding \$400,000 for sidewalks from Center St. to Randal St.	10/7/2008	600,000	400,000	400,000	400,000
Council on Aging	9	Matching funds for EOT grants to replace shuttle vans	FY 2009	14,000	14,000	14,000	14,000
Data Processing	10	Annual replacement of servers, computers, routers and switches. \$25,000 for computers and \$5,000 for the more critical servers, switches and storage array equipment. (The previous 10 years to FY09, we had paid for these cyclic upgrades with money from Comcast.) (Total replacement cost of all equipment is about \$280,000. This amount will allow me to replace the oldest equipment so that we avoid significant downtime in any area or department.)	FY09	30,000	30,000	30,000	30,000
School Dept	11	Technology - Upgrade Firewalls for both OA & FLO/HHR		6,100	6,100	6,100	6,100
School Dept	12	Technology - Virtualization of Server Infrastructure (OA)		50,000	50,000	50,000	50,000
School Dept	13	Technology - Promethean Boards, Brightlink Projectors, Printers (Various Schools) - Committee Recommends \$20,000		61,805	20,000	20,000	20,000
DPW	14	Highway Dept - Paving Vibratory Roller	10/5/2010	15,000	15,000	15,000	15,000
Various	15	FY 2012 Town Vehicle Replacements - Committee recommends funding \$195,000 for vehicle replacements with priority to be assigned at the Town's discretion based on requests submitted			195,000	195,000	195,000

**TOWN OF EASTON
CAPITAL PLANNING COMMITTEE
CAPITAL BUDGET REQUESTS FY12**

Department	Gap Planning Priority Ranking	Brief Description of Item	Initial Fiscal Year of Request	FY 12 Requested	FY 12 Committee Recommendation	FY 12 Administrator Recommendation	FY 12 Administrator Funding Request
Board of Health	15	Pickup Truck - Replace 1999 Ford Truck	FY 12-16	20,000			
DPW	15	Bldg & Grounds - 1-Ton Dump Truck w/plow - (replace 1995 Ford)	9/15/2007	40,000			
DPW	15	Bldg & Grounds - Pickup Truck w/plow - (replace 1995 Ford)	9/15/2007	35,000			
DPW	15	Highway Dept - Pickup Truck w/plow - (replace 1993 Ford #10)	9/15/2007	35,000			
Planning/Com Dev	15	Compact Vehicle - 4 door Hatchback to be used for inspections and in/out of town travel by Planning Department staff (Replaces 1996 Ford F-150)	2009	17,000			
Police	15	Replace unmarked cruiser	10/12/2009	23,863			
Police	15	Animal Control Van	10/16/2010	25,931			
Data Processing	O	Replacement of Telephone System at Town Offices, DPW, Water Division & Fire Station 3. (Lease purchase to be funded from the operating budget, estimated at \$1,600 per month. Current lease expires 11/30/10)	FY09	19,200	19,200	19,200	19,200
Water	O	Replace Skid-Steer Loader		20,000	20,000	20,000	20,000
Water	O	Replace Vehicle #121 F-250 Utility Truck		28,000	28,000	28,000	28,000
Water	O	Replace Vehicle #123 Hydraulic Service Truck		94,000	94,000	94,000	94,000
Water	O	Replace Vehicle #122 Dump Truck L-800		130,000	130,000	130,000	130,000
Water	O	Water Main Replacement Program		985,000	985,000	985,000	985,000
DPW	NR	Bldg & Grounds - New Heating System for Town Hall - Committee recommends waiting for outcome of funding from Green Communities grant application.	9/28/2005	200,000	-	200,000	-
Fire	NR	New Technology (Oxygen Generator Fill Unit) - Not recommended at this time	5/28/2001	30,000	-	-	-
Planning/Com Dev	NR	2011 Chevy Volt Electric Vehicle (replace 1996 Ford F-150) - Committee is against purchase of Volt due to newness of vehicle and recommends original request (compact vehicle in the amount of \$17,000).	2011	35,000			
School Dept	NR	Moreau Hall - Replace 2 existing boilers - Committee recommends waiting for outcome of MSBA grant application	3/13/2001	305,000	-	305,000	-
School Dept	NR	Parkview School - Replace Roof - Committee recommends waiting for outcome of MSBA grant application	3/13/2006	664,000	-	664,000	-
TOTALS				\$ 4,571,049	\$ 2,889,450	\$ 4,187,450	\$ 2,964,450

NR - Not recommended at this time

O - Other Source of funding such as water surplus, request recommend but not included in priority ranking order.