



**SUDBURY CONSERVATION COMMISSION MINUTES**  
**Meeting Minutes of Monday, July 25, 2022**

**Present:** David Henkels, Chair; Richard Morse; Bruce Porter; Kasey Rogers; Mark Sevier; and Lori Capone, Conservation Coordinator

**Absent:** Ken Holtz, Vice Chair; Jeremy Cook

The meeting was called to Order by Chair Henkels at 6:45 pm.

**Minutes:**

On motion by Comm. Porter to accept the minutes for the May 23, 2022 meeting, seconded by Comm. Sevier, with Comm. Rogers abstaining, via roll call the vote was unanimous in the affirmative.

On motion by Comm. Sevier to accept the minutes for the June 6, 2022 meeting, seconded by Comm. Rogers, with Comm. Morse abstaining, via roll call the vote was unanimous in the affirmative.

**Wetland Applications:**

**Request for Determination of Applicability: Water Row, RDA #22-15:**

Chair Henkels recognized the representative for Department of Public Works, Town Engineer Mr. Bill O'Rourke, for their presentation to mill and repave the road surface, reline culvert pipes, and remove berms along the shoulder within the 100-foot Buffer Zone, Bordering Land Subject to Flooding and 200-foot Riverfront Area, pursuant to the Wetlands Protection Act and the Sudbury Wetlands Administration Bylaw.

Mr. O'Rourke stated that the project would involve removing 1.5 inches of existing pavement on Water Row. The site will be cleaned, swept, and examined for areas in need of reconstruction. Selected patches will be excavated to the full depth, i.e. down to the bed. In some areas, heavy cracking is visible along the edges. These areas will also require full reconstruction. Repaired areas will be matched with binder pavement.

The DPW will also carry out drainage improvements, for example, at the King Philip parking area and near 173 Water Row. There are existing shallow earthen berms formed by the accumulation of organic material over multiple decades. These prevent stormwater from draining properly. The DPW will scape these berms and replace them with crushed stone.

There are 11 culvert pipes beneath Water Row. Of these, three are corrugated metal installed at least 50 years ago and have deteriorated considerably. The DPW will repair these with chemically impregnated fabric liner. Prior to the repair, the culvert pipes must be cleaned using a jet in a low-flow environment. Suitable erosion controls will be put in place. The material will collect at the silt fence, then removed off-site.

Coordinator Capone reports that most of the work is exempt under the Act, except for some areas near Route 27 and Lincoln Road where work is in the floodplain. The project is not exempt under the Bylaw. However, there will be no alteration to any resource areas. She recommends that the Commission issue a Negative Determination with Conditions.

Chair Henkels then initiated a discussion between the Commissioners and Mr. O'Rourke. Mr. O'Rourke stated that while the road itself is an impervious surface, averaging about 19 feet in width, water can penetrate along the shoulders. He does not anticipate the project changing perviousness of the road surface. Stormwater is not shedding off the roadway due to the build-up of shoulder berms, which causes the pavement to deteriorate faster, particularly along the edges.

Comm. Sevier then requested more information about the propose culvert work. Mr. O'Rourke stated that the culvert lining fabric will be structural in nature. It is inflated with steam, which reacts with a chemical in the fabric that hardens it into a ¼ to 1/2 thick liner. This can extend the life of the pipe by 50-100 years. The liner fits tightly with the interior surface of the pipe, which in this case is corrugated, but otherwise is relatively smooth. There is no risk of leachate as the chemical agent in the fabric hardens in place. There is no easy way to smooth out the corrugation at the bottom of the pipe to prevent accumulation of debris. Of the eleven culverts under Water Row, three are unsound.

Comm. Morse stated that runoff has been a problem at Water Row, and wants to be sure that this project does not worsen the situation for nearby landowners.

Chair Henkels then posed several questions about erosion controls. Mr. O'Rourke answered that the length of the line of straw wattles cannot be estimated because degraded areas aren't visible until after the milling takes place. Wattles will be in place before the berms are removed, then more will be placed as the need for reconstruction is ascertained. Debris will be removed from the site as it is generated.

With no questions from the public, on motion by Comm. Morse to issue a Negative Determination of Applicability #3, seconded by Comm. Sevier, via roll call the vote was unanimous in the affirmative.

**Request for Determination of Applicability: Lincoln Road, Lincoln Lane, RDA #22-14:**

Chair Henkels recognized the Applicant or Representative for their presentation to install a gas main within the 100-foot Buffer Zone, pursuant to the Wetlands Protection Act and the Sudbury Wetlands Administration Bylaw.

As neither the Applicant nor their Representative were present, this meeting was tabled until August 8, 2022.

**Request for Determination of Applicability: Harvey's Farm Lane, RDA #22-16:**

Chair Henkels recognized the Applicant for their presentation to improve the roadway and extend turnarounds for emergency vehicles within the 100-foot Buffer Zone, pursuant to the Wetlands Protection Act and the Sudbury Wetlands Administration Bylaw.

At the request of the Representative for this project, Chair Henkels tabled this meeting until August 8, 2022.

**Adjourned:**

With no further business, on motion by Comm. Rogers, seconded by Comm. Morse, the Commission voted unanimously to adjourn the meeting at 7:20 PM.