

Bruce Freeman Rail Trail

(Project No. 608164)

Sudbury, Massachusetts

PREPARED FOR



Town of Sudbury
278 Old Sudbury Road
Sudbury, MA 01776

PREPARED BY



101 Walnut Street
PO Box 9151
Watertown, MA 02471
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- 25% Highway Design Review Checklist
- Construction Cost Estimate
- Early Environmental Checklist
- Traffic Engineering Review Checklist
- Parking Study Memorandum

25% Submission
September 8, 2017

25% Highway Design Review Checklist

PURPOSE

The 25% highway design review is intended to provide MassDOT's Highway Division the opportunity to evaluate the proposed design relative to current design standards, right of way impacts, environmental impacts and other potential community concerns associated with the proposed design, and Incentives/Disincentives (I/Ds) Initialization (if applicable) to be defined by P.M. as a reminder.

GENERAL

This checklist represents the minimum amount of issues that should be considered when reviewing a 25% highway submittal. The information below is not intended to address all aspects of plan preparation. To the extent practical, any comments relative to plan preparation made at the 25% stage will certainly improve the quality of the 75% submittal.

Any question listed below with a No (N) or Not Applicable (NA) answer requires a written comment.

PLANS

- | | Y | N | NA | |
|------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| 0.01 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 0.00 Drawing Files |
| | | | | For projects initiated after January 1, 2012, have the plans been prepared according to and in conformance with the MassDOT Highway Division CAD Standards? |
| | | | | Comment: _____ |
| 1.01 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1.00 Title Sheet |
| | | | | For projects initiated prior to January 1, 2012, is the Title Sheet prepared consistent with Exhibit 18-14? |
| | | | | Comment: <u>The Title sheet is consistent with the current MassDOT Cadd Template.</u> |
| 1.02 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Is the DESIGN DESIGNATION table completed? |
| | | | | Comment: _____ |
| 1.03 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Does the Design Speed correlate with Exhibit 3-7, or the design speed identified in the Design Exception Report, if applicable? |
| | | | | Comment: <u>It's consistent with a shared use path design speed.</u> |
| 1.04 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Are the stations and coordinates for the beginning and end of project shown on the locus map? |
| | | | | Comment: _____ |
| 1.05 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Are bridge numbers shown on the locus map? |
| | | | | Comment: _____ |

- Y N NA 2.00 Typical Sections
- 2.01 Do the proposed lane and shoulder widths shown on the typical sections properly account for the offset dimension?
Comment: _____
- 2.02 Are the proposed lane and shoulder widths consistent with Section 5.3.3, or the Design Exception Report, if applicable?
Comment: The width of pavement and shoulders are consistent with shared use path design.
- 2.03 Is the method of banking adequately represented on the Typical Sections in manner consistent with Section 4.2.5?
Comment: _____
- 2.04 Is the location of the PGL the most appropriate location for the proposed project?
Comment: _____
- 2.05 Does the shoulder break away from travel lanes when the width is greater than 4 feet?
Comment: This project is a shared use path project.
- 2.06 Is the proposed pavement structure appropriate (full depth, reclamation, overlay)?
Comment: _____
- 2.07 Are the pavement structure materials labeled consistent with the latest STANDARD NOMENCLATURE AND LIST OF STANDARD ITEMS?
Comment: _____
- 2.08 Is the proposed wearing surface compatible with the function of the proposed roadway?
Comment: _____
- 2.09 If a narrow (less than 4 feet) box widening is proposed, was Cement Concrete Base Course considered in lieu of full depth pavement?
Comment: _____
- 2.10 Are the guardrail details consistent with the CONSTRUCTION AND TRAFFIC STANDARD DETAILS?
Comment: _____
- 2.11 Section 5.3 provided general guidance on a variety of cross section elements for each area type. Are the proposed Typical Sections consistent with these figures relative to dimensions, slopes and materials?
Comment: _____
- 2.12 If retaining walls are proposed, does the design allow for guardrail to be adequately installed? Guardrail located on top of an existing or proposed stone masonry wall generally requires a moment slab.
Comment: Wood Rail will be installed on Ret Walls as necessary.
- Y N NA 3.00 Construction Drawings
- 3.01 Is the existing Base Plan information plotted consistent with Section 18.2.1.2?
Comment: _____
- 3.02 Is the proposed horizontal geometry adequately described? (PC, PT, R, T, DELTA, L)?
Comment: _____

- Y N NA 3.00 Construction Drawings (Cont.)
- 3.03 Is the minimum radius consistent with Exhibits 4-8 & 4-9 based on the Design Speed noted on the Title Sheet?
Comment: The minimum radius (based on AASHTO Bike guide 2012) was not able to be met for the Bruce Freeman Rail Trail at the Pantry Road intersection at station 284+15 and 284+60. A 30' radius was used to improve intersection crossing angle while limiting the height of the proposed retaining wall to avoid wetland impacts.
- 3.04 If compound curves are employed, are they designed in accordance with Section 4.2.1.3?
Comment: Section 4.2.1.3 does not apply to this project.
- 3.05 Are there any features which negatively impact horizontal sight distance as described in Section 4.2.2?
Comment: Clearing and grubbing has been proposed to eliminate any potential sight distance impacts.
- 3.06 Are cross culverts and drainage outlet locations shown on the plans?
Comment:
- 3.07 Are approximate slope limits shown?
Comment:
- 3.08 Based on the cross-sections provided and other available information are the proposed guardrail locations appropriate?
Comment: Wood rail is used on Bruce Freeman Rail Trail at appropriate locations.
- 3.09 Have the impacts to existing wetlands and other resource areas been minimized?
Comment:
- 3.10 Does the proposed design reasonably accommodate vehicle turning movements based on the turning paths transparencies included in Chapter 6?
Comment: The entrances accommodate an ambulance.
- 3.11 If applicable, are storage and deceleration lengths consistent with Section 6.7.3?
Comment: This is a shared use path project.
- 3.12 Is the proposed design consistent with ADA and AAB requirements?
Comment:
- 3.13 Are stations at the beginning and end of project noted?
Comment:
- 3.14 Is the existing layout information accurately depicted?
Comment:
- 3.15 Are the approximate limits of proposed takings and easements shown?
Comment:
- 3.16 Is sufficient right of way available to perform the work?
Comment:
- 3.17 Are all the walks, sidewalks, crosswalks, and curbcut wheelchair ramps meet the requirements listed in Americans with Disabilities Act Accessibility Guidelines (ADAAG) and Public Rights of Way Accessibility Guidelines (PROWAG), which are discussed in the Engineering Directive E12-005)?
Comment:

Y N NA 3.00 Construction Drawings (Cont.)

If not, have all violations been identified and clearly discussed for MassDOT's review?

Comment: _____

Y N NA 4.00 Profiles

4.01 Is the existing base profile information plotted consistent with Section 18.2.1.3? (station equations, cross culverts, bridge structures, sills of structures, high tension lines, bench marks, etc.)

Comment: _____

4.02 Are the proposed profiles prepared consistent with Exhibit 18-11?

Comment: _____

4.03 Are all aspects of the vertical geometry noted (Stopping Sight Distance, Passing Sight Distance (if applicable), G1, G2, L, K, station and elevation of the PVC, PVT and PVI)?

Comment: _____

4.04 Is the stopping sight distance consistent with the Design Speed noted on the Title Sheet and Exhibit 3-8?

Comment: _____

4.05 Is the K value consistent with the Design Speed noted on the Title Sheet and Exhibit 4-26 or 4-27?

Comment: _____

4.06 Is the maximum grade consistent with the Design Speed noted on the Title Sheet and Exhibit 4-21?

Comment: The maximum grade is consistent with shared use path design.

4.07 Is the minimum grade consistent with Section 4.3.1? If a closed drainage system is proposed it is recommended that a minimum grade of 0.6% be used.

Comment: The minimum grade is sometimes lower than .4% in locations where the path is on embankment and water will be able to easily flow off the sides of the path to avoid larger excavation quantities or chasing slopes.

Y N NA 5.00 Traffic Signal Plans

5.01 Are signal heads located in the vision cone specified by the MUTCD?

Comment: _____

5.02 Are pavement markings clearly displayed and labeled?

Comment: _____

5.03 Does the Phasing Diagram adequately address pedestrian volumes? (pedestrian phases concurrent or actuated)

Comment: Hybrid Phasing Diagram does not address pedestrian volume.

5.04 If appropriate does the Phasing Diagram address emergency preemption?

Comment: _____

- Y N NA 6.00 Traffic Management Plans (may be 8-1/2 x 11 for simple projects)
- 6.01 Does the TMP provide sufficient information to determine that the proposed project can be constructed without undue inconvenience to the public?

Comment: _____

- 6.02 For projects with a detour, is the proposed detour reasonable considering available traffic data?

Comment: There is no detour proposed.

- 6.03 Does the proposed TMP adequately address bicycle and pedestrian accommodation?

Comment: _____

7.00 Cross Sections (Although only top line sections in critical areas are required according to the PDDG, the latest engineering software makes providing all cross sections a simple matter. The top line information is intended to depict the relationship between the proposed roadway and the existing features only. However to the extent that additional information is provided, it is worthwhile to comment relative to consistency with Section 18.2.2.5.)

- Y N NA
- 7.01 Is the existing cross-section information plotted consistent with Section 18.2.1.4 and Exhibit 18-5? Are walls, hydrants, poles, trees over 8 inches, sills, wells, septic systems, cross culverts, ledge, layout lines, etc. plotted on the cross-sections?

Comment: This information will be included with the 75% submission.

- Y N NA 7.00 Cross Sections (Cont.)
- 7.02 Does the proposed cross-section provide sufficient area to install guardrail where necessary?

Comment: _____

- 7.03 Have the proposed side and back slopes been appropriately chosen to balance impacts with safety and slope stability?

Comment: _____

SPECIAL CONSIDERATIONS

- Y N NA 8.00 Projects that include bridge(s)
- 8.01 Is the project subject to the Highway Division's Non-NHS Bridge R&R Policy? (According to Engineering Directive P-92-010 in order for these guidelines to apply the roadway must be classified as either a Minor Arterial, Urban Extension of a Minor Arterial, Collector or Local roadway)

Comment: The bridges are not a roadway bridges.

- 8.02 If the project is subject to P-92-010 is the proposed bridge width and approach geometry consistent with the Engineering Directive?

Comment: The bridges are not subject to P-92-010.

- 8.03 For bridge projects that are not subject to P-92-010 are the proposed bridge dimensions and vertical clearance consistent with Section 4.3.4 and Exhibit 4-28?

Comment: Bridge over waterway

Y N NA 8.00 Projects that include bridge(s)
8.04 Do the construction drawings adequately depict the existing bridge structure including subsurface features?
Comment: The existing abutment foundations are unknown, but are assumed to be shallow foundations.

8.05 Do the construction drawings adequately depict the relationship between the existing and the proposed bridge structure?
Comment:

8.06 Does the TMP provide adequate dimensions such that the relationship between the lane configurations and the beam spacing of both the existing and the proposed structure can be evaluated?
Comment:

8.07 Do the plans and cross-sections indicate that sufficient space is available to install approach guardrail?
Comment:

9.00 Freeways

The review of Freeway designs, particularly those involving grade separated interchanges does not lend itself well to a checklist type review. The design of a grade separated interchange must be evaluated based on the entire contents of Chapter 6. Listed below are some of the key items that should be reviewed.

Y N NA
9.01 Is the proposed cross-section consistent with Section 5.3.4.1?
Comment: There are no freeways proposed as part of this project.

9.02 Is the median barrier provided consistent Exhibit 5-33?
Comment: There are no freeways proposed as part of this project.

9.03 Is the ramp spacing consistent with Exhibit 7-12?
Comment: There are no freeways proposed as part of this project.

9.04 Are the deceleration and acceleration lengths consistent with Exhibits 7-13 & 7-14?
Comment: There are no freeways proposed as part of this project.

9.05 Are the selected ramp design speeds consistent with Exhibit 7-15?
Comment: There are no freeways proposed as part of this project.

9.06 Does the minimum radius meet the criteria in Exhibit 7-24?
Comment: There are no freeways proposed as part of this project.

9.07 Are the ramp cross sections consistent with Section 7.7.1.2 and Exhibits 7-22 & 7-23?
Comment: There are no freeways proposed as part of this project.

9.08 Is the ramp geometry consistent with the guidelines provided in Exhibit 7-30 (a-k)?
Comment: There are no freeways proposed as part of this project.

Y N NA 10.00 ESTIMATE

10.01 Is sufficient back up information provided to determine if the preliminary estimate is reasonable?

Comment: _____

10.02 Does the estimate total qualify for the need to request a 'bottoms-up' estimate at the 75% submission as referenced in Attachment J, Article IV, Section C, Paragraph 1b?

Comment: The estimate total is under \$15 million.

Y N NA 11.00 INCENTIVE/DISINCENTIVE (I/D)

Refer to Incentive/Disincentive Daily Rate Work Sheet.

11.01 Has the Incentive/Disincentive (I/D) Work Sheet been completed? If I/Ds are required has the amount (3-5% budget) been entered into CAPE as initial budget?

Comment: This project does not have an Incentive/Disincentive section.

12.00 FUNCTIONAL DESIGN REPORT

Refer to the Traffic & Safety Engineering Checklist.

13.00 DESIGN EXCEPTION REPORT

Refer to Chapter 2 of the Project Development and Design Guide and the Design Exception Report Checklist.

Y N NA 13.00 CONCLUSIONS

13.01 Is the scope of work consistent with the scope approved by PRC?

Comment: _____

13.02 Is the estimated total construction cost consistent with the STIP?

Comment: The estimate is consistent with a meeting held with MassDOT on March 6, 2017.

13.03 Does the project address known geometric and safety concerns?

Comment: _____

13.04 Do the plans represent a project that is reasonable from a constructability standpoint with respect to construction techniques and available right of way?

Comment: _____

PROJECT DESCRIPTION: Bruce Freeman Rail Trail

25% HIGHWAY DESIGN REVIEW CHECKLIST

Submission Date: September 8, 2017

Y N NA 13.00 CONCLUSIONS (Cont.)

13.05 Is a letter of support and all correspondence with local historic commissions included?

Comment: _____

13.06 Are the plans suitable for conducting a Design Public Hearing?

Comment: _____

Designer Certification

Y

S. H. Kramer

Consultant Firm Principal

September 7, 2017

Date

Construction Cost Estimate

25% CONSTRUCTION COST ESTIMATE

Bruce Freeman Rail Trail

Sudbury Massachusetts

Project No. 608164

Sept 8, 2017

* Special Provision Required

** Special Provision Provided

Item No	Quantity	Unit	Description	Unit Price	Amount
* 100.	1	LS	SCHEDULE OF OPERATIONS - FIXED PRICE \$XX,XXX	\$54,000.00	\$54,000.00
101.	12	A	CLEARING AND GRUBBING	\$15,000.00	\$180,000.00
** 102.	0.5	A	SELECTIVE CLEARING AND THINNING	\$33,000.00	\$16,500.00
** 102.1	4,700	FT	TREE TRIMMING	\$13.00	\$61,100.00
* 102.3	80	HR	CONTROL OF INVASIVE PLANTS EXISTING ON SITE	\$245.00	\$19,600.00
* 102.51	10	EA	INDIVIDUAL TREE PROTECTION	\$215.00	\$2,150.00
* 102.52	11,800	FT	TEMPORARY TREE PROTECTION FENCE	\$5.50	\$64,900.00
115.1	1	LS	DEMOLITION OF BRIDGE NO. S-31-013	\$16,800.00	\$16,800.00
** 120.	10,100	CY	EARTH EXCAVATION	\$30.00	\$303,000.00
121.	50	CY	CLASS A ROCK EXCAVATION	\$100.00	\$5,000.00
123.	230	CY	MUCK EXCAVATION	\$40.00	\$9,200.00
* 129.5	22,800	FT	TRACK EXCAVATION	\$14.50	\$330,600.00
140.	232	CY	BRIDGE EXCAVATION	\$50.00	\$11,600.00
141.	1,580	CY	CLASS A TRENCH EXCAVATION	\$30.00	\$47,400.00
141.1	30	CY	TEST PIT FOR EXPLORATION	\$85.00	\$2,550.00
142.	5	CY	CLASS B TRENCH EXCAVATION	\$32.00	\$160.00
144.	5	CY	CLASS B ROCK EXCAVATION	\$150.00	\$750.00
146.	1	EA	DRAINAGE STRUCTURE REMOVED	\$375.00	\$375.00
150.	3,530	CY	ORDINARY BORROW	\$26.50	\$93,545.00
151.	6,700	CY	GRAVEL BORROW	\$33.00	\$221,100.00
151.1	14	CY	GRAVEL BORROW FOR BRIDGE FOUNDATIONS	\$49.00	\$686.00
151.2	203	CY	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES	\$42.00	\$8,526.00
* 153.	5	CY	CONTROL DENSITY FILL - EXCAVATABLE	\$150.00	\$750.00
156.	8	TON	CRUSHED STONE	\$37.00	\$296.00
170.	27,290	SY	FINE GRADING AND COMPACTING	\$3.75	\$102,337.50
* 180.1	1	LS	HEALTH AND SAFETY PLAN	\$3,000.00	\$3,000.00
* 180.2	80	HR	IMPLEMENTATION OF HEALTH AND SAFETY PLAN	\$90.00	\$7,200.00
* 180.3	48	HR	PERSONNEL PROTECTION LEVEL C UPGRADE	\$5.00	\$240.00
* 180.4	9,250	CY	MONITORING/HANDLING AND STOCKPILING OF CONTAMINATED SOILS AND SEDIMENTS	\$15.00	\$138,750.00
* 180.42	6,840	CY	CONTAMINATED SOIL REHANDLED AND SPREAD	\$18.00	\$123,120.00
* 180.5	32	HR	LICENSED SITE PROFESSIONAL	\$105.00	\$3,360.00

Item No	Quantity	Unit	Description	Unit Price	Amount
180.51	700	HR	ENVIRONMENTAL MONITOR AND WETLAND SPECIALIST	\$95.00	\$66,500.00
* 180.6	2	EA	MISCELLANEOUS SOILS TESTING	\$1,000.00	\$2,000.00
* 181.11	390	TON	DISPOSAL OF UNREGULATED SOIL	\$30.00	\$11,700.00
* 181.12	390	TON	DISPOSAL OF REGULATED SOIL - IN-STATE FACILITY	\$52.50	\$20,475.00
* 181.13	2,930	TON	DISPOSAL OF REGULATED SOIL - OUT-OF-STATE FACILITY	\$100.00	\$293,000.00
* 181.14	200	TON	DISPOSAL OF HAZARDOUS WASTE	\$375.00	\$75,000.00
* 184.1	1,520	TON	REMOVAL AND DISPOSAL OF TREATED WOOD PRODUCTS	\$160.00	\$243,200.00
** 201.	1	EA	CATCH BASIN	\$3,200.00	\$3,200.00
* 222.3	1	EA	FRAME AND GRATE (OR COVER) MUNICIPAL STANDARD	\$740.00	\$740.00
223.2	1	EA	FRAME AND GRATE (OR COVER) REMOVED AND DISCARDED	\$88.00	\$88.00
224.10	1	EA	10 INCH HOOD	\$450.00	\$450.00
227.3	1	CY	REMOVAL OF DRAINAGE STRUCTURE SEDIMENT	\$200.00	\$200.00
227.31	560	FT	REMOVAL OF DRAINAGE PIPE SEDIMENT	\$8.50	\$4,760.00
238.10	20	FT	10 INCH DUCTILE IRON PIPE	\$135.00	\$2,700.00
238.12	30	FT	12 INCH DUCTILE IRON PIPE	\$100.00	\$3,000.00
258.	30	SY	STONE FOR PIPE ENDS	\$55.00	\$1,650.00
440.	190	LB	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	\$0.40	\$76.00
443.	55	MGL	WATER FOR ROADWAY DUST CONTROL	\$50.00	\$2,750.00
* 450.90	5,920	TON	CONTRACTOR QUALITY CONTROL	\$3.50	\$20,720.00
* 452.	1,360	GAL	ASPHALT EMULSION FOR TACK COAT	\$7.00	\$9,520.00
* 453.	210	FT	HMA JOINT SEALANT	\$1.00	\$210.00
* 455.22	2,210	TON	SUPERPAVE SURFACE COURSE - 9.5 (SSC - 9.5)	\$120.00	\$265,200.00
* 455.23	8	TON	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	\$95.00	\$760.00
* 455.32	3,690	TON	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	\$110.00	\$405,900.00
* 455.41	12	TON	SUPERPAVE BASE COURSE - 25.0 (SBC - 25.0)	\$165.00	\$1,980.00
** 472.	15	TON	HOT MIX ASPHALT FOR MISCELLANEOUS WORK	\$190.00	\$2,850.00
482.3	220	FT	SAWING ASPHALT PAVEMENT	\$4.00	\$880.00
506.	15	FT	GRANITE CURB TYPE VB – STRAIGHT	\$35.00	\$525.00
506.1	10	FT	GRANITE CURB TYPE VB – CURVED	\$45.00	\$450.00
509.1	10	FT	GRANITE TRANSITION CURB FOR WHEELCHAIR RAMPS – CURVED	\$50.00	\$500.00
511.1	235	FT	GRANITE EDGING TYPE SB - STRAIGHT	\$25.00	\$5,875.00
512.1	20	FT	GRANITE EDGING TYPE SB (RADIUS 10 FEET OF LESS)	\$35.00	\$700.00
583.	50	FT	EDGING REMOVED AND RESET	\$21.00	\$1,050.00
597.	75	FT	EDGING REMOVED AND DISCARDED	\$10.00	\$750.00
620.1	25	FT	STEEL W BEAM HIGHWAY GUARD (SINGLE FACED)	\$23.00	\$575.00
620.3	40	FT	STEEL W BEAM HIGHWAY GUARD - CURVED (SINGLE FACED)	\$25.00	\$1,000.00

Item No	Quantity	Unit	Description	Unit Price	Amount
627.1	2	EA	STEEL W BEAM TERMINAL SECTION (SINGLE FACED)	\$75.00	\$150.00
627.8	1	EA	STEEL BEAM HIGHWAY GUARD TANGENT END TREATMENT	\$2,200.00	\$2,200.00
* 635.1	160	FT	HIGHWAY GUARD REMOVED AND DISCARDED	\$4.00	\$640.00
* 655.3	1,620	FT	TIMBER PEDESTRIAN RAILING	\$130.00	\$210,600.00
* 655.4	1,150	FT	SPLIT RAIL WOOD FENCE	\$25.00	\$28,750.00
* 655.5	12,560	FT	WOOD RAILING	\$45.00	\$565,200.00
* 655.6	1,620	FT	WOOD RAILING MOUNTED ON WALL	\$65.00	\$105,300.00
* 656.96	990	FT	96 INCH STOCKADE FENCE	\$40.00	\$39,600.00
* 673.	60	FT	FENCE REMOVED AND DISCARDED	\$6.00	\$360.00
685.	1,140	CY	STONE MASONRY WALL IN CEMENT MORTAR	\$575.00	\$655,500.00
* 690.91	125	SF	MASONRY REPOINTING	\$100.00	\$12,500.00
* 690.92	114	CY	MASONRY REMOVED AND STOCKPILED	\$400.00	\$45,600.00
* 690.93	6	CY	MASONRY RESET	\$1,000.00	\$6,000.00
697.	4,800	FT	SEDIMENTATION FENCE	\$4.25	\$20,400.00
* 697.1	5	EA	SILT SACK	\$190.00	\$950.00
* 698.3	30	SY	GEOTEXTILE FABRIC FOR SEPARATION	\$5.00	\$150.00
** 701.2	220	SY	CEMENT CONCRETE WHEELCHAIR RAMP	\$80.00	\$17,600.00
** 702.	15	TON	HOT MIX ASPHALT WALK SURFACE	\$180.00	\$2,700.00
** 703.	120	TON	HOT MIX ASPHALT DRIVEWAY	\$180.00	\$21,600.00
* 706.01	15	EA	GATEWAY	\$5,000.00	\$75,000.00
707.1	6	EA	PARK BENCH	\$2,000.00	\$12,000.00
** 710.4	1	EA	BOUND - PLAIN GRANITE	\$450.00	\$450.00
** 711.	1	EA	BOUND REMOVED AND RESET	\$450.00	\$450.00
* 712.11	10	EA	BOUND REMOVED AND DISCARDED	\$200.00	\$2,000.00
* 714.2	5	EA	WHISTLE POST REMOVED AND RESET	\$450.00	\$2,250.00
* 723.1	1	EA	BOULDER REMOVED AND RESET	\$160.00	\$160.00
* 740.	24	MO	ENGINEERS FIELD OFFICE AND EQUIPMENT (TYPE A)	\$2,850.00	\$68,400.00
748.	1	LS	MOBILIZATION	\$200,000.00	\$200,000.00
751.	3,680	CY	LOAM BORROW	\$40.00	\$147,200.00
* 753.	120	CY	WETLAND SOIL	\$40.00	\$4,800.00
* 756.	1	LS	NPDES STORMWATER POLLUTION PREVENTION PLAN	\$4,500.00	\$4,500.00
765.	33,100	SY	SEEDING	\$1.50	\$49,650.00
* 765.9	2	LB	WETLAND SEED	\$135.00	\$270.00
* 767.12	30,200	FT	COMPOST FILTER TUBES	\$4.50	\$135,900.00
* 767.731	4,410	SY	JUTE MESH EROSION CONTROL FABRIC	\$5.00	\$22,050.00
* 772.340	5	EA	CEDAR - EASTERN WHITE 5-6 FEET	\$300.00	\$1,500.00
773.236	15	EA	PINE - RED 5-6 FEET	\$350.00	\$5,250.00
773.436	12	EA	PINE - WHITE 5-6 FEET	\$350.00	\$4,200.00
* 775.028	4	EA	ELM - AMERICAN - 'VALLEY FORGE' 2-2.5 INCH CALIPER	\$600.00	\$2,400.00
776.543	2	EA	MAPLE - RED - 'OCTOBER GLORY' 2-2.5 INCH CALIPER	\$600.00	\$1,200.00
777.036	5	EA	OAK - NORTHERN RED 2-2.5 INCH CALIPER	\$600.00	\$3,000.00

Item No	Quantity	Unit	Description	Unit Price	Amount
783.639	5	EA	ZELKOVA - 'GREEN VASE' 2-2.5 INCH CALIPER	\$600.00	\$3,000.00
785.633	39	EA	INKBERRY 2-3 FEET	\$100.00	\$3,900.00
789.631	28	EA	BLUEBERRY - HIGHBUSH 18-24 INCH	\$75.00	\$2,100.00
* 789.911	25	EA	CHOKEBERRY - RED (3-4' B&B)	\$60.00	\$1,500.00
794.731	17	EA	SUMMERSWEET SHRUB 18-24 INCH	\$50.00	\$850.00
795.151	14	EA	WINTERBERRY - MALE 18-24 INCH	\$40.00	\$560.00
795.155	195	EA	WINTERBERRY - FEMALE 18-24 INCH	\$40.00	\$7,800.00
804.3	500	FT	3 INCH ELECTRICAL CONDUIT-TYPE NM - PLASTIC (UL)	\$35.00	\$17,500.00
811.31	10	EA	PULL BOX 12 X 12 INCHES - SD2.031	\$860.00	\$8,600.00
* 824.01	1	LS	PEDESTRIAN HYBRID BEACON - HUDSON ROAD	\$65,000.00	\$65,000.00
* 824.02	1	LS	PEDESTRIAN HYBRID BEACON - NORTH ROAD	\$80,000.00	\$80,000.00
* 824.401	1	LS	RECTANGULAR RAPID FLASHING BEACON - OLD LANCASTER ROAD	\$15,000.00	\$15,000.00
* 824.402	1	LS	RECTANGULAR RAPID FLASHING BEACON - PANTRY ROAD	\$15,000.00	\$15,000.00
* 824.403	1	LS	RECTANGULAR RAPID FLASHING BEACON - HAYNES ROAD	\$15,000.00	\$15,000.00
832.	470	SF	WARNING-REGULATORY AND ROUTE MARKER - ALUM. PANEL (TYPE A)	\$11.00	\$5,170.00
833.5	7	EA	DEMOUNTABLE REFLECTORIZED DELINEATOR - GUARD RAIL	\$6.00	\$42.00
833.7	4	EA	DELINEATION FOR GUARD RAIL TERMINI	\$38.00	\$152.00
847.1	57	EA	SIGN SUP (N/GUIDE)+RTE MKR W/1 BRKWAY POST ASSEMBLY - STEEL	\$105.00	\$5,985.00
850.41	640	HR	ROADWAY FLAGGER	\$55.00	\$35,200.00
852.	600	SF	SAFETY SIGNING FOR TRAFFIC MANAGEMENT	\$15.00	\$9,000.00
* 852.1	1	LS	TEMPORARY PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM	\$10,000.00	\$10,000.00
853.1	8	EA	PORTABLE BREAKAWAY BARRICADE TYPE III	\$120.00	\$960.00
859.	2,400	DAY	REFLECTORIZED DRUM	\$0.25	\$600.00
* 859.1	160	DAY	REFLECTORIZED DRUM WITH SEQUENTIAL FLASHING WARNING LIGHTS	\$20.00	\$3,200.00
860.112	100	FT	12 INCH REFLECTORIZED WHITE LINE (PAINTED)	\$4.00	\$400.00
* 861.104	7,480	FT	4 INCH REFLECTORIZED YELLOW LINE (PAINTED)	\$1.00	\$7,480.00
864.	450	SF	PAVEMENT ARROW REFLECTORIZED WHITE (PAINTED)	\$2.50	\$1,125.00
864.04	645	SF	PAVEMENT ARROWS AND LEGENDS REFL. WHITE (THERMOPLASTIC)	\$6.00	\$3,870.00
866.112	1,315	FT	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	\$2.50	\$3,287.50
* 867.104	3,610	FT	4 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)	\$1.00	\$3,610.00
874	14	EA	STREET NAME SIGN	\$100.00	\$1,400.00
* 874.2	10	EA	TRAFFIC SIGN REMOVED AND RESET	\$100.00	\$1,000.00
* 874.4	10	EA	TRAFFIC SIGN REMOVED AND STACKED	\$25.00	\$250.00
901.	60	CY	4000 PSI, 1.5IN., 565 CEMENT CONCRETE	\$800.00	\$48,000.00

Item No	Quantity	Unit	Description	Unit Price	Amount
* 909.2	480	SF	CEMENTITIOUS MORTAR FOR PATCHING	\$70.00	\$33,600.00
910.1	12,000	LB	STEEL REINFORCEMENT FOR STRUCTURES - EPOXY COATED	\$2.65	\$31,800.00
941.	6,000	FT	TREATED TIMBER PILES	\$50.00	\$300,000.00
* 955.	275	MBM	TREATED TIMBER	\$1,500.00	\$412,500.00
983.1	64	TON	RIPRAP	\$75.00	\$4,800.00
* 991.1	1	LS	CONTROL OF WATER - STRUCTURE NO. S-31-013	\$20,000.00	\$20,000.00
* 992.1	1	LS	ALTERATION TO BRIDGE STRUCTURE NO. S-31-007	\$284,437.50	\$284,437.50
* 994.1	1	LS	TEMPORARY PROTECTIVE SHIELDING	\$10,800.00	\$10,800.00
* 995.01	1	LS	BRIDGE STRUCTURE, BRIDGE NO. S-31-013	\$229,549.25	\$229,549.25

Subtotal: \$7,461,987.75
 Police Detail (1%): \$74,619.88
 Inflation (2% each year for 5 years): \$776,649.68
 Contingency (15%): \$1,119,298.16
 Total: \$9,432,555.47

Early Environmental Checklist



**25% Design Submission Checklist
Early Environmental Coordination for Design Projects
Revised 1/20/16**

The Designer shall complete and submit this form electronically with backup information and explanations of how each item has been addressed or documented. Completion of this checklist and its requirements is necessary for the project to obtain approval from Environmental Services to proceed with a 25% Design Public Hearing.

Note: In an attempt to reduce paper consumption, Environmental Services requests that only one (1) paper copy of the 25% Design is submitted for Environmental review. All Early Environmental Coordination documentation should be submitted only in an electronic format (.pdf, .doc, .xls, etc) wherever possible. Documentation should be submitted to the MassDOT project manager for routing to Environmental Services.

PUBLIC COORDINATION		Instructions	Addressed?
1	Coordinate with local boards, commissions & officials to identify specific issues or concerns regarding the project purpose and need and general scope of work. Attach all written correspondence.	Click Here	Yes
2	If the proponent has presented the project in a public meeting setting, provide information regarding the meeting including the name of the public board/commission, the date and location, public comments and any formal meeting minutes.		Yes
3	Send a letter to the Local Historical Commission (LHC) with a project description and location map, seeking comments. Provide a hardcopy (with a scope of work and locus) to the State Historic Preservation Officer (SHPO) and an electronic copy to MassDOT Highway Division Environmental Services Cultural Resources Unit (CRU). The Designer will no longer be responsible for sending notification letters to any of the three federally recognized tribes in Massachusetts. MassDOT CRU staff will assume responsibility for submitting early notification letters and accompanying materials to the three federally recognized tribes in Massachusetts for all projects.	Click Here	Yes Letter sent June 9, 2017
4	Submit a Navigability Survey to the Municipal Harbor Master where work will occur on bridges over U.S. Coast Guard (USCG) regulated navigable waterways. Attach the completed survey.	Click Here	N/A
5	Where work will occur within or adjacent to a Wild and Scenic River, submit a letter to the National Park Service with a project description and location map to initiate early coordination. Attach all written correspondence.	Click Here	N/A
REGULATORY FRAMEWORK AND REQUIRED DELIVERABLES			
6	Complete and submit an editable (MS Word format .doc or other), electronic Categorical Exclusion (CE) checklist for review and processing by Environmental Services. The draft CE should include a thorough project description and responses to checklist questions.	Click Here	N/A
7	Evaluate the project in light of MEPA Review Thresholds. Provide documentation that the project does/does not exceed thresholds. If thresholds are exceeded, an editable (MS Word format .doc or other) draft ENF should be prepared and submitted once the 25% Design Public Hearing has been completed. This does not apply to projects which are exempt from MEPA review under the Bridge Exemption.	Click Here	Yes
8	Electronically complete and submit the 25% Design portion of the Water Quality Data Form to determine the impairment status of waterbodies receiving highway runoff.	Click Here	Yes
9	If the project will impact wetland resource areas (BVW, Bank, LUW, etc), determine if the project is subject to permitting under Sections 401 and 404 of the Clean Water Act and the Massachusetts Wetlands Protection Act. Provide explanations for each determination of applicability. Ensure that permitting timelines are included in the project schedule.		Yes
PROJECT CONTEXT/SETTING AND FIELD RECONNAISSANCE			
10	Identify the dominant land uses within the project area, its general context characteristics, and ownership. Identify any publicly-owned open space (Section 4(f) or Article 97 protected property - parks, recreational areas, conservation land and wildlife refuges) within the project area and describe its designated and current use. This information should be included within the project description attached to the CE Checklist.	Click Here	Yes
11	Determine if the project occurs within or adjacent to sensitive environmental resources: Outstanding Resource Waters, stormwater "critical areas", Areas of Critical Environmental Concern (ACECs), NHESP designated endangered species habitat and certified/potential vernal pools, impaired waterbodies, regulated wetland resources, FEMA delineated floodways, Wild & Scenic Rivers, ACOE Special Aquatic Sites (salt marsh, tidal flats, vegetated shallows, etc), Essential Fish Habitat and/or high quality streams.	Click Here	Yes
12	Identify known cultural and historical resources in the project area. These include properties or structures listed on the National/State Register(s) of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth.	Click Here	Yes
13	Identify all existing or proposed material within the project limits which may require handling as hazardous waste or be subject to other environmental handling regulations upon disposal. These materials include suspected treated timber, asbestos, lead-based paint, mercury switches, PCB-containing materials, etc.	Click Here	Yes
14	List locations of known oil and hazardous materials releases in proximity to the project limits. For projects involving excavation work, provide all available relevant soil, sediment, and groundwater sampling results along with maps indicating sample locations.	Click Here	Yes
15	Provide a copy of all activity use limitation (AUL) deed restrictions including the map depicting an outline of the AUL area for all AULs located on property within or adjacent to the project limits.		Yes
16	Conduct field reconnaissance to verify existing conditions. See Instructions for list of conditions to verify.	Click Here	Yes
17	Provide photographic documentation of field conditions and features. See Instructions for list of conditions and features to photograph.	Click Here	Yes
PLAN REQUIREMENTS			
18	Show property lines, plus footprints, ownership, and street addresses of all buildings and parcels adjacent to the project.		Yes
19	If the project requires Right-of-Way acquisition (takings, rights-of-entries, temporary/permanent easements, DCR permit, etc.), submit Preliminary Right-of-Way Plans.	Click Here	Yes
20	Show all bridges and culverts and label with MassDOT Highway Division BDEPT # (if structure has one). Label the waterway, RR line, street or other feature intersected by the bridge/culvert.		Yes
21	Show and label the existing and proposed edge of roadway and limits of grading.		Yes
22	Show and label all existing and proposed guardrail.		Yes
23	Show and label all walls and fences.		Yes
24	Show and label all public shade trees 14" or more at breast height in the project area.	Click Here	Yes
25	Show and label all roadway monuments, historical markers, highway bounds, etc., and show future locations if any are proposed to be removed and/or relocated.		Yes
26	Show and label all publicly owned parks, recreational areas, and wildlife refuges.	Click Here	Yes
27	Show and label any proposed landscape improvements.		Yes
28	Show the location of all existing and proposed drainage structures and discharge points.		Yes
29	Show all wetland boundaries within 100-ft of the project limits, including Bordering and Isolated Vegetated Wetlands, Bank, Land Under Water, Bordering Land Subject to Flooding and Ordinary High Water (i.e., 1-yr flood).		Yes
30	For projects requiring a Section 401 Water Quality Certificate (WQC), complete the 401 WQC Plan Requirements Checklist and update plans to meet its requirements.	Click Here	Yes
31	Show and label all 100-ft wetland buffer zones and Riverfront Areas.		Yes
32	Show the location of potential wetland replacement areas.	Click Here	Incomplete
33	Provide details of any proposed ornamental elements, such as street lighting.		N/A

25% Design Submission Checklist Responses.

Early Environmental Coordination Checklist for Design Projects

BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) SUDBURY, MASSACHUSETTS

Public Coordination

1. Addressed. Coordination with local town boards and officials has been ongoing since initiation of the project. See summary of public meetings provided in Question 2.
2. Addressed. Significant public outreach has occurred over a 10-year span for the Bruce Freeman Rail Trail (BFRT) in Sudbury, MA. Since preliminary funding sources acquired in Spring of 2014, the BFRT in Sudbury has progressed through a series of formal public meetings to gather Town and resident feedback. Additional information meetings have been held to gather feedback from all parties with an interest in the project. In September 2016, a Bruce Freeman Rail Trail Design Task Force (DTF) was formed to increase public involvement and input. Below is a summary of public meetings held to date and minutes posted on the Town of Sudbury website are summarized below in Table 1.

Table 1. Summary of Public Meetings

Meeting Title	Meeting Date	Location	Attendees	Formal Meeting Minutes
Rails to Trails Forum hosted by Board of Selectmen	January 22, 2015	Sudbury Town Hall	Town staff, citizens, and consultants	Attached ¹
Public Charrette	August 25, 2016	Sudbury Town Hall	Town staff, citizens, and consultants	Attached ¹
Board of Selectmen	November 1, 2016	Sudbury Town Hall	BOS, Committee members, Town staff, and consultant	Attached ¹
Public Meeting	November 29, 2016	Sudbury Town Hall	Town staff, consultant and public	Attached ¹
BFRT DTF January	January 17, 2017	Sudbury Town Hall	Committee members, Town staff, and consultant	Attached ¹
BFRT DTF February	February 2, 2017	Sudbury Town Hall	Committee members, Town staff, Fire Dept., DPW, and consultant	Attached ¹
BFRT DTF February	February 16, 2017	Sudbury Town Hall	Committee members, Town staff, and consultant	Attached ¹
BFRT DTF March	March 2, 2017	Sudbury Town Hall	Committee members, Town staff, Historic District Commission, and consultant	Attached ¹
BFRT Abutter Public Meeting	March 9, 2017	Sudbury Town Hall	Committee members, Town staff, project abutters, and consultant	Attached ¹

BFRT DTF March	March 16, 2017	Sudbury Town Hall	Committee members, Town staff, and consultant	Attached ¹
BFRT DTF March	March 20, 2017	Sudbury Town Hall	Committee members and Town staff	Attached ¹
Board of Selectmen	March 21, 2017	Sudbury Town Hall	BOS, Committee members, Town staff, and consultant	Attached ¹
Board of Selectmen	April 4, 2017	Sudbury Town Hall	BOS, Committee members, Town staff, and consultant	Attached ¹

1 – A copy of the formal meeting minutes can be found in the attachments section.

A formal Design Public Hearing (DPH) will be scheduled upon acceptance of 25% Design Submission.

3. Addressed. A letter was sent to the Sudbury Historical Commission and the Sudbury Historic District Commission (SHDC) on June 9, 2017. Copies are attached. On June 14, 2017, Fred Taylor, Chairman of the SHDC sent a letter stating they would be taking the Project up for discussion at their July 13, 2017 meeting. He also expressed concerns about potential tree removal in the area of the Pantry Brook Farm and impacts to the views from Concord Road. At this location, the proposed BFRT is approximately 1,000 feet west of Concord Road. Any tree removal would be limited to the immediate vicinity of the BFRT. Many trees within the railroad right-of-way would still remain after the trail is constructed. It is unlikely there would be an impact on the views from the tree removal for the Project. If this was an issue, trees could be added in strategic locations to screen the trail from Concord Road.
4. N/A. Outside of regulated navigable waterways, therefore Navigability Survey not needed.
5. N/A. Project does not cross and is not within ¼ mile of a segment of a Wild and Scenic River, NPS coordination not needed.

Regulatory Framework and Required Deliverables

6. N/A. CE will be submitted following Design Public Hearing and acceptance of 25% Design Submission.
7. Addressed. The project has been reviewed pursuant to the Massachusetts Environmental Policy Act (MEPA) regulations by Vanasse Hangen Brustlin, Inc. and exceeds two MEPA thresholds:
 - Creation of 5 or more acres of impervious area
 - The project proposes the creation of approximately 5 acres of impervious area. Boardwalk is not included in this calculation.
 - Alteration of ½ or more acres of any other wetlands.

The project necessitates the filing of an Environmental Notification Form (ENF). An ENF will be drafted and submitted to MassDOT Environmental Services prior to submitting to the MEPA Office following acceptance of 25% Design Submission.

8. Addressed. 25% WQDF Draft completed.

9. Addressed. The project passes through multiple wetland areas. Wetland resource areas throughout the rail corridor of the BFRT extension in Sudbury includes approximately 36 vegetated wetlands, perennial streams, intermittent streams, certified/potential vernal pools, and associated floodplains. Wetland resource areas on and near the rail corridor were delineated by VHB in December 2015 and June 2016. An Order of Resource Area Delineation (ORAD) confirming wetland boundaries (BVW and Bank only) as accurate is attached. The identified perennial streams are as follows: Hop Brook (located north of Codjer Lane), Sawmill Brook (tributary to Pantry Brook, parallels western side of rail corridor between Ridge Hill Road and Pantry Brook), Pantry Brook (approximately 1,000 feet south of Haynes Road), and Unnamed tributary to Cold Brook (located north of Rte 117). Final determination of the delineation of the perennial and intermittent streams requires further field investigation and review by the Sudbury Conservation Commission and an amendment to the ORAD.

A vernal pool investigation was completed in May 2015 and again in April 2017. The field investigation verified the presence or absence of vernal pools species along the proposed BFRT corridor. In 2015, the results identified one Certified Vernal Pool (CVP), four Potential Vernal Pools (PVPs) eligible for CVP certification, and fourteen PVPs not eligible for certification. In 2017, the results confirmed the existing Certified Vernal Pool (CVP 13) and identified only one pool area potentially eligible for Certification (Wetland 4). Copies the 2015 and 2017 Vernal Pool reports are attached. Final determination of the PVP/CVP designation requires review by the Sudbury Conservation Commission and amendment to the ORAD.

Direct impact to wetland resource areas is proposed due to impacts from grading, the construction of a boardwalk, and the reconstruction of crossing structures. A Notice of Intent will need to be filed with the Sudbury Conservation Commission for temporary and/or permanent impacts to wetland resource areas in accordance with the MA Wetlands Protection Act (WPA) and the Sudbury Wetlands Administration Bylaw. Anticipated WPA impacted resources include Bordering Vegetated Wetland (BVW), Bank, Land Under Water Bodies and Waterways, Riverfront Area, and the 100-foot buffer zone to BVW and Bank. The project will result in alteration to wetland resource areas subject to jurisdiction under Sections 401 and 404 of the Federal Clean Water Act. A Pre-Construction Notification will need to be submitted to the U.S. Army Corps of Engineers. Pursuant to the requirements of Section 404. The Corps will review the PCN along with State and Federal resource agencies, as applicable. It is anticipated the project will result in less than 5,000 square feet of cumulative impacts to Waters of the U.S. subject to jurisdiction under Section 401. Accordingly, the anticipated Order of Conditions to be issued by the Sudbury Conservation Commission will serve as the project's Section 401 Water Quality Certification. Potentially a Chapter 91 Waterways License or Minor Modification will be needed for the conversion of the bridge over Hop Brook from a railroad use to a public multi-use trail.

Project Context/Settings and Field Reconnaissance

10. Addressed. The BFRT rail trail is a mostly wooded corridor. Adjacent land use primarily comprises of residential and farmland properties with minor uses consisting of commercial and industrial properties. The BFRT rail corridor right-of-way is approximately 65 feet wide and is entirely owned by the Commonwealth of Massachusetts. According to Oliver, MassGIS's online mapping tool, 18

properties of open space exist along the proposed 4.6-mile corridor. A more detailed description of the open space parcels can be found in the **attachments** section.

11. Addressed. Sensitive environmental resources **present** within or adjacent to the project include:
- Certified Vernal Pools (see attached vernal pool memorandum from 2015 and 2017)
 - Potential Vernal Pools (see attached vernal pool memorandum from 2015 and 2017)
 - Massachusetts Division of Fisheries and Wildlife Coldwater Fisheries Resource, Hop Brook and unnamed tributary to Hop Brook (see Figure 5: Environmental Constraints)
 - Two category 5 (Impaired – TMDL required) Impaired Waterbodies, Hop Brook and Pantry Brook (see Figure 5: Environmental Constraints)
 - Regulated wetland resources (see Question 9 and 25% Design Submission)
 - FEMA delineated floodways including regulatory floodways, 100-year floodplain, and 500-year floodplain (see Figure 4: FEMA Locus)
 - Zone II Wellhead Protection Areas (see Figure 5: Environmental Constraints)
 - High Quality Streams, Hop Brook and unnamed tributary to Hop Brook (see Figure 5: Environmental Constraints)

Sensitive environmental resources **not present** within or adjacent to the project include:

- National Wild and Scenic Rivers
- ACOE Special Aquatic Sites
- Essential Fish Habitat
- NHESP Priority Habitats of Rare Species, (see Figure 3: NHESP Locus)
- NHESP Estimated Habitats of Rare Wildlife, (see Figure 3: NHESP Locus)

12. Addressed. According to the Massachusetts Cultural Resource Information System (MACRIS) Maps 2.0 *beta* website, multiple Listed/Inventoried properties and districts line the corridor. A summary of historic resources is provided in Table 2 below.

Table 2: Summary of Historical Resources

MACRIS #	Historic Name	District or Point	Address	Designation
SUD.A	Sudbury Center Historic District	District		National Register of Historic Places
SUD.B	South Sudbury	District		Inventoried Area
SUD.J	Old Sudbury Historic District	District		Local Historic District
SUD.O	Maenpaa Farm – Haynes Farm – Broad Acre Farm	District		Inventoried Area
SUD.45	Parmenter House	Point	623 Peakham Road	Local Historic Property; National Register of Historic Places
SUD.63	Framingham and Lowell Railroad Station	Point	40 Hudson Road	Local Historic Property; National Register of Historic Places
SUD.174	Schulte House	Point	30 Hudson Road	Local Historic Property; National Register of Historic Places
SUD.175	Quirk Property	Point	27 Hudson Road	Local Historic Property; National Register of Historic Places
SUD.210	N/A	Point	610 Peakham Road	Inventoried Point
SUD.352	Broad Acres Farm Indoor Riding Ring	Point	82 Morse Road	Inventoried Point

13. Addressed. The most common contamination found along a rail corridor is residual contamination from railroad operations. Commonly reported contaminants along rail corridors include arsenic, which was used as an herbicide to control weeds, metals, coal ash, and constituents of oil or fuel (petroleum products), which likely dripped from the rail cars as they passed over the corridor. Suspected material within the project limits which may require handling as hazardous waste or be subject to other environmental handling regulations include the creosote treated timber ties from the rail corridor. At this time, no additional site visits are required to take inventory or verify existing conditions.
14. Addressed. Preliminary review of DEP files indicates there are six sites ~~were~~ identified in the vicinity of the proposed approximately 4.5-mile long Bruce Freeman Rail Trail in Sudbury. A summary of the findings can be found below in Table 3 with a more detailed review attached.

Table 3: Summary of MassDEP Disposal Sites

RTN	Release Address	Notification Date	RAO Class	Proximity to Project	Contaminants
3-0000435	100 NORTH RD	1/15/1987	N/A	200' East	Volatile Organic Compounds
3-0020705	46-51 HUDSON RD	5/15/2001	A1	150' West	Hydraulic Oil
3-0014107	15 UNION AVE	8/9/1996	A2	365' South	Gasoline
3-0002640	39 UNION AVE	1/15/1990	C1	Easterly Abutter	Chlorinated Solvents
3-0003371	80 UNION AVE	10/15/1990	A1	260' East	Petroleum
3-0027532	80 WOODMERE DR	3/2/2008	A2	350' West	Fuel Oil

Notes: RTN = Release Tracking Number, RAO = Response Action Outcome

15. Addressed. No activity use limitation (AUL) deed restrictions are located within or adjacent to the project limits.
16. Addressed. A site visit was conducted to verify existing conditions. At this time, further sites visits are not required to take inventory or verify existing conditions.
17. Addressed. Photographic documentation of field conditions has been included.

Plan Requirements

18. Addressed. Shown on 25% Design Submission Plans.
19. Addressed. Preliminary Right of Way plans will be submitted with the 25% Design Submission.
20. Addressed. Shown on 25% Design Submission Plans
21. Addressed. Shown on 25% Design Submission Plans
22. Addressed. Shown on 25% Design Submission Plans
23. Addressed. Shown on 25% Design Submission Plans
24. Addressed. Shown on 25% Design Submission Plans
25. Addressed. Shown on 25% Design Submission Plans
26. Addressed. Shown on 25% Design Submission Plans
27. Addressed. Shown on 25% Design Submission Plans
28. Addressed. Shown on 25% Design Submission Plans
29. Addressed. Shown on 25% Design Submission Plans

30. N/A. Section 401 Individual WQC is not required as anticipated impacts will be under 5,000 square feet. The Order of Conditions to be issued by the Sudbury Conservation Commission will serve as the Project's 401 WQC
31. Addressed. Shown on 25% Design Submission Plans
32. Incomplete. Wetland replacement is needed. However, the location of suitable wetland replacement area has not been determined yet.
33. Addressed. Shown on 25% Design Submission Plans

Figures and Attachments

Figures

Figure No.	Description
1	USGS Locus
2	Aerial Locus
3	NHESP Locus
4	FEMA Locus
5	Environmental Constraints Locus

Attachments

EECC No.	Attachment Description
2.	Public meeting minutes
3.	Section 106 Sudbury Historical Commission Letter Section 106 Sudbury Historic Districts Commission Letter Section 106 Sudbury Historic Districts Commission Response 06-14-2017
8.	25% Water Quality Data Form
9.	Order of Resource Area Delineation – November 14, 2016 Vernal Pool Investigations – May 22, 2015
10.	List of Open Space Parcels
14.	Summary of MassDEP Disposal Sites Memorandum – December 30, 2016
17.	EEC Checklist Photographic Log

**Sudbury Rails to Trails Forum
Meeting Minutes**

Thursday, January 22, 2015

7:00 p.m.

Town Hall – Lower Level

In Attendance: Chuck Woodard, Patricia Brown, Len Simon, Bob Haarde

Absent: Larry O'Brien

Staff in Attendance: Jody Kablack, Jim Kupfer

Visiting Consultants: Trish Domigan, VHB, Director of Massachusetts Municipal Service; Bill Desantis, VHB, Corporate Director Bicycle Transportation Planning & Design; Gene Crouch, VHB, Senior Environmental Scientist, Tracie Lenhardt, VHB, Project Manager

Selectman Chuck Woodard called the meeting to order at 7:00 p.m.

Mr. Woodard welcomed the public to the 2015 Rails to Trails Forum. He proceeded to give a brief introduction of both rail trail corridors and the process to date. Mr. Woodard then introduced the panel consisting of staff and the Town's consultant for the Bruce Freeman Rail Trail, VHB.

Jim Kupfer gave a PowerPoint presentation on the two corridors, starting with the Bruce Freeman Rail Trail. Mr. Kupfer provided a brief history of the work the Town has done to date, current status of the design process and future proposed schedule. Mr. Kupfer continued on to the Wayside Branch of the Mass Central Rail Trail and the work the Town has done to date and the proposed strategy moving forward. Mr. Kupfer listed the next opportunities for public meetings for both corridors and urged the public to contact him with questions.

Allan Wallack, 67 Thompson Drive, asked if there is a document today that shows how the Town will protect the vernal pools and wetlands. Jody Kablack says currently VHB is delineating all of those constraints and will plot them out so the Town can evaluate them and see how best to proceed.

Robert Abrams, 578 Boston Post Road, stated the Department of Revenue has determined that Towns cannot acquire land without full title with CPA funds. Has the Town considered that the Department of Revenue may not allow the Town to use CPA funds for rail trail projects, and if so, does the Town have another source of revenue to use for this project? Ms. Kablack stated that this is not an acquisition project. The Town will be receiving a license to use the corridors. Also that other Towns have utilized CPA funds for recreational uses and many for rail trails. Mr. Woodard stated that the Town has not looked in to other funding sources, other than using Town funds.

Kirsten Roopenian, 45 Harness Lane, stated that the equestrian community uses the Mass Central rail trail corridor near Hop Brook. She would like a commitment from the Town to consider horse access for both rail corridors. Mr. Woodard stated that he will make sure it is a part of the discussion. Trish Domigan followed up that horses need space and have typically used space on soft shoulders on well-designed trails.

Ada Vassilovski, 40 Singletary Lane, asked if the Town will look at multiple surface options for the east west corridor prior to construction. Mr. Woodard stated that the public process will help define the surface. Mr. Kupfer added that currently the Town is proposing to place each approved surface as alternates in a request for proposals to receive definitive costs for each surface.

Carole Wolfe, 637 Concord Road, asked if there is going to be another full centerline survey. Ms. Kablack explained that yes there will be and it is due to an incomplete survey done in 2008, the firm walked away from the job and the Town did not accept the work. Mr. Kupfer added that during the interview process for a design team, the Town interviewed three engineering firms, all three stated that supplemental survey was necessary. Ms. Domigan also explained that it is necessary in order to meet both local and state standards.

Dick Williamson, 21 Pendleton Road, stated that cost for surface treatments can vary but stone dust and paved surfaces will be about the same. He then asked if staff could elaborate on the NStar project that has been discussed at prior public meetings. Ms. Kablack gave a summary of a proposal the Town has recently become aware of that would potentially put a transmission line along the Mass Central rail trail corridor between Sudbury and Hudson and NStar could potentially construct an access road which would be usable as a rail trail along the Mass Central rail corridor. Ms. Kablack explained that no details are finalized and the Town should hopefully know more prior to the 2015 annual town meeting.

Cassie Rogers, 3 Stonebrook Road, asked will NStar go through wetland permitting. Ms. Kablack stated that we do not know any definitive details of that project yet. Ms. Rogers also asked what happens if the Town does not expand the 1.8 miles of the Mass Central rail trail to the two towns. Mr. Kupfer stated that the 1.8 mile would then be a local amenity. It would connect residential neighborhoods to each other, commercial corridor, the Bruce Freeman Rail Trail and other spots.

Allan Wallack, 67 Thompson Drive, asked about operational cost, maintenance, safety, parking costs and if any of these issues have been studied. Mr. Kupfer explained that they have worked with the DPW Director to estimate the maintenance cost for a 1.8 mile stretch along the Mass Central rail trail. They have not done the same for the Bruce Freeman corridor but the 25 percent design will have a parking study component and the Town will begin to evaluate operational cost. The Town will have that estimate cost available to the public during the full design process.

Andrew Sullivan, 28 French Road, asked if a similar approach that is being taken place on the Mass Central, where an interim greenway could be done quickly with town funds, could be looked at for the Bruce Freeman while waiting for state funding. Mr. Woodard stated that the approach for the Bruce Freeman corridor was agreed upon so that the Town can take advantage of state funding to save town tax payers money. The state has shown that it will invest in the Bruce Freeman rail trail but the same cannot be said about the Mass Central at this time, and if the Town wants the Mass Central rail trail, the Town must pay for it. Mr. Sullivan said that it would be beneficial to get an estimate for the Bruce Freeman rail trail as a greenway while they wait for state funding.

Dan Carty, 15 Stonebrook Road, stated that the NStar project seems to be in conflict with our open space goals and would like some clarification from the Town on this. Ms. Kablack stated that NStar has been working with the Towns and we hope that the two projects are compatible. The Town has told NStar that overhead lines will be opposed.

Dave Gibbs, 115 Austin Road, expressed concerns over additional people passing his back yard as an abutter. He noted that the trail is elevated and allows for an easy view in to his yard. Ms.

Domigan described what VHB has designed elsewhere, not only fencing but also replanting for screening purposes is a big part of the design process and working with each abutter is important.

By email, Dan DePompei, 35 Haynes Road, asked if we are designing the locally contracted trails within the Bruce Freeman Right of Way and the Mass Central Right of Way to comply with Sudbury's Wetland Administrative Bylaws. Mr. Woodard said yes, to the extent feasible we will and where infeasible we will work with the conservation commission to discuss methods of mitigation.

Mr. DePompei also asked are we designing the Trails to be permissible under all Federal, State and local storm water laws and regulations. Mr. Woodard responded that the Town must get all applicable permits in place prior to construction.

Mr. DePompei followed by asking if the Town is designing the Rail Trails as local projects, or are we designing them as segments of larger regional and state sponsored projects. Mr. Woodard explained that they are both a local and regional project. He explained that we are part of a network and the benefits that the network can bring residents outside town boundaries.

Lastly Mr. DePompei asked what real property interest we have in these projects. Ms. Kablack noted that we would enter into a license agreement.

By email, Miner Crary, 1 Hunt Road, asked are there any plans to reroute the trail to avoid constraints. Ms. Kablack explained that part of the 25% design is to evaluate alternatives where necessary.

Mr. Crary, also asked what steps will be taken to prevent snow mobilers from accessing the trail. Ms. Kablack mentioned that the trail will be open to non-motorized only. Ms. Domigan also noted that other trails have put strategically placed boulders, bollards or gates in place but the design will have to take into account access by safety vehicles.

Dianna Mahany, 70 Ridge Hill Road, states that there is a lot of wildlife that will be affected. She asked if the trail will be plowed or lighted. Ms. Kablack stated that generally trails in this area are not plowed nor lighted.

Rich Testa, 95 Bridle Path, asked if statistics show any increase in crime along trails. Ms. Domigan stated that since these trails are to be a through corridor studies have shown that safety has increased.

David Hoaglin, 73 Hickory Road, considers stone dust to be the cause of many more accidents and wants to know what sort of statistics the Town will look into for this. Mr. Woodard stated the town will look into comparative issues for different surfaces such as accidents prior to making a final determination.

Dick Williamson, 21 Pendleton Road, mentioned that there is a lot of information that was compiled by the Rail Trail Advisory Committee and Mr. Williamson urged the public to visit the website, as well as the Friends of the Bruce Freeman Rail Trail website.

Kirsten Roopenian, 45 Harness Lane, stated that she lives on a path currently and has seen that putting up a fence has been beneficial.

Dianna Mahany, 70 Ridge Hill Road, stated that she has read online that fencing has been incorporated in the design cost. Ms. Kablack replied by stating that the Town does not know the total construction budget yet and during the design process we will be able to have a better understanding which houses will be impacted and then work one on one with each.

Nancy Powers, 201 Union Ave, stated that fencing should be provided as mitigation.

Selectman Len Simon stated that as part of the Friends of the Bruce Freeman Rail Trail he assisted Acton to survey abutters for screening choices. He found that each had different preferences and that he believes MassDOT understands the need for screening.

Dick Williamson, 21 Pendleton Road, invites those with questions to visit local trails already in place. There are ones in Hudson, Marlboro, Arlington, and Nashua.

There being no further questions the meeting was adjourned at approximately 8:30 p.m.

Minutes recorded by James Kupfer



Place: 322 Concord Road, Town Hall
Date: August 25, 2016

Notes Taken by: Tracie Lenhardt, P.E.

Meeting Notes

Project #: 12984.00

Re: Bruce Freeman Rail Trail
Public Charrette Meeting Notes

ATTENDEES

Tracie Lenhardt	Scott Brunner	Steve Rhoads
Meagen Donaghue	Beth Suedmeyer	Michelle Ciccolo
Amanda Quigley	Melanie Weaver	Raymond Parker
Greg George	Rita & Sid Bourne	Mary Sue Nutt
Paul Cavicchio Jr.	Carole Wolfe	Len Simon
Dan DePompei	Pat Brown	Susan Iuliano

A charrette type meeting was held on August 25 to solicit input from the citizens of Sudbury about the future Bruce Freeman Rail Trail project. The follow items were discussed:

Amenity ideas to consider:

- Air pumps for bike located at parking areas.
- Signage for bikes and on which side they are to pass pedestrians.
- Garbage/Trash Pickup at gateways or parking areas.
- Plastic bags at gateways or parking areas to pick up dog droppings.
- Request to make bridges look historic and not modern. There was a preference on making the bridge look like a board walk.
- Request for bathrooms near parking areas.
- Mention of converting the old railroad house near the Union Ave and Station Road intersection to a rest stop/vendor with bathrooms.
- Interest is resetting old rail road posts (whistle posts or posts with mile numbers on them).
- Interest in preserving any historic railroad elements.
- Suggestions for overlook areas included the crossing of Pantry Brook and Hop Brook

Parking

- Davis Field at the northern end of the project was mentioned

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Watertown, MA 02472
P 617.924.1770



Meeting Notes

Ref: 12984.00
August 25, 2016
Page 2

- The 'Fieldhouse' at the southern end of the project was mentioned by Greg George and Len Simon as being a potentially great location for parking to use the path.
 - Located at 31 Union Ave
 - Believed to have excess parking as the parking lot has never been full or at capacity. VHB would have to determine amount of parking that would be needed and if the owner is agreeable.
 - Approximately an 800 feet walk to the proposed rail trail. (Users would have to walk 800 feet down a driveway that does not provide sidewalks or other refuge)
- Question asking if parking would be provided at or near the Peakham Road at Route 27 intersection.
- Potential parking area at Featherland Park

Alternative Alignments mentioned:

- Codjer Lane to Union Ave to Old Lancaster Road
- Start on Union Ave to Old Lancaster Road
- Union to Pheasant Ave to Meadow Drive to Lancaster:
 - Could avoid Traffic at Union Ave at Concord Road
 - Could provide better safety along Pheasant Ave and Meadow Drive due to low traffic volumes.
 - Request for signage on Meadow Drive and Pheasant Ave for no cut thru traffic.
- Request to look at an alternative that follows Morse Road to Concord Road/Pantry Road to Haynes Road to avoid Pantry Brook, wetlands and abutters.

Alignment Concerns

- Water supply/spray from Cavicchio Greenhouses near Codjer Lane.
 - Concerns of risks of having trail users in this area.
- Alternative along Union Ave
 - 'High' speeds (posted speeds are 30 mph to 40 mph) along the alternative section.
 - Narrow roadway with little room to accommodate all users. Mention that there are no sidewalks on Union Ave.

Wetland Concerns

- Questions on the impacts near Hop Brook

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P 617.924.1770



- Pantry Brook and adjacent wetland impacts – Concern that the Town will make exceptions to the Town bylaws instead of following them.
- Concern of old railroad contaminants being disturbed and impacting the adjacent wetlands and private property.
- Concern of rail trail drainage being sent onto private property.

General Concerns/Comments

- Poison Ivy along the trail
- Concern over allowing dogs or pets:
 - How will it be picking up after a pet be enforced.
 - Pet droppings “contaminate” ground water.
- Concern over the crossing at Route 27 and how it would be coordinated with the proposed 250 unit housing development to be located adjacent to the path off of Route 27. Questions on if a signal would be needed for the development and the rail trail crossing.
- Heavy traffic noted at the intersection of Peakham Road at Route 27 adjacent to the rail trail crossing and future housing development.
- Some would like the trail to be gravel instead of paved as they feel pavement will look too urbanized. VHB explained the maintenance issues will gravel path and keeping them ADA accessible.
- A question was asked about options for path design on existing narrow embankments that are present in areas of the corridor.
- A question was asked about the level of clearing of existing trees and vegetation for construction of the rail trail. VHB explained the existing vegetation will be retained to the maximum extent practicable while also providing a safe path design.
- Desire for more public meetings.
- Questions on if the abutters would be contacted during the design for their input. Some may want specific meetings to go over their specific questions and concerns.
- Concern that there is no room for lookout areas at the bridges and that in order to provide them, impacts to vegetation would have to occur.
- A suggestion was given that overlooks or rest areas might be added to the rail trail after construction if the Town were to coordinate with volunteer groups and/or Boy Scout Eagle Scout projects
- Mention that there are old crossings for horses and cows.



- Some people still have horses in the area and would like to make sure that the rail trail is screened off so that the horses do not get alarmed as someone is riding them.
- Mention of bike races on Concord Road and only heavy bike users will travel on Concord Road.
- Concern about the hazardous materials at the old railroad stations where they used to dump coal.

IN BOARD OF SUDBURY SELECTMEN
TUESDAY, NOVEMBER 1, 2016

Present: Chairman Susan N. Iuliano, Vice-Chairman Charles C. Woodard, Selectman Robert C. Haarde, Selectman Leonard A. Simon, Selectman Patricia A. Brown and Assistant Town Manager Maryanne Bilodeau

Absent: Town Manager Melissa Rodrigues

The statutory requirements as to notice having been complied with, the meeting was convened at 7:31 p.m. in the Police Station Conference Room.

Opening Remarks

At 7:31 p.m., Chairman Iuliano opened the meeting. She announced Early Voting began in Town on October 24, 2016, and it will continue to be available at Town Hall until November 4, 2016 at 12:30 p.m. She recognized the work done by Town Clerk Rosemary Harvell and her staff and the Election Officers to coordinate this option. She reported that, as of today, 3,200 residents have already voted, representing approximately 25% of registered voters. Chairman Iuliano highlighted on November 8, 2016, voting will also be available at the regular polling locations.

Chairman Iuliano stated there were some issues at the last Board Meeting, regarding discussion veering inappropriately into personal comments. She emphasized it is important to keep in mind that the Board is elected to do its best for the interests of the Town. Chairman Iuliano stated that, even if one disagrees with another's position, it is important to have multiple perspectives heard and respected. In an effort to improve the Board's debate, she stated she would implement tonight a different format by asking that Board members wait to be recognized before speaking. She also suggested reviewing the Board's Code of Conduct at a future meeting.

Chairman Iuliano welcomed Assistant Town Manager Maryanne Bilodeau to the Meeting to cover duties for Town Manager Rodrigues, who is on vacation.

Reports from the Assistant Town Manager

Assistant Town Manager Maryanne Bilodeau announced the Board of Selectmen's Office Hours are scheduled for November 15, 2016 from 9:00 a.m. to 10:00 a.m. in the Silva Conference Room of the Flynn Building, with Vice-Chairman Woodard and Selectman Simon in attendance. She also reminded residents to save the date for a Bruce Freeman Rail Trail (BFRT) Design Project Meeting to be held on November 16, 2016, at 7:00 p.m. at Town Hall. Ms. Bilodeau also stated the portable crosswalks signs will be removed on November 3, 2016 for the winter season. She further stated there is an opening on the Sudbury Historical Commission, and applications are available on the Town website.

Reports from the Board of Selectmen

Selectman Brown stated the new Public Records law will become effective January 1, 2017. She suggested this should be a future agenda item for the Board to discuss items such as having a Records Access Officer.

Selectman Simon stated the Vocational Education Guidance Committee visited with Assabet Regional High School, and an understanding has been reached for this School to welcome Sudbury students to apply

for the 2017-2018 academic year. He further stated the Committee will meet on November 7 at 3:30 p.m. in the Silva Conference Room at the Flynn Building, and the Meeting is open to the public.

Citizen's Comments

At 7:40 p.m., Chairman Iuliano announced no citizens have requested comment time tonight.

Fairbank Community Task Force – Update and Plan for Sudbury Public Schools' Administration Committee

At 7:41 p.m., Chairman Iuliano opened a discussion regarding an update on the Fairbank Community Center Study Task Force and plans for the future office needs of the Sudbury Public School (SPS) administration.

Selectman Brown stated the Task Force has met three times since it was reconstituted, and it is undergoing a transition of knowledge for new members. She noted the next meeting will be on November 3, 2016. Selectman Brown stated discussions to date indicate that the Senior Center and SPS administration seem to be clear about their individual needs and how to achieve them. However, she further stated Park & Recreation is still working on reaching consensus about its needs. Selectman Brown stated the Task Force is trying to reach a point where it has a single idea for how to move forward to get to a single design, and where Park & Recreation can clearly identify its needs. She also stated the Task Force would like to develop a survey to gather input from the community about what is wanted/needed and how much funding people are willing to support. Selectman Brown stated the two Finance Committee representatives on the Task Force are currently working on compiling figures.

Chairman Iuliano stated the Board had previously discussed planning for SPS administration and it had decided SPS should be included in a rebuilt Fairbank building. However, there have been some concerns recently raised regarding whether the Task Force has been mandated to only consider that option and whether it is open to considering other options for SPS.

Vice-Chairman Woodard stated he recalls the Board stated it wanted SPS to be included in plans for the Fairbank building, and he believes the Task Force needs to know this.

Chairman Iuliano asked if the Board wants to let the Task Force know that it can consider broader options for planning for SPS.

Vice-Chairman Woodard stated the Task Force should know sooner rather than later as to whether SPS is to be included in Fairbank plans. He suggested the Board should revisit this discussion soon and give the Task Force direction on this issue and on the amount of capital and operating funding requests to pursue.

Selectman Brown stated Task Force members have asked what the rationale is for keeping SPS in the building. She noted the Task Force is currently in the position of possibly having too many choices to consider rather than not enough.

Selectman Simon stated he agrees with much of what Vice-Chairman Woodard stated. He believes the Board set the position of including SPS at Fairbank, and that the Board should set cost guidelines for the building. He suggested the Board may need to meet again with the SPS School Committee, and possibly the Task Force, to review the Mission Statement and to resolve these issues soon.

Selectman Haarde stated he does not believe the Board should mandate where SPS goes, but if SPS wants to be in the Fairbank building, and if it makes sense to be there, then it should be an option.

Selectman Brown stated there is currently no charge back to SPS for occupying Fairbank. She believes this should be reviewed and possibly reconsidered to charge an allocation for occupying the space. Chairman Iuliano suggested this is a separate issue which should not determine where SPS administration is housed.

Vice-Chairman Woodard stated he believes it would be difficult to decide on a design for a building without knowing who the occupants/tenants are. He believes this is a key piece of information for achieving a successful conclusion and design.

Selectman Brown stated she hopes to be able to share the Board's perspective with the Task Force at Thursday's Meeting.

Vice-Chairman Woodard suggested the Task Force should be told to consider the lowest cost option for SPS administration, and that the Task Force can recommend whatever it wants, as long as cost is considered as the top priority.

Selectman Simon stated he did not recall making it a charge for the Task Force in the Mission Statement to determine where SPS should be located. He believes this makes the work of the Task Force more difficult. Selectman Simon stated the Board met jointly with SPS and, afterwards, the Board voted to include SPS in planning for Fairbank. He questioned if another group should decide on the best location for SPS.

Chairman Iuliano stated the goal is to facilitate the work of the Task Force. She summarized that the Task Force should be told the Board will review these issues again more formally, and that the Task Force should not be constrained at considering other options for SPS.

Finance Committee Chair Susan Berry urged the Board for some group to make a determination of what the anticipated costs are for moving SPS to Nixon or another location as soon as possible so a more informed decision can be made. She emphasized the issues are all connected to those for the Fairbank building.

Selectman Brown stated she will tell the Task Force that the Board will work to provide more direction. She encouraged the Board to give the Task Force guidance on the maximum capital and operating costs for consideration as soon as possible.

At 8:08 p.m., Chairman Iuliano stated the consensus of the Board is that the location option(s) for SPS should be reconsidered by the Board so it can provide the Fairbank Task Force with further direction soon, and she concluded the discussion.

Bruce Freeman Rail Trail – 25% Design Update

Present: Environmental Planner Beth Suedmeyer, VHB representative Tracie Lenhardt and Director of Planning and Community Development Meagen Donoghue

At 8:08 p.m., Chairman Iuliano opened a discussion regarding an update on the Bruce Freeman Rail Trail (BFRT) 25% Design, and she welcomed Director of Planning and Community Development Meagen Donoghue, Environmental Planner Beth Suedmeyer and VHB representative Tracie Lenhardt to the Meeting. The Board was previously in receipt of copies of a memorandum from Ms. Suedmeyer and Ms. Donoghue dated October 27, 2016, a memorandum from Ms. Lenhardt dated October 26, 2016, the BFRT Schedule as of October 26, 2016, a VHB Parking Lot Locations Map, a VHB Traffic Count Locations Map, and VHB

Amendment No. 3 Client Authorization and Scope of Services” dated October 10, 2016, and a “Structural Design Fee- Task Breakdown” spreadsheet dated June 14, 2016. In addition, Selectman Simon distributed copies of a memo he drafted to the Board dated November 1, 2016, regarding BFRT rail trail parking availability.

Ms. Suedmeyer stated a lot of progress has been made in recent months, which will be summarized tonight. She also stated the hope is to solicit input from the Board regarding identification of parking locations on the trail corridor and for alternative routes to consider. Ms. Suedmeyer stated there is also a contract amendment request from VHB, which will be considered for approval at another time.

Ms. Lenhardt stated the ANRAD was prepared and submitted to the Conservation Commission and a field walk was held. She noted ANRAD approval may be issued at the next Commission meeting on November 7, 2016, and she also noted the recent drought conditions have impacted some of the work for the Commission. Ms. Lenhardt stated traffic analysis has begun and VHB has looked at parking options during the fall sports season. She also stated they have done some work on sight distances at crossings, and they have looked at alignments based on wetlands’ information received from meetings with the Conservation Commission. She noted a Public Project Information Meeting is scheduled for November 16, 2016, and it is hoped to receive more public input and to discuss alignment.

Ms. Suedmeyer stated the VHB contract included analysis of one alternative alignment, but comments from previous public meetings have suggested two others to be considered. She stated it might be better to delay the alternative analysis, noting she has asked Ms. Lenhardt how this might impact the project schedule. Ms. Lenhardt stated VHB would like clarification regarding what location(s) should be considered. Ms. Suedmeyer stated VHB will not be asked to initiate alternative route analysis yet.

Vice-Chairman Woodard asked if the alternative route analysis will be shared first with the Board. Ms. Suedmeyer stated this could be done, if it is the Board’s preference. Vice-Chairman Woodard suggested the Board should be part of the solicitation of public input, and the Board concurred.

Vice-Chairman Woodard referenced information noting the 25% design should be completed by August 2017. Ms. Lenhardt stated this appears to be accurate based on the Department of Transportation (DOT). Vice-Chairman Woodard asked how much time was lost due to the Abrams’ lawsuit and how that situation occurred. Ms. Lenhardt provided some background about the Notice of Intent application, the Order of Conditions issued by the Conservation Commission and the appeals which occurred. She estimated that one year was lost due to the lawsuit, which challenged an order of conditions written and issued by the Conservation Commission.

Selectman Simon stated the next agenda item tonight is to vote on a Community Preservation Act request for funding for the BFRT 75% design. He asked how soon the 75% design could commence after completion of the 25% design. Ms. Lenhardt stated it is usually ten days after the Public Hearing. Selectman Simon asked if there was an estimated cost for the 75% design. Ms. Lenhardt stated it is a bit early for an estimate because there are challenging factors needing to be addressed. Ms. Suedmeyer stated a preliminary cost estimate was prepared based on a worst-case scenario, which is approximately \$480,000. In response to a few questions from Selectman Simon, Ms. Lenhardt explained the cost could range from over \$200,000 to up to \$480,000 depending on how much structural work is included for items such as bridges and crossings.

Selectman Haarde asked what the timeframe is for discussions on different design options. Ms. Lenhardt stated they could occur this month, if so requested. In response to a question from the Board, Ms. Lenhardt stated there are challenges with wetlands, and options will need to be assessed.

Selectman Brown asked how many discussions VHB has had with the Conservation Commission regarding alignment issues. Ms. Lenhardt stated they have been trying to coordinate a meeting for a preliminary discussion. Selectman Brown asked that the Board be kept abreast of any significant changes to the cost estimate provided for the 75% design.

Vice-Chairman Woodard suggested having maps available for the Board when it has the discussion regarding alternative routes could be very helpful.

Selectman Simon asked if the 25% design could still continue and be submitted to the DOT, if the ANRAD decision were to be appealed. Ms. Lenhardt stated VHB could continue the work as long as the Town wishes the project to go forward.

Selectman Simon suggested it would be important to ask residents for ideas regarding alternative routes at the November 16, 2016 meeting to be considered and to help inform the Board. Chairman Iuliano stated there is not a firm deadline for Nov. 16th to receive alternative route options. Ms. Suedmeyer stated that, at some point, there will need to be a deadline to receive this information so as not to negatively impact the project schedule. Selectman Simon stated he believes it is important to make it clear for residents with a date certain by which alternative routes need to be submitted.

Selectman Brown stated she asked in June for a schedule of VHB public meetings in order to set aside dates. She believes there has not been enough notice given for upcoming meetings for people to arrange their schedules accordingly. Ms. Suedmeyer stated they are working to improve this, and she hopes to identify a series of dates for the team to review and to be shared with the Board, which then could be promoted five or six weeks in advance. However, Ms. Suedmeyer highlighted this is sometimes dependent on project progress actually made. She also stated the preliminary alignment information will be available on the Town website and in the Planning Office.

Selectman Brown stated there are seven bridge crossings, and the Pantry Brook trestle was destroyed and needs to be rebuilt. She asked how Pantry Brook would affect costs. Ms. Suedmeyer stated this work is the primary focus of the contract amendment to be reviewed at a later date. Chairman Iuliano clarified there are two contract amendments totaling approximately \$21,000.

In response to a question from Chairman Iuliano regarding funding for FY18, Ms. Lenhardt estimated that in August 2017 the Town could start its 75% design, which she described as closer to a 90% design by DOT. She anticipated the 75% design process to take approximately six to nine months.

Vice-Chairman Woodard reviewed that \$480,000 appears to be needed for FY18, and that \$150,000 was already appropriated for FY17 for the 75% design, leaving a balance of \$330,000 needed for FY18.

Selectman Simon suggested VHB should hold a meeting in December as a deadline for alternative alignments routes to be submitted. He also suggested allowing submissions online or at the Planning Office for anyone unable to attend the meeting. Selectman Simon asked how long the other two alternative routes mentioned in previous public meetings were. Ms. Lenhardt stated the Station to Hudson Road route is possibly more than a mile, and she estimated the Morse Road to Haynes Road is approximately one mile. Selectman Simon stated he has concerns that DOT would not consider either route seriously because they present such a large modification to the alignment.

Selectman Simon stated he had concerns regarding the traffic study. He referenced the Scope of Services Attachment A Section C4h of the VHB contract, and he asked why the Town should have to fund the traffic study. Ms. Suedmeyer referenced her version of the contract and clarified that the Town was to provide

traffic counts for VHB. She stated she spoke with Police Chief Nix regarding traffic counters. Ms. Suedmeyer explained the contract amendment for the traffic study is approximately for \$3,500, and the balance of the total for the contract amendments of \$21,000 is to rebuild the Pantry Brook trestle.

Selectman Simon asked if a modification from the right-of-way is anticipated from the ANRAD work done to date. Ms. Lenhardt stated she anticipates reaching agreement with the Conservation Commission regarding boundaries, and she is not sure if the Commission will issue conditions. She noted the current drought conditions, and she stated she is unsure if they will have the stream and vernal pool information by March 2017. Ms. Suedmeyer stated it may be that assumptions will need to be made at that time. Selectman Simon encouraged VHB to work closely with the Conservation Commission, as called for in the contract.

Selectman Simon asked if, at this time, VHB foresees any reason, notwithstanding wetlands, to modify the alignment from the right-of-way. Ms. Lenhardt stated she does not see any reason, but she noted there are challenging areas of wetlands.

Selectman Brown asked for information from presentations given at previous public meetings to be put back on the website. Ms. Suedmeyer stated she would follow-up on this. Selectman Brown stated she is aware of routes being altered from the right-of-way because they encroached on businesses. She referred to Selectman Simon's memo on parking, which suggests a few commercial areas to be used. Selectman Brown stated it should not be assumed that commercial property owners will give permission for parking on their property for a number of reasons. She also stated that former consultants stated Featherland should not be considered because it is used for parking overflow for the High School.

In response to a question from Selectman Simon, Ms. Lenhardt stated they have looked at Featherland, Davis and Parkinson Fields for parking options. Selectman Simon noted there is public parking available behind Town Hall. He also noted much of rail-trail use is on weekends and holidays, when it could possibly be coordinated with commercial properties. Selectman Simon emphasized public parking should be available for all recreation-users on a first-come, first-served basis, even if it is near ball fields.

Chairman Iuliano suggested concluding this discussion and moving to the next agenda item, since it is related to this discussion, and the Board concurred.

Community Preservation Committee- Request for Bruce Freeman Rail Trail Design Funding Proposal

Chairman Iuliano opened a discussion regarding submitting a Community Preservation Committee (CPC) project request for funds for the Bruce Freeman Rail Trail (BFRT) 75% Design.

Vice-Chairman Woodard suggested a motion to submit a project funding request to the CPC for a FY18 appropriation to complete the BFRT 75% design for \$330,000, which was seconded.

Selectman Brown asked who would submit the project request to the CPC. Chairman Iuliano stated this could be discussed at a later time.

Ms. Suedmeyer asked if any flexibility could be built into the request for further 25% design funding, if needed.

Selectman Brown read aloud last year's Town Meeting article for \$150,000, which was appropriated for the 75% BFRT design.

Vice-Chairman Woodard amended his motion to submit a project funding request for \$330,000 to the CPC for a FY18 appropriation for design of the BFRT, which was seconded. He also asked VHB to advise the Board promptly if it believes more funds are needed to complete the 25% design. Vice-Chairman Woodard suggested a Town Meeting article could later be amended if some funds are needed to be used for the 25% design. He emphasized funding should not hold up the project.

It was on motion unanimously

VOTED: To initiate and submit a Community Preservation Committee FY18 funding request for \$330,000 for the design of the Bruce Freeman Rail Trail.

Draft Budget Calendar – Discussion

At 9:13 p.m., Chairman Iuliano opened a discussion regarding the FY18 draft Budget Calendar. The Board was previously in receipt of copies of a “Draft Preliminary Budget Hearings Calendar.” In addition, copies of the Board of Selectmen Meeting Schedule for 2017 were distributed tonight.

Chairman Iuliano stated the Finance Committee is considering the possibility of an operating override budget to be submitted for FY18 at the May 2017 Town Meeting. She explained that, if this is the case, the Selectmen will need to decide whether to place the Proposition 2 ½ override ballot question on the March Town Election Warrant, and thereby, accelerate the budget schedule. Chairman Iuliano stated the Budget Strategies Task Force discussed this issue at its October 21st Meeting, and the draft Budget Calendar in tonight’s agenda packets reflects the process required to meet the February 20, 2017 date for submission of the Warrant for the March Town Election. Given that February 20, 2017 is a holiday, the Board would need to meet the week before to meet the Warrant deadline.

Finance Committee Chair Susan Berry suggested the Finance Committee should also be at the meeting to decide on the Warrant for the Town Election. The consensus of the Board of Selectmen was that a meeting should be targeted for February 15, 2017 to facilitate the Warrant budget process for the Town Election.

Chairman Iuliano also highlighted February 28, 2017 and March 6, 2017 have been targeted for Joint Meetings with the Finance Committee to prepare for the May 2017 Town Meeting to review the Community Preservation Act articles and capital-related articles. She also noted the Budget Strategies Task Force will consult further with its respective cost center representatives and then discuss this matter again at its November 10, 2016 Meeting, in order to provide the Selectmen with feedback. The Selectmen will then discuss the scheduling for an Election on their November 15, 2016 agenda.

Community Preservation Committee Funding Proposal - Wayside Inn – Conservation Restriction Offer - Discussion

At 9:20 p.m., Chairman Iuliano opened a discussion regarding submitting a Community Preservation Committee (CPC) project request for funds for a Conservation Restriction Offer from the Wayside Inn Board of Trustees.

Vice-Chairman Woodard stated the draft Conservation Restriction (CR) language was reviewed and revised by all relevant parties and counsels during the summer. He and Chairman Iuliano clarified the CR details are still under discussion in Executive Sessions. Vice-Chairman Woodard noted a price has not yet been agreed upon because additional appraisal work had to be done regarding soil compatibility for development. He stated the additional appraisal information is anticipated the week prior to Thanksgiving,

and it will likely be discussed in December meetings and with the Sudbury Valley Trustees (SVT) to determine a price.

Vice-Chairman Woodard stated funding for this project would likely be a combination of Community Preservation Act funds, fundraising by SVT and an override by the Town for bonding. He noted the CPC project submission deadline is November 7, 2016. Vice-Chairman Woodard recommended that the Town or the Wayside Inn should submit a placeholder project funding request to the CPC before the deadline.

Chairman Iuliano asked how much the CPC recommended for approval last year. Selectman Brown stated the CPC approved bonding for this project of \$1 million.

Chairman Iuliano suggested the Board should defer to Vice-Chairman Woodard and Town Manager Rodrigues to work with the Wayside Inn Trustees to submit a request. Selectman Brown urged Vice-Chairman Woodard to work with Director of Planning and Community Development Meaghan Donoghue and CPC Chairman Chris Morely to be sure the CPC has adequate information when it deliberates project submissions at its Public Hearings.

In response to a few questions from the Board, Ms. Donoghue referenced last year's CPC request for this project, noting the amount was "TBD" and the submission was from the Wayside Inn Trustees,

Selectman Haarde asked if the Wayside Inn Trustees can go straight to the CPC to request funding, and he was told they could.

It was on motion unanimously

VOTED: To authorize the Town Manager to submit a Community Preservation Committee FY18 funding request submission for a Wayside Inn Conservation Restriction by the November 7, 2016 deadline, if the Wayside Inn Trustees prefer the Town to do so.

Later in the Meeting, Selectman Simon urged Vice-Chairman Woodard and Assistant Town Manager Bilodeau to remind the Town Manager, when she returns from vacation, to be sure the CPC project funding requests are submitted prior to the November 7th deadline.

Board of Selectmen's Newsletter - Discussion

At 9:31 p.m., Chairman Iuliano opened a discussion regarding a Board of Selectmen's Newsletter.

Vice-Chairman Woodard stated he looked at an example of a Lincoln's Selectmen's Newsletter, which he described to the Board. He suggested deciding on topics to include, assigning writers for four or five items, and he would proofread copy to eventually be approved by the Board for quarterly distribution.

Selectman Simon stated he thinks this a good idea, which he endorses. He believes it could be useful to residents to know what the Town's policy makers are working on and thinking about.

Chairman Iuliano stated the Board should check the proposed process with Town Counsel to be sure the information is issued correctly.

Selectman Brown asked if the articles would be written from the perspective of the Board or individual Selectmen, and she asked how long they would be and in what format. Vice-Chairman Woodard stated he assumed the articles would be written from the Board as a whole. He stated he will make suggestions for

topics, format and length as the first issue is prepared and review his thoughts with the Board at a future meeting.

Town Manager Evaluation Subcommittee - Discussion and Possible Vote

At 9:38 p.m., Chairman Iuliano opened a discussion regarding Board representatives for the Town Manager Evaluation Subcommittee. The Board was previously in receipt of a handout entitled, "Town of Sudbury Evaluation Process for the Town Manager Approved 4/5/16."

Chairman Iuliano explained Selectmen Simon and Brown were chosen at the Board's last Meeting to represent the Board on the Town Manager Evaluation Subcommittee. However, Selectman Simon has since decided that, in order to have a well-functioning subcommittee, he should either be replaced or serve with an alternative Selectman. Selectman Simon stated he is open to either option. Chairman Iuliano stated she would be willing to serve, if no one else is interested in doing so.

Selectman Haarde also stated he would be willing to serve, if Chairman Iuliano has too many other commitments.

Selectman Brown stated she believes the purpose of the Subcommittee is important, and she is willing to work with whomever is on the Subcommittee.

Selectman Simon stated Chairman Iuliano works closely with the Town Manager, and it might make sense for her to fill the position.

Vice-Chairman Woodard stated the Chairman's plate is rather full, and he thinks it would be good if Selectman Haarde could serve.

It was on motion unanimously

VOTED: To remove Selectman Simon from serving on the Board of Selectmen's Town Manager Evaluation Subcommittee, and to designate Selectmen Haarde to serve in this capacity.

Citizens' Comments – Continuation

At 9:42 p.m., Chairman Iuliano recognized Sudbury resident Dan DePompei, 35 Haynes Road.

Mr. DePompei stated he believes the Town is creating its own problems regarding the rail trail design. He stated he attended the Conservation Commission's ANRAD meeting, but the alternative route proposed in the contract was not presented. Mr. DePompei stated previous studies recommend alternate routes be considered and the State's Wetlands' Protection Act also states alternative routes should be evaluated. He believes the 25% design cannot be adequately finished without knowing the route alignment. Mr. DePompei also stated other trails have gone off of the State's right-of-way.

At 9:48 p.m., Chairman Iuliano recognized Sudbury resident Dick Williamson, 21 Pendleton Road.

Mr. Williamson reminded the Board that the first \$58,000 for parking and traffic assessments were provided as a donation from the Friends of the Bruce Freeman Rail Trail. He stated parking at Featherland will be controversial, and a path would be needed from the trail to the Field. Mr. Williamson urged the Board

to not miss another Metropolitan Planning Organization deadline to get this project on the State's Transportation Improvement Plan (TIP) list. He also emphasized that alternate alignments need to be safe for all users on a shared-use path. Mr. Williamson stated he hopes Sudbury does not repeat the same process delays as were experienced in Concord.

Future Board of Selectmen Agenda Items - Discussion

At 9:56 p.m., Chairman Iuliano opened a discussion regarding future agenda items.

Selectman Brown suggested the Board should discuss at a future meeting how to get the BFRT Task Force moving. She also suggested discussing the need for a Records Access Officer for the new Public Records law. Assistant Town Manager Bilodeau stated these State regulations have not yet been released. It was noted Frost Farm may be discussed at the Board's November 15, 2016 Meeting.

Selectman Simon asked to discuss at a future meeting sign boards in the Route 20 business district.

Holder's of Restaurant and Club Alcoholic Beverages Licenses - Serving Hour Extension – Bullfinch's and Lavender

It was on motion unanimously

VOTED: To approve a one-hour extension of the licensed closing hour and the serving of alcoholic beverages for licensees who make application, in advance to the Town Manager's Office: Bullfinch's, 730 Boston Post Road, and for Lavender, 519A Boston Post Road, (1:00 a.m. to 2:00 a.m.) on Wednesday November 23, 2016, (Thanksgiving Eve) and Saturday, December 31, 2016 (New Year's Eve) on the condition that the kitchen remains open and food is served. Following the close of the full menu, licensees must provide, at a minimum, five (5) assorted items up until thirty (30) minutes before closing

Election Officers - Appointments

It was on motion unanimously

VOTED: To appoint unenrolled registered voter, Linda Wallace of 15 Hilltop Road and Myisha S. Majumder of 18 Tavern Circle, student, 17 years of age, both of Sudbury, as Election Officers for terms to expire on August 14, 2017, as recommended by the Town Clerk.

September 11 Memorial Garden Oversight Committee - Appointment

It was on motion unanimously

VOTED: To appoint Heather Halsey, 19 Sylvan Way, and Deborah Gordenstein, 208 Marlboro Road, to the September 11 Memorial Garden Oversight Committee, for a term ending May 31, 2019, as recommended by Beth Farrell, Committee Chair.

Park & Recreation Halloween 5K - Donation

It was on motion unanimously

VOTED: To accept, on behalf of the Town, a \$250 donation from *Launch Watertown* to the Program Contributions and Donations Account, to support the Park & Recreation Halloween 5K, as requested by

Kayla McNamara, Director of Parks, Recreation and Aquatics, said funds to be expended under the direction of Kayla McNamara.

Minutes

Copies of revised draft Board of Selectmen Meeting Minutes for October 18, 2016 were distributed tonight along with notes of the edits made previously by Selectman Brown.

It was on motion unanimously

VOTED: To approve the Regular Session Meeting Minutes of October 18, 2016, as amended.

There being no further business, the meeting adjourned at 10:01 p.m.

Attest: _____
Maryanne Bilodeau
Assistant Town Manager-Clerk



Place: 322 Concord Road, Town Hall
Date: November 29, 2016

Notes Taken by: Tracie Lenhardt, P.E.

Meeting Notes

Project #: 12984.00

Re: Bruce Freeman Rail Trail
Public Charrette Meeting Notes

ATTENDEES

Tracie Lenhardt	Scott Brunner	Gene Crouch
Meagen Donaghue	Beth Suedmeyer	Raymond Parker
Amanda Quigley	Melanie Weaver	Mary Sue Nutt
Greg George	Carole Wolfe	Len Simon
Paul Cavicchio Jr.	Pat Brown	
Dan DePompei		

A public meeting was held on November 29 to provide a status update on the design of the future Bruce Freeman Rail Trail project. The meeting also solicited input from the citizens of Sudbury about the project. Beth Suedmeyer invited the public watching from home to e-mail their questions to pcd@Sudbury.ma.us to be answered later during the question and answer session. A brief presentation was given by Tracie Lenhardt discussing the project overall as well as the design status. Some highlights of the presentation included the following:

- The pre-design process including:
 - Data Collection
 - Environmental Constraints
 - Preliminary Structural Analysis
 - Parking Study
 - Roadway Crossings
- Two alternative routes were discussed (Union Station to Old Lancaster Rd and Morse Rd to Concord Rd to Haynes/Pantry Rd). The alternative that VHB is contracted to evaluate is Union Ave to Old Lancaster Rd. However, due to feedback received from the public, the Town of Sudbury may also consider amending the design contract to include examination of the Morse Rd to Concord Rd to Hayne/Pantry Rd alternative.
- Project design features such as typical path cross section, bridge and cattle crossings and historical elements were discussed. VHB will work with the Conservation Commission and the soon to be made Task Force to determine these design elements.

101 Walnut Street
Watertown, MA 02472
P 617.924.1770



After the presentation both Tracie Lenhardt and Beth Suedmeyer invited the public to ask questions and voice their concerns on the project. The follow items were discussed during the question and answer session:

- The typical cross section of the path was further discussed. It was explained that the typical section will include a 10-foot paved path with two-foot grassed shoulder on each side. However, this section would have to be examined in more detail in constrained areas (i.e. where there are wetland resource areas on both sides, at bridges or where existing side slopes are too steep). VHB and the Town will identify and examine these areas and work together to determine the best treatments at each location. Examples of solutions that could be implemented are boardwalks, narrowing of the path to an 8-foot minimum, providing walls and lowering the path to cut farther into the existing embankment.
- Signage at footpath crossings (private) will be placed based on a case by case examination of each crossing.
- There was a question on whether there was an agreement with the Town for horses to cross the path. Possible existing crossings will be researched based on record railroad VAL maps and property deeds.
- In discussing the path alternatives that would follow along roadways, the Acton Rail Trail was mentioned. It was described that the path ran beside the roadway which required many permanent easements and the taking of a building. It is understood that permanent easements would be required on multiple private properties should the final design implement one of the design alternatives. There is some concern about possible takings along private property.
- Examining the cross section that depicted cutting the existing embankment down – It was mentioned that the soil that would need to be removed is assumed to be contaminated. If this occurs as part of the design the goal would be to reuse as much of this material as possible by capping it according to best management practices. Excess material would need to be properly and legally disposed of off site.
- A question was asked about how much of the trail would likely require fencing or shrubbery. It is too early in the design to know for sure, but as a guess one-quarter to one-third of the project was mentioned.
- Right of way impacts, environmental impacts and impacts to trees will be considered while evaluating the design alternative(s) off of the rail corridor ROW. The Town is open to ideas. For instance, perhaps an evaluation of making Union Ave a 1-way road could be completed.
- School access will be a major factor in the design as Safe Routes to School are important to the Town and the State.
- Parking at Featherland Park will be evaluated. Also, the grading of the site will be assessed to see if a connection can be made to the BFRT.



Meeting Notes

Ref: 12984.00
November 29, 2016
Page 3

- There was concern over River Front impacts and how that would be handled. A question was asked about how other communities have dealt with similar projects and impacts. It was mentioned that River Front is just one of the important resources that will be impacted and will require mitigation. Projects like this cannot be permitted and cannot be built without properly and fully complying with environmental regulations. The project will abide by all regulations.
- Photos of the Acton Rail Trail were presented showing the Bridges at Nashoba Brook. Although, the bridges for the Sudbury BFRT will be much different in terms of location and context, the bridges will be reconstructed adjacent to resource areas and the design will need to be permitted accordingly.

After the formal question and answer session, the local TV broadcast was ended. People in attendance were asked to stay and ask questions to representatives of the Town and of VHB if they would like.

One idea that was mentioned pertained to the Safe Route to School initiative. It was mentioned that there is potential for a path connection to the ball fields located just north of Morse Rd off of Concord Rd. This connection could serve as a safe route to school as the Nixon School and Lincoln-Sudbury Regional High School are nearby.

101 Walnut Street
Watertown, MA 02472
P 617.924.1770

Sudbury Bruce Freeman Rail Trail Task Force
Minutes of Meeting Held 7 p.m., Tuesday, January 17, 2017, Town Hall
Approved February 2, 2017

Present: John Drobinski, Chairman; Dan Carty, Vice-Chairman; Charlie Russo, Clerk; Bob Schless, LeRoy Sievers; Lana Szwarc.

Also present: Maryanne Bilodeau (Assistant Town Manager); Beth Suedmeyer (Sudbury Town Environmental Planner); Tracie Lenhardt (VHB)

The meeting was called to order at 7:06PM.

Introductions

Members of the Task Force introduced themselves and when appropriate noted their membership on other Town groups.

Review of Mission Statement

Maryanne Bilodeau, Assistant Town Manager, reviewed the Mission Statement of the Task Force, as posted on the Town website.

Elections

Maryanne Bilodeau turned the meeting over to the Task Force to organize itself.

After discussion, Charlie Russo nominated John Drobinski as chairman, second by Bob Schless, unanimous vote in favor.

After discussion, Charlie Russo nominated Dan Carty as vice chairman, second by Bob Schless, unanimous vote in favor.

After discussion, Dan Carty nominated Charlie Russo as clerk, second by Bob Schless, unanimous vote in favor.

Scheduling

After discussion, the Task Force agreed to meet on the first and third Thursdays of each month at 7 p.m. and identified Feb. 2 and 16 and March 2 and 16 as the next dates to meet.

Beth Suedmeyer set a goal of producing a report with recommendations to the Board of Selectmen (BOS) by the end of March (for a March 21 BOS meeting).

Planning

Task Force members discussed how duplicating prior public outreach efforts – including four prior public hearings, abutter notifications, and Town staff meetings – may not be the best use of the Task Force's efforts. Instead, reviewing existing inputs to identify gaps, specific items of interest, or proactive outreach to relevant groups that may not have yet provided comments might be better. Beth Suedmeyer noted that some Town Department heads had discussed pertinent issues but might not have provided written comments. Task Force members suggested obtaining written comments from Town Departments, as well as proactive outreach to major town organizations (e.g., Chamber of Commerce, Council on Aging, Historical Society) and to resident populations that may be particularly interested (e.g., Frost Farm residences, abutters).

BFRT Overview

Tracie Lenhardt, Project Manager for design engineer VHB, gave an overview of the project. She highlighted two potential alternative routes (down Union Ave from Old Lancaster Road and down Concord Road from Haynes Road to Morse Road). She gave an overview of some challenging design issues, including the two bridge crossings and sections closest to wetlands.

The presentation outlined:

- Survey
- Wetland delineation
- Structures
- Traffic counts
- Parking
- Overview of project design, and design profiles of the pathway

Identified project challenges include:

- Wetlands adjacent to the rail bed in several locations
- Rivers/bridge crossings
- Cattle crossings

Lenhardt noted that design trade-offs will need to be evaluated. For example, a raised wooden boardwalk in some cases may reduce wetland impacts, but presents issues with maintenance and public safety/emergency access.

Potential alternative routes – one diverting from the rail bed at Old Lancaster Road to Union Avenue down to Route 20 terminus, the other diverting from the rail bed at Haynes Road to Concord Road to Morse road back to the rail bed – were shown.

Issues considered when discussing alternatives included: wetland impacts, safety access, abutter concerns, costs, intersection traffic /safety, and changes to vegetation/mature trees.

Lenhardt expressed greater concern about environmental issues for the stretch along Concord Road. Chairman Drobinksi noted that the Concord Road alternative seemed to be environmentally driven while the Union Ave alternative seemed more abutter/commercial property driven.

Dan Carty questioned how the alternative routes were identified, and Charlie Russo noted that each of the alternatives diverted around one of the two stream crossings.

Task Force members requested a graphic depicting the “challenge areas” on a map.

Task Force members discussed the best means to obtain additional input, without repeating the efforts of prior public hearings or abutter/public outreach.

Public Comment

Dan Depompeii suggested that the Task Force explore additional alternatives beyond the two identified alternatives.

Carol Wolfe noted that sensitive environmental issues remain to be addressed.

Len Simon noted that it would be helpful to incorporate prior comment into Task Force findings and have VHB be present at public hearings so that any questions could be addressed as they are raised.

Next Steps

Task Force members expressed concern that they did not yet have enough knowledge of the project to adequately present to interested groups or solicit valuable feedback. For the February 2nd meeting, it was agreed that beginning with an informational meeting, with input from Fire and Police department heads and Conservation Agent, before planning outreach efforts, was a good next step.

Task Force members agreed to review available documents prior to the Feb. 2 meeting, when Fire and Police department heads and Conservation Agent will be asked to attend to provide their input.

Beth Suedmeyer to distribute existing comments and responses to Task Force members ahead of next meeting. She will also reach out to boards/committees/interest groups to see when next meetings will be held and determine if it is possible for the BFRT and Task Force members to have time on the agenda or whether their committee members might attend a Task Force meeting.

Task Force requests:

- Copies of existing comments/responses from prior public hearings
- An updated map showing "challenge" locations
- An abutters list to help identify "targets" for outreach?

Items Distributed at this meeting:

- Agenda
- BFRT Design Task Force Mission Statement and Information from BOS
- Email Communications Policy
- Code of Conduct for Committees
- BFRT Presentation to CPC on Dec. 21, 2016 (as background information)

The meeting adjourned at 8:40.

Sudbury Bruce Freeman Rail Trail Task Force
Minutes of Meeting Held 7 p.m., Thursday, February 2, 2017, Town Hall
Approved February 16, 2017

Present: Daniel Carty, John Drobinski, Robert Schless, LeRoy Sievers, Lana Szwarc, Robert Beagan

Absent: Charles Russo

Also In attendance: Beth Suedmeyer, Sudbury Planning Department; William Miles, Sudbury Fire Chief; William O'Rourke, Deputy Director, Sudbury DPW; William DeSantis, Tracie Lenhardt, VHB

7:09 PM – Meeting called to order by Chairman Drobinski

7:15 Chief Miles comments and discussions:

- Sudbury has no rail trail so no hands on experience
- He has reached out to other towns to get their opinions and hear their experiences with both paved and unpaved trails. He specified speaking to staff in Lexington MA and Bedford MA
- He senses a tug-of-war between the Fire Department, Conservationists, and those that want to pave the trail
- From a public safety standpoint if we are to build a trail the Fire Department would like to see it paved and wide enough for an ambulance
- Non-paved trail would require ATV calls out of Station 2 (Route 20), requiring more time to retrieve the ATV and get to the destination on the trail than it would to dispatch an ambulance
- Ambulance is a 9' 2" wide mirror-to-mirror, 17,000 lbs. fully loaded, 10' tall and is equipped with paramedic level with life support equipment. Trail design should take this into consideration
- Chief Miles stated that he does not want the Town to forget about this meeting; If a narrow path is built he wants to make sure that his concerns about the slower response times via ATV on the narrow/unpaved path are understood
- Problem isn't necessarily the ATV itself but rather the time it take to retrieve it from Station 2 on Route 20
- Incidents with multiple patients would require a mutual aid call to neighboring towns if a narrow path is built. ATV can carry one patient and some medical equipment but would not have life support equipment on board
- He would be Ok with locked gates along the trail; Town uses Knox Boxes and could weld one right to the gates much like at other locations in Town
- Chief Miles commented that he had not seen any alternative routes. Alternative routes identified to date were shown on screen
- Committee discussed protective barrier options along side of Union Street if we were to go with alternative route
- Robert Beaton asked Chief Miles if he had data form other towns regarding the number of calls related to rail trails Chief Miles responded that no he did not
- The Committee thanked Chief Miles for attending

7:32PM William O'Rourke comments and discussion:

- Has concern that non-paved (dense gravel) paths erode leading to increased maintenance
- Voiced concern with boardwalks through wetlands and their inherent maintenance needs. Also questioned whether they would be rated for a fire truck or ambulance and stated they are subject to damage by fallen trees.
- He would recommend a concrete path
- William DeSantis (VHB) spoke re: boardwalk construction. They have a 50 year design life, would support an ambulance, and are "H10" rated. Mr. Carty asked for clarification of the term H10 rated. Mr. DeSantis stated that it essentially means it can support a 10-wheeled vehicle.
- Mr. O'Rourke asked if Town planned on plowing the path. If unplowed it would allow for skiing but could elevate risk for rescues. If plowed, there would be additional expense.
- Mr. O'Rourke also stated that he felt the culverts along the either at or close to end-of-life. He'd like to see them all inspected and if necessary repaired/replaced.
- Mr. DeSantis stated there are pros and cons to plowing. If paved in winter it may invite cyclists to ride but they could experience unsafe icy conditions
- Committee engaged in a discussion about the intent of the trail in winter – plow or no plow, bike or ski. No decision made but topic was noted for further discussion at a later time.
- Len Simon, Meadowbrook Circle was recognized by Chair at which point he asked about DPW spring and fall seasonal maintenance needs. Mr. O'Rourke stated that a truck would travel up and down the path to clear brush, perhaps utilize a sidewalk sweeper, blowers, chain saws for fallen trees, etc. Mr. Simon asked about cost and Mr. O'Rourke replied the cost would be minimal
- The Committee thanked Mr. O'Rourke for attending

7:41PM – Roadway crossings reviewed

- Preliminary plans were distributed to Committee showing roadway crossings along route
- Ms. Lenhardt from VHB began stepping through crossings
- Sheet 1 – Narrow driveway and restricted parking along crosswalk near Methods Machine. Town needs clarification that Methods have legal right to park where they currently do. All crossings along path will be setup in such a way that those on path should yield at crossings; they will not have the right of way. Ms. Suedmeyer stated that they have received comments from Methods Machine. Mr. DeSantis stated that vegetation removal may be required at this site to assure good sight lines
- Codger Lane crossing reviewed next. Ms. Lenhardt stated that a meeting with Cavicchio's was needed. Ms. Suedmeyer stated that screening and/or vegetation would likely be required to keep people on trail and off of farm property
- Old Lancaster Road crossing – will have push-button activated crosswalk with beacon. Beacon will only be on when activated
- Hudson Road crossing – Ms. Lenhardt stated this intersection warrants a pedestrian signal and crosswalk. Would like to see the Ti Sales driveway pushed over a bit. Driveway currently is in

the right-of-way. This crossing would have a HAWK high intensity crosswalk beacon mounted on an overhead mast arm. Committee questioned whether this would present an aesthetic issue in the historic Town Center. Ms. Szwarc stated it would be helpful to have a barrier at this intersection to prevent drivers from driving up onto path in order to get around traffic. Mr. Carty asked how this crossing may have to change if Sudbury Station development goes forward. Ms. Lenhardt said she did not have the supporting data but that it would most likely warrant a full traffic signal.

- Morse Road – similar crossing to Codjer Lane. Ms. Lenhardt stated this would likely require removal of vegetation to improve sight lines. Committee stated concerns with traffic coming around the bend and down the hill on Morse towards the crossing and that having signage up the hill towards the horse farm may help slow drivers. Discussion had regarding a bollards to stop cyclists. Mr. DeSantis recommended no bollards for cyclist safety. Ms. Lenhardt showed pictures of splits integrated into crossing to slow and guide cyclists. Discussion about a change of paving materials also to help guide and slow cyclists. Ms. Lenhardt stated that all crossings would have signage on trail 75 to 100 feet in advance of crossings
- Haynes Road – Will have flashing beacon at cross that will be dark unless activated
- Pantry Road – Ms. Lenhardt stated this was the trickiest crossing on entire trail. Wetlands on all sides, retaining walls would be needed abutting the wetlands. Chief Miles stated his concern of his trucks making the turn along the tight radius of this crossing. He felt it warranted an alternative design, perhaps a gate.
- North Road/Rt 117 – Will have a full pedestrian crosswalk with HAWK system mounted on overhead mast arm. This is the heaviest traffic crossing along trail. Committee discussed extra treatment warranted to slow cyclists down and perhaps mimicking the crossing design at Pantry Road. Mr. O'Rourke questioned the cycle time of the light – would pedestrians be able to continually activate the lights. Mr. DeSantis stated that the systems are designed to prevent continuous pedestrian activation. Mr. Drobinsky asked about the possibility of a tunnel at this crossing. Mr. Beaton asked about parking at Davis Field and how the Park and Rec department was looking at other projects at Davis and would like to know how this may impact them. Ms. Lenhardt mentioned that the Concord trail ends at Powder Mill Road. Ms. Suedmeyer stated that construction of the final ¼ mile in Concord would likely occur at the same time the Sudbury section is constructed. The Concord project that will start construction will cease at Powdermill Road – the design is complete for the final Concord section but it is not being constructed at this time. Chief Miles stated that the Town Center intersection has an Opticon system where fire trucks can control the lights. He would like to see the HAWK systems at Peakham/Hudson and North Road/117 crossings on the same system due to proximity of both to Fire Stations.
- Driveway on page 9 – simple crossing, minimal discussion

8:35PM – Alternative Routes and Environment Constraints Maps

- Ms. Suedmeyer suggested that in the interest of time a detailed discussion and decisions about alternative routes be tabled. This may also allow for Conservation Commission comments to become available.

- Ms. Suedmeyer mentioned that Ms. Lenhardt has updated the maps with challenge areas highlighted.
- Mr. Drobinsky asked if mitigation is something to consider for challenge areas. Ms. Lenhardt responded yes. Ms. Suedmeyer stated that if we impact wetlands we would have to replicate wetlands elsewhere.
- Ms. Lenhardt displayed slides showing alternative routes along roadways and stated that an extension (widening) of the roads would be needed.
- Mr. Carty asked about the state of the railroad bridge over Hop Brook and is the Union Ave. alternative being considered due to a poor state of the bridge - Ms. Lenhardt stated the bridge over Hop Brook is fine. There are no anticipated impacts to wetlands in the southern section. Ms. Suedmeyer said the Town does not currently know exactly where Union Road fits in relation to the right of way and that a survey would be required.
- The Committee asked VHB to develop a better comparison of the alternatives with swags at the cost for the alternatives. Examples of level of detail requested included the examples of "Alternative 1 – 2 bridges, 10 right of way easements/abutters, Alternative 2 – zero bridges, 20 right-of-way easements/ abutters".
- Mr. Carty raised question of abutter easement permission for roadway alternatives and Ms. Szwarc recalled 100% permission to grant sidewalk building; need to confirm.
- Ms. Suedmeyer stated that Concord Road, Haynes Road, Morse Road, Old Lancaster Road, Pantry Road, and Peakham Road were considered scenic roadways. She added that Alternative Route #3 that cuts between Union Avenue and the tracks go through conservation land and the Conservation Commission would have to comment if it was even a permissible use.

9:10PM – Outreach activities

- Ms. Suedmeyer shared dates for various committee meetings: Park & Rec Feb 27 6:30 pm, Council on Aging Mar 9 3pm, Board of Health Feb 14 4pm and Mar 14 4pm, Historic Districts Commission Feb 16 (joint meeting with BFRT Committee), LSHS Feb 14, Feb 28, and Mar 14, SPS Feb 15, March 8. She stated that she needed to follow up with Energy and Sustainability and that she learned that the Frost Farm housing is not affiliated with the Town of Sudbury. She can reach out to the property management regarding comments.
- Mr. Beagen would discuss with Park & Rec, Mr. Carty with Planning Board and Chamber of Commerce. CPC to be handled by existing committee membership. Ms. Suedmeyer mentioned doing direct mailing to abutters. Agricultural Commission requires follow up.
- Committee discussed the abutter letters to be mailed. Ms. Suedmeyer mentioned that two letters would go out, one to abutters of primary path and a second letter to abutters on alternative paths. It was decided abutters would be invited in for discussion at the March 2 meeting.

Approx. 9:20PM – Chairman Drobinsky called for motion to close meeting. Motion made, seconded, unanimously approved.

Bruce Freeman Rail Trail Design Task Force Meeting Minutes of February 16, 2017

(Minutes approved on March 29, 2017)

7 p.m., Silva Conference Room, Flynn Building

Present: Daniel Carty, Robert Schless, LeRoy Sievers, Charles Russo

Call in via phone: Lana Szwarc

Absent: John Drobinski, Robert Beagan

In attendance: Beth Suedmeyer, Sudbury Planning Department; Tracie Lenhardt, VHB

Meeting called to order at 7:07 p.m. by Vice Chairman Carty

Discussion of Comments Received and Past Documents

- Acknowledgement of receipt of written comments from Fire Chief and Conservation Agent
 - Brief discussion of conservation issues and coordination to date
 - LeRoy Sievers questioned whether a gravel or stone dust surface option might be considered. Beth Suedmeyer noted there are pros and cons to that surface material, but that most department heads support a paved surface.
- Question whether commenters from the 2007 Report had been contacted. Beth Suedmeyer verified outreach is underway.

Alternatives Discussion

Wetlands matrix

- Overview of maps and matrices from Tracie Lenhardt, VHB Engineer, identifying challenge areas
- Clarification about different widths and treatments of path, including shoulder discussion, MassDOT requirements
- Clarification about size of temporary vs. permanent wetland impact
- Discussion of pervious v. impervious surfaces
- Beth Suedmeyer noted that if more than 5,000 square feet of bvw alteration is proposed, MassDEP must also permit/approve a variance for the project, including MEPA Environmental Notification Form (ENF) and Environmental Impact Report (EIR)
- Question about vegetation removal
- Question about where mitigation might occur – T. Lenhardt noted as close as possible to affected site (adjacent or alongside)
- Questions about ownership around the right-of-way and whether ROW offers sufficient area for mitigation/restoration to occur within the ROW

- Beth Suedmeyer noted that many of today's wetlands may have grown out of drainage ditches created by the railroad, so wetland replication would similar to artificial wetland creation by railroads
- LeRoy Sievers questioned whether historic maps might help restore wetlands to pre-railroad locations

Alternatives Matrix

- Comparison of raw number rankings from various Alternatives
- Brief discussion of routes, new route #3 off Union through town-owned conservation land
- Discussion of floodplain impacts
- Question about cost estimates other than construction; no numbers for Sudbury alternative costs have been estimated yet. Lana Szwarc noted that no right-of-way compensation numbers under consideration, questioned how any any takings or easements would be paid for. Beth Suedmeyer explained that design costs are responsibility of the town, construction costs would be paid for with state/federal money, and that right-of-way takings/easement costs would be the responsibility of the town.
- Discussion about how adding an on-road 14-foot path in some places could take up half of a resident's yard.
- Question about how Alternative #2 (Concord Road diversion) was added; it will divert around Pantry Brook but not avoid "challenge" areas. Beth Suedmeyer explained it was added as a result of a direct suggestion from a resident at a previous public information meeting.
- Pantry Brook: dislodged abutment needs to be fixed anyway, so potentially is mitigation, also a note that even if on-road alternative is chosen, stream crossings would still be necessary (even if just widening of road).
- Old farm road on Wolfe farm property paralleling Concord Road may be another option for crossing Pantry Brook. But this would need to be investigated.

Next Steps for Task Force

- Future public outreach
 - March 14 date set for close of comment period to BFRT Task Force regarding 25% design
 - Abutter meeting with notices set for Thursday March 2, 2017, as part of BFRT Task Force meeting
 - Public information meeting set for 7 p.m. Thursday, March 9, 2017, at Town Hall
 - Lana Szwarc noted that additional posting on OneSudbury Facebook group, town website, etc. would help.
- Review of planned Town Boards/Departments/Organizations Outreach Activities and Schedule
 - Planning Board: 2/22, Dan Carty will represent
 - Chamber of Commerce: tbd, Dan Carty working on it
 - Conservation Commission: 3/13, Beth and Tracie to attend
 - Parks & Rec: 2/27, Bobby to address
 - Council on Aging: March 9
 - Board of Health: was attended 2/14
 - Historical District: to attend BFRT meeting of 3/2
 - Abutters: to attend BFRT meeting of 3/2
 - Schools: tbd
 - Agricultural Commission: tbd
 - Energy & Sustainability Commission: tbd
- Discussion of abutter letter and maps

- Copies of route abutter letter and alternative route abutter letter shared
- Confirm deadline of comments of March 14
- Note that incorrect date for abutter meeting of March 3, instead of March 2, included in one abutter letter
- Request to add a sentence explicitly explaining that those unable to attend meetings can still submit comments
- Public meeting on March 9
- Brief discussion of large land owners (Wolfes, Machine Methods, Cavicchio, Maurer) along the trail, need to engage with them to understand if/how trail might affect future land use. Beth Suedmeyer notes that some one-on-one abutter meetings are planned.
- Discussion of Report format for BOS Recommendation
 - Discussion about how some BFRT Task Force members will be out of town for future meetings; those out of town could call in to the meetings or view them via SudburyTv.org
 - Note that BFRT Task Force mission provides an outline of how to format report
 - Task Force members asked to submit potential outlines before next meeting (3/2/2017)
- Meeting Minutes from February 2, 2017, motion to approve by Bob Schless, second by Charlie Russo. 5-0 vote to approve.

Public Comment

- Carol Wolfe, Concord Road, questioned whether a resin composite surface might be considered among the recommendations to BOS. Discussion of whether the surface would be more costly or difficult to maintain. Task Force members unsure if that level of detail among potential surface types would be examined.

Motion to adjourn by Charlie Russo, second by Bob Schless, 5-0 vote to adjourn.

Next Scheduled Task Force Meeting Dates: March 2, March 9, March 16

Bruce Freeman Rail Trail Design Task Force Meeting Minutes of March 2, 2017

(Minutes approved on March 29, 2017)

7 p.m., Town Hall, Lower Level, 322 Concord Road, Sudbury, MA

Present: Daniel Carty, Charles Russo, Lana Szwarc, Robert Beagan (7:30)

Absent: Robert Schless, John Drobinski, LeRoy Sievers

Also attending: Beth Suedmeyer, Sudbury Planning Department; Tracie Lenhardt, VHB

BFRT Task Force Joint Meeting with Historic Districts Commission

Fred Taylor opened the Historic Districts Commission (HDC) meeting at 7:10 p.m. A quorum of BFRT Task Force members had not yet arrived, so BFRT TF members agreed to not open its meeting and to listen without deliberation until a quorum arrived.

HDC members in attendance: Fred Taylor, Frank Reipe, Lee Swanson, Linda Hawes, Bill Andreas.

Tracie Lenhardt gave a project overview presentation to the HDC, with a focus on roadway crossings and associated signage near the Historic District, and showed safety signage from similar projects. Ms. Lenhardt noted that she had worked on the Sudbury Town Center project and understood some of the HDC's concerns based on that experience. She explained that historic elements, such as whistle posts, would be retained as much as possible, and sometimes removed and replaced. She noted a siting constraint near Ti-Sales because of town drainage infrastructure.

Fred Taylor noted that the HDC could offer many comments on the project overall, but should focus its comments on the Hudson Road crossing. Much discussion focused around the mast arm sign on Hudson road, and whether appropriate safety signage could be accomplished without the mast arm. There was a discussion of mast arms versus post signs.

HDC members noted that the Town Center intersection project included an evaluation of what must be done versus what individuals wanted done. Concerns were raised about the size and scale of MassDOT's required signage; Ms. Lenhardt noted those standards had been reduced even since the Town Center project.

Fred Taylor that additional site-specific visuals would be helpful to HDC in future deliberations.

BFRT Design Project Presentation for Abutters

At 7:30 p.m., BFRT TF achieved a quorum and Vice Chairman Dan Carty opened its Public Abutter Meeting.

Nearly 50 public attendees were counted over the course of the meeting.

Beth Suedmeyer noted that no takings were planned for any of the alternative routes, only voluntary easements. Tracie Lenhardt provided another presentation giving an overview of the BFRT. She noted that the southern alternative would travel along the west side of Union Ave and the south side of Old Lancaster.

Bobby Beagan asked to clarify why the two alternatives under consideration were chosen. Beth Suedmeyer explained that VHB's contract called for consideration of the Union Ave. alternative and that early public meetings had identified the northerly Concord Road (Pantry Brook avoidance) route as another alternative. As environmental permitting will require alternatives analysis around the stream crossing (Pantry Brook and Hop Brook), the choice of which alternative route to examine was opened up.

At 7:53 p.m. the Public Comment meeting was opened.

Dan Carty noted that no final decisions had yet been made and no decisions were being made at this meeting, so its focus would be on receiving feedback from abutters.

Margaret Richard, 31 Haynes Road

Noted her house was 20 feet from the proposed route. Asked about screening along the property – huge concern, desire for screening. Beth Suedmeyer noted that screening, landscaping, fencing and related details are part of 75 percent design.

Tom Hollocher, 623 Concord Road

Noted an alternative bike route paralleling the road was a “spectacularly stupid” idea (most of attendees applauded) and that he did not approve of the alternative routes. Thought the informational mailing did not provide sufficient information.

Rosario Caltabiano, 216 Old Lancaster Road

Asked why the alternative routes were being considered (assumed environmental concerns and concerns of direct route abutters, but that was not made clear). Noted he would have appreciated more detail in the plans. Beth Suedmeyer noted that the amount of information made it difficult to include it all in a mailing, but the hope was that the map provided enough background to begin the discussion.

Christina Deignan, 200 Old Lancaster Road

Noted she was still unclear about the impact – which side of the road the alternative would travel down Old Lancaster Road, how the route would turn down Union, and that sidewalks or utility poles cover both sides. Tracie Lenhardt explained the route would travel down the non-sidewalk side. Deignan asked if that meant two pathways (a sidewalk and a bike path) would travel down either side of the road. Lenhardt confirmed yes, because this would eliminate a roadway crossing (instead of a more difficult double crossing at the intersection with Concord Road).

Barbara Krebs, 223 Old Lancaster Road

Noted he was an abutter of both the main rail bed route and the alternative route – doesn't think the alternative could fit down Old Lancaster without taking up everyone's yards.

Barb McDonald 17 Pantry Road – corner of Pantry and Haynes road.

Believes safety is a concern for the Concord Road alternative. There are two dangerous intersections around Haynes, and a steep drop off at the edge of the road. A "dangerous intersection" sign already exists. Main concern is the safety problem with Pantry Road. Is a supporter of the rail trail but wants it to run through the woods away from roads, off dangerous Pantry Road. With snowbanks and dangerous intersections adding a path would be very hazardous.

HEAD COUNT of Rail bed Abutters v. Alternate Route Abutters v. Both

At this point, BFRT TF members saw a trend within the audience and asked for a count of direct abutters of rail bed, alternate route abutters, and abutters of both routes. Count was 24 for main rail bed abutters, about the same for alternate route, slightly fewer for abutters to both corridors.

Chris Boland, 24 Haynes Road

Unlikely to grant an easement. Since the bridge abutment at Pantry Brook was destroyed by town work, believes town should file an insurance claim rather than have taxpayer pay for repair.

Michael Cunningham, 3 Wash Brook

Concerns about width. Confirmed that 10 foot wide, with 2 foot shoulder on each side is current plan. Believes 14 feet is plenty wide, concerns about going any wider.

Nicole Dettmann, 204 Old Lancaster Road

Many concerns. Calls the intersection of Old Lancaster/Union/Concord roads "the Bermuda triangle." To increase traffic would be a safety nightmare. Notes that septic is in the front yard of many homes on Old Lancaster Road, so easements will be a huge challenge.

Lisa Cavanaugh, 9 Codman Drive

Wanted clarification of which side of the road the Concord Road alternative would travel on Morse Road. Ms. Lenhardt clarified west side of Concord, north side of Morse, by baseball fields, opposite homes. Asked if sufficient space exists to fit next to the ballfields. Noted Morse and Concord crossing is a dangerous intersection. Noted she doesn't like rail trails

near schools or high traffic areas. How would easements work? Beth Suedmeyer noted easements from neighbors would be required.

Matt Shedd, 51 Morse Road

Abutter of both options. Has a small horse farm, no horses currently, but the rail trail would be a concern if horses were there. Concerns about trash, debris, traffic, congestion on the path. Cars come down Morse at a fast speed. Neither side of Morse road alternative is easy or good solution.

Dick Gariepy, 213 Old Lancaster Road

Four main concerns for rail trail users and abutters:

1. Especially concerned about Hudson intersection, suggests considering traffic light synchronization so public safety isn't inhibited, and narrowing of Peakham Road to exclude the right-hand turn lane
2. Similar concerns at Old Lancaster, which has become a cut through
3. Old Lancaster would have to be widened for DPW trucks, would wipe out yards service
4. Users & abutters – maintenance, plowing, cleaning, safety, trash

David Bauer, 627 Concord Road

Old home; probably 18 feet between the edge of the road and the television in his living room. Asked how is the project valuing the heritage of the old homes, old stone walls, scenic trees, etc., which may be at risk under the alternative. Doesn't see how the alternative could go down Concord Road without demolishing the stone walls, possibly homes, etc.

Svetlana Semenova, 49 Hunt Road

Concerns about arsenic, specifically, as well as other toxic chemicals within the soil along the rail bed. Will there be testing, before, during, or after construction? Has arsenic been found, has it been tested for, has it been found, has it been remediated? Any results from places where rail trails have been built? Has a yard and garden near the rail bed, children play nearby, and arsenic can travel quite far. Tracie Lenhardt said testing for contaminants does not typically happen before or after construction; construction assumes the presence of contaminations. Best management practice is to cap and pave. Amounts unknown.

Tom Hollocher, 623 Concord Road

Comment on number of driveways along Concord Road; owners would need to cross the rail trail to reach the road, trail would not be plowed. How many owners would it take denying easements to deny the project? If just one, you found one here.

Roger Nichols, 220 Old Lancaster Road

Confirmed easements would all have to be voluntary. The maps shows two large problems that do not seem to be solved by alternative routes. Goal was to avoid environmental issues raised by stream crossing. Old Lancaster has poles on both sides, and the accidents at the intersection.

John Murphy, 150 North Farm Road (Frost Farm Villages)

- Familiar with problems based on White Pond involvement
- Thinks rail trail users will be out-of-towners
- Big parking problem at Cummings Office Park
- Concerns about parking
- Concerns about dogs on the trail
- Concerns about dogs leaving the trail
- Concerns about trash
- Wants a fence to prohibit crossing through Frost Farm

Jim Nigrelli, 51 Penny Meadow Road

Noted a section in Chelmsford had contaminated soil, which added to the costs. Asked if there be clear cutting? Tracie Lenhardt said not necessarily a clear cut, anything outside the 14-foot ROW we try to minimize. Nigrelli asked if the clearing would have an environmental impact? It was noted that ConCom will evaluate this. Nigrelli called attention to previous studies and abutter surveys.

Steve Lanzendorf, 43 Hawes Road

Worried about parking, worried that Sudbury providing parking when other towns are not increases the burden on Sudbury disproportionately. Also noted a report from Sudbury town staff identifying how bike trails could be created on-road throughout town. Who identifies NHESP areas? Beth Suedmeyer noted that's a state listing and a consultation is required.

Ralph Tyler, 1 Deacon Lane

Wanted to re-affirm that Town voted at least 5 times to build the rail trail. Remembers seeing trains go by decades ago. Seems as though abutters have clearly said they will not provide easements. Believes the alternative routes are a distraction and focus should shift to details of rail bed design. Thinks it's a relief to have bikes going past instead of trains.

Greg George 39 Meadow Drive

Questions about markings on trees. Tracie Lenhardt stated no trees have been tagged for removal.

Patricia Caltabiano, 216 Old Lancaster Road

Concerns about accidents at Old Lancaster and Union/Concord – called 911 four times in a year. DPW trucks travel fast and intersection would be dangerous. Noted that Old Lancaster is a scenic road. Said water often pools in her the driveway, and the neighborhood is aware of underground streams that make the area very wet.

Chris Boland 24 Haynes Road

Confirmed the construction costs of \$7 million, paid mostly by state. Then why do we need town funding? Response was to pay for design, or some articles for the separate East-West Greenway were defeated several years prior. Has concerns about future costs for trail repair, special public safety equipment spending. How many local residents use the trail?

Dave Leger 33 Morse

Feels frustrated. Dislikes the Concord Road alternative – would it really be a rail trail if 50 percent went on to the road. Has never seen the opportunity to vote on the issue.

Roger Nichols 220 Old Lancaster Road

Worried about plowing and emergency services. Asked if scenic roads would require a tree study? Tracie Lenhardt: yes. Saving trees would affect path layout requiring more impact to yards.

Jim Nigrelli 51 Penny Meadow Road

Clarification on Town Meeting voting: ever an up or down vote on the trail, or just votes on funding for design? Some discussion about town funding votes and language of the votes.

Stephanie Dettmann, 204 Old Lancaster Road

Noted that not all bikers from Cambridge are bad. She uses public spaces in Cambridge and Boston and does not want to exclude people from Sudbury Rail Trail, just as she does not want to be excluded.

Eunice Garay, 29 Pantry Road

Bought a house in 2000. Thinks the rail trail would be nice. Doesn't understand why the alternate routes would be looked at. Knows people who opposed the rail trail in other towns, now they support it. Believes less=better than more in terms of infrastructure and amount of pavement, etc. Clarification that one owner who denies an easement can deny that route, but that the entire railroad corridor is owned by MassDOT and no abutters can deny an easement.

Dan DePompei, 35 Haynes Road

Comments via email that stresses the need to meet environmental standards and undergo alternatives analysis.

Margaret Richard, 31 Haynes

To clarify, property has natural drainage swale. Drainage problems along that side of the road. What will happen to that? There's a collapsed culvert. Beth Suedmeyer noted DPW wants a culvert study. Richard would prefer the schedule of trains rather than constant bikers.

Dave Leger 33 Morse Road

Votes from town appear to be for a rail trail only, not a 50-50 road and rail trail.

9:40 END OF ABUTTER COMMENT, OPENED TO NON-ABUTTERS

Dick Williamson, 21 Pendleton Road

1. Lots of BFRT studies on the Friends of BFRT website that provide experiences from other rail trails
2. Town is not tiring of the rail trail; been at it since 1988 and every town vote has supported it
3. Sees strong case against alternatives
4. Easements will probably not be granted, would cost probably millions of dollars, so probably not worth discussing alternatives further
5. Wildlife census has occurred, which identified stream crossings as critical environmental locations, which has led to the focus on alternative routes

Note that another Public forum is scheduled to occur March 9, 2017. Discussion of upcoming outreach efforts.

Further meeting agenda items tabled, meeting adjourned.



Meeting Notes

Place: 322 Concord Road, Town Hall
Date: March 9, 2017

Notes Taken by: VHB

Project #: 12984.00

Re: Bruce Freeman Rail Trail (BFRT)
Public Meeting
Meeting Notes

ATTENDEES

The public meeting was held on March 9, 2017 with the immediate abutters along the rail corridor and abutters to two roadway alternate routes: Alternate 1 (along Union St) and Alternative 2 (along Concord Rd). VHB made a quick presentation about the entire Bruce Freeman Rail Trail and details on the section in Sudbury, including trail rail typical sections, structures, other design considerations (boardwalk, retaining walls, reduced width), roadway crossings and Alternative Routes. Beth Suedmeyer mentioned that the Task Force comment period ends March 14, 2017.

Some comments from abutters and attendees are listed below:

- Has coordination with farm owners occurred? *Yes, and it is ongoing.*
- Concord Rd Alternative Route – Are property owners liable for a maintenance of path along the alternative routes?
- Question/concern about the path width in remote areas? What happens to EMR & Fire Department response times? Will special equipment be required?
- Pantry Rd is on a downhill approach and speed is an issue. The “flashing light” may not be seen. Suggest the overhead signal (Hawk).
- Provide wider path, do not narrow path in challenge areas. The path should not go below 10’ width. If path can go to 12 feet in some areas this is better.
- Keep bridges wider. Concerned about the lifecycle and durability of wood bridge structure.
- Will there be a slippery surface on the bridges or boardwalks? – *Surface options will be looked at.*
- Is there a noise factor with boardwalk? – *Not anticipated.*
- What is the likelihood of alternative routes? *It is recognized they may not be feasible, but the Task Force wanted to gather the perspective of potential roadway route abutters.*
- A resident is surprised that Union St is considered. It is a busy street and may not be best place for the path. There is conservation land that should be avoided

101 Walnut Street
Watertown, MA 02472
P 617.924.1770



- What is the process? *The Task Force will make recommendations to the BOS, who will provide guidance to VHB for the 25% design submission to MassDOT. Then MassDOT review → MassDOT 25% Public Hearing → 75% Design → MassDOT 75% Review → Permits → 100% Design → MassDOT 100% Review → Preparation of Bidding Documents → Construction*
- Methods Machine (Dave Duane)
 - They have 125 employees and parking on other side of trail.
 - There are many trucks crossing over the path. Worried about sight distance of truck drivers being able to see path users.
 - Who is responsible for minor maintenance? What about snow plowing?
 - Would want fencing to keep people off property. Vandalism is a concern.
- What is process for getting an alternative route evaluated? Will residents be involved?
- What will task force recommend to BOS? What decisions are needed from the BOS?
- What is being done about alternatives? If one resident can stop an off-rail corridor, then why is the Town looking at alternatives?
- Will the economic impact on businesses be evaluated?
- Paul Cavicchio expressed frustration that Alternative 1 route is not feasible because it only takes one abutter to decline.
- Make sure that surfaces (wood bridge deck, boardwalk, textured pavement) are compatible with in-line skates.
- Can there be any spurs to other destinations? – *Yes, these will be considered at a later design stage*
- There are 3 schools within a close proximity to the path, could there be spurs to the schools or parks? *These will be investigated.*
- Could trail revert to an active railroad in the future? – *State has said it is highly unlikely but it could happen.*

Bruce Freeman Rail Trail Design Task Force Meeting Minutes of March 16, 2017

(Minutes approved on March 29 ,2017)

7 p.m., Town Hall, Lower Level, 322 Concord Road, Sudbury, MA

Present: Daniel Carty, Charles Russo, Lana Szwarc, John Drobinski, LeRoy Sievers, Robert Beagan (arrived at 7:25)

Absent: Robert Schless

Also attending: Beth Suedmeyer, Sudbury Planning Department; Tracie Lenhardt, VHB

Public comments were not allowed, as comment period had closed on March 14, 2017.

Preparation of recommendations for BOS from the BFRT Design Task Force

Task Force is an advisory committee and does not have ultimate decision making role. The Task Force is charged with advising the BOS on how to progress the BFRT design. The comments received and past documents were discussed.

Beth Suedmeyer updated the Task Force on comments and documents received since the last meeting. The Task Force was given a summary of comments received both in writing and by phone communications in a spreadsheet format. Additionally, members received printed and digital copies of all written comments from public, abutters, town staff, and committees.

Also circulated is a response to comments from VHB for comments previously issued by Chief Miles and Debbie Dineen in the Conservation Department.

Beth Suedmeyer provided an update on outreach activities since the last meeting. The following meetings were attended:

Council on Aging meeting 3/9 – not comments received

Abutters meetings Methods Machine and Cavicchio 3/9 – meeting summary to be provided by VHB

Parks and Recreation Commission 3/13 – summary provided by Bobby Beagan

Conservation Commission 3/13 – Written comments developed by Charlie Russo

A Board of Health meeting was attended previously (2/14) and comments are still forthcoming.

Others committees of whom the Task Force requested time to present the project and solicit comments:

Sudbury Public Schools and LSRHS – SPS meetings weren't able to happen in timeframe given their full agendas; LSRHS thinks the project hasn't advanced to a point they can provide meaningful input. Beth can follow up at a later date.

Agricultural Commission – Beth received recommendations from the chair on farmers who should be consulted – outreach had already occurred to these farm owners.

Energy and Sustainability Committee –No response, timing didn't work out.

Chamber of Commerce – Dan Carty and Meagen Donoghue had planned meeting with the Chamber, but timing didn't work out.

Comments from abutter meeting and public meeting still being compiled.

Task Force prioritized what topics for recommendations would be considered at the meeting and reflected on the past draft outline developed as well as the mission and charter assigned to the Task Force by the BOS. The Task Force wants to confirm that the work of the Task Force met expectations.

Priority topics for tonight's meeting include:

Alternate roadway routes

Trail width

Treatment in challenge areas

Roadway crossings

Surface material

Stream crossings and wetlands concerns

The Task Force also wants to acknowledge the constraints under which the operated, especially working under-tight timeline. Additional information should be gathered through 75% design and other outreach efforts. For example, ongoing coordination with businesses and the Chamber of Commerce outreach.

The recommendations are based on information available today, recognizing the project will continue to generate more information as it advances. More details will be available on the topics of constructability, cost, wetland resource impacts and mitigations, etc.

Give Beth wide latitude in shoehorning the information into a presentation and report. The report will be compiled based on the desired requirements of the BOS (yet to be determined).

Recommendation on Alternatives

As presented, the alternatives considered are infeasible.

Opposition to roadway routes clearly identified. Infeasible due to impacts to abutters and lack of interest from abutters to grant easements anticipated to be needed.

Consideration of impacts to businesses are ongoing. Alternatives that have not yet been considered will be further investigated by the design team.

Bobby Beagan arrives at 7:25.

Recommendation on Surface Material

DPW and Safety staff clearly identified desire to have a hard surface. Alternate surface materials should be presented at Con Com meeting when NOI is heard in anticipation of the question from Con Com.

Paved surface is MassDEP's preferred treatment in order to prevent contamination release.

Task Force is in consensus on a paved surface, recognizing that boardwalks may have a different non-skid surface.

Boardwalk width 14 feet and bump outs added every 300 or so feet to allow passage of emergency vehicles, if warranted.

Challenge areas discussion

Beth Suedmeyer provided an update to Task Force on meetings with MassDOT and Conservation Commission.

First and foremost both desire to avoid the requirement of a variance to the Wetlands Protection Act (WPA), meaning bordering vegetated wetlands impacts need to be under 5000 sq ft (temporary and permanent). In order for this to occur, the challenge areas will need to be narrower than a 10-foot path with 2-foot shoulders on each side.

MassDOT will allow the option of a 10-foot paved with 1 foot (reduced width) shoulders rather than 8 foot path with 2 foot shoulders (part of option 1 and 2). Resource impacts are equivalent between these two options. MassDOT also agrees to boardwalk option (14-feet wide with railings).

Boardwalk reconstruction and repavement of the trail are eligible for state and federal construction funding. DPW indicated they are willing to accept the boardwalk construction, although additional maintenance may be required. Boardwalk is a higher cost construction item and MassDOT has agreed to accept costs.

Discussion occurred about whether Task Force needed to specifically alternate treatment for challenge areas or if this could be left to the NOI process at a much later date. Ultimately, the decision is deferred to Con Com through permitting process. But at this time a treatment for the whole corridor is needed to advance the design to 25% . We need to give the designers a specified width for all sections.

Charlie summarized that the ConCom seeks to keep the trail footprint as small as possible. They had a discussion of boardwalk at their meeting but no consensus on pursuing boardwalk (although this has the lowest impact to BVW).

Recommendation for Treatment of Challenge Areas

Based on a Matrix distributed there are three options to be considered that are approved by MassDOT and avoid the WPA variance requirement.

Option 1: 14-foot boardwalk for challenge area South of Hudson and 10 foot paved with 1 foot shoulders (1A) or 8 foot paved with 2 foot shoulders and retaining walls for challenge area South of North Rd—this option has least amount of impacts to BVW

Option 2: 10 foot paved with 1-foot shoulders or 8 foot paved with 2-foot shoulders and retaining walls for both challenge areas

Option 3: 14-foot boardwalk for challenge area South of Hudson and 10 foot paved with 2-foot shoulders and retaining walls

Recommendation for 10 foot wide paved and reduced shoulder, Option 1A, for the area South of North Road . It is realized that permitting process will influence outcome.

South of Hudson 14-foot boardwalk (4 members approve, 2 members disagree)

Recommendations on Stream Crossings

Pantry Brook – reuse stones from existing, but failed abutment to the extent possible

Stream crossings designs will be considered and evaluated at 25% stage. Stream Crossing Standards from MassDEP will need to be considered and may require the bridge span to be widened. Stream Crossing Standards seek to restore hydrodynamic flow of stream to extent that flood dynamics are not impacted and adds habitat value to the corridor. Pantry Brook is a regulatory floodway and the flood elevations cannot be modified. Army Corps of Engineers will review.

Hop Brook is straight forward and will be able to use the existing structure. A retaining wall will be proposed in the section that doesn't have an existing one.

Anticipate bridges will be paved and meet surface of the path.

The Task Force recommends that the designers examine culverts and upgrade as warranted. Also look at opportunities for improving the environmental condition where opportunities exist.

Roadway Crossings

Pantry Road may need additional signs and/or Hawk signal. Tracie indicated that traffic volumes at Pantry Road will not warrant the Hawk, but the rapid flashing beacon could be put on an overhead arm. Task Force desires the overhead arm be avoided where possible. Overhead arm is only recommended at Hudson Road and North Road, as this is warranted by traffic volumes.

Peakham Road need to reconsider the loss of the right turn lane onto Hudson Road. Further traffic study is warranted.

At Morse and Pantry Roads the Task Force seeks more advanced signage.

Historic District Commission issued comments on the Hawk signal. Need to mimic the treatment of the signals at the Town Center. Consider two smaller mast arms rather than 1 larger one.

The Planning Board indicates they would like to review and have an opportunity to comment on roadway crossing designs.

Summary of Abutter concerns

Further discussion with abutters will occur to determine appropriate or desired screening. Abutter concerns with contaminants were identified. This may warrant further investigation, especially when house and gardens are very close to rail bed.

Frost Farm comments were received and at later stages of the design, the design team will work with them to determine what is warranted for fencing to reduce impacts to their property.

Areas requiring additional investigations

Natural resources summary document

Coordination with chamber of commerce desired

Parking-- a great deal of investigation and coordination still needs to be done.

Clarifying boardwalk weight bearing / loading H10 or H20 specification

Interconnectivity with existing trails and key points of interest, including schools and recreation facilities

Traffic study warranted at Peakham Road to influence design. Consider using traffic data gathered for proposed development that would impact this intersection.

Follow up on comments need to be responded to

Members seek clarification on Task Force role in future.

Recognize environmental issues will be more clearly defined and identified as advance to the environmental permitting phase. The Town will follow the rule of law.

In the future consider kiosks and interpretive panels that will be incorporated (historic town center, recreational areas, history or rail, wildlife habitat features.

Update on Parks and Recreation Commission

No formal vote taken or comments issued, but the Commission supports the trail and appreciates the connectivity to the recreational facilities that the trail will offer.

Upcoming Meetings

Monday night, 3/20 at 7PM (or possibly later, TBD) meeting to review presentation of the recommendations for the BOS Meeting on Tuesday, 3/21.

BOS Meeting on Tuesday, 3/21, 7:30 PM. Task Force meeting has been posted in anticipation of a quorum at the BOS meeting.

Meeting adjourned around 9PM.

Bruce Freeman Rail Trail Design Task Force Meeting Minutes of March 20, 2017

(Minutes approved March 29, 2017)

8 p.m., Town Hall, Lower Level, 322 Concord Road, Sudbury, MA

Present: John Drobinski, LeRoy Sievers, Daniel Carty, Charles Russo, Lana Szwarc, Robert Beagan

Absent: Robert Schless

Also attending: Beth Suedmeyer, Sudbury Planning Department

Public comments were not allowed, as the comment period had closed on March 14, 2017.

Consolidation of Information and Recommendations to Board of Selectmen / Review of Board of Selection PowerPoint Presentation

Task Force members discussed a PowerPoint presentation that had been prepared by Beth Suedmeyer to reflect the decisions made at the March 16, 2017 Bruce Freeman Rail Trail Design Task Force. Over the course of the meeting, the Task Force made minor recommendations throughout the PowerPoint presentation to add clarifying language and example images. These included:

- Clarification of Task Methods and Outreach Efforts
- Addition of example images of various design features
- Addition of map labels to clarify the “challenge areas”
- Separation of standard trail widths and challenge area treatments onto separate slides
- Addition of summary of roadway crossing treatments
- Clarification of specific roadway crossing recommendations
- Clarifications on recommendations for additional investigations
- Clarification of follow up questions regarding final report and Task Force next steps

Selectmen Len Simon provided guidance on the expected timing and length of the presentation.

IN BOARD OF SUDBURY SELECTMEN
TUESDAY, MARCH 21, 2017

Present: Chairman Susan N. Iuliano, Vice-Chairman Charles C. Woodard (participated remotely), Selectman Robert C. Haarde, Selectman Leonard A. Simon, Selectman Patricia A. Brown and Assistant Town Manager Maryanne Bilodeau

Absent: Town Manager Melissa Rodrigues

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

Opening Remarks

At 7:30 p.m., Chairman Iuliano opened the meeting. She welcomed Assistant Town Manager Maryanne Bilodeau to the Meeting to cover duties for Town Manager Rodrigues. She announced Vice-Chairman Woodard would be participating remotely in the Meeting. She also announced Vice-Chairman Woodard's last Selectmen's Meeting will be on April 4, 2017 and there will be a reception prior to the Meeting at Grange Hall from 5:30 p.m. to 7:00 p.m. for people to thank Vice-Chairman Woodard for his years of service to the Town and to wish him well.

Reports from the Town Manager

Assistant Town Manager Bilodeau stated the Town Assessor's Office will soon begin conducting its mandatory interior home inspections, and she noted more information is available on the Town website. She announced Board of Selectmen's Office Hours will be held on March 23, 2017 from 9:00 a.m. to 10:00 a.m. at the Senior Center, with Selectman Brown and Chairman Iuliano in attendance. Ms. Bilodeau also reminded citizens of the Town Election on March 27, 2017, noting polls will be open from 7:00 a.m. to 8:00 p.m., and the last day to file an absentee ballot is Friday, March 24, 2017 at 5:00 p.m. She also announced the Council on Aging is looking for candidates for membership.

Reports from the Board of Selectmen

There were no reports offered by the Selectmen.

Citizen's Comments

At 7:33 p.m., Chairman Iuliano recognized Sudbury resident Bill Schineller, 37 Jarman Road.

Mr. Schineller presented prepared comments to the Board regarding Eversource's intention to file a petition soon with the State Siting Board for transmission lines to run through Sudbury. He stated he enjoys the Sudbury he moved to and he does not want to have large areas of clear-cutting done to accommodate overhead transmission lines. He referenced that decades ago the Town fought Boston Edison for several years to make the utility company place the lines on the streets. Mr. Schineller urged the Board to fight Eversource to have the transmission lines put underground and to do the right thing for the Town's residents and its aesthetics.

Joint Meeting with the Board of Health to Discuss Town Meeting Petition Articles

Present: Lincoln-Sudbury Regional High School Environmental Group Staff Advisor Eleanor Burke and Group Members Julie Concannon, Cecilia Barnes, Elizabeth Kaufmann, Anjali Das, Elizabeth Concannon, Lucy Bergeron and Nicole Garay, Board of Health Chair Carol Bradford and Board of Health Director William Murphy

At 7:37 p.m., Chairman Iuliano opened a Joint Meeting with the Board of Health to discuss the proposed May 2017 Town Meeting Petition articles regarding “Plastic Bottle Water Regulations Bylaw” and “Plastic Check-Out Bag Ban Bylaw.” She welcomed Lincoln-Sudbury Regional High School Environmental Group (L-SRHS) Staff Advisor Eleanor Burke and student group members to the Meeting. The Board was previously in receipt of copies of the two Warrant articles.

Through the use of a PowerPoint presentation, L-SRHS Environmental Group members explained the objectives of the Petition Articles. Member Elizabeth Concannon stated the group has been working hard to educate people on the need for the two Articles.

Group member Cecilia Barnes summarized the two proposed articles, noting the purpose of the proposed bylaws is to protect the Town’s beauty, reduce litter, protect the health of present and future citizens and to save the Town money which is spent on one-use water bottles under one liter and to reduce the number of single-use plastic checkout bags that are distributed in Town and to promote the use of reusable bags. She emphasized the Group is willing to work with businesses to identify alternative sustainable options.

Group member Elizabeth Kaufmann displayed photographs of plastic litter found throughout Sudbury and she provided some statistics regarding the number of plastic bags per year in the average home and the small percentage which is recycled.

Group member Anjuli Das displayed photographs regarding the environmental impacts of plastics on animals and marine life.

Group member Nicole Garay provided information regarding how much money and resources are spent to produce plastic bottles and their potential health dangers.

Group member Lucy Bergeron explained why it is sometimes hard to educate the public on such issues. She emphasized the proposed bylaws will impact all citizens equally and they will have no impact on the Town budget. Ms. Bergeron stated the intent of the proposed Articles is to help make the transition an easy one.

Group member Julie Concannon provided safety information regarding using and washing reusable bags used to transport meat. She urged people to access information available online regarding the safety and cleanliness of Sudbury’s tap water.

Group member Elizabeth Concannon presented a slide showing other towns which have passed similar bylaws and she listed Sudbury groups who have supported the proposed Articles.

Chairman Iuliano stated the bylaws will be presented as two separate Petition Articles at the May Town Meeting.

Selectman Haarde asked if the Group has also reached out to Lincoln, and members stated they have.

Selectman Simon thanked the Group for raising these important local issues. He noted the Transfer Station has a recycling program and Sudbury Farms recycles plastic bags. Selectman Simon urged Group members to attend the Town Meeting to present their arguments. He also commended them on this past Sunday’s *Boston Globe* article featuring their efforts. Selectman Simon asked if they have heard reactions from the supermarkets. Member Lucy Bergeron stated not selling plastic bottles will effect store sales, but the Group is working with them to help identify other revenue options. She emphasized it is not a goal of the bylaws to hurt businesses.

Selectman Simon suggested the Group clarifies in the Town Meeting presentation that only water sales will be banned, which are less than one liter, and not other beverages.

Selectman Brown referenced the water bottle ban proposed Article, noting the Selectmen could suspend the bylaw if it passed at Town Meeting, and she asked if Town Counsel has reviewed this. Assistant Town Manager Bilodeau stated she believes Town Counsel would be reviewing the language. Group member Lucy Bergeron stated they used Concord's language as a basis for their proposals.

In response to a question from the Board, Group member Cecilia Barnes clarified the 3,500 square-foot limit for retail establishment relates only to the plastic bag ban bylaw and that one-time use plastic water bottles would be banned throughout the entire Town.

Vice-Chairman Woodard stated the Group is setting a great example as to how to bring about change. He asked what the cost impact will be for grocery stores. Member Lucy Bergeron stated they will save money from not passing out plastic bags. Chairman Iuliano noted that stores may have to purchase more paper bags, and she encouraged the Group to explore this type of information in advance of Town Meeting.

Selectman Simon encouraged the Group to think of appropriate answers in advance of Town Meeting for those who might believe that plastic bags are convenient.

Board of Health (BOH) Director William Murphy commended the Group on its efforts. He stated he has reached out to Concord and Brookline to learn about what issues were encountered through similar efforts, and he shared some of the feedback received. Mr. Murphy expressed his concern that the bylaws, if passed, could demand more staff time from a limited BOH. He stated it would be helpful to know how many stores in Sudbury use plastic bags and in what quantities. Mr. Murphy highlighted a date error in the Proposed Plastic Bag Ban Bylaw in Section III a. which should read as July 1, 2018 and not 2017.

BOH Chair Carol Bradford commended the Group's efforts to change the public's practices, noting it takes time.

Group members Cecilia Barnes and Lucy Bergeron provided examples of how L-SRHS has made strides in changing practices regarding the use of plastic bottles, and thus they believe this goal should be attainable Town-wide.

Sustainable Sudbury member Bob Morrison, 16 October Road, stated his committee strongly supports the Petition Articles. Mr. Morrison stated a small survey has been done of larger businesses and he shared some feedback received.

Sudbury resident Dick Williamson, 21 Pendleton Road, stated he applauds the Group's efforts because, as a bicyclist, he has experienced first-hand the amount of plastic litter and how it has increased over the years.

At 8:12 p.m., Chairman Iuliano thanked the student Group members for their presentation, and she concluded the discussion.

Joint Meeting with the Board of Health - Town Meeting Article on Proposed Amendment to In-Ground Irrigation Bylaw – Discussion

Present: Board of Health Chair Carol Bradford and Board of Health Director William Murphy

At 8:13 p.m., Chairman Iuliano continued the Joint Meeting with the Board of Health to discuss the proposed May 2017 Town Meeting Amendment to In-Ground Irrigation Bylaw article. The Board was previously in receipt of copies of a memorandum from Board of Health Director William Murphy dated March 15, 2017 and the Warrant article.

Mr. Murphy reviewed his memo, noting citizens were concerned during last year's severe drought declarations as to whether private well owners were also to comply with the imposed irrigation restrictions. He explained they are not subject to water use restrictions or limitations under the current bylaw. Mr. Murphy also stated the private wells draw from water sources shared with the Sudbury Water District (SWD). He stated he worked with SWD Member Lisa Eggleston and Town Counsel to draft the proposed change to the current bylaw, which would protect the water supply in drought conditions by making private well owners comply with restrictions/limitations when so declared by the Board of Selectmen. Mr. Murphy stated the proposed Article is supported by the Board of Health.

In response to questions from the Board, Mr. Murphy noted the State develops criteria for warning levels, and he listed the different declaration levels.

Selectman Brown summarized that, if the Selectmen declared severe drought conditions, then all water users, including those who have private wells would need to comply with imposed restrictions.

Selectman Simon stated everyone draws from the same water supply and he believes conserving water is important. He questioned whether the new bylaw could be challenged by a property owner who invested in the installation of a well under the current bylaw. Selectman Simon stated Town Counsel's review of the Article language could be helpful in this regard.

Selectman Haarde asked about enforcement. He also noted a property owner could potentially fight compliance if their well was built under the existing bylaw. Mr. Murphy stated he is concerned as to how much BOH staff time will be needed for enforcement. He also stated the number of wells in Sudbury is not accurately known.

It was noted that drought conditions such as those experienced in 2016 are a rare occurrence.

Vice-Chairman Woodard stated there is a compelling need to protect the Town's water supply for public safety purposes. He asked what would happen for those who do not comply. Mr. Murphy stated there would likely first be a warning, and then they would be subject to a fine.

Chairman Iuliano and Mr. Murphy noted both Boards plan to further deliberate the proposed Article at a later time.

Sudbury resident Bob Beagan, 25 Pine Street, stated he believes property owners who have made a substantial investment in wells on their private property should be fairly taken into consideration.

Sudbury resident Dan DePompei, 35 Haynes Road, asked for clarification as to who imposes the warning levels. Mr. Murphy stated the advisory levels are determined by the State.

It was on motion and roll call unanimously

VOTED: To adjourn the Joint Meeting of the Board of Selectmen and Board of Health, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Bruce Freeman Rail Trail Design Task Force – Presentation of Recommendations

Present: Bruce Freeman Rail Trail (BRFT) Design Task Force Chairman John Drobinski, BFRT Design Task Force Vice Chairman Dan Carty, Task Force Members Bobby Beagan, Charles Russo, Lana Szwarcz, and Leroy Sievers, Environmental Planner Beth Suedmeyer and VHB representative Tracie Lenhardt

At 8:30 p.m., Chairman Iuliano opened a discussion regarding the recommendations of the Bruce Freeman Rail Trail (BFRT) Design Task Force. Copies of the PowerPoint slides for tonight's presentation, an aerial view of possible alternative routes and spreadsheets reflecting an "Alternative Ranking Matrix" for BFRT Off-Trail Alternatives, and a spreadsheet regarding "Considerations for Various Trail Treatments along the Rail Road Alignment" were distributed tonight.

With the use of a PowerPoint presentation, Environmental Planner Beth Suedmeyer stated the BFRT project is approaching 25% design completion to then be reviewed by the Department of Transportation (DOT).

BFRT Design Task Force Chairman John Drobinski displayed a slide of the Task Force's Mission Statement, noting he believes nearly all the objectives have been satisfied, with the exception of some cost estimates.

Ms. Suedmeyer stated the Task Force has held six public meetings and 16 meetings and/or presentations have been held since the Task Force was formed by the Selectmen. She noted there have been meetings to solicit input from the Department of Public Works (DPW), Fire Department, Board of Health, Planning Board, Historic Districts Commission, Council on Aging, Conservation Commission, and Parks and Recreation Commission. She also stated the Task Force has reached out to the Chamber of Commerce, both School systems, the Agricultural Commission and the Energy and Sustainability Committee. Ms. Suedmeyer highlighted a Public Meeting was held with abutters (along with two individual abutter meetings) and a Public Information Meeting was held on March 9, 2017.

Ms. Suedmeyer displayed a slide of "Alternative Routes Considered," and she summarized the color-coded green and blue routes shown. She noted the design consultant VHB was contracted to investigate the Union Avenue (green route) and to look at more alternative routes as part of the wetlands impact analysis.

Mr. Drobinski stated the Task Force determined none of the presented roadway alternative options were feasible due to a limited right-of-way, lack of abutter support, cost, safety concerns at roadway intersections and numerous driveway intersections, and the lack of a true rail trail experience. He further stated the Task Force recommends that the design team should continue to collaborate with concerned businesses abutting the rail corridor to identify potentially more feasible alternatives. Mr. Drobinski displayed photos of Union Avenue and Concord Road, noting how narrow they are.

Mr. Drobinski stated the Task Force has recommended a paved surface for the trail because it considers user safety, safer access for vehicles, easier maintenance, and continuity with the BFRT to the north, and containment of potential railroad contaminants. He also stated bridge surfaces are anticipated to be paved, and the surface for boardwalks is yet to be determined. Mr. Drobinski stated the Task Force has recommended a standard trail width of a ten-foot path with two to three-foot shoulders (depending on the adjacent slope and need for a barrier) and he displayed a slide regarding a typical cross section, noting there are challenge areas.

Ms. Suedmeyer stated consideration is being given to minimizing impacts from the project, especially environmental impacts and those to abutters. She displayed an aerial view slide of challenging areas.

Mr. Drobinski stated the Task Force has recommended the following treatments for challenge areas: challenge area #1 south of Hudson Road (650 feet) – 14-foot elevated boardwalk, challenge area #2 south of North Road (1,200 feet) – reduced width and retaining walls -10-foot path and one-foot shoulders. He stated the Task Force recommendation vote regarding Challenge Area #2 was a majority vote and it was not unanimous, noting some members believed there would be permitting challenges.

Regarding roadway intersections, Ms. Suedmeyer stated standard pedestrian crossings at several locations have been reviewed by VHB, which she listed, and rectangular rapid flashing beacons for Old Lancaster Road, Haynes Road and Pantry Road have been recommended. In addition a pedestrian signal has been recommended for Hudson Road and North Road and renderings were shown of several of these areas.

Mr. Drobinski presented the Task Force recommendations regarding roadway intersections as follows: Hudson Road – avoid large overhead mast arm for signals, and to synchronize it with the Town Center signals per the request of the Fire Department, Morse Road – consider supplemental signage to slow down vehicles and bicyclists, Pantry Road – consider supplemental signage to slow down vehicles and a design is needed to allow for safe vehicle access, Peakham Road (and Hudson Road) – concern with proposed elimination of right-hand turn lane, need to determine appropriate intersection mitigation to protect path users, conduct further investigations of impacts to traffic, and possibly look at traffic data available from proposed Sudbury Station development. He also presented additional recommendations of the Task Force for the next (75%) design phase including: to prepare natural resources technical memo consolidating information to supplement wetlands permitting process (Concord example was referenced), upgrade culverts as needed and where there are opportunities to improve environmental condition of streams and adjacent wetlands, identify environmental impact mitigation options, reuse existing stones from the Pantry Brook abutments and retain the cattle passages to the extent possible and to clarify if a boardwalk design will meet H10 or H20 loading capacity (he noted this last item would need to be worked through with the DEP and Sudbury Public Safety Departments. Mr. Drobinski further stated recommendations for ongoing investigations also included the following: to continue to coordinate with abutters and identify suitable mitigation (in particular with Cavicchio and Method's Machine), to identify opportunities for improving the environmental condition adjacent to the corridor and discuss this with the design engineers, to conduct outreach to interested groups and relevant Town committees on parking and trail interconnectivity (especially the Schools and the Park and Recreation Commission) to make the trail a real Town asset, to reach out to the Chamber of Commerce and business community so they are integrated into the future rail trail, and to respond to comments and feedback received from citizens and businesses so they know their input was valued.

Mr. Drobinski asked for guidance regarding the Board's expectations for a final report and for determining the next steps for the Task Force. He stated members are willing to continue to serve if they are needed (although one member may need to be recused during the permitting phase).

Chairman Iuliano thanked the Task Force for the substantial work it has done, and she stated the Board would further discuss the recommendations at its April 4, 2017 Meeting. She stated the Selectmen met earlier tonight in Executive Session regarding the funding for the remainder of the design phase of the project. Chairman Iuliano further stated the Board voted to release a confidential opinion from Town Counsel regarding the best funding approach in order to use Community Preservation Act funds, which would include pursuing a lease, which could only be terminated for good cause, from the Department of Transportation (DOT) for at least 30 years.

Selectman Simon stated he attended nearly all of the Task Force meetings, and he commended the members for the remarkable amount of work accomplished in two months. He noted the recommendations

include input from several Town Departments, and he commended Ms. Suedmeyer for the work she has done to coordinate and facilitate the project. Selectman Simon stated he believes the Selectmen now need to communicate the recommendations made to VHB so the 25% design can be submitted to DOT. He emphasized time is of the essence, and he urged the Board to vote tonight on the three key recommendations regarding surface, challenge area treatments, and width which VHB needs to proceed with its work. Selectman Simon stated the Metropolitan Planning Office recently stated there will be TIP funding available in 2019 for the Bruce Freeman Rail Trail, and he encouraged Sudbury to get its submission in so it is in queue for funding. He also stated further changes can be made at a later stage, and approval of the recommendations does not lock in the Town.

Selectman Brown asked for further clarification in the form of a narrative of the matrix and charts provided tonight. Mr. Drobinski stated this could be provided.

Selectman Haarde expressed his concern that project planning for the rail trail be sensitive to Town businesses and their issues, especially Cavicchio and Methods Machine. Mr. Drobinski stated the Task Force discussed this and there are alternative options to help serve the interests of Cavicchio and Methods Machine under discussion with Town Counsel. Selectman Simon stated both of these businesses also attended a Task Force meeting and expressed their concerns. Selectman Haarde stated he believes the more communication and outreach there is with interested parties the better it will be for the project. He also believes the Town needs to reach an agreement with Mr. Cavicchio as part of this process. Mr. Drobinski and Chairman Iuliano concurred.

Vice-Chairman Woodard stated communication with businesses which are abutters is very important. He stated the next step in this process should be to get the 25% design submission to the State. Vice-Chairman Woodard stated he believes the Board does not need to wait two weeks until its next meeting to accept tonight's report and recommendations. Selectman Simon concurred.

Chairman Iuliano questioned whether it would be better to deliberate the recommendations at the April 4, 2017 Board Meeting. She asked for confirmation that the Board would still have opportunities for follow-up on items at a later stage in the process. Ms. Suedmeyer stated the recommendations highlighted tonight for width, surface, and challenge-area treatments will help further the 25% design submission to DOT and it is anticipated other revisions could be revisited in the 75% design.

Task Force member Lana Szwarcz stated the abutters have made their concerns clear in the meetings held and in communications.

Vice-Chairman Woodard asked what is most needed from the Board to facilitate the 25% design submission to DOT. Ms. Suedmeyer stated approved recommendations on width, surface treatment and challenge-area treatments would be most helpful. Selectman Simon suggested the Board should vote on these three recommendations tonight. Vice-Chairman Woodard concurred, noting he thinks it would be best to not delay the work of VHB.

Ms. Suedmeyer stated VHB representative Tracie Lenhardt has noted VHB is contracted to investigate one alternative route, which has now been deemed to be infeasible. Thus, a vote tonight would be helpful to direct VHB to redirect its resources elsewhere.

Chairman Iuliano summarized the votes which could be taken tonight as giving VHB a clear indication of the route to investigate with its resources, recommending a trail width and a surface treatment and treatments of challenge areas #1 and #2. She further stated Fire Chief Miles recommended that an ambulance should be able to access the entire trail.

A brief discussion ensued regarding having VHB use its resources to investigate an alternative route which better serves the Cavicchio property. Selectman Brown asked what this would look like. Mr. Drobinski stated it would need to be negotiated between the Town, Mr. Cavicchio and the DOT.

Sudbury resident Dan DePompei, 35 Haynes Road, suggested it might be presumptive to consider altering the alignment for the Cavicchio property, and that it might limit the Town's negotiating options. Mr. Drobinski stated it will be up to the engineers to research the options, and if the areas are environmentally sensitive they will go before the Conservation Commission.

It was on motion and on roll call unanimously

VOTED: To authorize VHB to use resources which would be used to explore alternative routes for Union Avenue and apply them for use to consider a modification for where the rail trail crosses the Cavicchio property, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

It was also on motion and on roll call unanimously

VOTED: To recommend to VHB that the surface of the rail trail be a standard ten-foot wide paved surface with the exception of challenge areas #1 and #2, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Chairman Iuliano requested a vote regarding treatment of the challenge areas be deferred to the Board's April 4, 2017 Meeting. Task Force member Charles Russo and Mr. Drobinski explained there was not conflict on the Task Force regarding Challenge Area #2's non-unanimous vote, and they noted it received a majority vote. Ms. Szwarcz stated the members were comfortable that revisions, if necessary and especially regarding boardwalks, could be made in the 75% design phase.

Chairman Iuliano stated she is inclined to want to keep the Task Force available for input through the 75% design phase. Selectman Brown concurred, stating it would be good to be able to use the knowledge gained by this group.

Regarding guidance for the Task Force's report, Selectman Brown asked that it includes text and narrative copy regarding the matrices and charts provided.

It was on motion and on roll call unanimously

VOTED: In principal, to accept the Bruce Freeman Rail Trail Design Task Force recommendations as presented tonight, and to thank the Task Force for its work, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

FY18 Budget and the Use of Free Cash - Discussion and Potential Vote

At 10:08 p.m., Chairman Iuliano opened a discussion regarding the FY18 Budget and the use of Free Cash. The Board was previously in receipt of copies of a spreadsheet entitled "Free Cash – Override Budget" and another spreadsheet entitled "Free Cash – Non-Override Budget."

Chairman Iuliano stated the Finance Committee has asked if the Board would consider recommending the use of Free Cash to fund the proposed Eversource and Sudbury Station litigation articles for the May 2017 Town Meeting as opposed to the Stabilization Fund. She reported the Finance Committee voted to support the bulk of the capital articles, and it reiterated its position to retain .5% of the current year's Operating Budget in reserve.

A brief discussion ensued regarding the pros and cons of funding the litigation articles with Free Cash, which would necessitate not funding another article (possibly the Bruce Freeman Rail Trail (BFRT) Design) currently listed on the Free Cash spreadsheets distributed tonight or reprioritizing projects.

Chairman Iuliano stated she views the Stabilization Fund as an appropriate funding source for the litigation articles.

Selectman Brown stated there is only one tax levy for the Town and wherever the funds come from, they all relate back to the levy. Vice-Chairman Woodard stated he believes Selectman Brown is confusing two separate issues and he clarified that the override is intended for the operating budget. He also emphasized the proposed capital items have been vetted, reduced, and prioritized, and he believes the time is right to properly fund the BFRT design. Selectman Simon concurred.

It was on motion and on roll call

VOTED: To fund the May 2017 Town Meeting Sudbury Station litigation article from Free Cash, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, nay, Vice-Chairman Charles C. Woodard, nay, and Chairman Susan Iuliano, nay.

A motion was made to fund the May 2017 Town Meeting Eversource litigation article from Free Cash, but the motion was not seconded, and thus there was no vote taken.

Board of Selectmen's Meeting Schedule – Discuss and Possible Vote to Reschedule Meetings

At 10:27 p.m., Chairman Iuliano opened a discussion regarding rescheduling the May 9, 2017 Board of Selectmen's Meeting and possibly a few summer 2017 meetings. She explained May 9, 2017 is the Special Town Election so the previously scheduled Board Meeting for May 9, 2017 needs to be rescheduled or cancelled.

Selectman Haarde suggested the May 9, 2017 Meeting may not need to be rescheduled, since it so closely follows the May Town Meeting.

Chairman Iuliano asked Board members to keep May 16, 2017 as a possible meeting date, if needed.

It was on motion and roll call unanimously

VOTED: To cancel the Board of Selectmen's May 9, 2017 Meeting, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Chairman Iuliano stated Town Manager Rodrigues has asked the Board to review its June and July 2017 Meeting dates to see if any should be rescheduled. It was mentioned that the June 20, 2017 Meeting could possibly be changed to June 13, 2017. Board members were asked to review their summer calendars and to make Chairman Iuliano and Town Manager Rodrigues aware of any conflicts.

May 2017 Annual Town Meeting Articles - Take Positions and Assign Presentations

At 10:30 p.m., Chairman Iuliano stated the agenda item to discuss the 2017 May Annual Town Meeting and the assignment of presentations and the taking of any remaining positions on articles will be postponed to a future Meeting agenda.

May 9, 2017 Special Town Election Ballot Question – Discussion and Selection of Persons to Write Supporting and Opposing Arguments

At 10:31 p.m., Chairman Iuliano opened a discussion regarding the selection of persons to write supporting and opposing arguments for an Override Ballot Question on the May 9, 2017 Special Town Election Ballot. She stated Fire Chief Miles and Sudbury Public Schools Superintendent Anne Wilson have offered to write arguments in favor of the Override Ballot question and there have been no volunteers to write opposing arguments.

It was on motion and on roll call unanimously

VOTED: To ask Fire Chief Bill Miles and Sudbury Public Schools Superintendent Anne Wilson to write arguments in favor of the May 9, 2017 override ballot question and to ask Town Counsel Barbara Saint Andre to write the opposing argument, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Citizens' Comments – Continuation

At 10:25 p.m., Chairman Iuliano announced no citizens had requested time for comments tonight.

Future Board of Selectmen Agenda Items - Discussion

At 10:33 p.m., Chairman Iuliano opened a discussion regarding future agenda items. She stated the Town Manager's evaluation will be discussed at the April 4, 2017 Board Meeting and the Bruce Freeman Rail Trail Design Task Force recommendations will be discussed again.

Minutes

Copies of two requested edits to the February 28, 2017 Meeting Minutes by Selectman Brown and a revised draft of the February 28, 2017 Meeting Minutes incorporating the edits were distributed tonight.

It was on motion and on roll call unanimously

VOTED: To approve the Regular Session Meeting Minutes of February 28, 2017, as amended by Selectman Brown, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Sudbury Cultural Council - Appointments

It was on motion and on roll call unanimously

VOTED: To appoint Martha Romanoff, 21 Pokonoket Avenue, and Claudia Brandon, 60 Balcom Road, to the Sudbury Cultural Council, for terms ending October 30, 2020, Selectman Patricia A. Brown, aye,

Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Special Permit – Sudbury Companies of Minute and Militia – April 19, 2017

It was on motion and on roll call unanimously

VOTED: To grant a Special Permit to the Sudbury Companies of Minute and Militia, to hold the annual Parade to Commemorate Patriot's Day on Wednesday, April 19, 2017, from 5:30 a.m. through approximately 12:00 p.m., subject to Police Department safety requirements, Proof of Insurance Coverage and the assurance that any litter will be removed at the Parade's conclusion, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

DCL League Meet- Donation to Atkinson Pool Scoreboard Trust Account

It was on motion and on roll call unanimously

VOTED: To accept, on behalf of the Town, a \$144 donation from the DCL League Meet, to the Atkinson Pool Scoreboard Trust Account, 7168-000/598000, as requested by Kayla McNamara, Director of Parks, Recreation & Aquatics, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Grant of Easement Regarding Stormwater Management System – BPR Development LLC – Meadow Walk – Village Retail Lot 1

It was on motion and on roll call unanimously

VOTED: Pursuant to the provisions of G.L. c. 83, §4, Article XII s. 3 of the Sudbury General Bylaws, and any other enabling authority, to accept the Grant of Easement set forth in the document entitled "DECLARATION OF RESTRICTIVE COVENANTS AND GRANT OF EASEMENT REGARDING STORM WATER MANAGEMENT SYSTEM" granted by BPR DEVELOPMENT LLC, for stormwater system maintenance purposes upon the property shown as Lot 1 on a plan of land entitled "Subdivision Plan of Land in Sudbury, Massachusetts", prepared by VHB, Inc., dated May 6, 2016 and recorded with the Middlesex South District Registry of Deeds as Plan No. 1005 of 2016, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Grant of Easement Regarding Stormwater Management System – BPR Sudbury Development LLC – Meadow Walk – Village Retail Lot 2

It was on motion unanimously

VOTED: Pursuant to the provisions of G.L. c. 83, §4, Article XII s. 3 of the Sudbury General Bylaws, and any other enabling authority, to accept the Grant of Easement set forth in the document entitled "DECLARATION OF RESTRICTIVE COVENANTS AND GRANT OF EASEMENT REGARDING STORM WATER MANAGEMENT SYSTEM" granted by BPR SUDBURY DEVELOPMENT LLC, for stormwater system maintenance purposes upon the property shown as Lot 2 on a plan of land entitled "Subdivision Plan of Land in Sudbury, Massachusetts", prepared by VHB, Inc., dated May 6, 2016 and recorded with the Middlesex South District Registry of Deeds as Plan No. 1005 of 2016, Selectman Patricia

A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Grant of Easement Regarding Stormwater Management System – Sudbury Senior Housing LLC

It was on motion unanimously

VOTED: Pursuant to the provisions of G.L. c. 83, §4, Article XII s. 3 of the Sudbury General Bylaws, and any other enabling authority, to accept the Grant of Easement set forth in the document entitled “DECLARATION OF RESTRICTIVE COVENANTS AND GRANT OF EASEMENT REGARDING STORM WATER MANAGEMENT SYSTEM” granted by Sudbury Senior Housing LLC, for stormwater system maintenance purposes upon the property shown as Lot 5 on a plan of land entitled "Subdivision Plan of Land in Sudbury, Massachusetts”, prepared by VHB, Inc., dated May 6, 2016 and recorded with the Middlesex South District Registry of Deeds as Plan No. 1005 of 2016, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

There being no further business, the meeting adjourned at 10:36 p.m.

Attest: _____
Maryanne Bilodeau
Assistant Town Manager

IN BOARD OF SUDBURY SELECTMEN
TUESDAY, APRIL 4, 2017

Present: Chairman Susan N. Iuliano, Vice-Chairman Charles C. Woodard, Selectman Robert C. Haarde, Selectman Leonard A. Simon, Selectman Patricia A. Brown and Town Manager Melissa Rodrigues

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

Opening Remarks

At 7:30 p.m., Chairman Iuliano opened the meeting. She announced tonight is Vice-Chairman Woodard's last Selectmen's Meeting. She also announced agenda item #3 regarding the Fairbank Community Center Task Force will be postponed to the Board's April 25, 2017 Meeting.

Reports from the Town Manager

Town Manager Rodrigues announced Board of Selectmen's Office Hours will be held on April 26, 2017 from 9:00 a.m. to 10:00 a.m. at the Flynn Building, with Selectmen Haarde and Simon in attendance. She also announced the Board of Health will hold a Public Hearing on tobacco at 8:00 p.m. on April 11, 2017 in the Silva Conference Room of the Flynn Building. Town Manager Rodrigues advised residents the Town's pavement management program has commenced. She also reminded residents of the Town Meeting on May 1, 2017 and the Special Town Election on May 9, 2017. Town Manager Rodrigues thanked Vice-Chairman Woodward for his work on behalf of herself and the Town.

Reports from the Board of Selectmen

Selectman Brown stated she is actively reviewing the Conflict of Interest decision she received from Town Counsel and she has been in contact with the State's Ethics Board. She stated she will communicate again after she has obtained and reviewed more information.

Selectman Simon stated he attended the Civics Competition last weekend at the Curtis Middle School. He stated Sudbury's team did a superb job making it to a double overtime, when they were defeated by Wayland. Selectman Simon stated he has been fortunate to work with Vice-Chairman Woodard for the past four years, and he will miss him as a friend and as a colleague.

Vice-Chairman Woodard stated leaving Sudbury and his Board position is a bittersweet experience. He stated he has considered serving Sudbury as a Selectman as both an honor and a challenge.

Citizen's Comments

At 7:35 p.m., Chairman Iuliano recognized resident Stan Kaplan, 98 Victoria Road.

Mr. Kaplan presented prepared remarks to the Board regarding Eversource's clearing of all the vegetation along 160 feet of the street crossing in the Stock Farm Road area to install new towers. He believes Eversource should be compelled to replant the six-foot high screening, which was previously there, along the 160 feet. Mr. Kaplan stated he broached this same issue with the Board on September 20, 2016 and the issue is not new. He also stated Town Manager Rodrigues wrote to Eversource, and he and Vice-Chairman Woodard met with Eversource representatives, but nothing has been done to improve the situation. Mr. Kaplan stated he would like to receive a planting plan for this year from Eversource.

Town Manager Rodrigues stated she has been working on this issue with Town Counsel and she will update Mr. Kaplan accordingly.

At 7:38 p.m., Chairman Iuliano recognized resident Bob Stein, 7 Thompson Drive.

Mr. Stein stated he spoke to the State Ethics Board regarding the Conflict of Interest issues which have been a topic on social media. He stated the Ethics Office informed him that, for all the examples he provided, it would be advised for Selectman Brown and Selectman candidate Dan Carty to recuse themselves, or they may be subject to a possible \$10,000 fine.

Mr. Stein urged the Board to reconsider having a menu option for the ballot tax override question. He noted the two candidates who recently won election for the Sudbury Public School (SPS) Committee stated they were opposed to the override. Mr. Stein fears that, if the SPS override is grouped with the public safety override requests, he believes the requests of the Police and Fire Departments will fail. He emphasized the public safety requests are critically important and provide support which can be the difference between life and death for a resident.

Mr. Stein stated he served with Vice-Chairman Woodard on the Finance Committee, and, although they did not always agree, he respected Vice-Chairman Woodard's opinions, and he will miss him.

At 7:40 p.m., Chairman Iuliano recognized resident Dan DePompei, 35 Haynes Road.

Mr. DePompei stated he would appreciate a clarification from Town Counsel regarding the definition for conflict of interests and whether it includes abutters to proposed projects.

Comprehensive Annual Financial Report - Town Auditors - Audited Financial Statements FY ending June 30, 2016, including the CAFR Financial Statements

Present: Finance Director Dennis Keohane, CliftonLarsonAllen Principal Dan Sullivan and CliftonLarsonAllen CPA Thomas Ventullo

At 7:45 p.m., Chairman Iuliano welcomed Dan Sullivan and Thomas Ventullo from the Town auditing firm, CliftonLarsonAllen, LLP to the meeting along with Town Finance Director Dennis Keohane. The Board was previously in receipt of copies of the "Town of Sudbury, Massachusetts Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ended June 30, 2016," the "Town of Sudbury, Massachusetts GAO and OMB Reports for the Year Ended June 30, 2016," a governance letter from CliftonLarsonAllen dated January 26, 2017 and accompanying "Town of Sudbury GAAP Financial Statement Adjustments FY16 Audit."

Vice-Chairman Woodard asked if there is a Management Letter this year. Mr. Sullivan stated no significant deficiencies were found this year to merit a Management Letter, and all of last year's comments had been satisfactorily addressed. However, he did summarize the findings from the Federal Awards Program report regarding the SPED Cluster major grant tested. Mr. Sullivan stated nine of the sixteen vendor transactions tested did not contain the documented evidence of proper review and approval prior to payment. It has been recommended that the procedures be strengthened to provide the proper documentation prior to payment.

Mr. Sullivan explained the audit was performed by CliftonLarsonAllen, LLP, and he provided a brief review of the audit reports. He noted the Town completed its fifth Comprehensive Annual Financial Report (CAFR), which was also submitted for a Government Financial Office Association (GFOA) award. He noted the Town has received the prestigious GFOA Award four times in the past, and he recognized the significant amount of work done by the Town's finance and management team to produce the CAFR Report.

Mr. Sullivan referenced pages 26 and 27 of the CAFR Report as he summarized some of the Financial Statements. He stated the Statement of Net Position was approximately \$48.7 million, which is an increase of \$257,000 from the previous year. Mr. Sullivan stated the net investment in capital assets was \$76.8 million, which was an increase of \$1.7 million from the previous year, and the Restricted Net Position was \$19.2 million, which increased by \$900,000 from the previous year. He also noted the Unrestricted Deficit of -\$47 million is comprised primarily of the Other Post-Employment Benefits (OPEB) and pension liabilities. Mr. Sullivan explained the Net OPEB Obligation was \$20.3 million, and the Net Pension Liability was \$51.9 million.

Vice-Chairman Woodard summarized the Net Position is the cost of assets minus the Town's liabilities. He highlighted the approximate \$71 million of unfunded obligations for benefits for retirees, for which funds have not been put aside. Mr. Sullivan confirmed Vice-Chairman Woodard's observations to be accurate. In FY18, Mr. Sullivan stated the GASB #75 rule will be implemented to report the total unfunded OPEB liability, which will impact this report significantly. Vice-Chairman Woodard emphasized the OPEB issue is not unique to Sudbury, and it is a concern across the State and nation.

In response to a question from Selectman Brown, Mr. Keohane clarified the actuarial formulas are amended every two years. He stated tonight's report was based on the July 1, 2013 information, and the next budget report will utilize the July 1, 2015 figures.

Mr. Sullivan noted pages 30-32 of the CAFR Report focusing on the General Fund and Community Preservation Funds. The General Fund balance was approximately \$17.8 million, and the restricted balance was approximately \$5.6 million. He noted there were approximately \$2.4 million Committed funds and \$1 million of assigned encumbrances. Mr. Sullivan stated the unassigned fund balance of the General Fund totaled approximately \$8.7 million, which included approximately \$4.3 million of the general Stabilization Fund, or 9.7% of total revenues, compared to a ratio of 8.1% last year. He stated the goal is to keep the ratio around 10%. Referencing page 32 and pages 72-81 of the CAFR Report, Mr. Sullivan noted there was a General Fund net increase in the Fund Balance of approximately \$1.2 million, and he provided a summary of its components.

Mr. Sullivan briefly reviewed page 30 of the CAFR Report, noting the Community Preservation Act (CPA) Fund balance was approximately \$5.4 million, which increased by \$289,000 from the previous year. He stated surcharges were approximately \$1.76 million, intergovernmental was approximately \$535,000, investment income was approximately \$27,000 and there were \$1.8 million in expenditures, noting this was primarily for \$1.2 million in debt service. Mr. Sullivan also briefly reviewed the Enterprise Funds' balances and he provided comparisons to last year. He stated the Swimming Pool Enterprise Fund Net Position was approximately \$249,000, which decreased by \$38,000, the Transfer Station Enterprise Net Position was approximately \$328,000, which decreased by \$82,000 due to increases in costs of services and a decrease in charges for services, and the Recreation Field Enterprise Fund Net Position was approximately -\$85,000, which reflected a decrease from last year of \$97,000.

In response to a question from Vice-Chairman Woodard, Town Manager Rodrigues stated Enterprise Funds try to match revenues to expenses. Vice-Chairman Woodard suggested fees should be boosted to cover costs for retirees. Town Manager Rodrigues stated she has been reviewing this carefully in order to make recommendations which will not shock users. She also stated her long-term thought is that Enterprise Funds should be self-sufficient, and they should cover direct and indirect costs.

Mr. Sullivan referenced pages 58 and 59 of the CAFR Report regarding the Town's long-term debt, noting it is approximately \$32.9 million, of which the Massachusetts School Building Authority (MSBA) is expected

to reimburse the Town for approximately \$8 million. He stated the Town's percentage of debt service to its General Fund expenditures is 4.2%, which is a fairly low debt ratio.

In response to a question from Selectman Haarde, Mr. Sullivan explained the timing of some grants is from September to August, and that some do not fall into the July to June fiscal year. However, from year-to-year, the total grant allocations tend to be similar.

Mr. Keohane thanked the auditing firm for its work and responsiveness, and he thanked the members of the Finance Department.

It was on motion unanimously

VOTED: To accept the audited financial statements for the Town of Sudbury for the fiscal year ending June 30, 2016. Said statements include Sudbury's Comprehensive Annual Financial Report (CAFR), Governance Letter, and GAO and OMB A-133 (single audit) reports.

May 9, 2017 Special Town Election Ballot Question – Discuss and Finalize Wording

At 7:44 p.m., Chairman Iuliano took this agenda item out of order, and she opened a discussion regarding finalizing the wording for the May 9, 2017 Special Town Election Ballot Question. The Board was previously in receipt of copies of an email from Town Manager Rodrigues dated March 27, 2017 including the draft Ballot Question language. She suggested, and the Board concurred, that the three words "Sudbury Public Schools" should be capitalized in the Ballot Question.

It was on motion unanimously

VOTED: The final ballot question wording for the Special Town Election May 9, 2017 to be as follows: "Shall the Town of Sudbury be allowed to assess an additional \$1,077,270 in real estate and personal taxes for the purposes of funding the Sudbury Public Schools and Sudbury public safety operating budgets for the fiscal year beginning July first, two thousand and seventeen? Yes _____ No _____"

Council on Aging – Request Regarding Fairbank Community Center Study Task Force – Discussion and Potential Vote

At 8:23 p.m., Chairman Iuliano took this agenda item out of order regarding a discussion of the Council on Aging's (COA) request regarding the Fairbank Community Center Study Task Force. The Board was previously in receipt of copies of a letter from Council on Aging Chairman Jack Ryan dated March 15, 2017 and the Fairbank Community Center Task Force Mission Statement. She explained the COA has agreed to postpone this discussion until the Board's April 25, 2017 Meeting to allow time for a staff working group to report its recommendations.

Bruce Freeman Rail Trail Design Task Force – Discussion and Potential Vote Regarding Recommendations

Present: Bruce Freeman Rail Trail (BRFT) Design Task Force Member Charles Russo and Environmental Planner Beth Suedmeyer

At 8:24 p.m., Chairman Iuliano opened a continuation of the discussion regarding the recommendations of the Bruce Freeman Rail Trail (BFRT) Design Task Force held at the Board's last Meeting, and she welcomed Bruce Freeman Rail Trail (BFRT) Design Task Force Member Charles Russo and Environmental Planner Beth Suedmeyer to the Meeting. The Board was previously in receipt of copies of the PowerPoint

slides for the Board's March 21, 2017 Meeting presentation, an aerial view of possible alternative routes and spreadsheets reflecting an "Alternative Ranking Matrix" for BFRT Off-Trail Alternatives, a spreadsheet regarding "Considerations for Various Trail Treatments along the Rail Road Alignment," and a handout entitled, "Bruce Freeman Rail Trail Design Task Force Rail Corridor Treatment Options in Wetlands Challenge Areas."

Ms. Suedmeyer summarized the Task Force recommendations for the two challenge areas close to the rail embankment, which were identified as priorities for minimizing potential impacts. For Challenge Area #1, south of Hudson Road (650 feet), a recommendation was made by the Task Force for a 14-foot elevated boardwalk, and for Challenge Area #2, south of North Road (1,200 ft.), a recommendation was made for reduced width and retaining walls and a ten-foot paved path and one-foot shoulders.

Selectman Brown asked if the bump-outs mentioned for Challenge Area #2 have been definitively decided, noting she thinks they are a good idea. Ms. Suedmeyer stated the bump-outs have been discussed as being needed to facilitate access for emergency vehicles, but they have not yet been quantified.

In response to a question from Selectman Simon, Ms. Suedmeyer provided some information regarding the State's Wetlands' Protection Act's permitting requirements, noting a 5,000 square-foot variance threshold. She stated treatment options have been discussed with the Massachusetts Department of Transportation (DOT). Ms. Suedmeyer stated the recommendation made was considered to have the least number of potential impacts.

Selectman Simon asked if an emergency vehicle would be able to access the entire rail trail. Ms. Suedmeyer responded affirmatively, stating this was an important factor highlighted by the Town's Public Safety Departments, and it was a priority for the Task Force to have VHB implement this into the design for further review.

Selectman Brown stated she had a few minor suggestions for the PowerPoint slides distributed which she would share with Ms. Suedmeyer at a later date. She asked with whom Ms. Suedmeyer and the consultants have been communicating at DOT, and Ms. Suedmeyer provided some information regarding individuals and departments they have worked with. Selectman Brown asked if the traffic projections for the 129 Parker Street development planned for Maynard have been taken into consideration. Ms. Suedmeyer stated she could bring this to VHB's attention.

It was on motion unanimously

VOTED: To approve the recommendations of the Bruce Freeman Rail Trail Design Task Force for adoption regarding the two challenge areas as follows: for Challenge Area #1, south of Hudson Road (650 feet), a 14-foot elevated boardwalk, and for Challenge Area #2, south of North Road (1,200 ft.) reduced width and retaining walls and a ten-foot paved path and one-foot shoulders.

A brief discussion ensued regarding the recommendations of the Task Force presented on pages 42-45 of tonight's agenda packet regarding roadway intersections and additional investigations.

Selectman Brown asked if the Board is being asked to approve the 75% design. Ms. Suedmeyer clarified that it would be helpful to have the Board's support for only what has been recommended by the Task Force. Selectman Brown stated she has concerns, and she is not sure what she is voting on because she does not believe enough information has been provided regarding certain features such as traffic.

Selectman Simon stated he believes it would be helpful to vote to support the recommendations to help VHB continue its design work, with the knowledge that there will be further review later in the process.

Mr. Russo stated the additional investigations recommended were intended by the Task Force to highlight future issues to be considered so there are no surprises which arise.

It was on motion unanimously

VOTED: To support the recommendations of the Bruce Freeman Rail Trail Design Task Force in order to provide direction to VHB and facilitate its work.

Town Manager Performance Evaluation – Discussion

At 8:50 p.m., Chairman Iuliano opened a discussion regarding the Town Manager's performance evaluation, and she asked Evaluation Subcommittee members Selectmen Brown and Haarde to update the Board. The Board was previously in receipt of copies of a self-review by Town Manager Rodrigues dated February 28, 2017, a composite matrix of the evaluations submitted by each Selectman and each Selectman's evaluation form submissions. In addition, copies of a handout entitled, "Summary Town Manager Evaluations Sudbury Town Manager Melissa Rodrigues March 2017" were distributed tonight.

Selectman Brown reviewed the materials received to date, noting it was difficult to summarize all of the Selectmen's narratives. She stated the handout distributed tonight is a 50-word or less summary of each Selectmen's narrative.

The Selectmen each recognized the high quality of work produced by Town Manager Rodrigues in her first year, noting her open, accessible and creative work approach.

Town Manager Rodrigues thanked the Board for its feedback, and she stated she is enjoying the position.

Selectman Brown stated an area for a Selectman's name and date should be included on the forms in the future. She also noted the Board should consider whether specific goals should be set for the Town Manager in future years.

The consensus of the Board was that no vote would be taken regarding the Town Manager's evaluation tonight and that the Board's summary narrative would be refined by the Subcommittee for review at a future Board meeting.

May 2017 Annual Town Meeting Articles - Take Positions and Assign Presentations

At 9:02 p.m., Chairman Iuliano took this agenda item out of order, and she opened a discussion regarding the 2017 May Annual Town Meeting and the assignment of presentations and the taking of any remaining positions on articles. The Board was previously in receipt of copies of a revised draft list of articles submitted for the 2107 May Annual Town Meeting Warrant dated March 16, 2017.

Town Manager Rodrigues highlighted the Board's April 25, 2017 Meeting will be its last one scheduled before Town Meeting.

The Board reviewed the list of articles and made the following determinations:

It was on motion unanimously

VOTED: To support Article 4 – FY18 Capital Budget, and to have Town Manager Rodrigues make the Town Meeting presentation. .

It was also decided Town Manager Rodrigues would present Articles #12, #13, #17 and #18 at Town Meeting.

It was further decided Environmental Planner Beth Suedmeyer would present Article #14 at Town Meeting and that Selectmen Simon might assist her with the presentation. It was noted a funding source for Article #14 needs to be indicated.

A brief discussion ensued regarding Article #19 – Amend Town Bylaws, Art. XXVII.4 – In-Ground Irrigation Systems. Vice-Chairman Woodard stated he expects some initial opposition to be expressed at Town Meeting, but he believes people will eventually support the article once they understand the potential consequences in rare drought conditions. Selectman Brown stated she expects opposition to be expressed by property owners who invested in private wells. She questioned whether the Federal or State definitions for the levels of drought conditions should be used. Town Manager Rodrigues stated she would research this.

It was on motion unanimously

VOTED: To report at Town Meeting the Board's position on Article #19.

It was also on motion unanimously

VOTED: To support Article #25 – Wireless Technology Infrastructure Improvements – Sudbury Public Schools.

It was further on motion unanimously

VOTED: To report at Town Meeting the Board's position on Article #26 – Sudbury Public Schools Playground Improvements.

(NOTE: There was a brief discussion regarding whether Articles #25 and #26 were previously supported by the Board in a vote as reflected in the draft March 7, 2017 Meeting Minutes. The Recording Secretary later noted that tonight's list of articles had been renumbered since March 7, 2017 and that Articles #25 and #26 being reviewed on the list used on March 7, 2017, which were different than tonight's #25 and #26, had been supported with a vote on March 7, 2017.)

It was also decided Town Manager Rodrigues or Finance Director Dennis Keohane would present Article #27 – Stabilization Fund.

Town Manager Rodrigues mentioned Article #28 – Lyons Pride/S.M.I.L.E. Playground may be indefinitely postponed.

It was further on motion unanimously

VOTED: To support Article #34 – FY18 Community Preservation Fund General Budget and Appropriations.

A brief discussion ensued regarding Petition Articles #35 and #36. Selectman Simon believes the Board should vote to support the two Petition Articles because they are pro-environment and he believes it is the right thing to do and it sends a positive message to the community. Chairman Iuliano stated she would rather report the Board's position at Town Meeting because she is concerned about impacts on local businesses and she would like to hear more information. Vice-Chairman Woodard concurred, stating the Board should be business-friendly and hear first what the perceptions are about the articles.

Selectman Simon made a motion to take positions on Petition Articles #35 and #36, but the motion was not seconded. Thus, it was decided the Board would report its position on Articles #35 and #36 at Town Meeting.

Special Town Election Warrant/Annual Town Meeting – Sign Warrant

At 9:01 p.m., Chairman Iuliano took this agenda item out of order, and she opened a discussion regarding the Special Town Election and Annual Town Meeting Warrant. The Board was previously in receipt of copies of the "2016 Official Warrant Annual Town Meeting May 1, 2017 and the Special Town Election, Tuesday, May 9, 2017." In addition, copies of an email from Superintendent Anne Wilson dated April 4, 2017 regarding a change to the pro argument for the override ballot question were distributed tonight.

It was on motion unanimously

VOTED: To sign the Special Town Election/Annual Town Meeting Warrant, which must be delivered to residents by April 24, 2017.

Board of Selectmen's Quarterly Newsletter - Discussion

At 10:37 p.m., Chairman Iuliano took this item out of order, and she opened a discussion regarding the Board of Selectmen's Quarterly Newsletter. She asked if the Board thinks a June newsletter is possible, and if so, whether there are suggestions for article topics.

The consensus of Board members was that they would think about possible article topics and discuss this again at the April 25, 2017 Board Meeting.

Selectman Brown stated she is inclined to think submission of a June article might be difficult.

Citizens' Comments – Continuation

At 9:30 p.m., Chairman Iuliano announced no citizens had requested time for comments tonight.

Future Board of Selectmen Agenda Items - Discussion

At 9:30 p.m., Chairman Iuliano opened a discussion regarding future agenda items. It was noted the Request for Proposal for Town Counsel, the Council on Aging's request regarding the Fairbank Community Center Task Force, and the Board's Newsletter would be discussed at the April 25, 2017 Board Meeting. Town Manager Rodrigues stated she would also like to discuss the draft testimony for the Proposed Legislative Bills.

Selectman Brown asked if the Town's auditors will be evaluated. Town Manager Rodrigues stated she has asked Finance Director Dennis Keohane to solicit quotes, and she will share this information with the Board when it is available.

The Board briefly discussed its Meeting schedule. It was noted it will not meet on May 9, 2017 and that a second meeting in May will only be scheduled if it is deemed necessary by Town Manager Rodrigues.

Minutes

Copies of edits made to the March 7, 2017 Meeting Minutes and the March 21, 2017 Meeting Minutes by Selectman Brown were distributed tonight. In addition, Chairman Iuliano submitted a correction to a typographical error on page 2 of the March 21, 2017 Meeting Minutes tonight.

It was on motion unanimously

VOTED: To approve the Regular Session Meeting Minutes of March 7, 2017 and March 21, 2017, as both were amended tonight.

Friends of Sudbury Park and Recreation Inc. – Donation

Town Manager Rodrigues asked for this agenda item to be removed from tonight's Consent Calendar and added to the April 25, 2017 agenda.

Sudbury Housing Trust – Sign Certificate of Appointment Trustee and Acceptance

It was on motion unanimously

VOTED: To sign the Certificate of Appointment of Trustee and Acceptance for Cynthia Howe, 38 Birchwood Avenue, to be recorded at the Middlesex South District Registry of Deeds, as requested by Elizabeth Rust, Regional Housing Services Office.

Executive Session

At 9:35 p.m., Chairman Iuliano announced the Board would now vote to enter into Executive Session and that the Regular Session meeting would resume at the conclusion of the Executive Session.

It was on motion and on roll call unanimously

VOTED: To go into Executive Session to discuss strategy with respect to potential litigation if an open meeting may have a detrimental effect on the litigating position of the public body and the Chair so declares (Frost Farm) pursuant to General Laws Chapter 30A, Section 21 (a) (3), Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Regular Session Resumed to Discuss the Proposed Use and Occupancy Agreement for the Frost Farm House - Review and Potential Vote

At 9:40 p.m., it was on motion and on roll call unanimously

VOTED: To resume the Regular Session Board Meeting, Selectman Patricia A. Brown, aye, Selectman Robert C. Haarde, aye, Selectman Leonard Simon, aye, Vice-Chairman Charles C. Woodard, aye, and Chairman Susan Iuliano, aye.

Chairman Iuliano announced the Board would now resume its Regular Session Meeting to discuss the proposed use and occupancy agreement for the Frost Farm House. She stated the Board has had several Executive Session Meetings discussing a new Use and Occupancy Agreement for the Frost Farm. Chairman Iuliano explained the Town had an agreement with William Braun which was set to expire in October 2017. A proposed agreement has been drafted for 15 months beyond the current expiration date, which includes the terms of the new Agreement, the use of the premises and allows for occupancy for an additional 15 months.

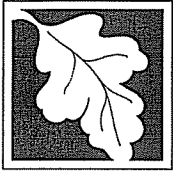
It was on motion unanimously

VOTED: To approve the Use and Occupancy Agreement for the Frost Farm as reviewed tonight.

There being no further business, the meeting adjourned at 9:44 p.m.

Attest: _____

Melissa Murphy-Rodrigues
Town Manager-Clerk



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

**WPA Form 4B – Order of Resource Area
Delineation**

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

301-1193

MassDEP File Number

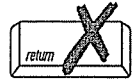
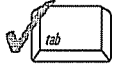
eDEP Transaction Number

Sudbury

City/Town

A. General Information

Important: When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



Note: Before completing this form consult your local Conservation Commission regarding any municipal bylaw or ordinance.

From: Sudbury
1. Conservation Commission

2. This Issuance is for (check one):

- a. Order of Resource Area Delineation
- b. Amended Order of Resource Area Delineation

3. Applicant:

Sudbury Town Planning & Community Dev.
Dept.

b. Last Name

Town of Sudbury

c. Organization

278 Old Sudbury Rd.

d. Mailing Address

Sudbury

MA

f. State

01776

g. Zip Code

e. City/Town

4. Property Owner (if different from applicant):

Executive Office of Transportation and
Construction

b. Last Name

Commonwealth of MA

c. Organization

10 Park Plaza, Ssuite 3170

d. Mailing Address

Boston

MA

f. State

02116

g. Zip Code

e. City/Town

5. Project Location:

Railroad ROW

Sudbury

01776

a. Street Address

b. City/Town

c. Zip Code

d. Assessors Map/Plat Number

e. Parcel/Lot Number

Latitude and Longitude
(in degrees, minutes, seconds):

42d39m065s

f. Latitude

-71d41m162s

g. Longitude

6. Dates: July 26, 2016

a. Date ANRAD filed

b. Date Public Hearing Closed

c. Date of Issuance

7. Title and Date (or Revised Date if applicable) of Final Plans and Other Documents:

Proposed Bike Path

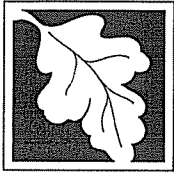
May 19, 2016

a. Title

b. Date

c. Title

d. Date



**WPA Form 4B – Order of Resource Area
Delineation**

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

301-1193

MassDEP File Number

eDEP Transaction Number

Sudbury

City/Town

B. Order of Delineation

1. The Conservation Commission has determined the following (check whichever is applicable):

a. **Accurate:** The boundaries described on the referenced plan(s) above and in the Abbreviated Notice of Resource Area Delineation are accurately drawn for the following resource area(s):

- 1. Bordering Vegetated Wetlands
- 2. Other resource area(s), specifically:

a. bank

subject to receipt of a dated revised plan of the version received by email on Oct. 24, 2016

b. **Modified:** The boundaries described on the plan(s) referenced above, as modified by the Conservation Commission from the plans contained in the Abbreviated Notice of Resource Area Delineation, are accurately drawn from the following resource area(s):

- 1. Bordering Vegetated Wetlands
- 2. Other resource area(s), specifically:

a.

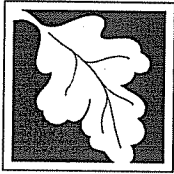
c. **Inaccurate:** The boundaries described on the referenced plan(s) and in the Abbreviated Notice of Resource Area Delineation were found to be inaccurate and cannot be confirmed for the following resource area(s):

- 1. Bordering Vegetated Wetlands
- 2. Other resource area(s), specifically:

Perennial stream including mean annual high water; vernal pools (including, but not limited to vernal pools protected under the Sudbury Wetlands Bylaw only)

3. The boundaries were determined to be inaccurate because:

Drought conditions and low groundwater during 2016 did not permit the identification of these resource areas.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 4B – Order of Resource Area Delineation

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

301-1193
MassDEP File Number

eDEP Transaction Number

Sudbury
City/Town

C. Findings

This Order of Resource Area Delineation determines that the boundaries of those resource areas noted above, have been delineated and approved by the Commission and are binding as to all decisions rendered pursuant to the Massachusetts Wetlands Protection Act (M.G.L. c.131, § 40) and its regulations (310 CMR 10.00). This Order does not, however, determine the boundaries of any resource area or Buffer Zone to any resource area not specifically noted above, regardless of whether such boundaries are contained on the plans attached to this Order or to the Abbreviated Notice of Resource Area Delineation.

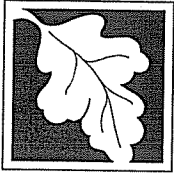
This Order must be signed by a majority of the Conservation Commission. The Order must be sent by certified mail (return receipt requested) or hand delivered to the applicant. A copy also must be mailed or hand delivered at the same time to the appropriate DEP Regional Office (see <http://www.mass.gov/eea/agencies/massdep/about/contacts/find-the-massdep-regional-office-for-your-city-or-town.html>).

D. Appeals

The applicant, the owner, any person aggrieved by this Order, any owner of land abutting the land subject to this Order, or any ten residents of the city or town in which such land is located, are hereby notified of their right to request the appropriate DEP Regional Office to issue a Superseding Order of Resource Area Delineation. When requested to issue a Superseding Order of Resource Area Delineation, the Department's review is limited to the objections to the resource area delineation(s) stated in the appeal request. The request must be made by certified mail or hand delivery to the Department, with the appropriate filing fee and a completed Request for Departmental Action Fee Transmittal Form, as provided in 310 CMR 10.03(7) within ten business days from the date of issuance of this Order. A copy of the request shall at the same time be sent by certified mail or hand delivery to the Conservation Commission and to the applicant, if he/she is not the appellant.

Any appellants seeking to appeal the Department's Superseding Order of Resource Area Delineation will be required to demonstrate prior participation in the review of this project. Previous participation in the permit proceeding means the submission of written information to the Conservation Commission prior to the close of the public hearing, requesting a Superseding Order or Determination, or providing written information to the Department prior to issuance of a Superseding Order or Determination.

The request shall state clearly and concisely the objections to the Order which is being appealed and how the Order does not contribute to the protection of the interests identified in the Massachusetts Wetlands Protection Act, (M.G.L. c. 131, § 40) and is inconsistent with the wetlands regulations (310 CMR 10.00). To the extent that the Order is based on a municipal bylaw or ordinance, and not on the Massachusetts Wetlands Protection Act or regulations, the Department of Environmental Protection has no appellate jurisdiction.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

**WPA Form 4B – Order of Resource Area
Delineation**

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

301-1193
MassDEP File Number

eDEP Transaction Number

Sudbury
City/Town

E. Signatures

Nov. 14, 2016
Date of Issuance

Please indicate the number of members who will sign this form.

6
1. Number of Signers

[Signature]
Signature of Conservation Commission Member

[Signature] (Armstrong)
Signature of Conservation Commission Member

[Signature] Charles Russo
Signature of Conservation Commission Member

[Signature]
Signature of Conservation Commission Member

[Signature] BRUCE PORTER
Signature of Conservation Commission Member

[Signature]
Signature of Conservation Commission Member

[Signature] MARK SGOVER
Signature of Conservation Commission Member

This Order is valid for three years from the date of issuance.

If this Order constitutes an Amended Order of Resource Area Delineation, this Order does not extend the issuance date of the original Final Order, which expires on _____ unless extended in writing by the issuing authority.

This Order is issued to the applicant and the property owner (if different) as follows:

2. By hand delivery on

3. By certified mail, return receipt requested on

Nov. 14, 2016
a. Date

a. Date

To: Jodie Kablack – Town of Sudbury

Date: May 22, 2015



Project #: 12984.00

From: Meghan Selby,
Environmental Scientist

Re: Vernal Pool Investigation

Memorandum

This memorandum describes the results of a field investigation that was conducted along the proposed Bruce Freeman Rail Trail (BFRT) corridor on April 24, 2015. The investigation included verifying the presence or absence of egg masses or individuals of obligate vernal pool species within certified and potential vernal pools along the BFRT corridor (Figure 1).

The *Existing Conditions Survey Plan at Proposed Rail Trail in Sudbury, Mass.*, prepared by Atlantic Engineering & Survey Consultants Inc., dated June 30, 2008, was used as the base for the vernal pool investigation (Attachment A). The plan set identified a single certified vernal pool (CVP), numerous potential vernal pools (PVPs), a single Sudbury vernal pool (SVP), and isolated wetlands. In addition to the previously identified areas the field team walked the corridor looking for any additional areas that had vernal pool characteristics. The following lists of vernal pool criteria were used as the basis for documenting areas along the corridor.

The results of the investigation are summarized in Table 1 and described in further detail the following sections.

Vernal Pool Criteria

The March 2009 *Guidelines for the Certification of Vernal Pool Habitat* (Guidelines) defines the Vernal Pool Certification Criteria based on biological and physical evidence.

Biological criteria include:

- Obligate species (wood frog (*Lithobates sylvaticus*), spotted salamander (*Ambystoma maculatum*), blue-spotted salamander (*A. laterale*), Jefferson salamander (*A. jeffersonianum*), and marbled salamander (*A. opacum*)
 - Wood frog chorusing
 - At least 5 pairs of mated wood frogs
 - At least 5 egg masses of either wood frogs or spotted salamanders
 - One egg mass of state-listed blue-spotted or Jefferson salamander
 - Mating adult salamanders
 - Salamander spermatophores
 - Salamander or wood frog larvae
 - Fairy shrimp (*Anostraca: Eubranchipus*)
- Facultative species (spring peeper, gray treefrog, American toad, Folwer's toad) – at least two species must be present.
 - Adult chorusing
 - At least 5 mated pairs
 - Any number of egg masses

101 Walnut Street
PO Box 9151
Watertown, MA 02472
P 617.924.1770

- Tadpoles

Physical criteria include evidence that there is a pool with no permanently flowing outlet (no culvert or stream). The Guidelines defines Vernal Pool Boundary as:

- A distinct and clear topographic break at the edge of a pool or
- The maximum observed or recorded extent of flooding, as evidenced by:
 - Leaf staining or other indicators of hydrology, or
 - The mean annual high water mark as observed in March through early April.

The *Sudbury Wetlands Administration Bylaw Regulations* (Revised August 11, 2014) further defines a vernal pool as:

any confined basin or depression not occurring in existing lawns, gardens, landscaped areas, or driveways which, at least in most years, holds water for a minimum of two continuous months during the spring and/or summer, contains at least 200 cubic feet of water at some time during most years, is free of adult predatory fish populations, and provides essential breeding and rearing habitat functions for amphibian, reptile, or other vernal pool community species.

Results

Results from the investigation are summarized in the following table and described in greater detail in the following section.

Table 1. Vernal Pool Investigation Results Summary

ID	Between Stations	Water Depth (in)	Findings
PVP 1	468.00-468.50	<1	No VP species found.
PVP 2	453.00-457.00	24-48	No VP species found.
PVP 3	440.50-441.50	2-3	No VP species found.
PVP 4*	431.50-435.00	6-15	1 wood frog egg mass and 2 spotted salamander egg masses.
PVP 5*	427.50-429.25	2-12	No VP species found. 1 predacious diving beetle observed.
PVP 6*	418.00-419.00	2-6	No VP species found. Direct outlet to adjacent stream.
PVP 7	393.50-395.50	6-8	No VP species found. Limited opportunity for egg mass attachment.
PVP 8	389.00-390.50	2-3	No VP species found. Water was flowing through area instead of ponding due to topography.
SVP 9	376.50-377.50	2-5	No VP species found.
PVP 10	373.00-374.50	0	No VP species found. Area was dry at time of inspection.

ID	Between Stations	Water Depth (in)	Findings
PVP 11*	384.50-385.50	10-12	8 spotted salamander egg masses. Approx. 5 small (~4in) fish swimming near some of the egg masses.
PVP 12*	354.50-356.00	12-24	No VP species found. Limited opportunity for egg mass attachment.
CVP 13*	336.00-337.00	5-24	15+ blue spotted salamander, 15+ spotted salamander, and 10+ wood frog egg masses found.
PVP 14*	334.00-335.00	4-6	No VP species found.
PVP 15	284.50-286.50	4-18	1 wood frog egg mass found. No other signs of VP species.
PVP 16	254.50-255.50	2-10	No VP species found. (~10 wood frog egg masses found on 4/22/15)
PVP 17	254.50-256.00	0-6	No VP species found. Oil sheen present throughout isolated wetland.
PVP 18	249.00-254.00	0-12	No VP species found.
PVP 19	247.00-248.00	0	No VP species found. Area was dry at time of inspection.

*Areas within mapped priority and estimated habitat as provided by NHESP.

Based on the findings of the April 2015 survey of potential vernal pools along the proposed Bruce Freeman Rail Trail in Sudbury, only Potential Vernal Pools 4, 11, 15, and 16 are eligible for certification as Vernal Pools with the Natural Heritage and Endangered Species Program. Vernal Pool 13 is already certified and was confirmed with by our findings. Although a single wood frog egg mass was observed within Potential Vernal Pool 15, it would not meet NHESP certification requirements.

The following are photographs from the field investigation of each of the pools, and additional site specific notes.

Potential Vernal Pool Area 1 – Between Stations 468.00 and 468.50.



PVP 1 was within a larger wetland complex. The area does not appear to hold enough water long enough for VP species utilization. Water levels were less than 1 inch. No VP species were observed.

Potential Vernal Pool Area 2 – Between Stations 453.00 and 457.00.



PVP 2 is part of a larger wetland complex. Water levels were to a depth of approximately 2 feet along the outer edge and up to 4 feet within the center of the pool. Despite the abundance of suitable egg laying locations (over hanging branches) no VP species or evidence of species was observed during the investigation.

Potential Vernal Pool Area 3 – Between Stations 440.50 and 441.50.

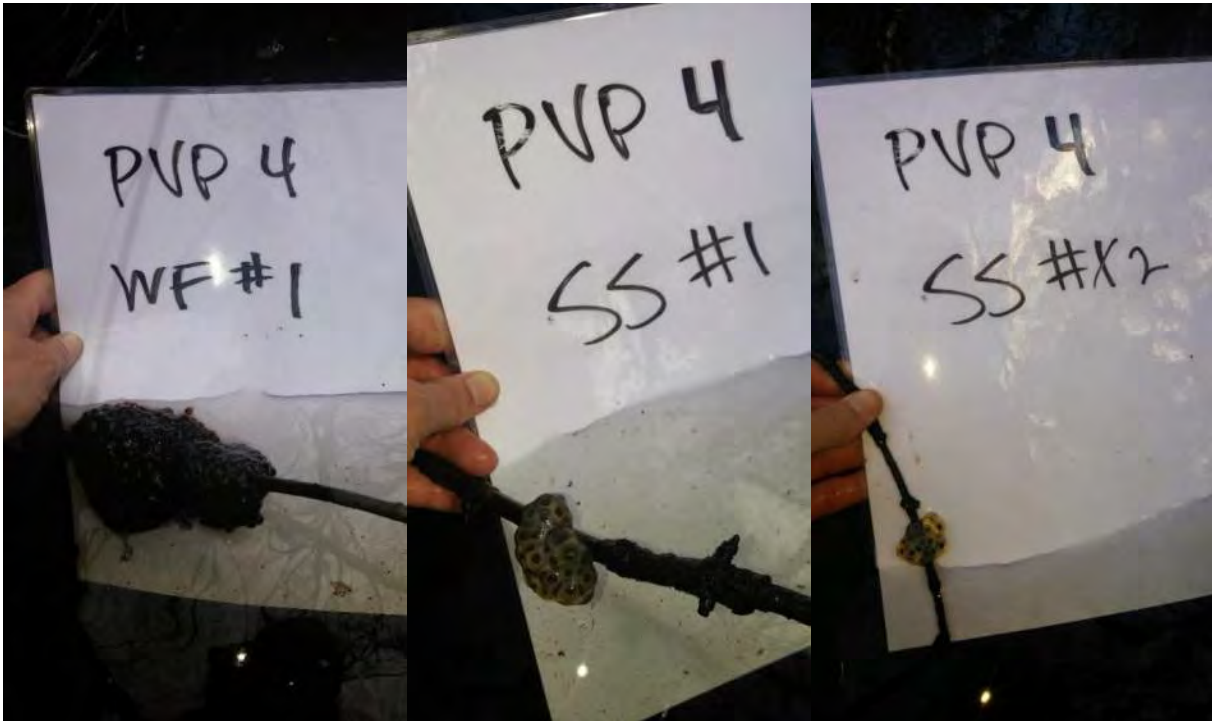


PVP 3 is a shallow and narrow depression that runs parallel to the rail bed. Water depths were 2-3 inches and no VP species were observed.

Potential Vernal Pool Area 4 – Between Stations 431.50 and 435.00.



PVP 4 is to the east of Pantry Road and on the western limit of the BFRT corridor. The pool had standing water ranging from 6 to 15 inches. High levels of iron were observed within the pool. Numerous branches were positioned along the edge of the pool, creating good egg mass attachment opportunities.



One wood frog and two spotted salamander egg masses were found within PVP 4. This area is within Priority Habitat of Rare Species (PH 617) and Estimated Habitat of Rare Wildlife (EH 543).

Potential Vernal Pool Area 5 – Between Stations 427.50 and 429.25.



PVP 5 is a narrow depression with shallow pockets of water along the fringes and up to 12 inches in the center. No VP species were observed within the pool. Clumps of algae were observed on some branches and within the deeper sections of the water. This area is within Priority Habitat of Rare Species (PH 617) and Estimated Habitat of Rare Wildlife (EH 543).

Potential Vernal Pool Area 6 – Between Stations 418.00 and 419.00.



PVP 6 is a shallow depression adjacent to a stream. Standing water within the depression ranged from 2 to 6 inches. No VP species were observed. This area is within Priority Habitat of Rare Species (PH 617) and Estimated Habitat of Rare Wildlife (EH 543).



Water within the PVP 6 area was actively draining into the adjacent stream at the time of the inspection.

Potential Vernal Pool Area 7 – Between Stations 393.50 and 395.50.



PVP 7 is a shallow depression with standing water ranging from 6 to 8 inches. The depression was approximately 10 feet at its widest point. No VP species were observed.

Potential Vernal Pool Area 8 – Between Stations 389.00 and 390.50.



PVP 8 is a shallow secondary channel adjacent to a well-defined stream. No VP species were observed.



PVP 8 had flowing water ranging from 2 to 3 inches deep before the confluence with the main stream channel.

Sudbury Vernal Pool 9 – Between Stations 376.50 and 377.50.



SVP 9 had approximately 2 to 5 inches of standing water. No permanent outlet was present. No VP species were observed.

Potential Vernal Pool Area 10 – Between Stations 373.00 and 374.50.



PVP 10 is a channel like depression that runs along rail bed's the toe of slope. The area was dry at the time of inspection. Based on topography within this area it is unlikely that water ponds up for the requisite period of time for VP species to utilization. No VP species were found.

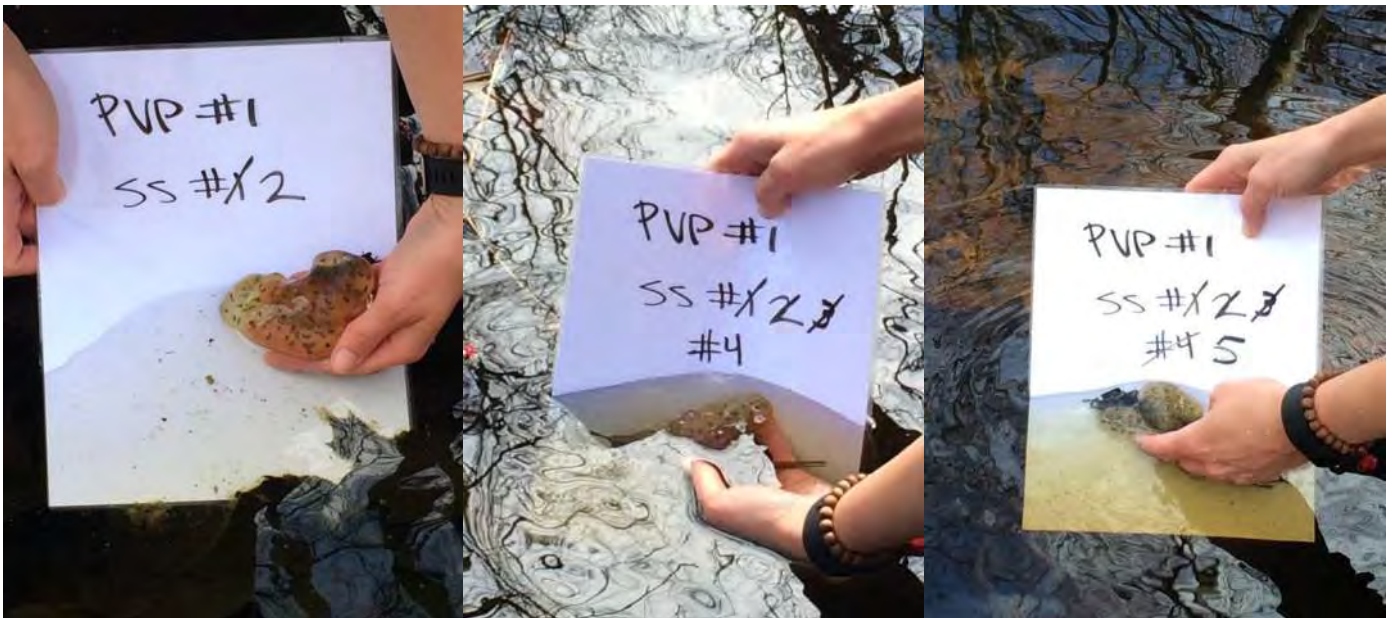
Potential Vernal Pool Area 11 – Between Stations 384.50 and 385.50.



PVP 11 is part of a larger wetland complex. The southern extent of the complex (as pictured above) had standing water between 10 and 12 inches.



The northern extent of the wetland complex (PVP 11) transitions into a wide channel and to the northeast a pond. Small fish approximately 4 inches in length were primarily observed within the larger channel area and a few were found swimming within a few feet of the spotted salamander egg masses.



Eight spotted salamander egg masses were observed within PVP 11. These were localized within the southern extent of the wetland complex. This area is within Priority Habitat of Rare Species (PH 528) and Estimated Habitat of Rare Wildlife (EH 437).

Potential Vernal Pool Area 12 – Between Stations 354.50 and 356.00



PVP 12 is on the western side of the BFRT corridor, across from PVP 11. PVP 12 is a farm pond that has the potential to hold water through most of the year. Water depths were approximately 1 to 2 feet. There were little to no branches within the outer fringe of the pond along the eastern limit (within the ROW easement). No VP species were found. This area is within Priority Habitat of Rare Species (PH 528) and Estimated Habitat of Rare Wildlife (EH 437).

Certified Vernal Pool 13 – Between Stations 336.00 and 337.00.



CVP 13 is approximately 80 by 100 feet and had up to approximately 2 feet of standing water at the time of the inspection. This area is within Priority Habitat of Rare Species (PH 528) and Estimated Habitat of Rare Wildlife (EH 437).



Wood frog (10+), spotted salamander (15+), and blue-spotted salamander (15+) egg masses were found throughout the pool. A number of individual and clusters of 2-5 eggs were also found throughout and on the bottom of the pool.

Potential Vernal Pool Area 14 – Between Stations 334.00 and 335.00.



PVP 14 was holding approximately 4 to 6 inches of standing water at the time of inspection. This area is within Priority Habitat of Rare Species (PH 528) and Estimated Habitat of Rare Wildlife (EH 437). No VP species were found.

Potential Vernal Pool Area 15 – Between Stations 284.50 and 286.50.



PVP 15 is a narrow depression that is coincident with the rail bed's toe of slope. The center of the depression was holding approximately 18 inches of water at the time of inspection. One wood frog egg mass was found. No other VP species were observed.

Potential Vernal Pool Area 16 – Between Stations 254.50 and 255.50.



PVP 16 is within a constructed detention basin. At the time of inspection standing water reached depths of 10 inches in the southern extent and the basin was dry in the northern extent. No VP species were observed. An oil sheen was present on the surface of the water and small piles of snow and associated debris were present. During a flagging event on April 15, 2015 staff heard wood frog chorusing and noted multiple wood frog egg masses within the center of the pool.

Potential Vernal Pool Area 17 – Between Stations 254.50 and 256.00.



PVP 17 is an isolated wetland. The depression was holding up to 6 inches of water in the center. An oil sheen was present within the pool and no VP species were observed.

Potential Vernal Pool Area 18 – Between Stations 249.00 and 254.00.

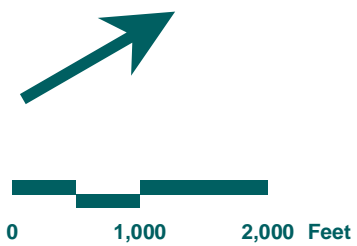
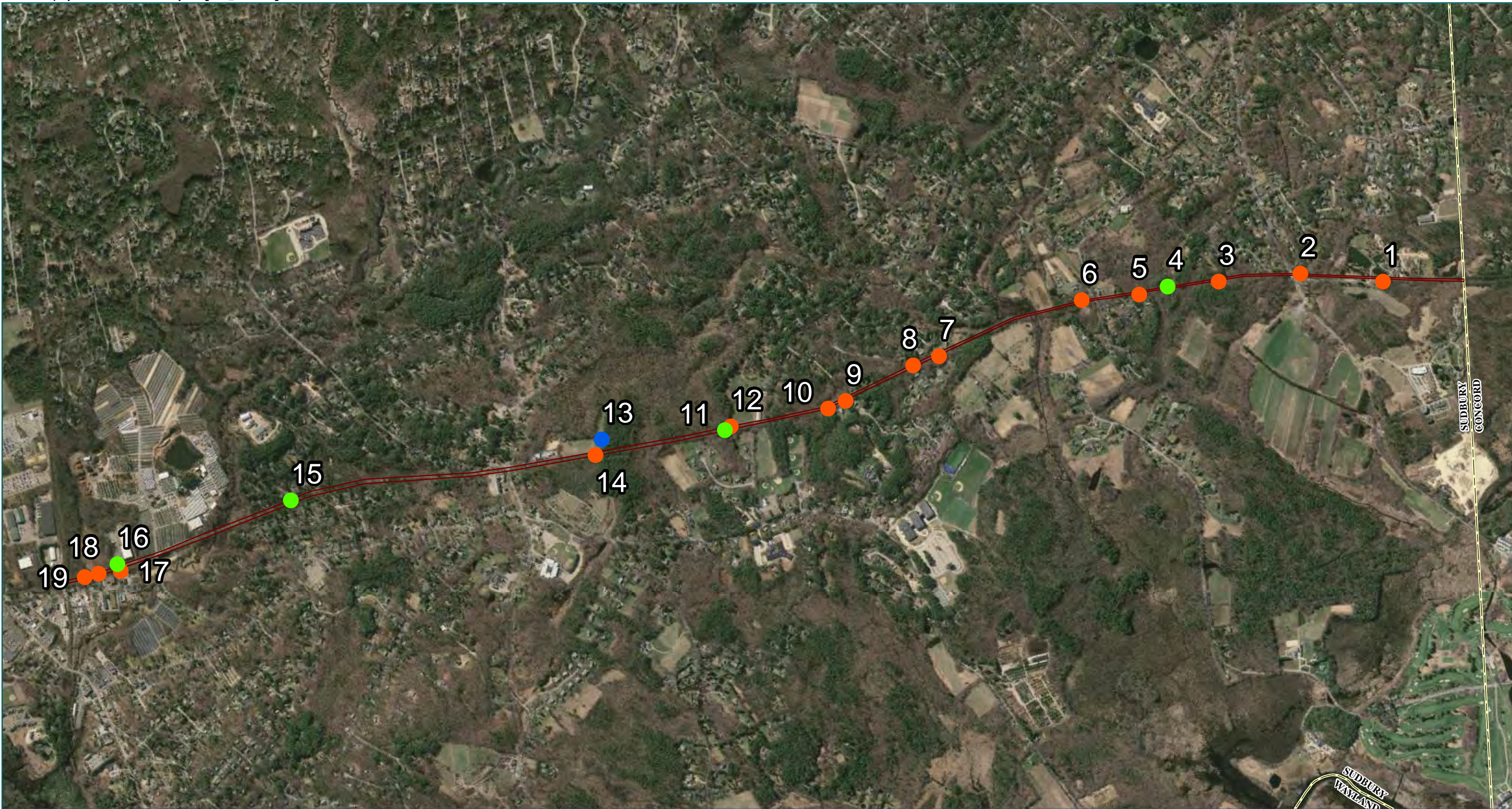


PVP area 18 is part of a large cattail marsh wetland complex with a stream channel flowing through the center. The stream is carried under the rail road bed through a culvert and connects to a wetland on the eastern side of the alignment. The investigation was limited to the railroad easement and no VP species were found.

Potential Vernal Pool Area 19 – Between Stations 247.00 and 248.00



PVP 19 is an isolated wetland located to the west of the rail alignment. The area was dry at the time of the inspection and no VP species were found.



- Legend**
- Certified Vernal Pool
 - Eligible to be Certified
 - Non-Eligible to be Certified
 - ▭ Bruce Freeman Rail Trail Corridor

Figure 1 – Site Location Map

Bruce Freeman Rail Trail
Sudbury, Massachusetts

SUDBURY BRUCE FREEMAN RAIL TRAIL EXISTING CONDITIONS BASE SURVEY

SITE NOTES

- TOPOGRAPHY, PROPERTY LINE INFORMATION AND SITE FEATURES WERE OBTAINED FROM AN ON THE GROUND SURVEY BY ATLANTIC ENGINEERING PERFORMED BETWEEN MARCH AND JUNE OF 2008.
- THE LOCATIONS OF ALL EXISTING UTILITIES ARE TAKEN FROM EXISTING AVAILABLE INFORMATION AND SHOULD BE CONSIDERED APPROXIMATE. THERE MAY BE EXISTING LINES OTHER THAN THOSE SHOWN HEREON. THE CONTRACTOR SHALL BE REQUIRED TO CONTACT THE PROPER UTILITY COMPANIES AND DIG-SAFE PRIOR TO BEGINNING ANY CONSTRUCTION ON THE SITE. OUR FIRM DOES NOT WARRANT WARRANT OR GUARANTEE THE LOCATION OF ANY UTILITIES SHOWN HEREON.
- ALL ELEVATIONS REFER TO NORTH AMERICAN VERTICAL DATUM (NAD83) OF 1983. FROM NGVD OF 1929 USING "VERTCON" FROM THE NGS/NOAA.GOV WEB SITE.
- WETLANDS FLAGS DEMARCATING WETLAND RESOURCE AREAS WERE DELINEATED MARCH THROUGH MAY OF 2008 BY:
WETLANDS & LAND MANAGEMENT, INC.
DANVERS, MASSACHUSETTS
- PER THE COMMONWEALTH OF MASSACHUSETTS REPORTABLE HAZARDOUS RELEASE LOOKUP WEB SITE THERE ARE NO OPEN SITES WITHIN 100 FEET OF THE LOCUS.

RIGHT OF WAY ABUTTERS

ParcelID	Owner	ParcelID	Owner
C10-0005	KING THOMAS M & REBECCA L	F09-0002	HAYNES HONORA
C10-0009	FAIRVIEW DEVELOPMENT CORP	F09-0003	SHEDD MATTHEW D & CAROL A
C10-0010	NORMAN JOHN C & DORIS	F09-0004	HAYNES HONORA
C10-0011	FAIRVIEW DEVELOPMENT CORP	F09-0006	TOWN OF SUDBURY
C10-0012	NORMAN JOHN C & DORIS	F09-0218	CRARY MINER A & HELEN H
C10-0013	NORMAN JOHN C & DORIS	F09-0219	SIMONSEN JORN & MIA
C10-0400	FAIRVIEW DEVELOPMENT CORP	F09-0415	WONG JEAN E & ARTHUR P
C10-0401	FAIRVIEW DEVELOPMENT CORP	F09-0515	WINNEG ROBERT D & CAROLINE V
C10-0402	MAURER BRUCE D & F JEFFREY	F09-0516	HERZOG LOUIS J & ROBIN
C11-0301	TOWN OF SUDBURY	F09-0517	SALVIA PETER M & SUSAN W
C11-0301-A-02	CLEARY MARGARET	F09-0518	MUELLER KATHRYN E &
C11-0301-A-04	DUARTE PATRICIA	F10-0511	FREEDMAN JON R &
C11-0301-A-06	WILSON LUCIE	F10-0512	MCDERMOTT ROBERT F
C11-0301-A-08	LEVINE MILDRED & GRUNEBAUM LIN	F10-0514	LINNEG ROBERT D & CAROLINE V
C11-0301-A-10	CERULO MARGARET	G09-000 2	TIGHE LAWRENCE W TRS THE HUDSO
C11-0301-A-12	SANTIAGO GLORIA R	G09-0003	HOWE JANET R REVOCABLE TRUST
C11-0301-A-14	GASTAN LUDMILLA	G09-0004	MCCARTHY LAURA B TRUSTEE
C11-0301-A-16	MCGRAW WILLIAM T & MARGERY E	G09-0012	PENN CENTRAL TRANSPORTATION CO
C11-0301-A-18	GODFREY BRENDA	G09-0100	BARTLETT DOROTHY M&MCCARTHY
C11-0301-A-20	JAMES ELETTRAUD U	G09-0200	TOWN OF SUDBURY
C11-0301-A-22	BAHLKOW ADOLF & BARBARA	G09-0300	ABRAMS LAURA B TRS
C11-0301-A-24	LEWIS NANCY	G09-0807	RICHARDS JAMES C & SUSAN M
C11-0301-A-26	SPIRO CARMIN J & JACQUELINE	G09-0808	WOL IN STEVEN M & MAUREEN G
C11-0301-A-28	ARONSON THERESA	H08-0008	WEAVER JAMES C & MELANIE B
C11-0301-A-30	FARRELL MARGUERITE	H08-0011	CHO CHONG M & WAI-WAI
C11-0301-A-32	AUFDERHAAR JUDITH	H08-0012	WOLLENSAK RICHARD J & CLAIRE A
C11-0301-A-33	PERKINS VIRGINIA	H08-0015	ENSLEY MICHAEL T & LAURIE A
C11-0301-A-34	KREYNES SAMUIL & PENKINA INNA	H08-0016	ALTERIO DINO R & ROACH MAUREEN
C11-0301-A-35	FRAZER VIRGINIA R &	H08-0017	THOMPSON MARY L
C11-0301-A-36	JANJANIAN MARY & ELEANOR	H08-0018	WALLET RAYMOND J & THELMA SOSA
C11-0301-A-37	FRAIZE JOHN & ELLEN	H08-0019	GOLS - CAVALLARO JENNI
C11-0301-A-39	INGERSOLL ROBERT & EUZABETH	H08-0020	DIMAURO MIRIAM
C11-0301-A-41	FREYDIN YEVGENIA	H08-0021	BOND JOHN T & MARY A
C11-0301-A-42	GALLIGAN FRANCES TRUSTEE	H08-0045	BORG CARL G & MARIAN A
C11-0301-A-43	SAWYN RUTH	H08-0301	NEWTON ALAN L & THERESA W
C11-0301-A-44	BARNEY ANNA MAE	H08-0310	NIGRELLI JAMES J JR &
C11-0301-A-45	POCH GAIL B & NANCY F	H08-0311	KNEELAND WILLIAM E JR & ELAINE
C11-0301-A-46	GARDNER MARIE S TRS.	H08-0312	MCCLURE CHRISTOPHER &
C11-0301-A-47	REZNIK MARK & HELEN	H08-0313	OSTAR BRUCE & SHPRESA
C11-0301-A-48	SULLIVAN LOUISE M	H09-0001	LEWIS ANDREW J & STEPHANIE O
C11-0301-A-49	JACKSON SUSAN	H09-0002	SOMERSET SUDBURY LLC
C11-0301-A-50	HERZOG ANITA	H09-0007	SHILTS REED L & DAWN R
C11-0301-A-51	NELSON MURIEL	H09-0012	SUDBURY VALLEY TRUSTEES INC
C11-0301-A-52	MANN ESTHER & WALDMAN STUART	H09-0068	GILMARTIN MATTHEW S & MOLLY F
C11-0301-A-53	DIPALMA JAMES J & JANE M	J08-0004	CODJER LANE LLC
C11-0301-A-54	GRUMAN LEONID N & ZINAIDA	J08-0006	CAVICCHIO PAUL F JR
C11-0301-A-55	CHIDO FRANK & LAURA	J08-0009	SUDBURY TOWN OF
C11-0301-A-56	DELUCA IRIS F TRS	J08-0011	PENDLETON DAVID B & CAROLE E
C11-0301-A-57	ANDERSON EUNICE GAY &	J08-0101	KREBS W MICHAEL & BARBARA P
C11-0301-A-58	SHAER PETER &	J08-0111	LANZA MARK J &
C11-0301-A-59	MAGEE JOVANNA F TRS	J08-0112	MURPHY GREG C & JENNIFER B
C11-0301-A-60	KURAS CATHERINE M	J08-0113	HARTY DANIEL P
C11-0301-A-61	MCNEIL MARCIA	J08-0114	LEU JAMES C JR & TRACY GEHAN
C11-0301-A-63	GOLFMAN MARGARITA M & YOSEF	J08-0115	ROBINS D JOAN
D10-0001	RICHARD ARTHUR J & MARGARET A	J08-0116	SHAW JOHN J & ANN C
D10-0013	EAST GEORGE H JR &	J08-0301	JONES CHERYL
D10-0018	TOWN OF SUDBURY	J08-0307	DAVIES ADRIAN G & MELINDA J
D10-0024	VROMAN RICHARD J & MICHELLE R	J08-0308	RODDY JANE HIGHTOWER
D10-0207	EN GERMAN JEFFREY M	J08-0309	MARCELYNAS GARY E & LESLIE A
D10-0300	TOWN OF SUDBURY	J08-0311	CUNNINGHAM MICHAEL & JEAN
D10-0400	LYMAN LYNDEN & KRISTIN E	J08-0501	CAVICCHIO PAUL F JR
D10-0502	CERASUOLO DOMENIC & JOAN M	J08-0502	CAVICCHIO PAUL F JR
D10-0503	EAST GEORGE H JR & MARIE A	J08-0503	CAVICCHIO PAUL F JR
E09-0507	WALLACK ALLAN L & NADINE	K08-0050	TUCKER EDWARD L & SANDRA A TR
E09-0508	WALLACK ALLAN L & NADINE	K08-0051	COTTON JORDAN L&MCIVER CLEMENT
E09-0509	GLOVSKY CHARLES S & EILEEN G	K08-0052	TUCKER SANDRA A
E09-0510	WRY CHARLES A JR & RUTHANN	K08-0053	BOSEKY LIMITED
E09-0511	NEISON C KIRK DIANE P	K08-0055	MCCARTHY LAURA B ET AL TRUSTEE
E09-0600	ROCKLAGE SCOTT M & PATTY B	K08-0057	PASQUARELLO THEODOR
E10-0700	VERRILL STEPHEN & JOAN	K08-0087	MOIVER CLEMENT L TR
F09-0001	TOWN OF SUDBURY		

PROPERTY LINE NOTES

- THE BOUNDARY LINES OF THE RAILROAD RIGHT OF WAY ARE DETERMINED FROM THE 1915 VALUATION PLANS FOR THE OLD COLONY RAILROAD COMPANY AND FROM CENTERLINE MONUMENTS FOUND ON THE GROUND. WHERE THE RIGHT OF WAY IS INDICATED TO BE WIDER THAN 66 FEET THE LOCATION OF THE BOUNDARIES ARE DETERMINED FROM ADJACENT DEEDS AND PLANS OF RECORD.
- THE LOCATIONS OF PROPERTY LINES OF OWNERS ABUTTING THE RAILROAD WERE DETERMINED FROM AVAILABLE DEEDS AND PLANS OF RECORD AND SHOULD BE CONSIDERED APPROXIMATE. NO BOUNDARY LINE DETERMINATIONS OF LANDS ABUTTING THE RAILROAD RIGHT OF WAY WERE PERFORMED AS PART OF THIS SURVEY.
- THE LOCATIONS OF STREET LINES CROSSING THE RAILROAD WERE DETERMINED FROM AVAILABLE DEEDS AND PLANS OF RECORD AND SHOULD BE CONSIDERED APPROXIMATE. NO BOUNDARY LINE DETERMINATIONS OF THESE STREET RIGHTS OF WAY WERE PERFORMED AS PART OF THIS SURVEY.

BENCHMARK NO:	DESCRIPTION	NAD88 ELEV.	NGVD ELEV.
1	RM 2-3	133.07	133.85
2	10060	139.94	140.77
3	10061	173.58	174.36
4	38G (7448)	168.65	169.43
5	RM 6-1	141.73	142.51

MONUMENT DESCRIPTIONS

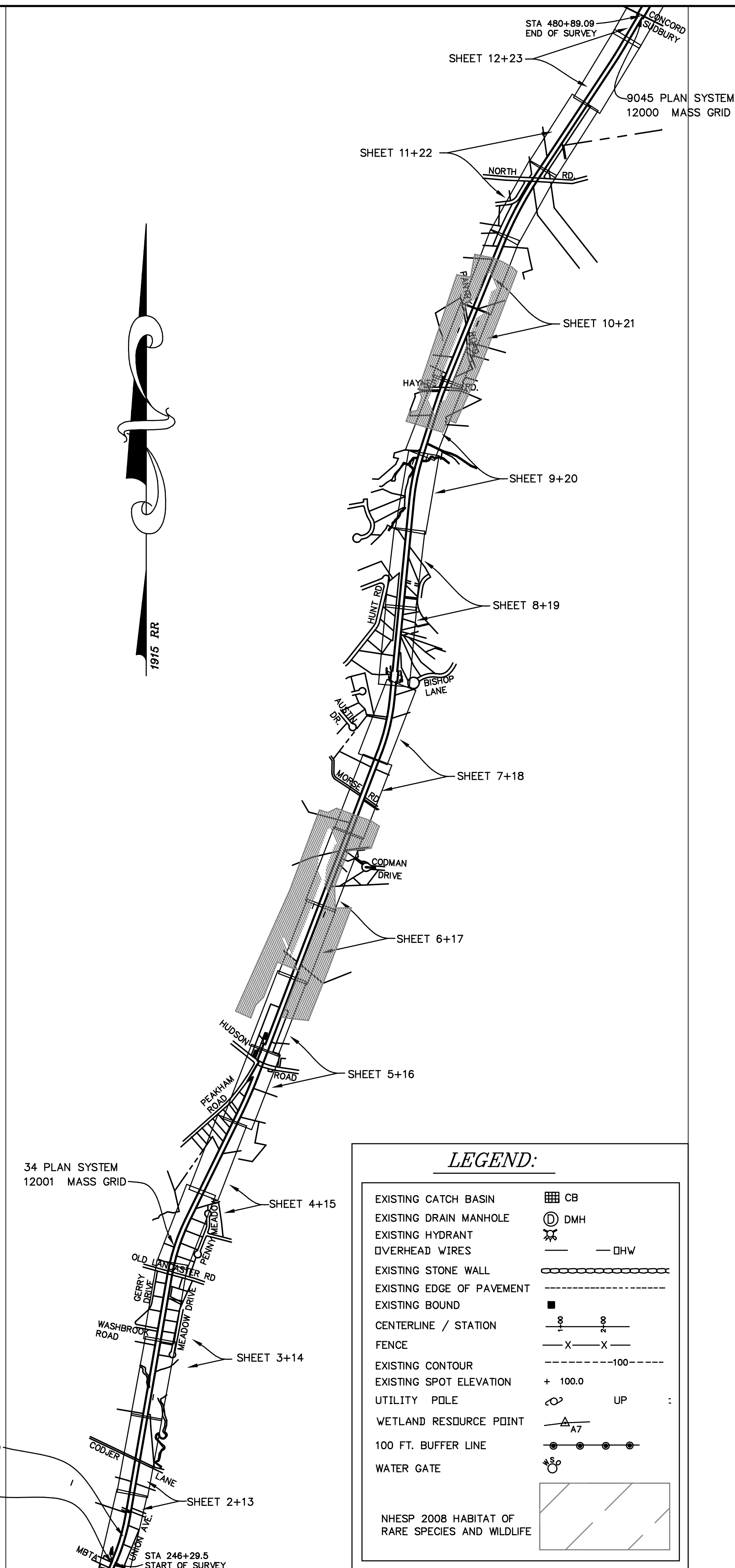
- RM 2-3 CHISELED SQUARE ON NORTHERLY CORNER OF WEST HEADWALL OF BOX CULVERT UNDER PANTRY ROAD/RAILROAD
- 10060 (STA 364) CHISELED SQUARE ON MILE POST 18
- 10061 (STA 365) CHISELED SQUARE ON BOULDER
- RM 6-1 CHISELED SQUARE IN SOUTHEAST CORNER OF SOUTH ABUTMENT OF RAILROAD BRIDGE OVER HOP BROOK
- 38G MAGNETIC DISK IN CONCRETE MONUMENT
- 38F MAGNETIC DISK IN CONCRETE MONUMENT

Point numbers and Coordinates on Plan System

Point	Northing	Easting	Description
9045	29364.49	13493.99	STA 480+89.09
34	11909.36	6888.17	MON 38G
14	7793.77	6172.94	MON 38F
9001	7397.92	6008.08	STA 246+29.5

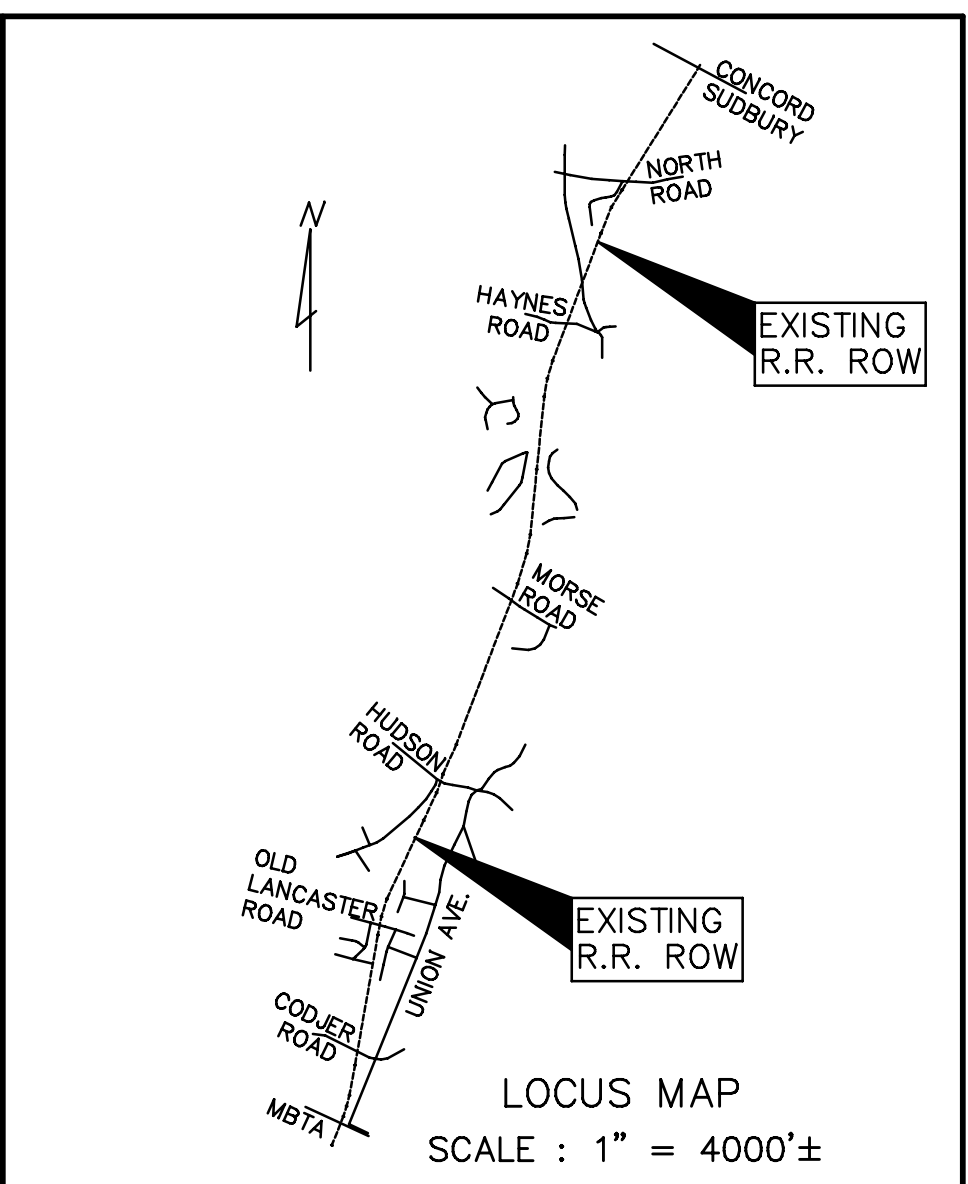
Point numbers and Coordinates on Mass Grid System

Point	Northing	Easting	Description
12000	518901.93	627845.26	STA 480+89.09
12001	501324.34	621572.57	CONTROL 38G
12002	497195.89	620935.73	CONTROL 38F
12003	496796.98	620778.42	STA 246+29.5



LEGEND:

- EXISTING CATCH BASIN: CB
- EXISTING DRAIN MANHOLE: DMH
- EXISTING HYDRANT: DHW
- OVERHEAD WIRES: OHW
- EXISTING STONE WALL: [Symbol]
- EXISTING EDGE OF PAVEMENT: [Symbol]
- EXISTING BOUND: [Symbol]
- CENTERLINE / STATION: [Symbol]
- FENCE: [Symbol]
- EXISTING CONTOUR: [Symbol]
- EXISTING SPOT ELEVATION: + 100.0
- UTILITY POLE: UP
- WETLAND RESOURCE POINT: [Symbol]
- 100 FT. BUFFER LINE: [Symbol]
- WATER GATE: [Symbol]
- NHESP 2008 HABITAT OF RARE SPECIES AND WILDLIFE: [Symbol]



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SURVEY NOTES

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TREES NOTATED AS "TREE GREATER THAN 8" (TYP) REPRESENT THE FIELD LOCATED TREE NEAREST TO THE EXISTING RAIL LINES.

DRAWING FILE: RAILTRAILfinal2-gps2
ATLANTIC JOB NO. A0801-02

I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF IT CONFORMS WITH TECHNICAL, ETHICAL AND PROCEDURAL STANDARDS FOR THE PRACTICE OF LAND SURVEYING IN THE COMMONWEALTH OF MASSACHUSETTS.

DATE: JUNE 30, 2008
Date

ENGINEER:
ATLANTIC ENGINEERING & SURVEY CONSULTANTS INC.
97 TENNEY STREET - SUITE 5 - GEORGETOWN, MA 01833
PHONE: 978-352-7870 FAX: 978-352-9940

JOHN B. PAULSON
No. 31725
REGISTERED PROFESSIONAL LAND SURVEYOR

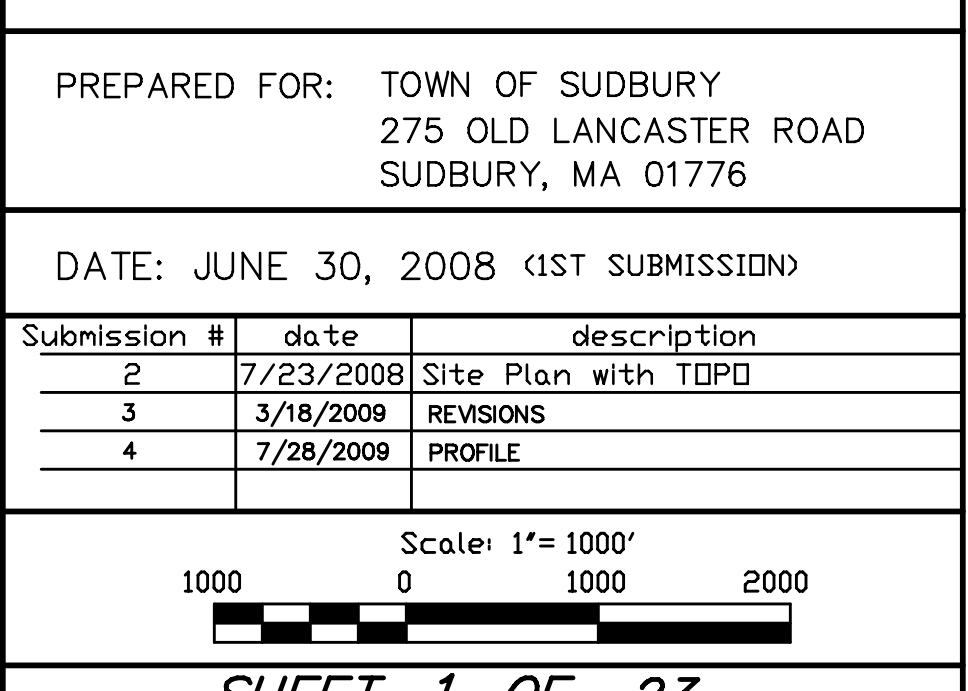
EXISTING CONDITIONS SURVEY PLAN

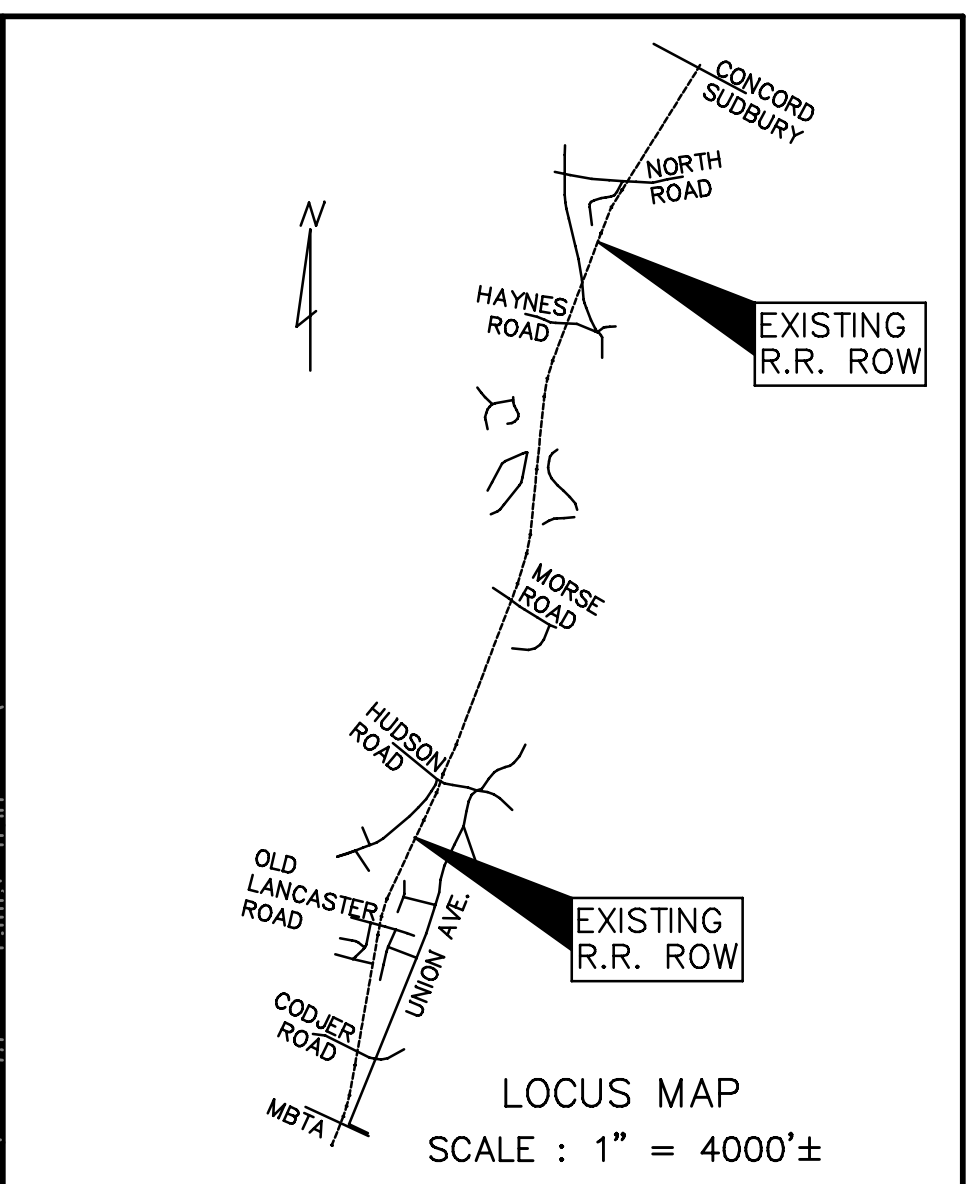
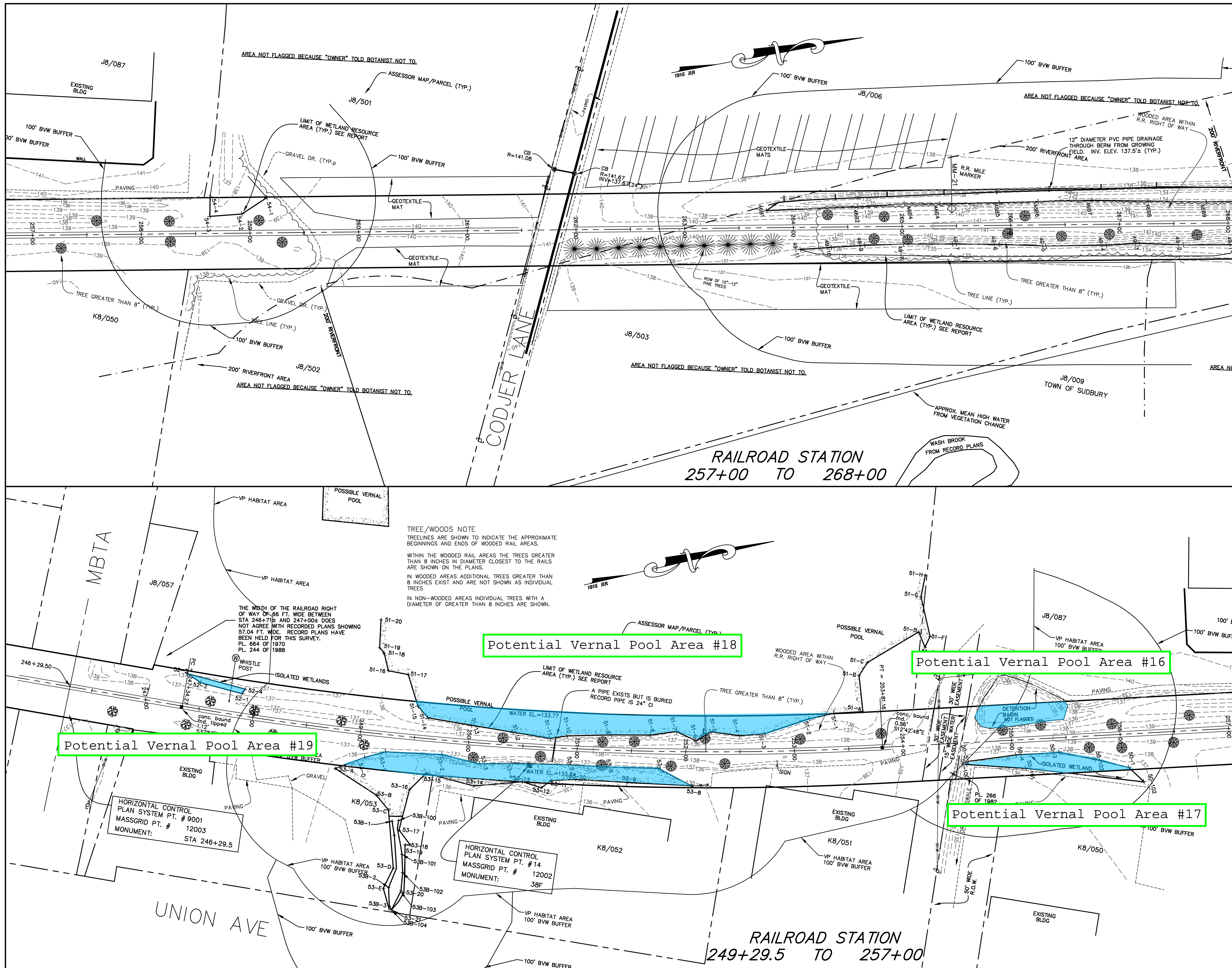
AT PROPOSED RAIL TRAIL IN SUDBURY, MASS.

PREPARED FOR: TOWN OF SUDBURY
275 OLD LANCASTER ROAD
SUDBURY, MA 01776

DATE: JUNE 30, 2008 (1ST SUBMISSION)

Submission #	date	Site description
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3	3/18/2009	REVISIONS
4	7/28/2009	PROFILE





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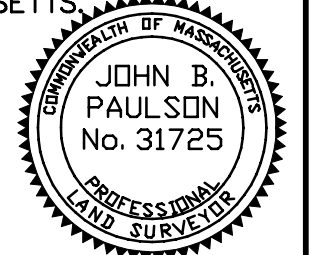
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JUNE 30, 2008
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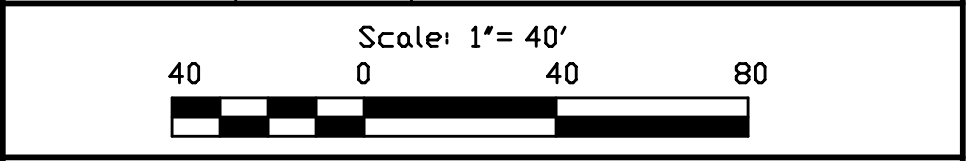
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EXISTING CONDITIONS SURVEY PLAN AT PROPOSED RAIL TRAIL IN SUDBURY, MASS.

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TREE/WOODS NOTE
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THE WIDTH OF THE RAILROAD RIGHT OF WAY OF 66 FT. WIDE BETWEEN STA 246+71± AND 247+00± DOES NOT AGREE WITH RECORDED PLANS SHOWING 57.04 FT. WIDE. RECORD PLANS HAVE BEEN HELD FOR THIS SURVEY.
PL. 664 OF 1970
PL. 244 OF 1988

HORIZONTAL CONTROL PLAN SYSTEM PT. # 9001
MASSGRID PT. # 12003
MONUMENT:
STA 246+29.5

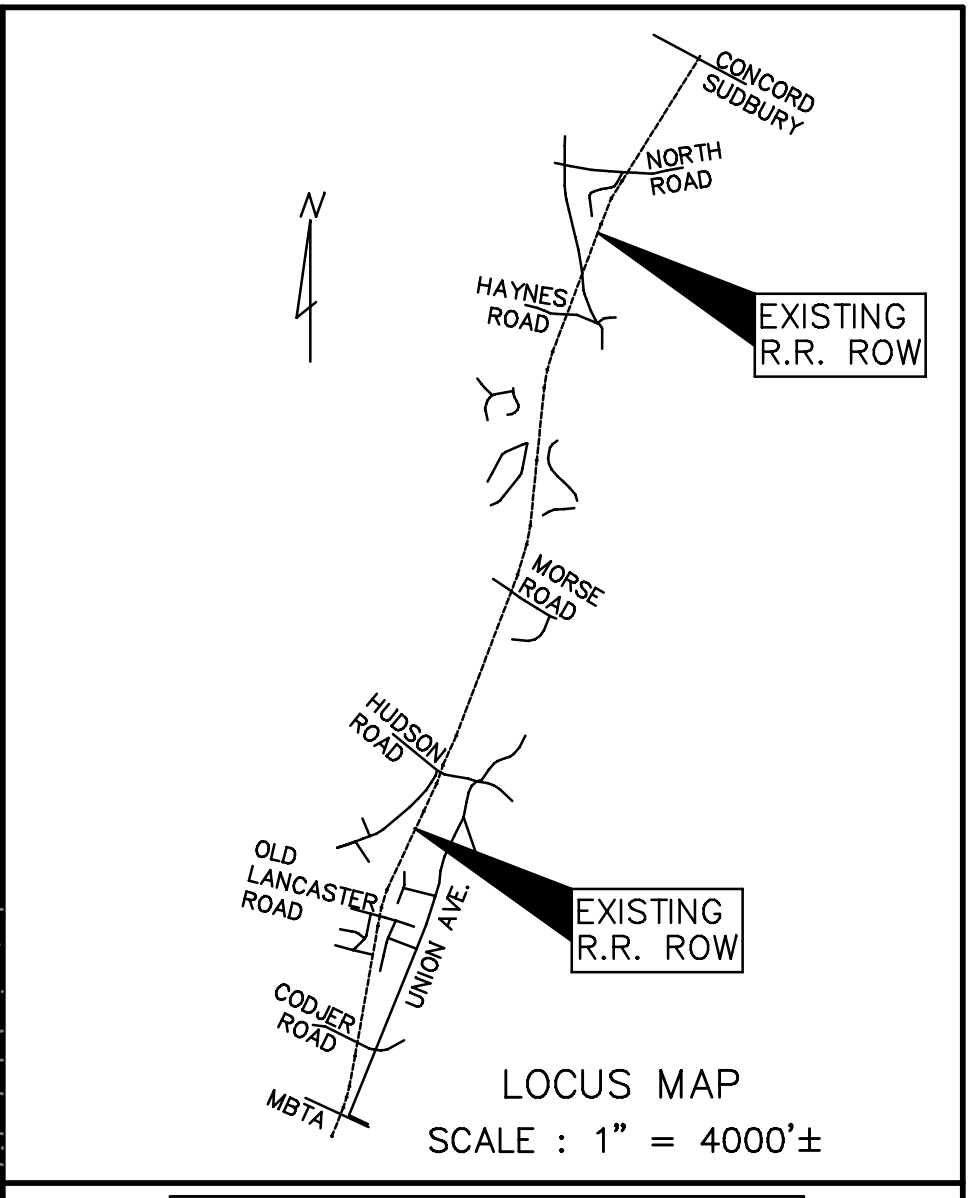
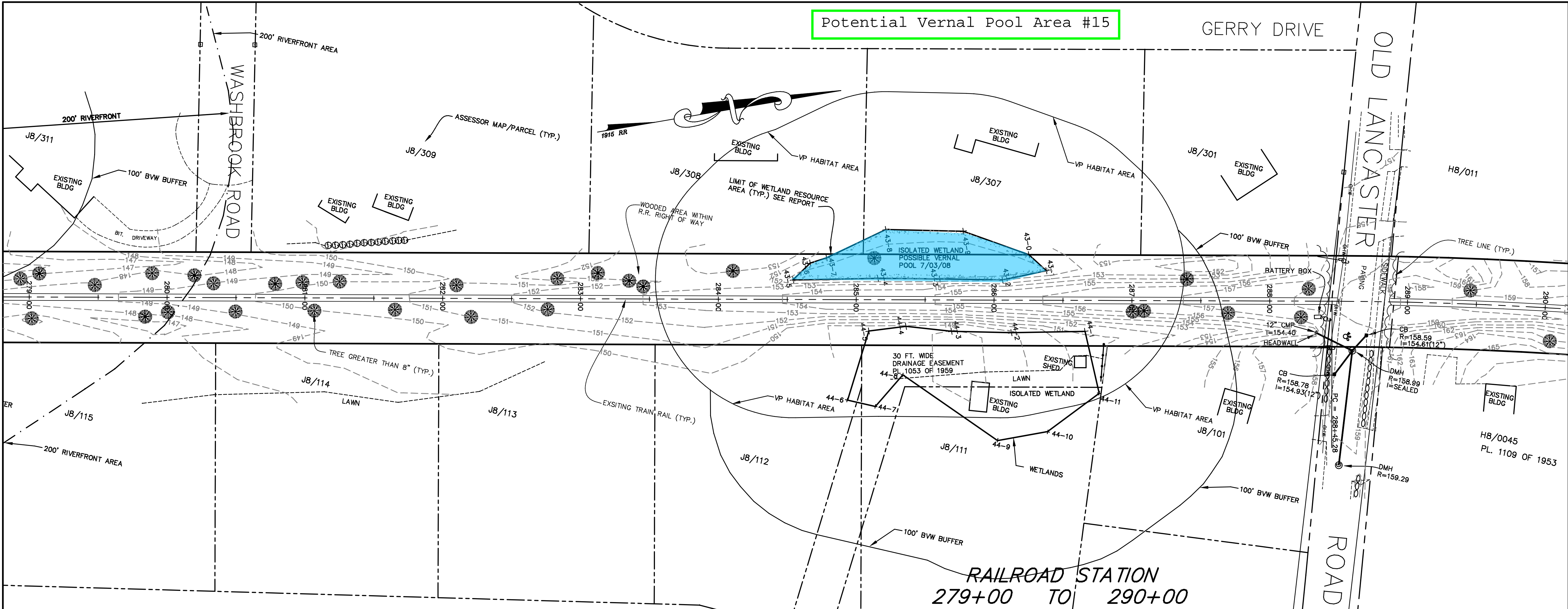
HORIZONTAL CONTROL PLAN SYSTEM PT. # 14
MASSGRID PT. # 12002
MONUMENT:
38F

Potential Vernal Pool Area #18

Potential Vernal Pool Area #16

Potential Vernal Pool Area #19

Potential Vernal Pool Area #17



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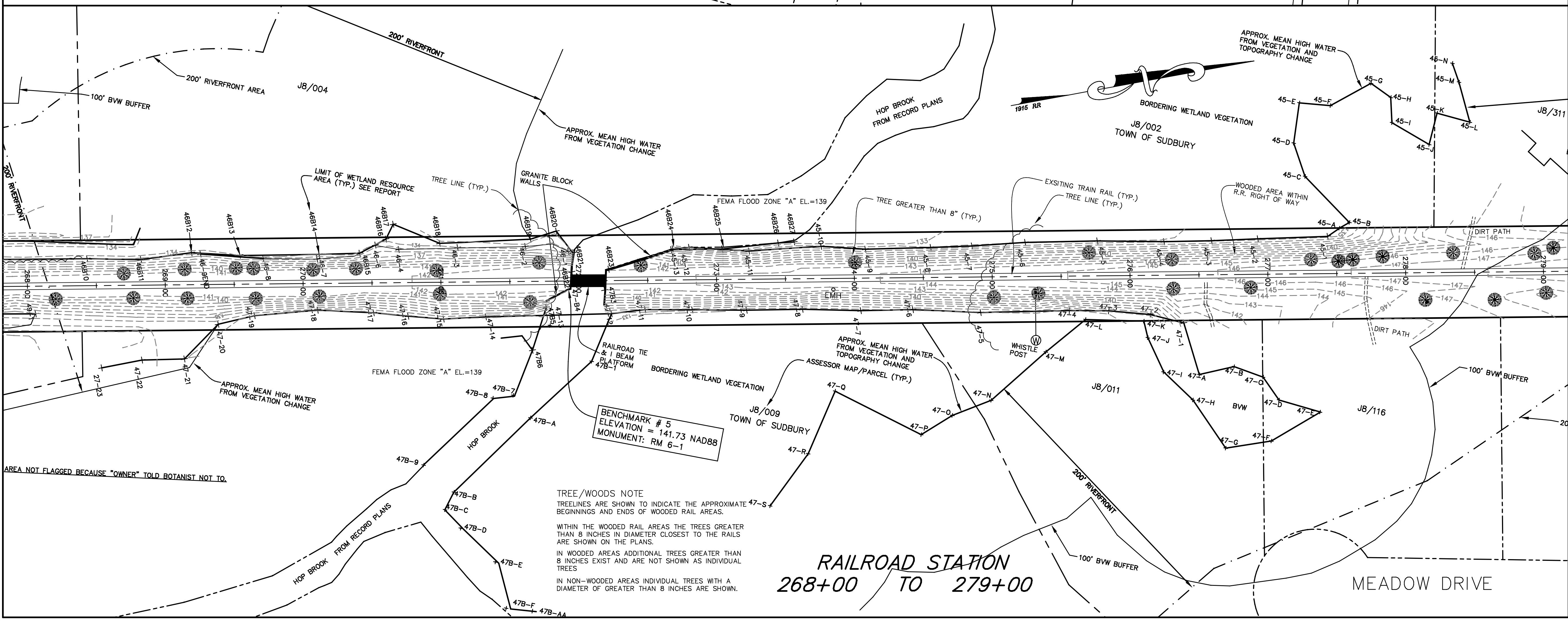
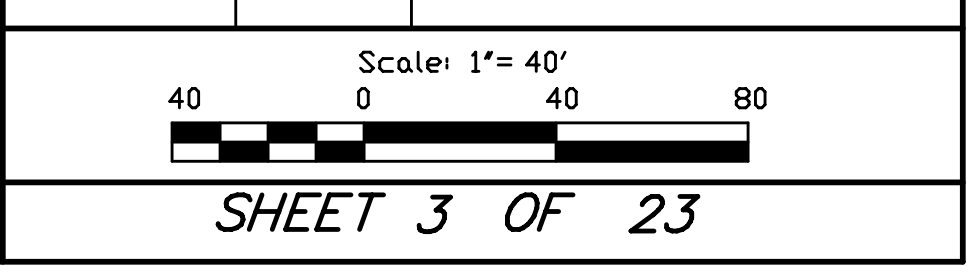
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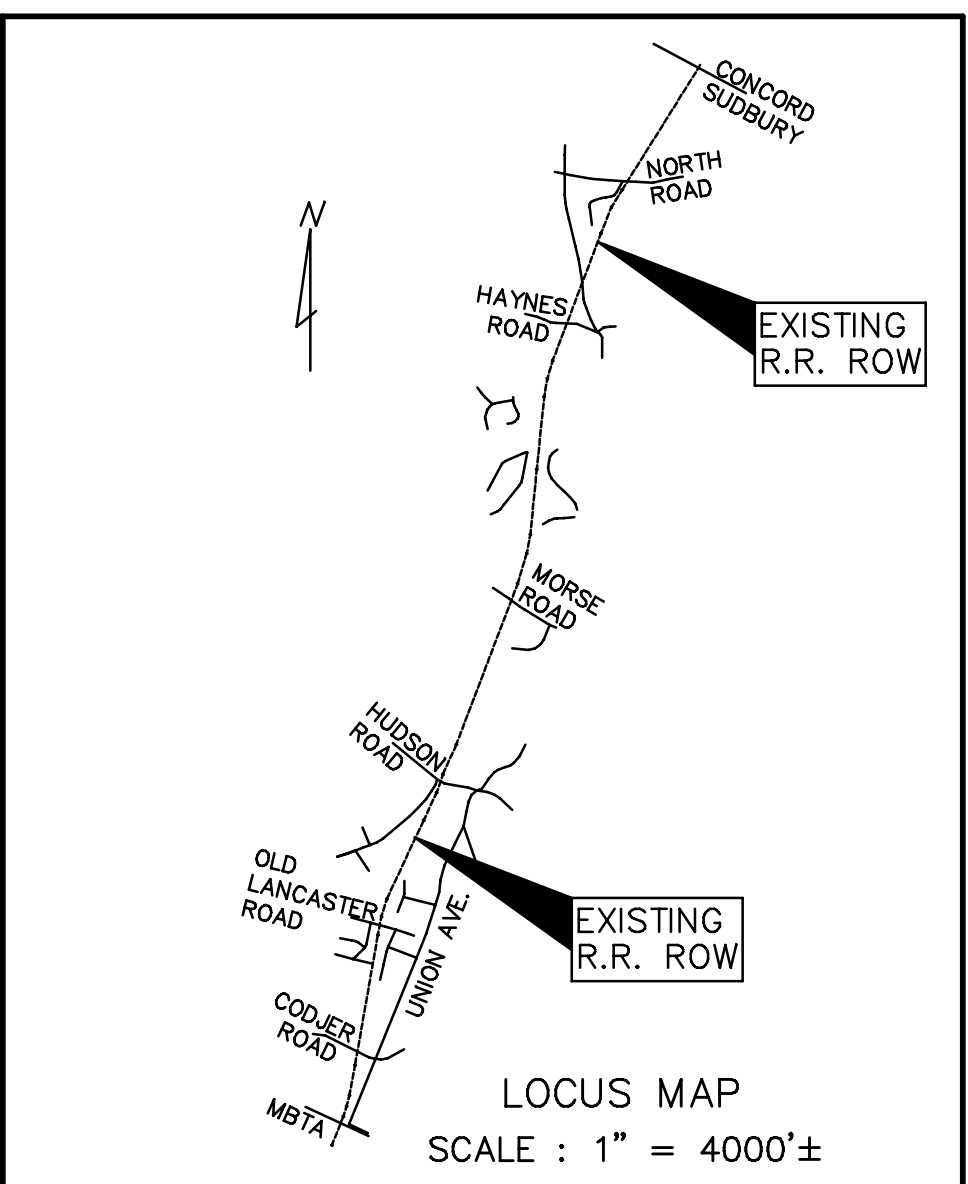
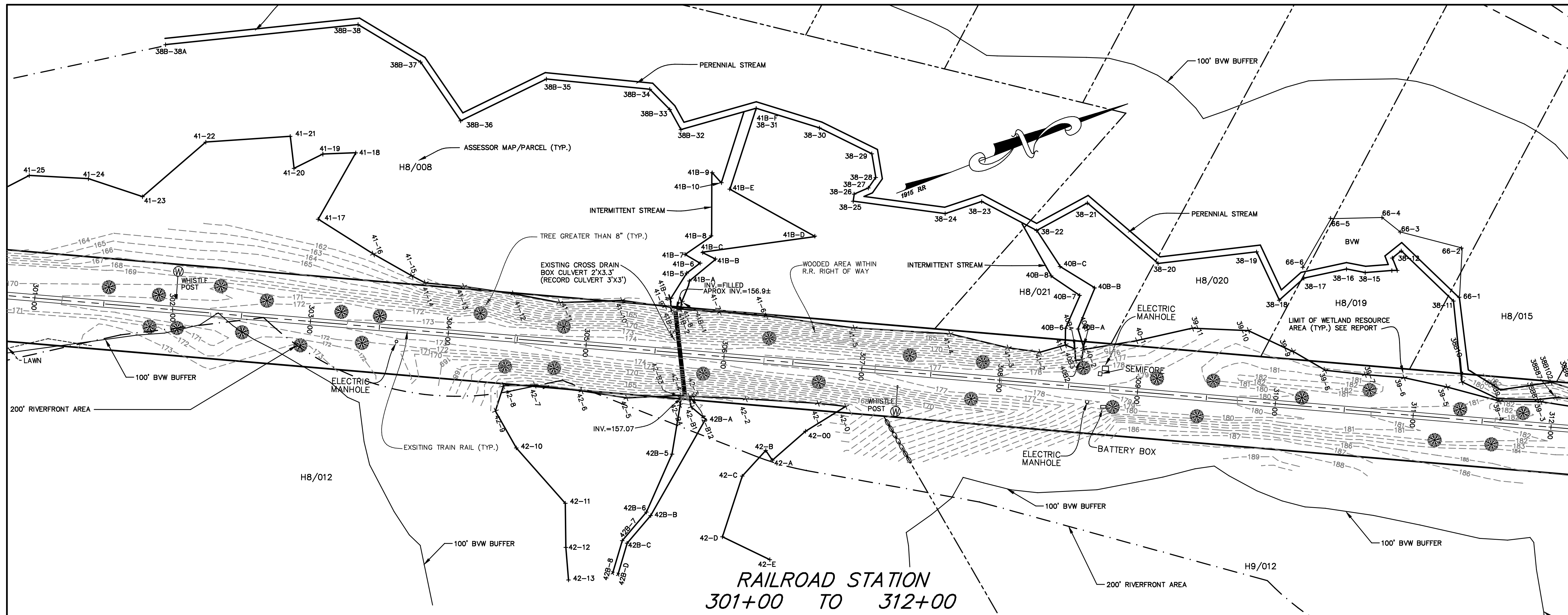
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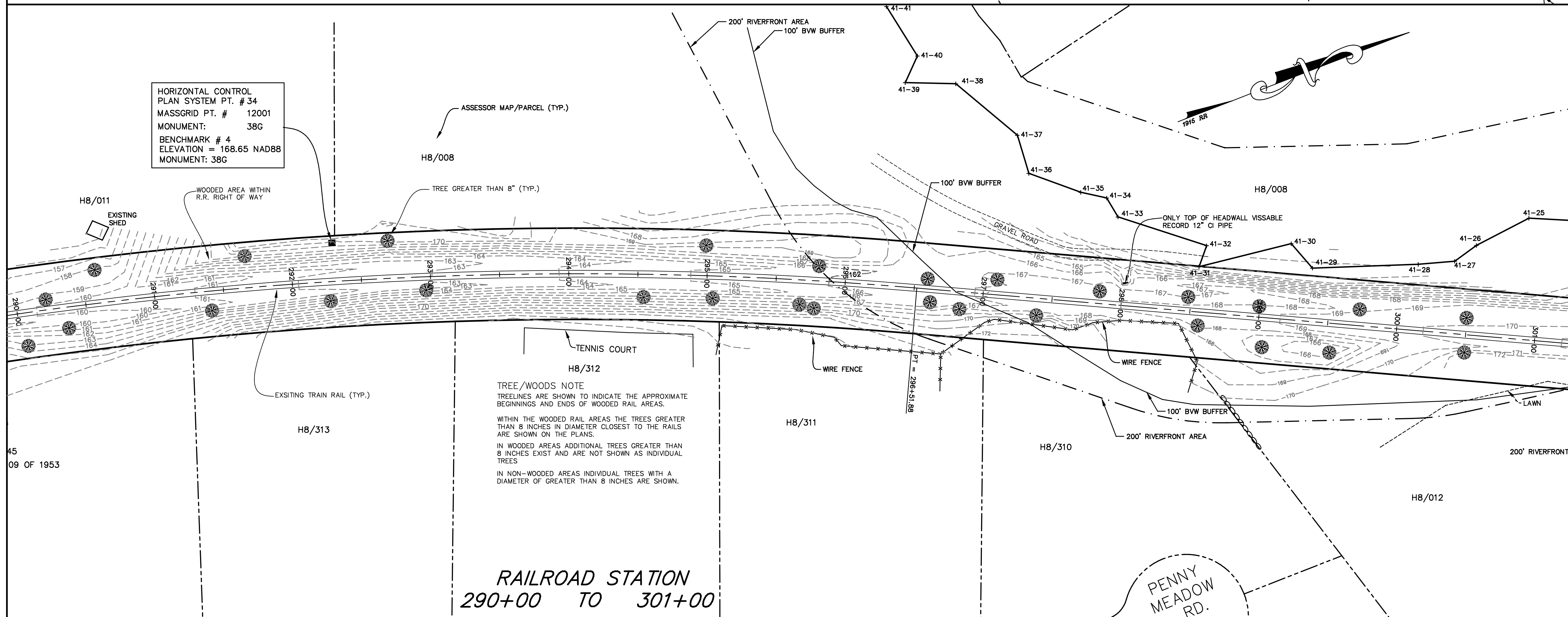
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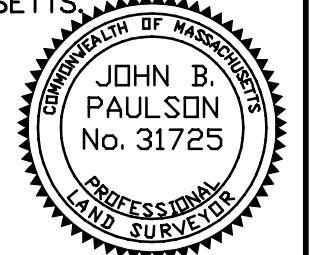
HORIZONTAL CONTROL
 PLAN SYSTEM PT. # 34
 MASSGRID PT. # 12001
 MONUMENT: 38G
 BENCHMARK # 4
 ELEVATION = 168.65 NAD88
 MONUMENT: 38G

TENNIS COURT
 H8/312

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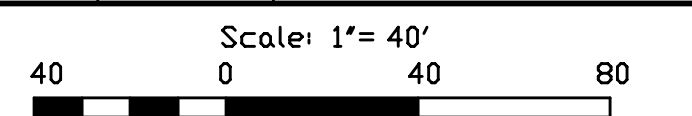
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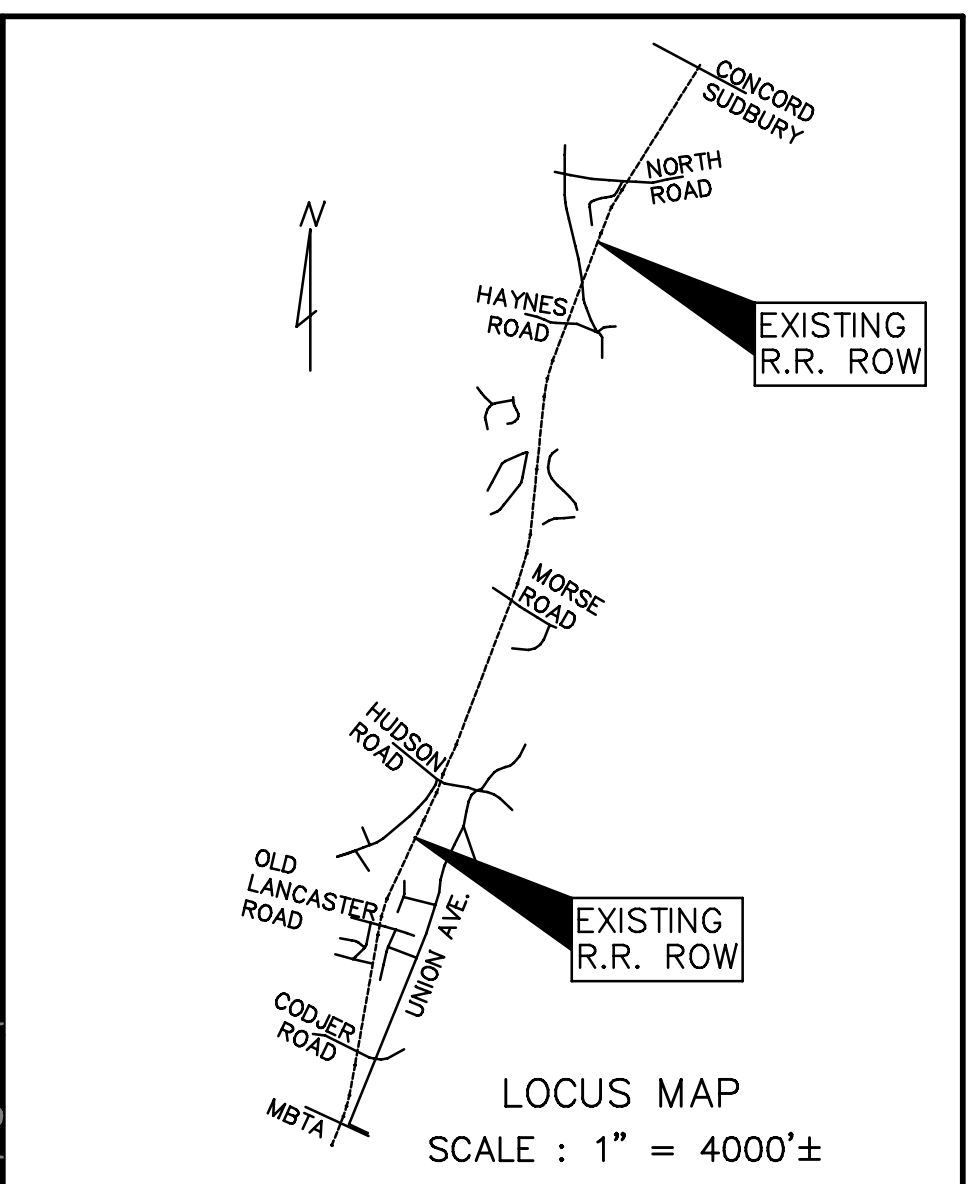
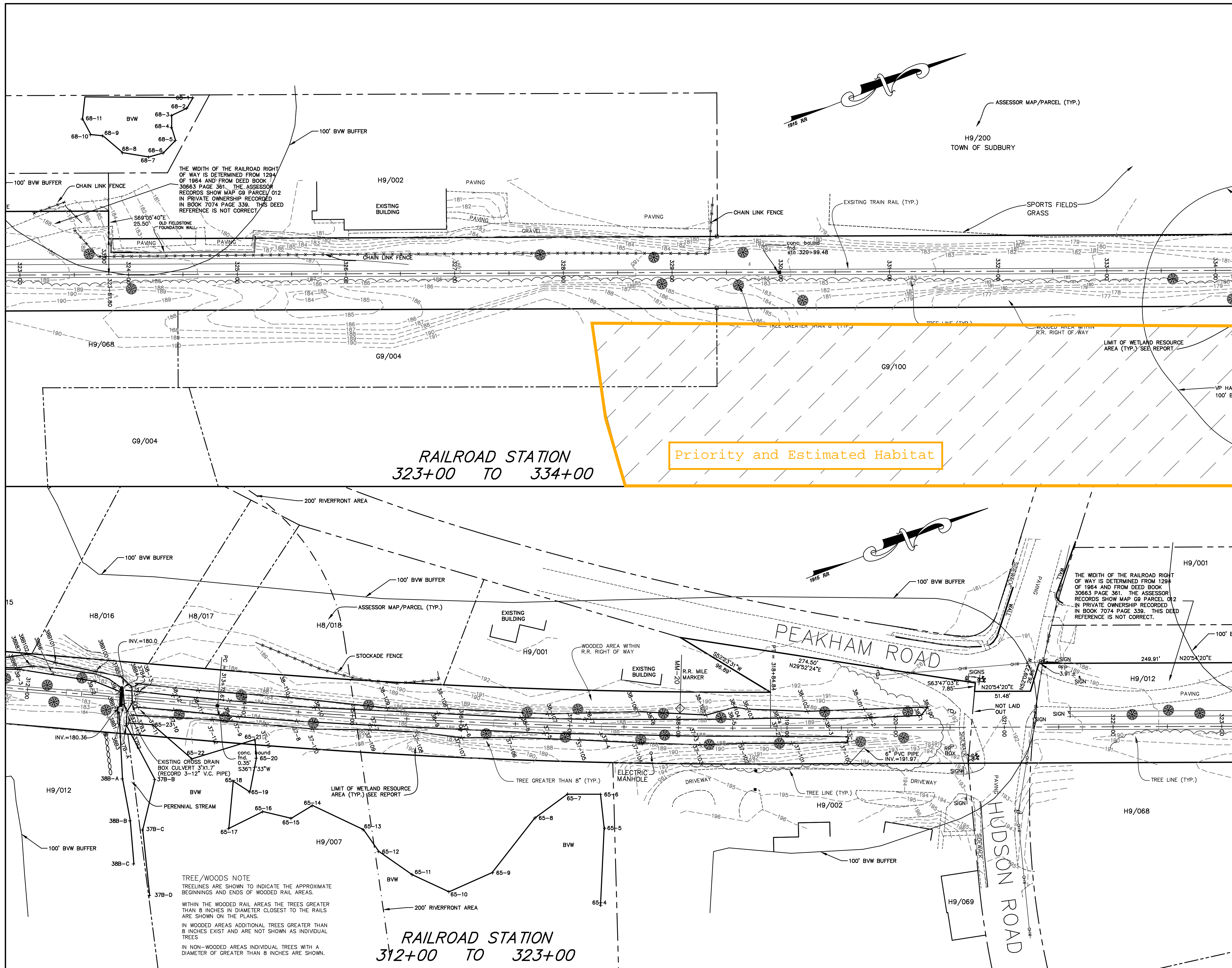
**EXISTING CONDITIONS
 SURVEY PLAN
 AT
 PROPOSED RAIL TRAIL
 IN
 SUDBURY, MASS.**

PREPARED FOR: TOWN OF SUDBURY
 275 OLD LANCASTER ROAD
 SUDBURY, MA 01776

DATE: JUNE 30, 2008 (1ST SUBMISSION)

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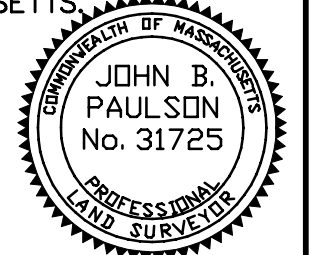
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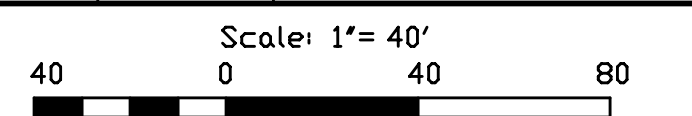
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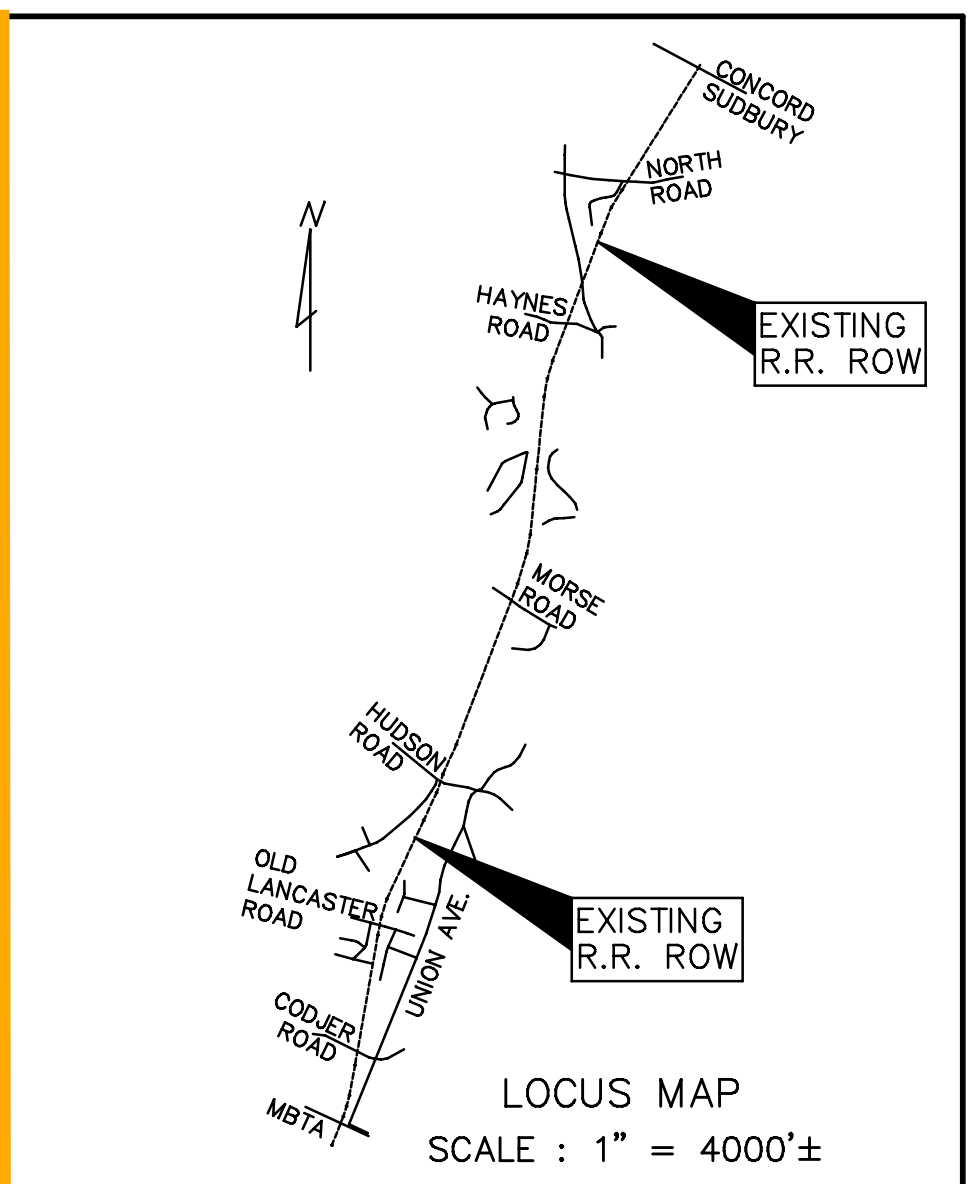
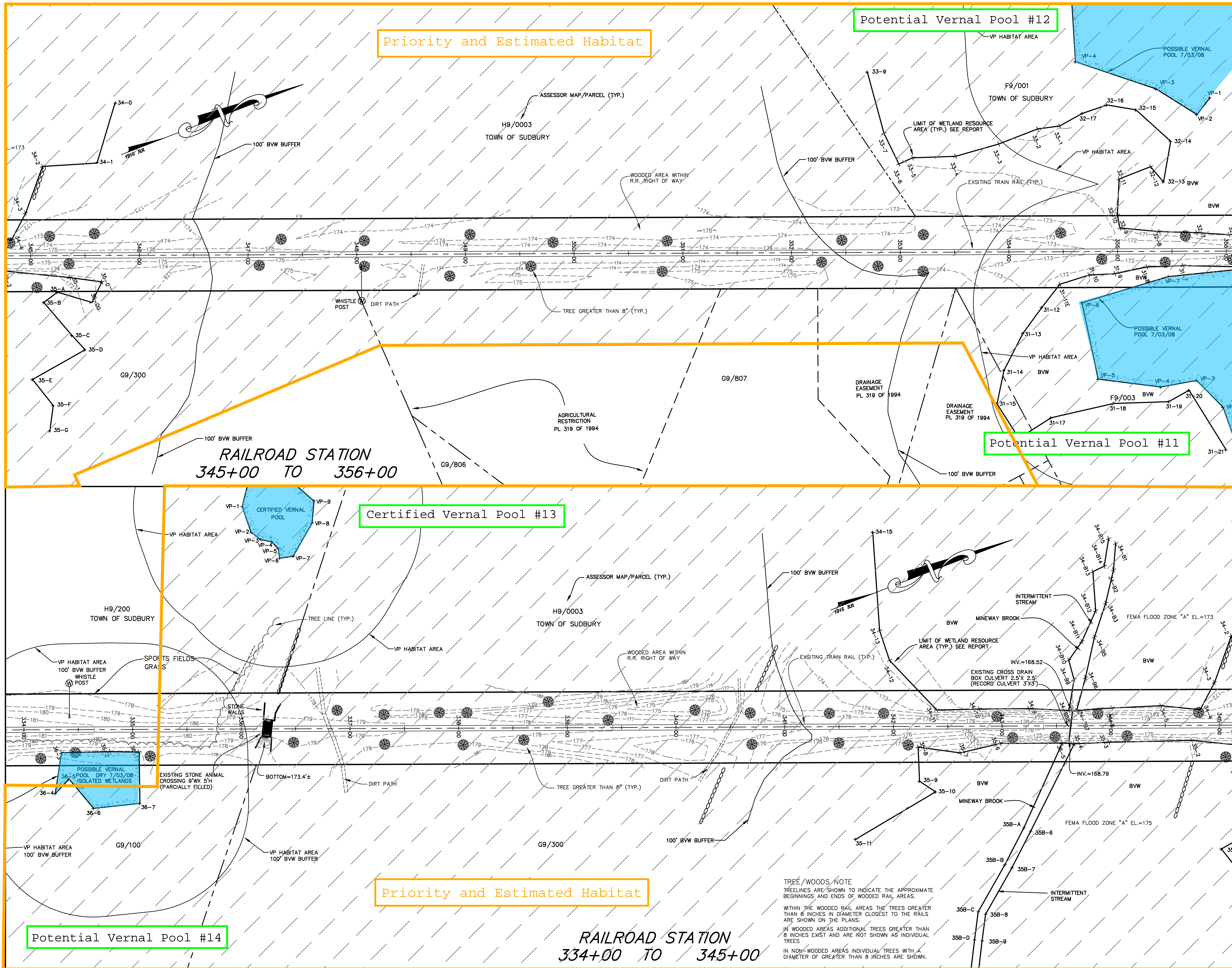
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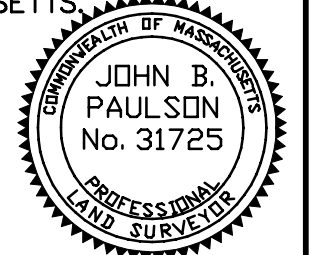
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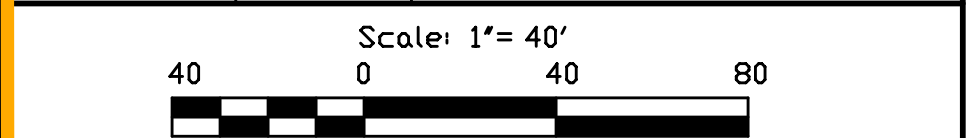
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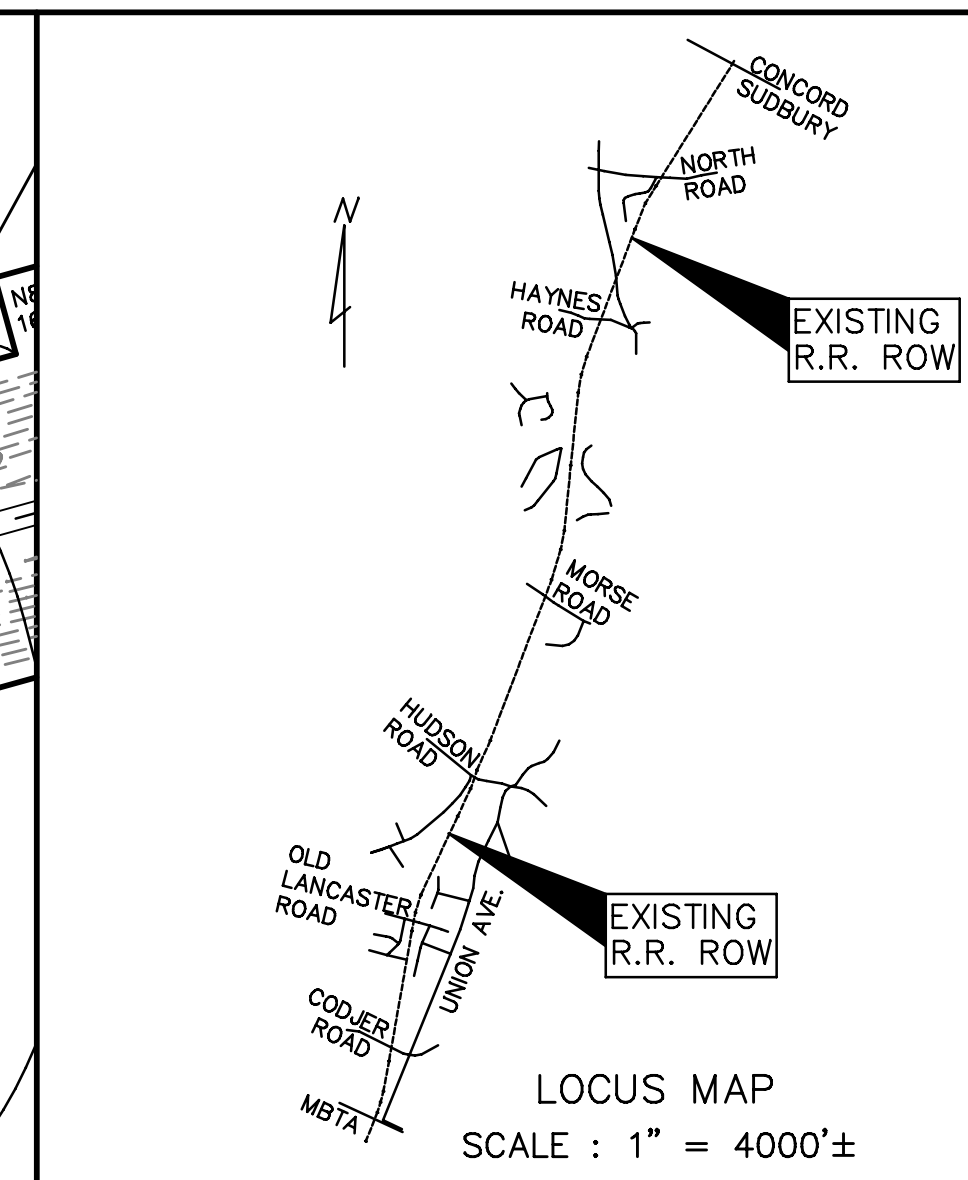
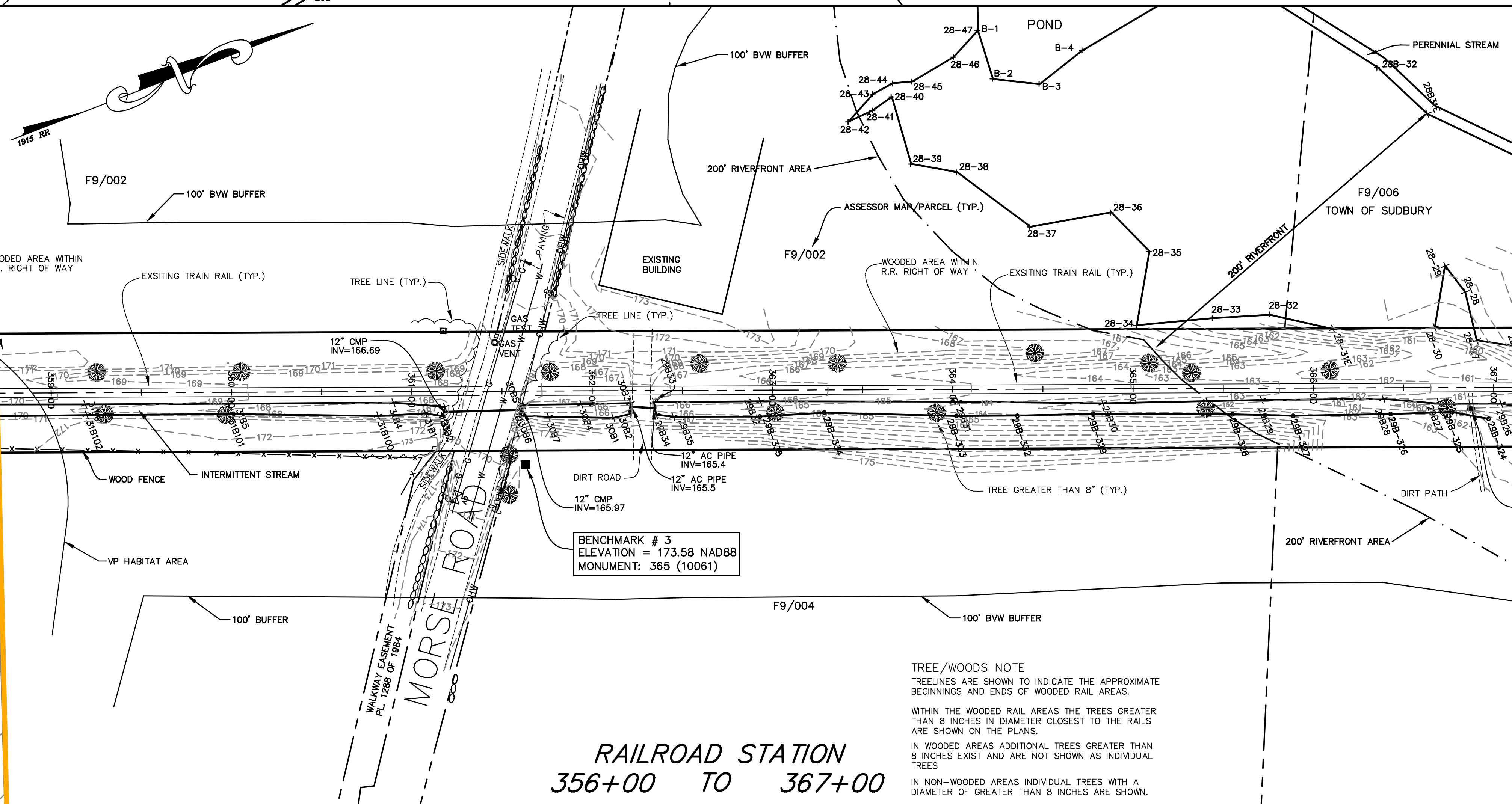
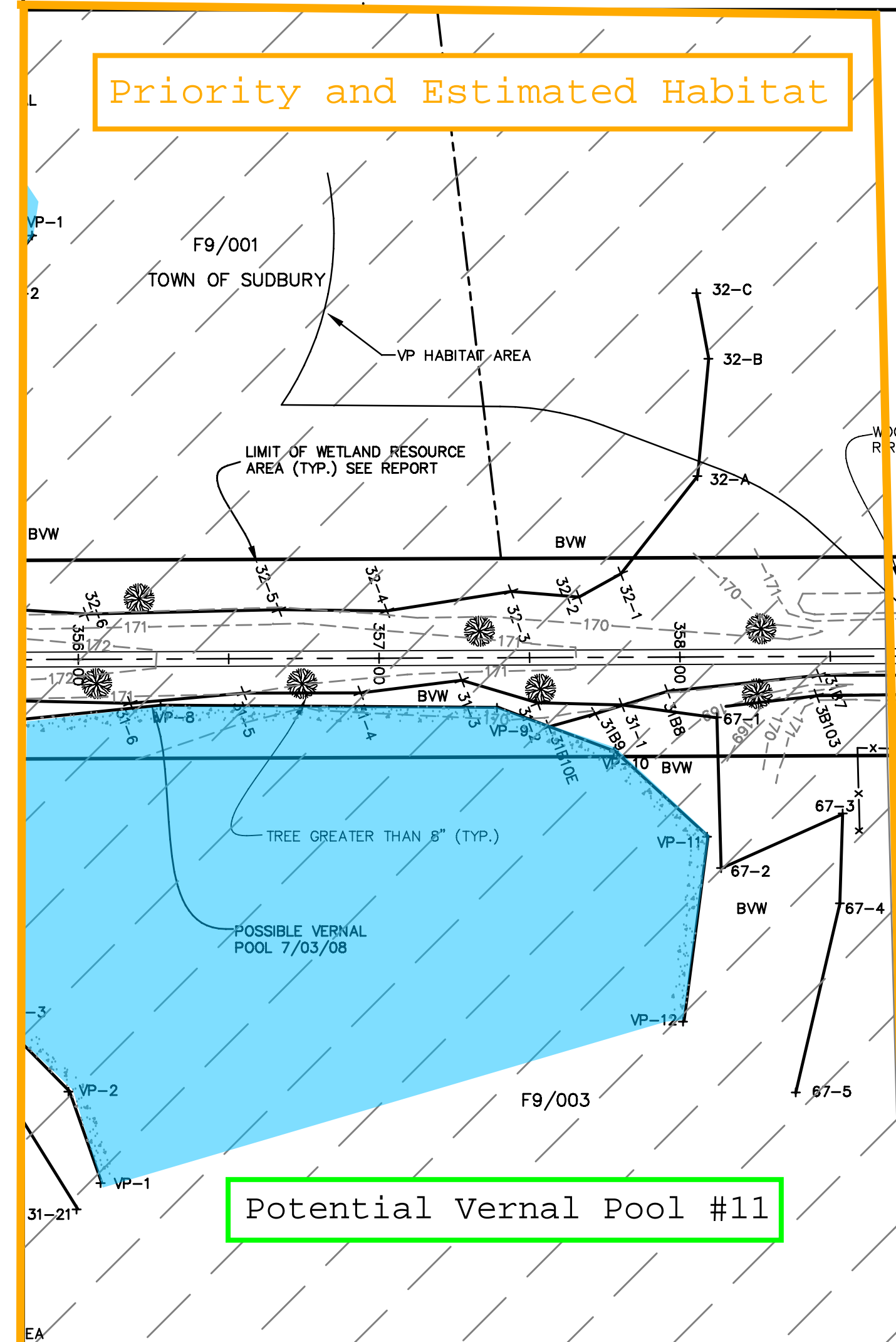
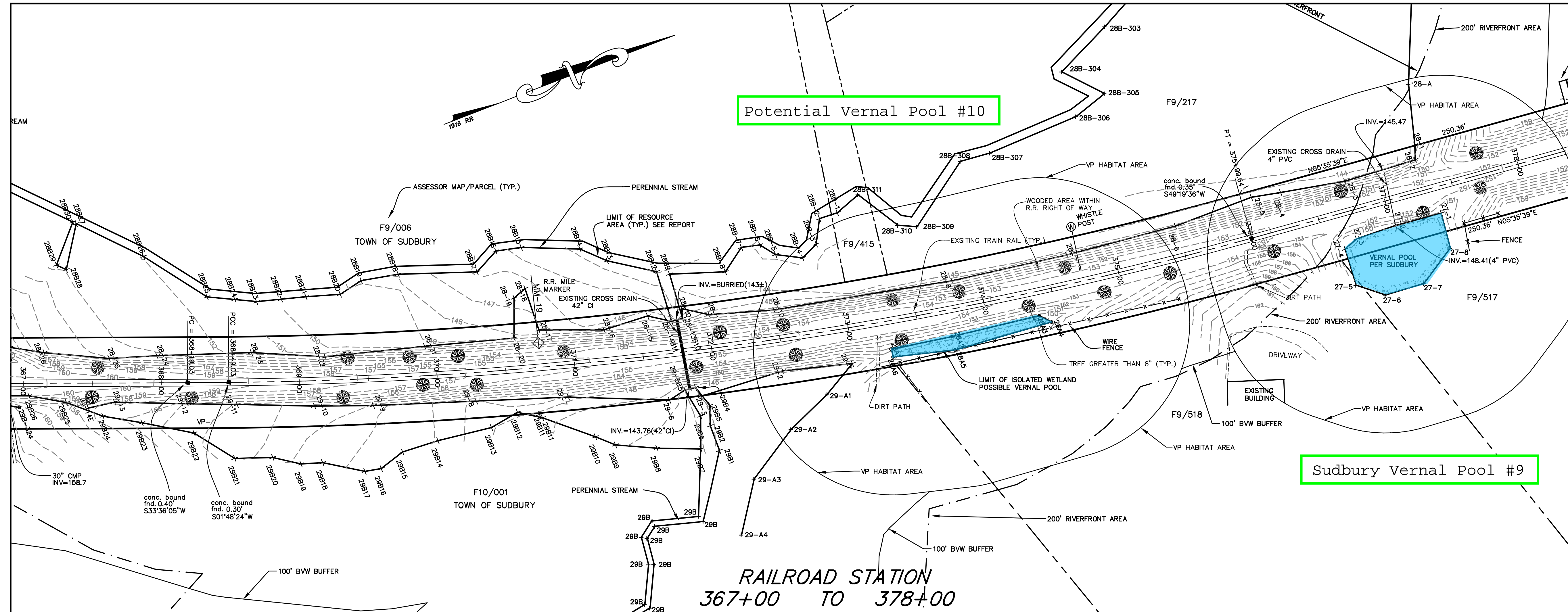
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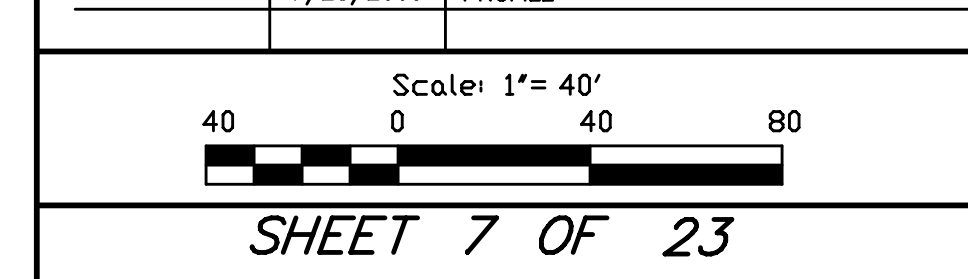
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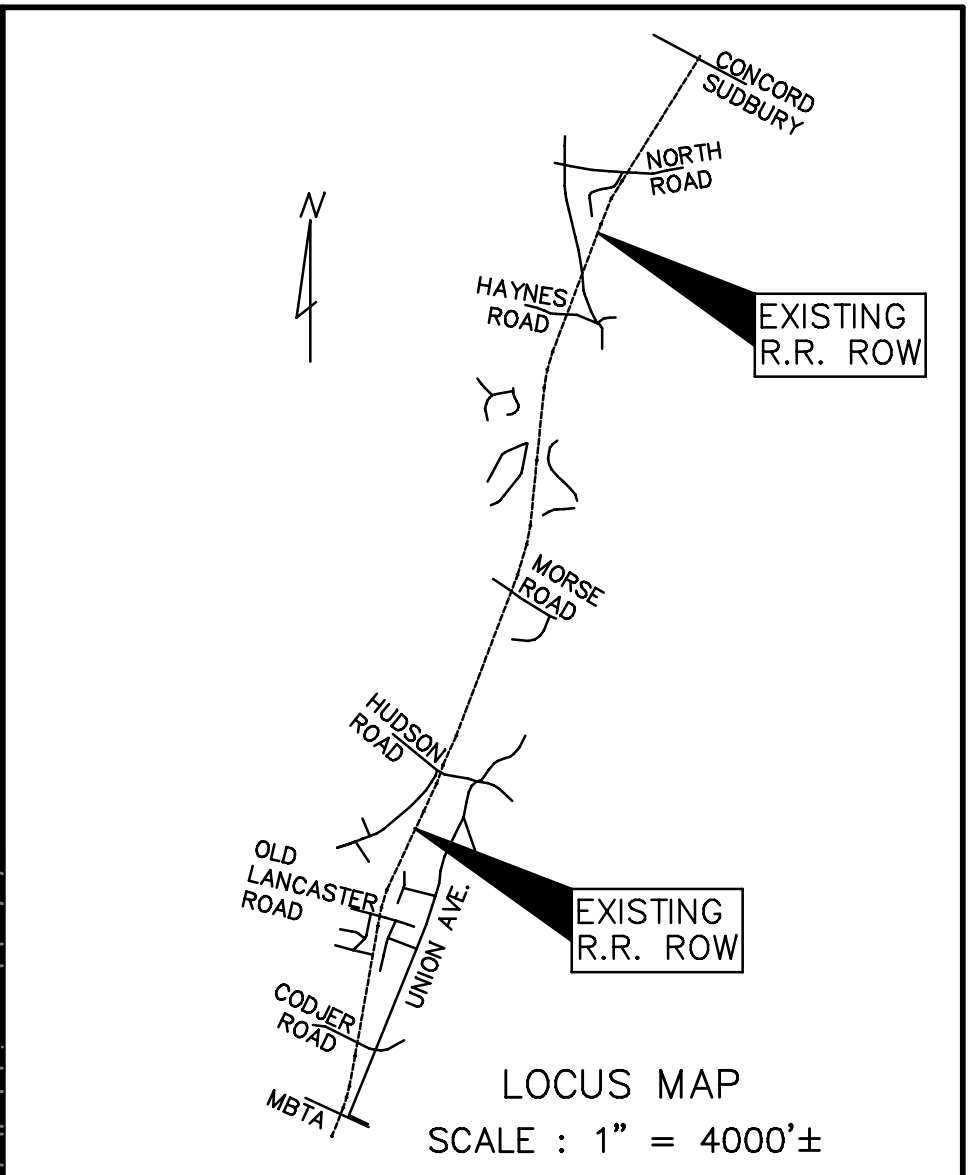
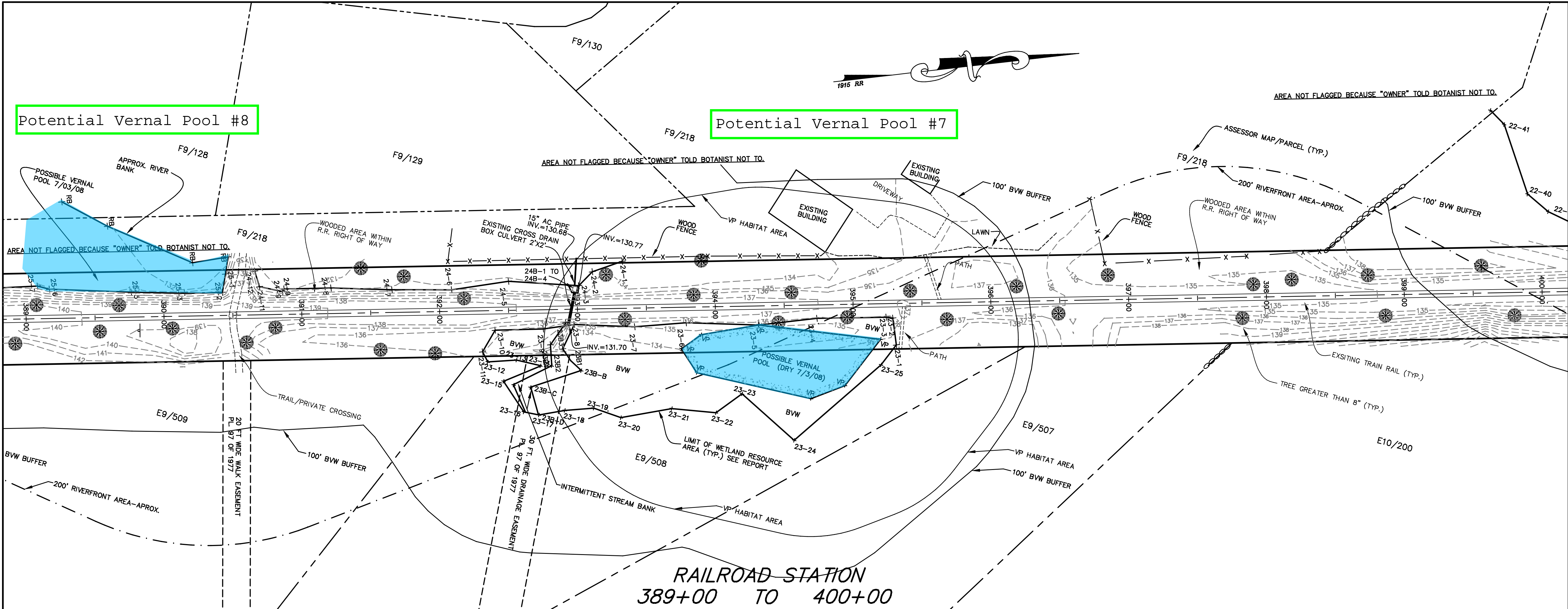
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**RAILROAD STATION
 356+00 TO 367+00**



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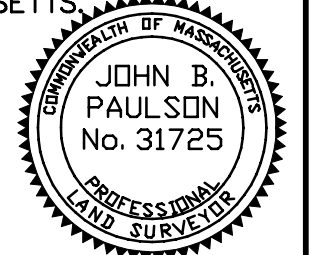
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 ATLANTIC JOB NO. A0801-02

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JUNE 30, 2008
 Date

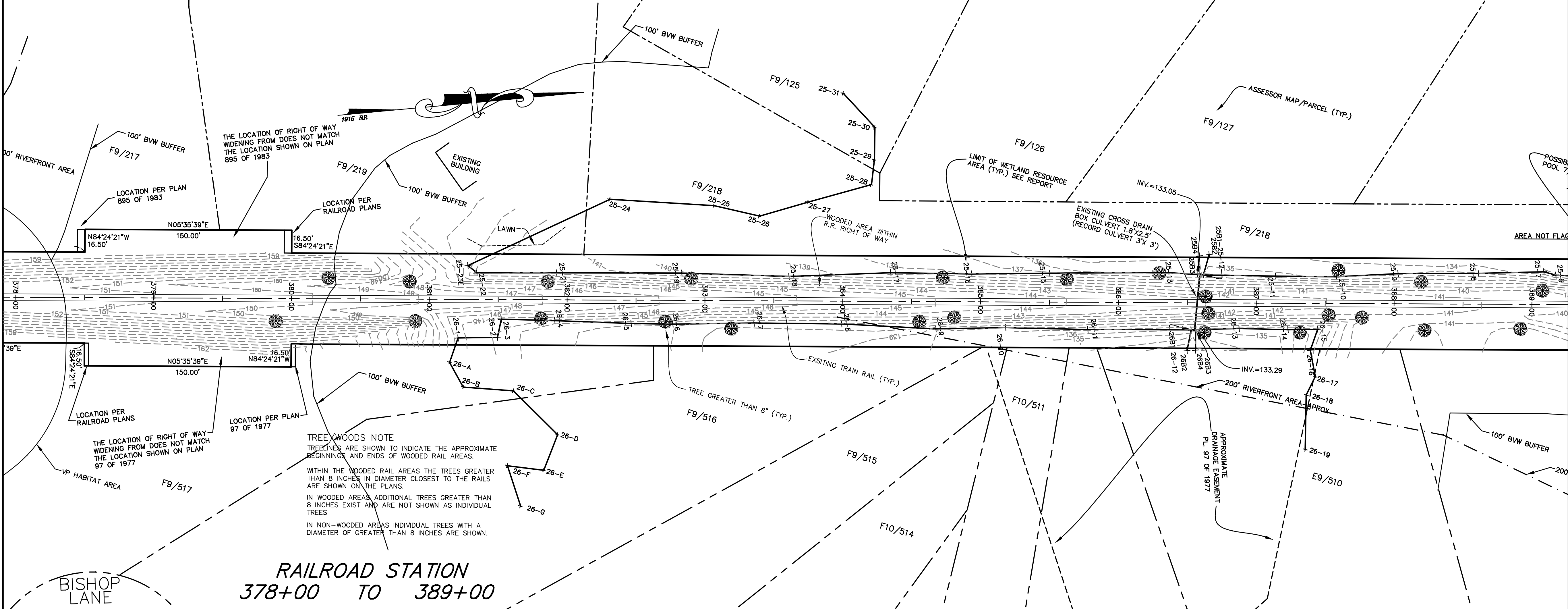
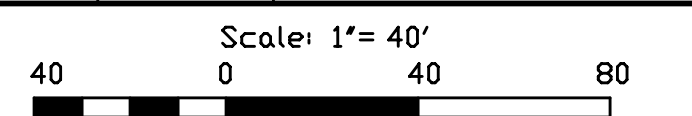
ENGINEER:
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 PHONE: 978-352-7870 FAX: 978-352-9940

**EXISTING CONDITIONS
 SURVEY PLAN
 AT
 PROPOSED RAIL TRAIL
 IN
 SUDBURY, MASS.**

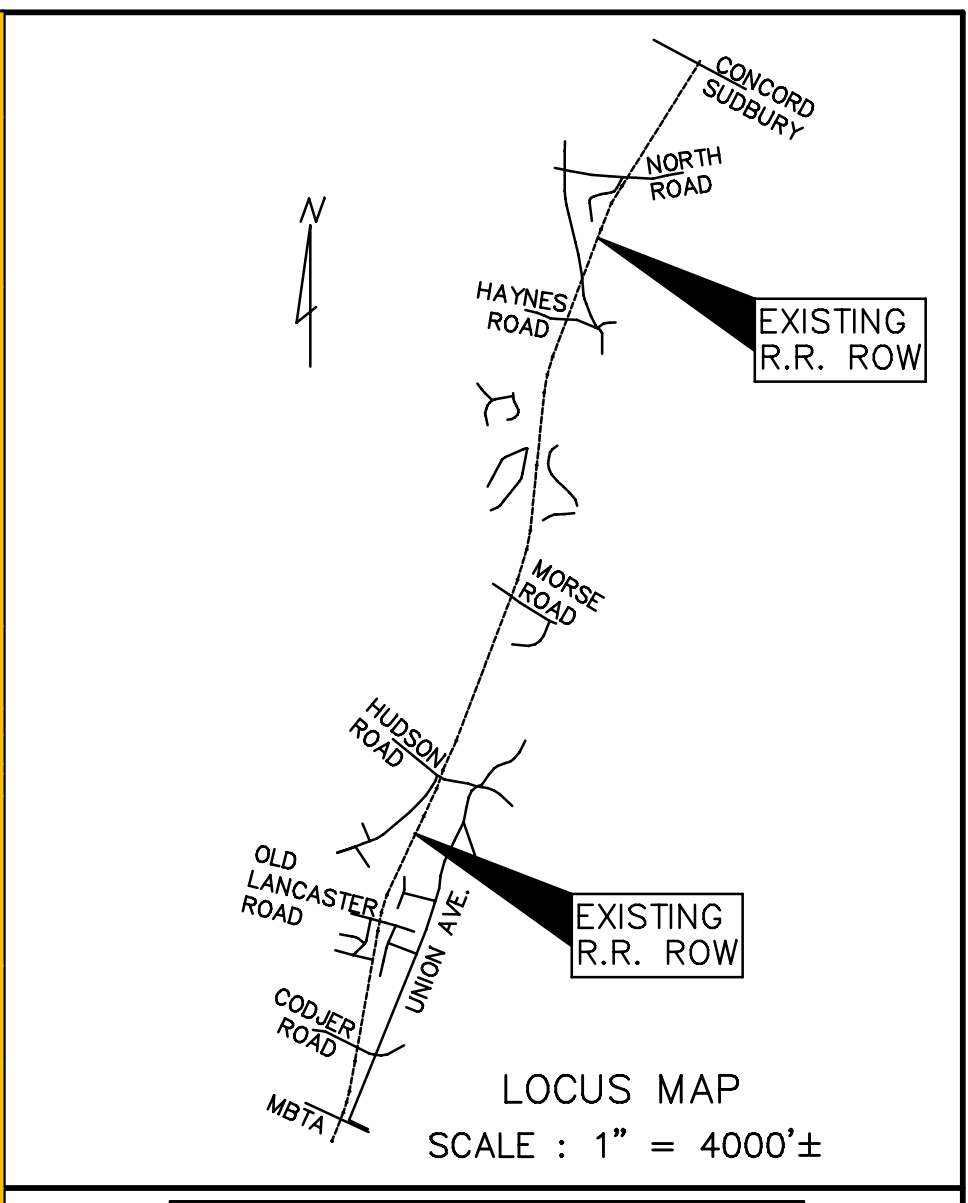
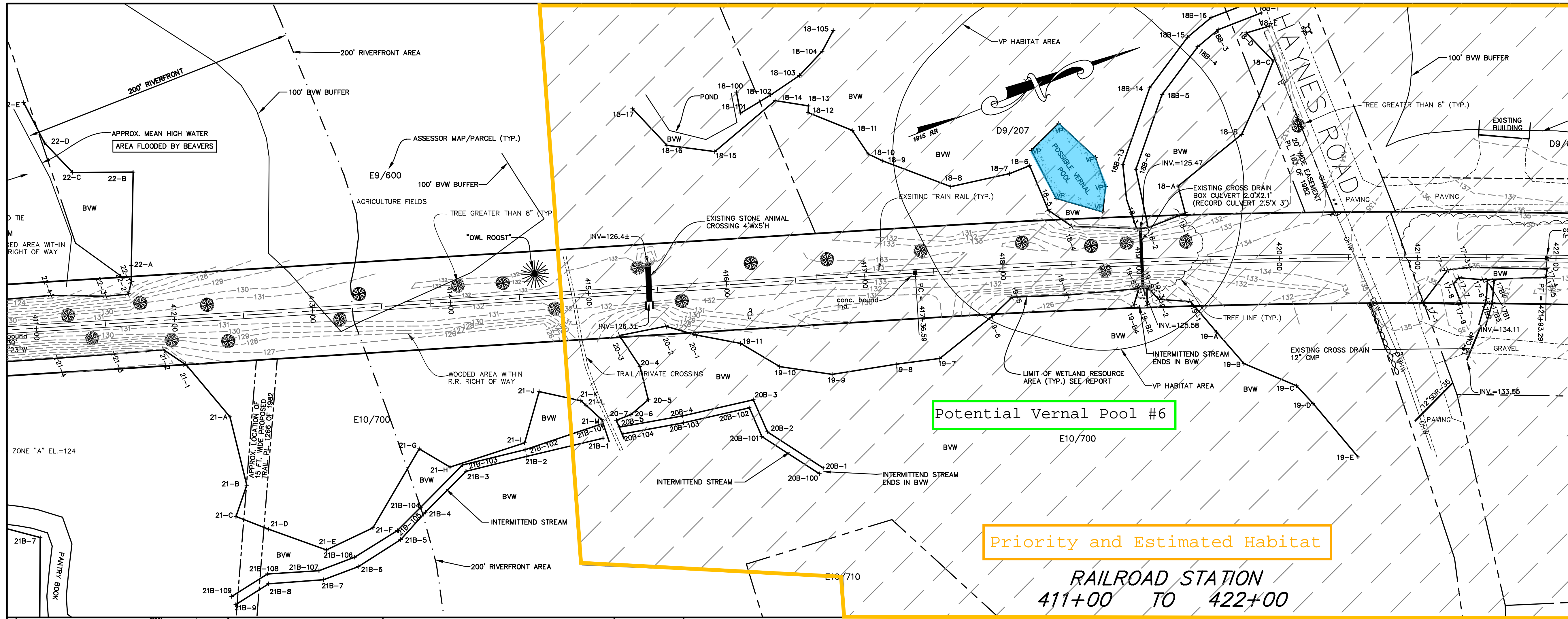
PREPARED FOR: TOWN OF SUDBURY
 275 OLD LANCASTER ROAD
 SUDBURY, MA 01776

DATE: JUNE 30, 2008 (1ST SUBMISSION)

Submission #	date	description
2	7/23/2008	Site Plan with TDPD
3	3/18/2009	REVISIONS
4	7/28/2009	PROFILE



TREE WOODS NOTE
 TREE LINES ARE SHOWN TO INDICATE THE APPROXIMATE BEGINNINGS AND ENDS OF WOODED RAIL AREAS.
 WITHIN THE WOODED RAIL AREAS THE TREES GREATER THAN 8 INCHES IN DIAMETER CLOSEST TO THE RAILS ARE SHOWN ON THE PLANS.
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SURVEY NOTES

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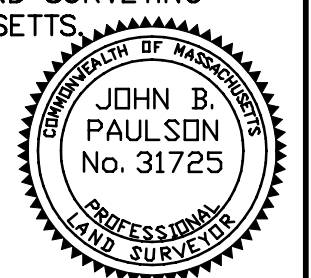
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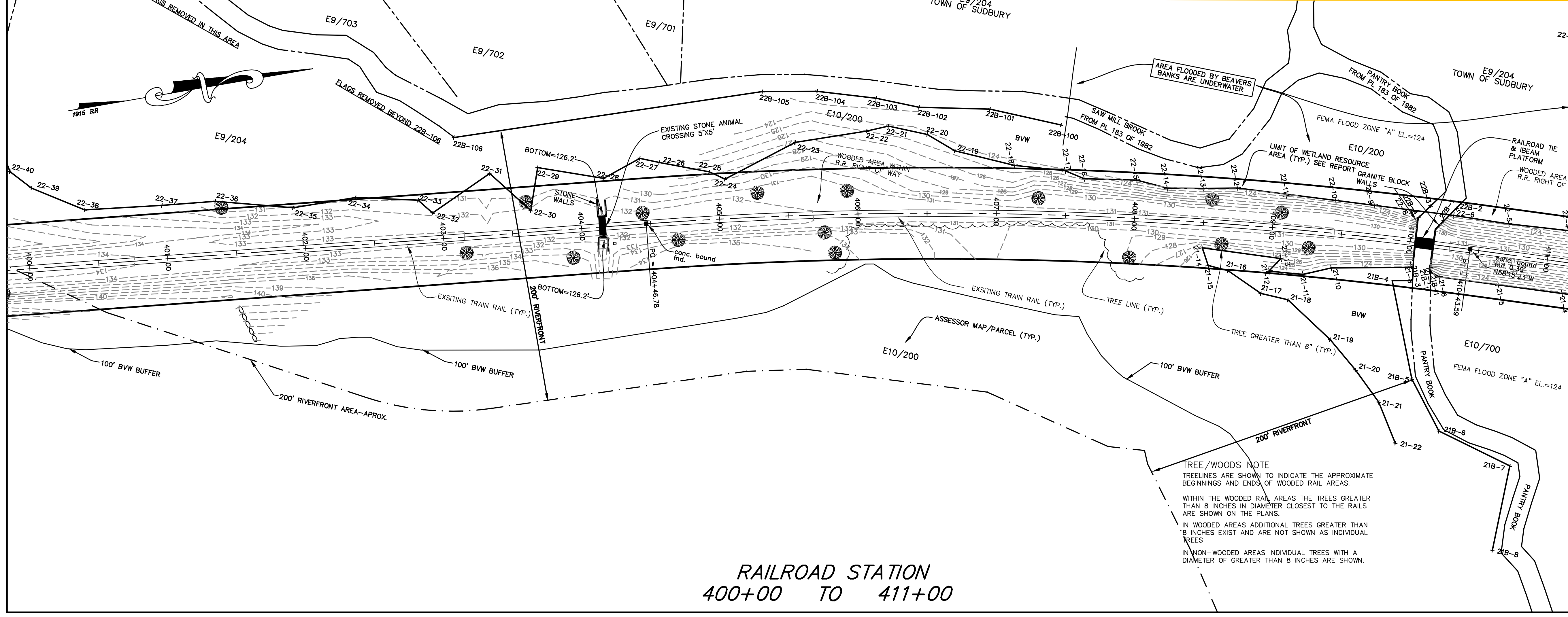
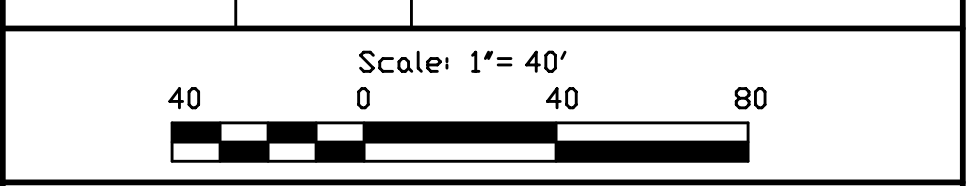
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TREE/WOODS NOTE

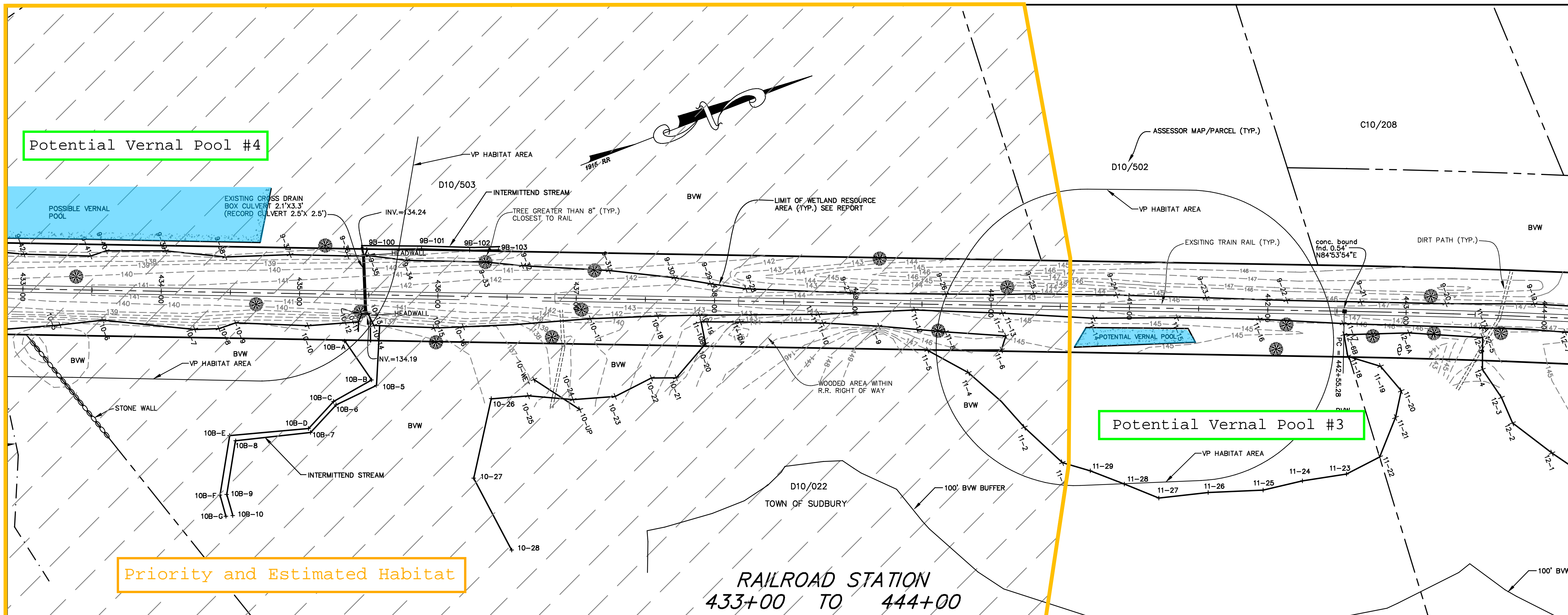
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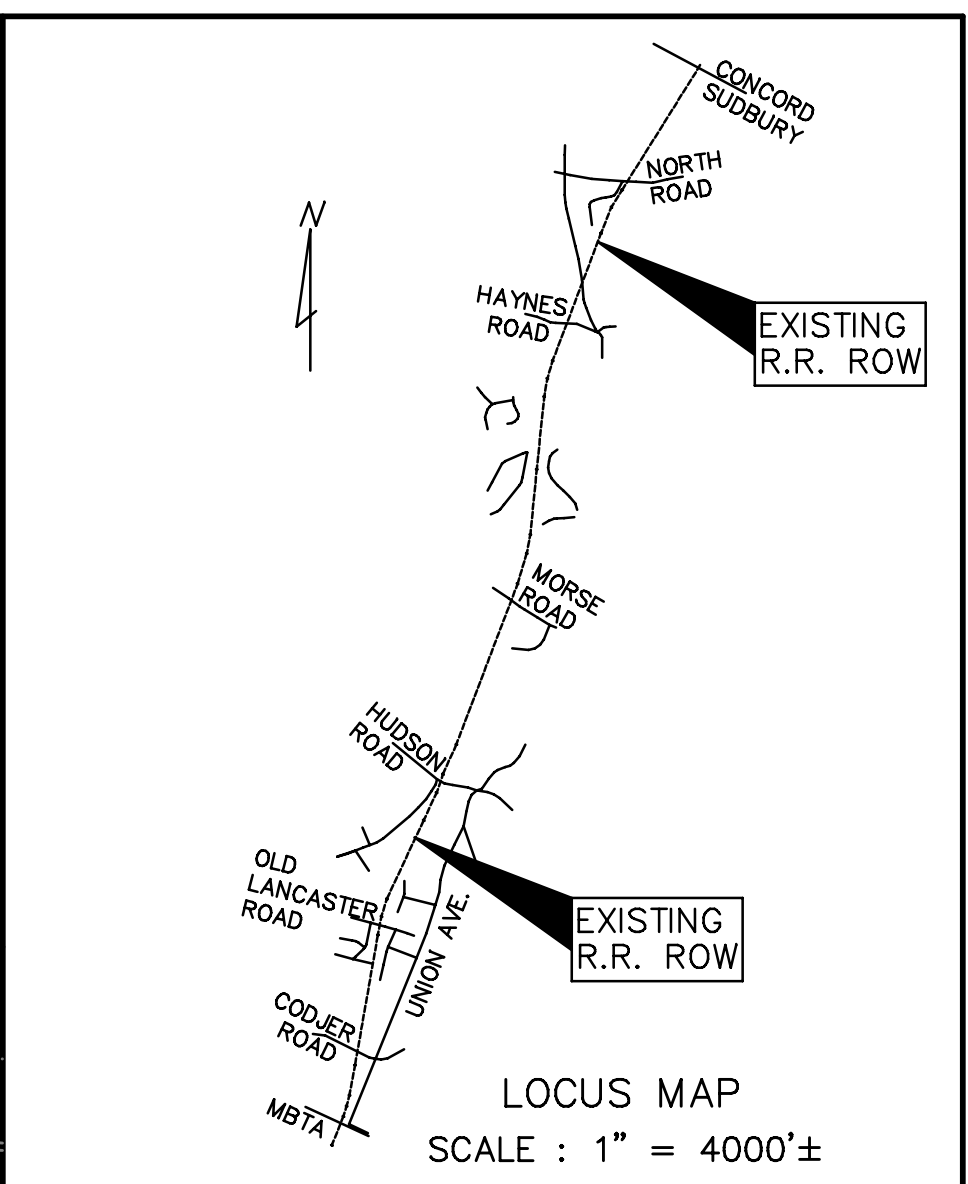
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**RAILROAD STATION
 400+00 TO 411+00**



Priority and Estimated Habitat

RAILROAD STATION
433+00 TO 444+00



LOCUS MAP
SCALE: 1" = 4000'±

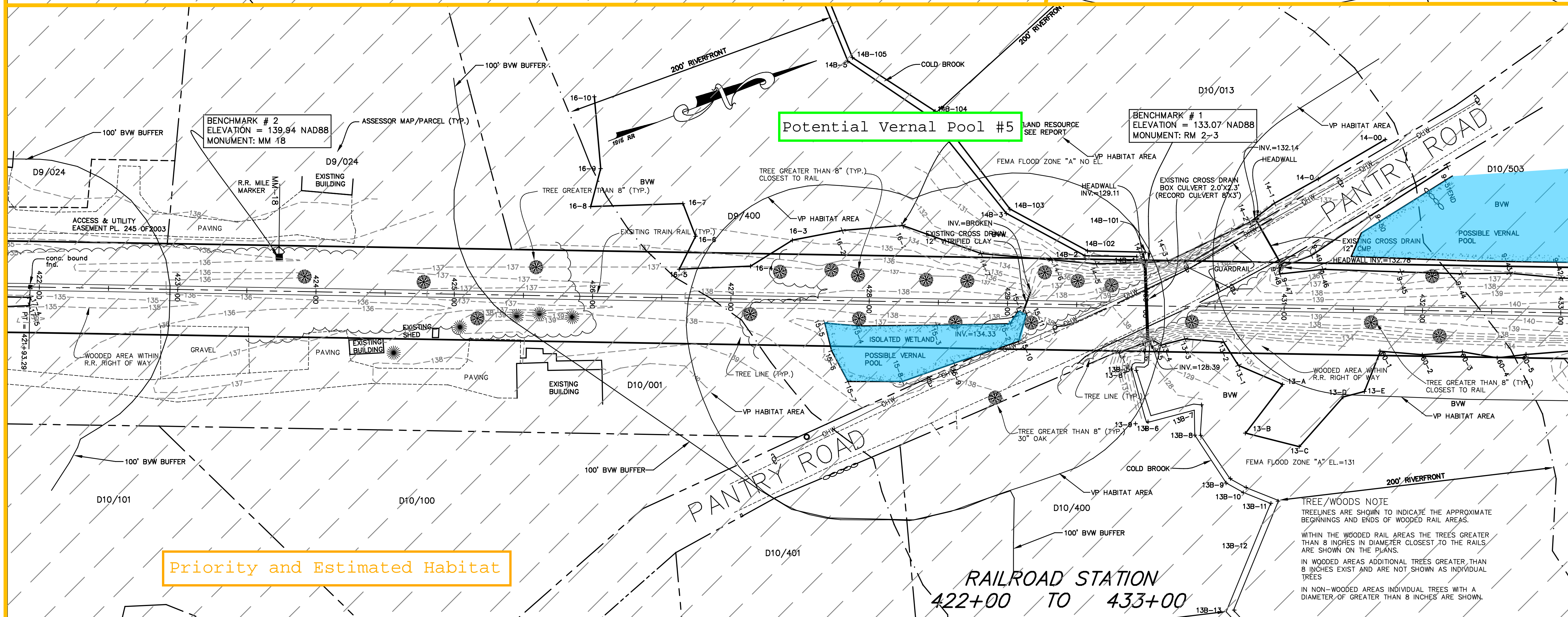
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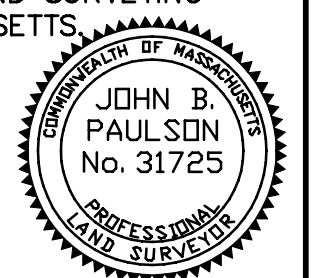
Priority and Estimated Habitat

RAILROAD STATION
422+00 TO 433+00

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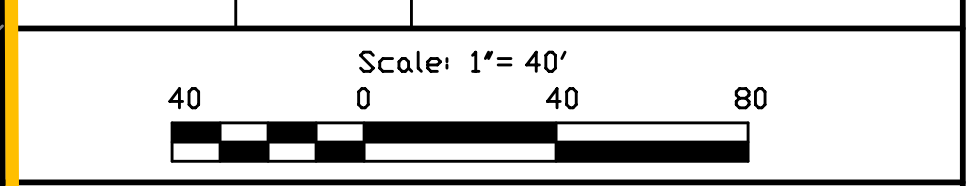
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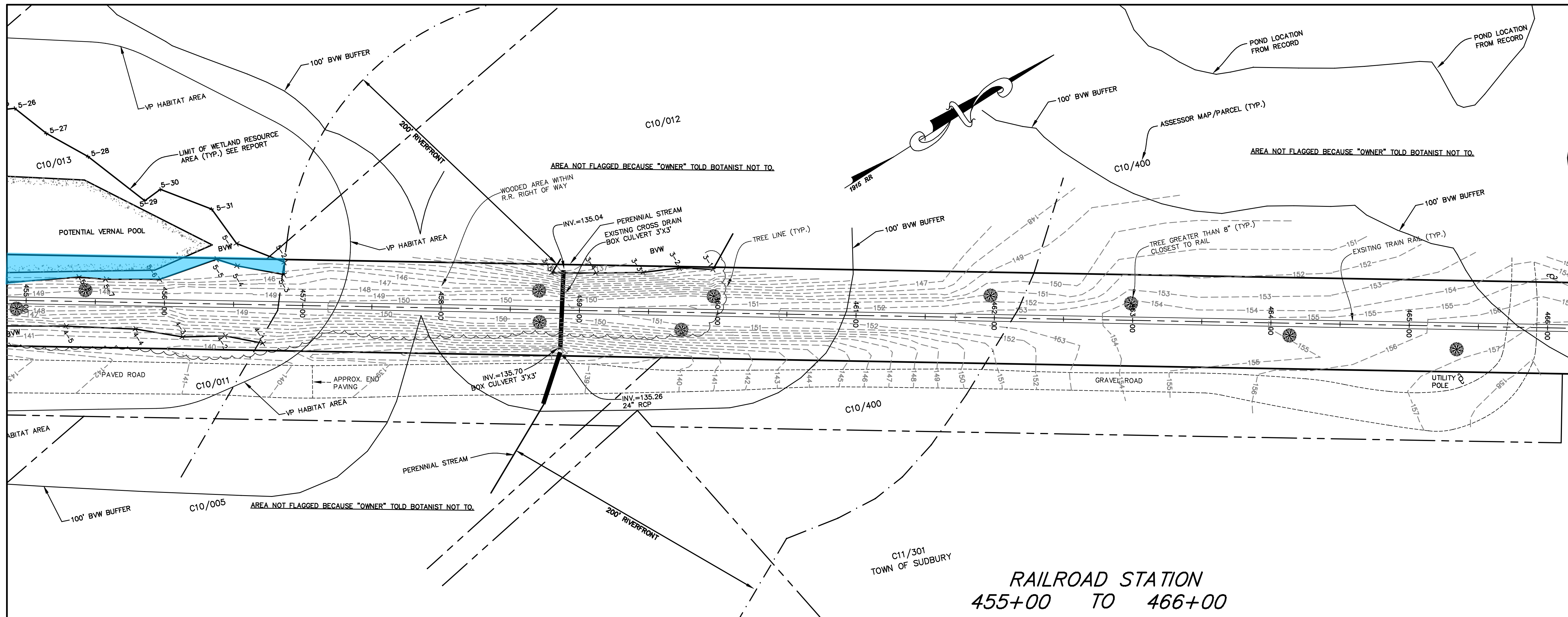
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PREPARED FOR: TOWN OF SUDBURY
275 OLD LANCASTER ROAD
SUDBURY, MA 01776

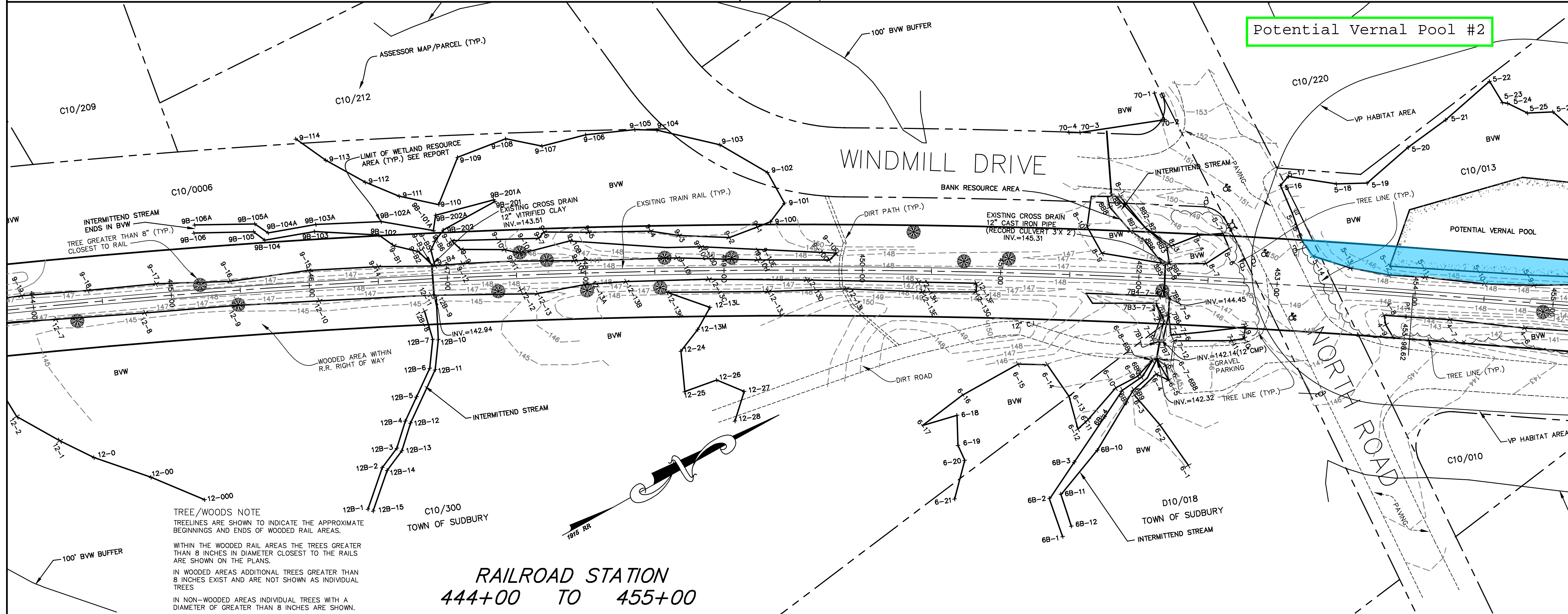
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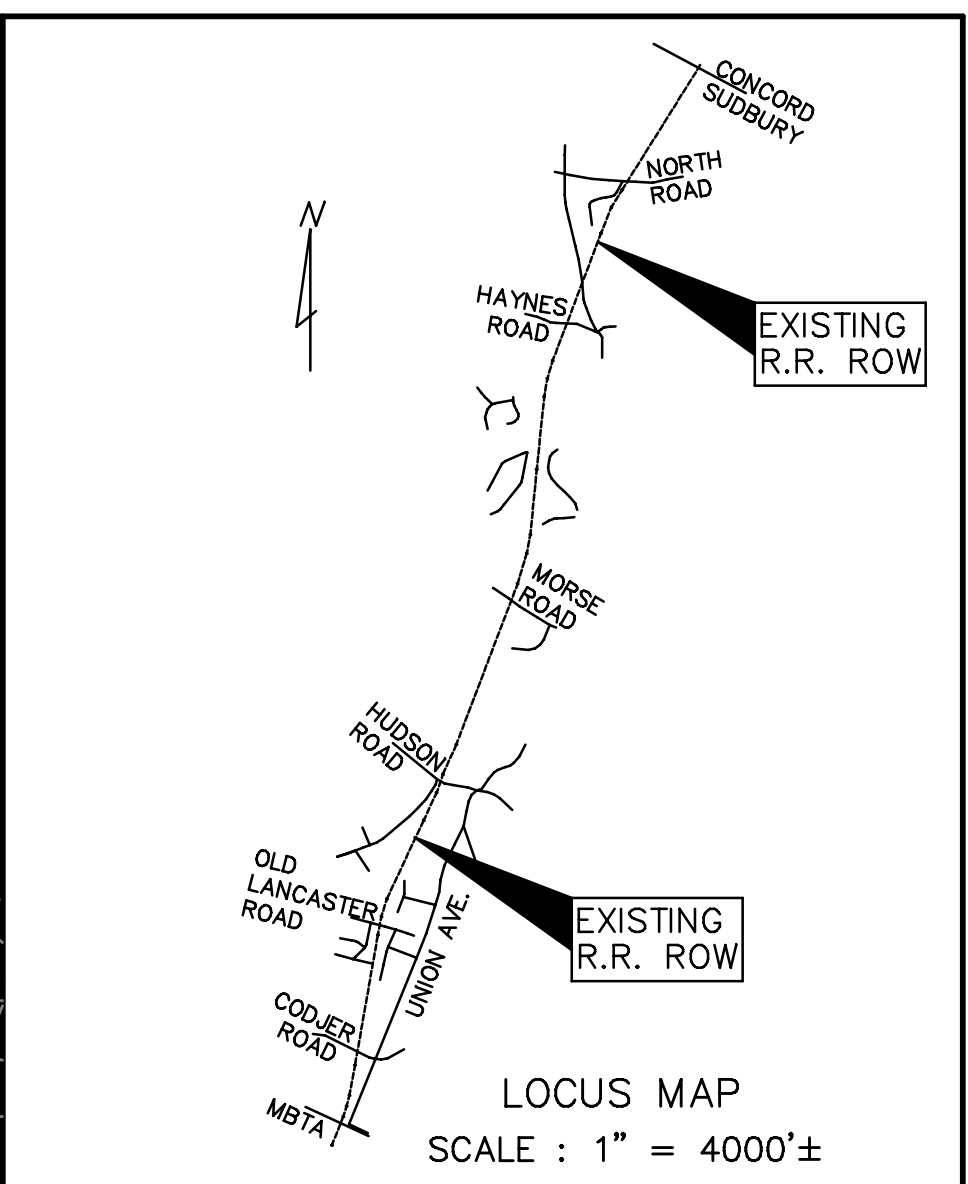




RAILROAD STATION
455+00 TO 466+00



RAILROAD STATION
444+00 TO 455+00



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SURVEY NOTES

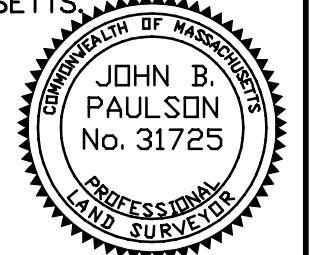
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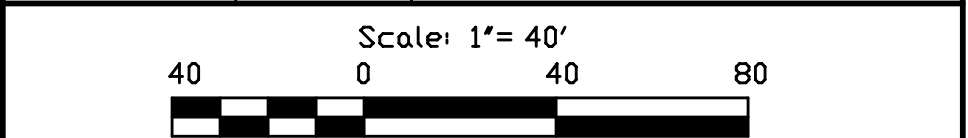
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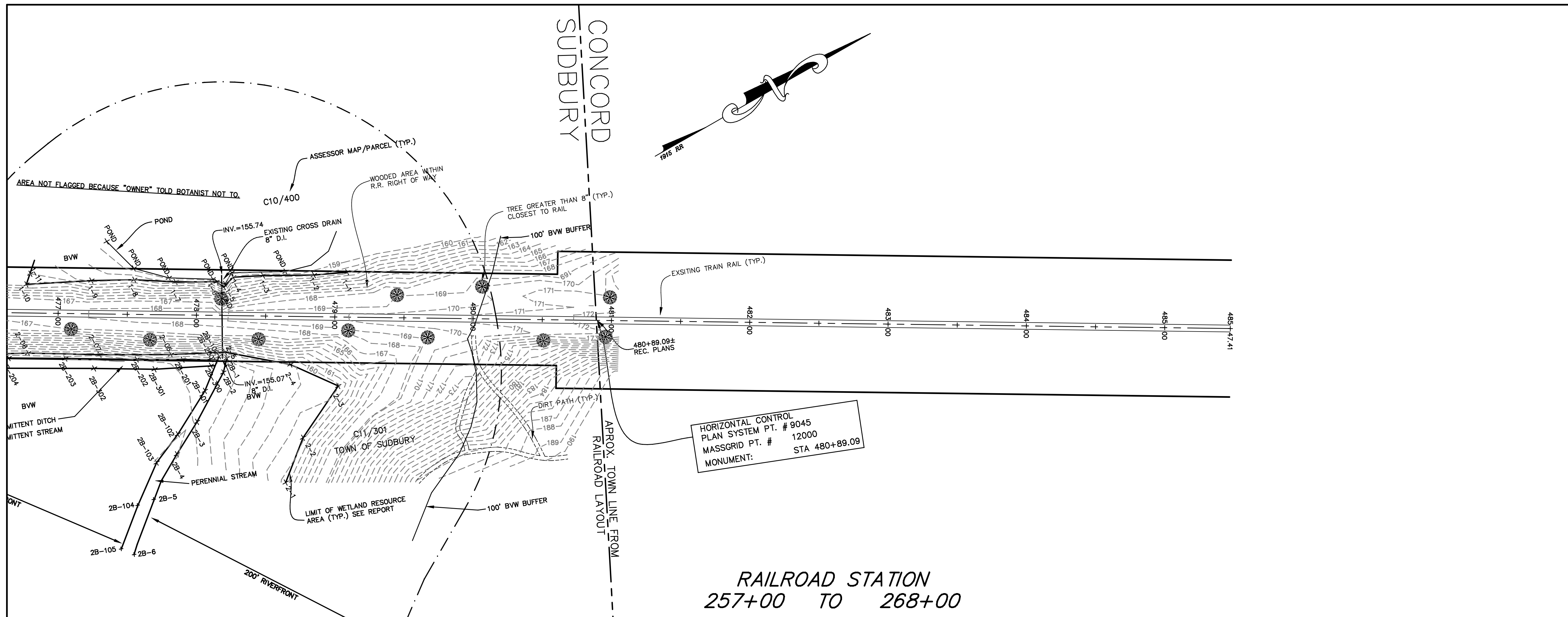
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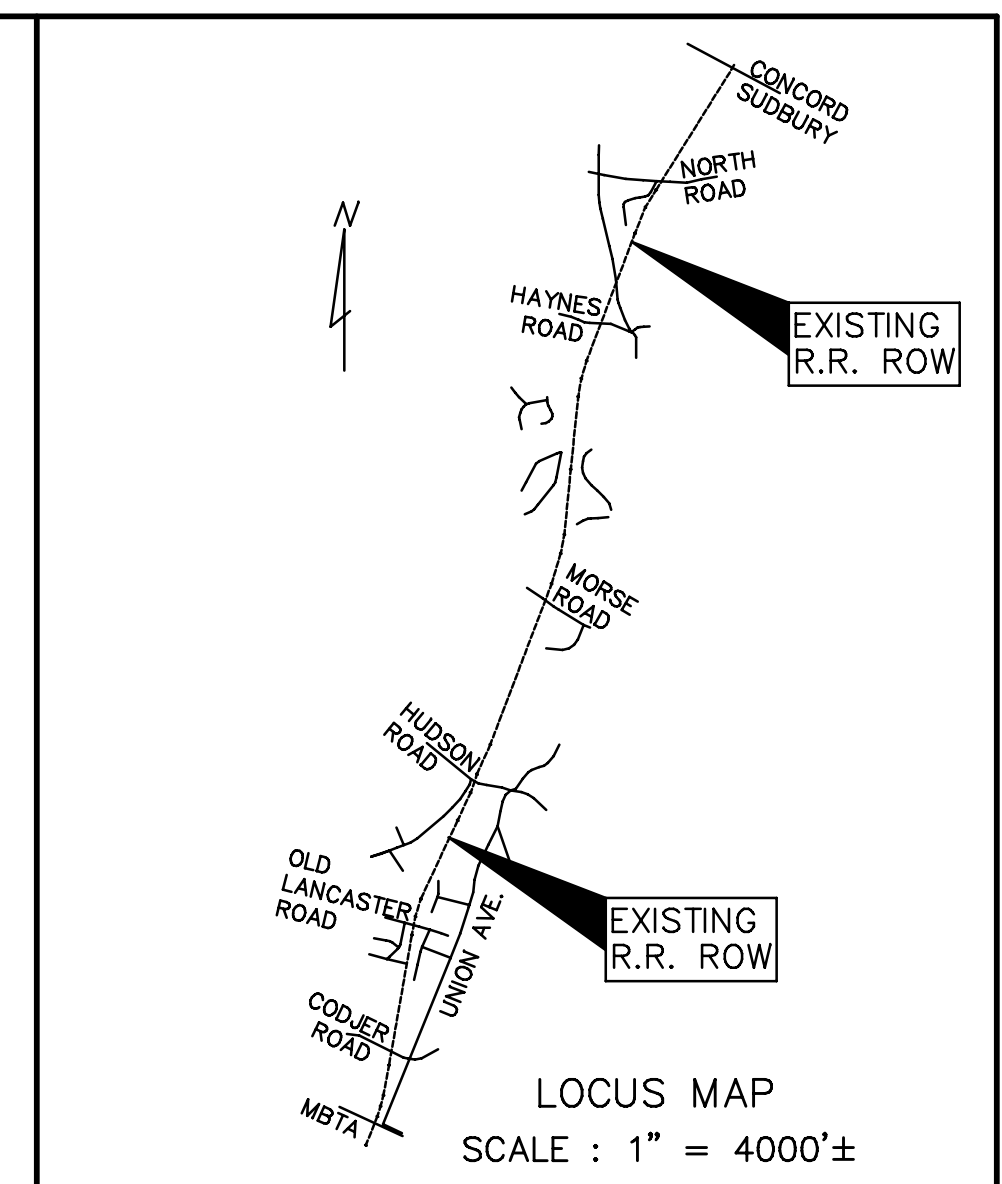
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RAILROAD STATION
257+00 TO 268+00

HORIZONTAL CONTROL
PLAN SYSTEM PT. # 9045
MASSGRID PT. # 12000
MONUMENT: STA 480+89.09



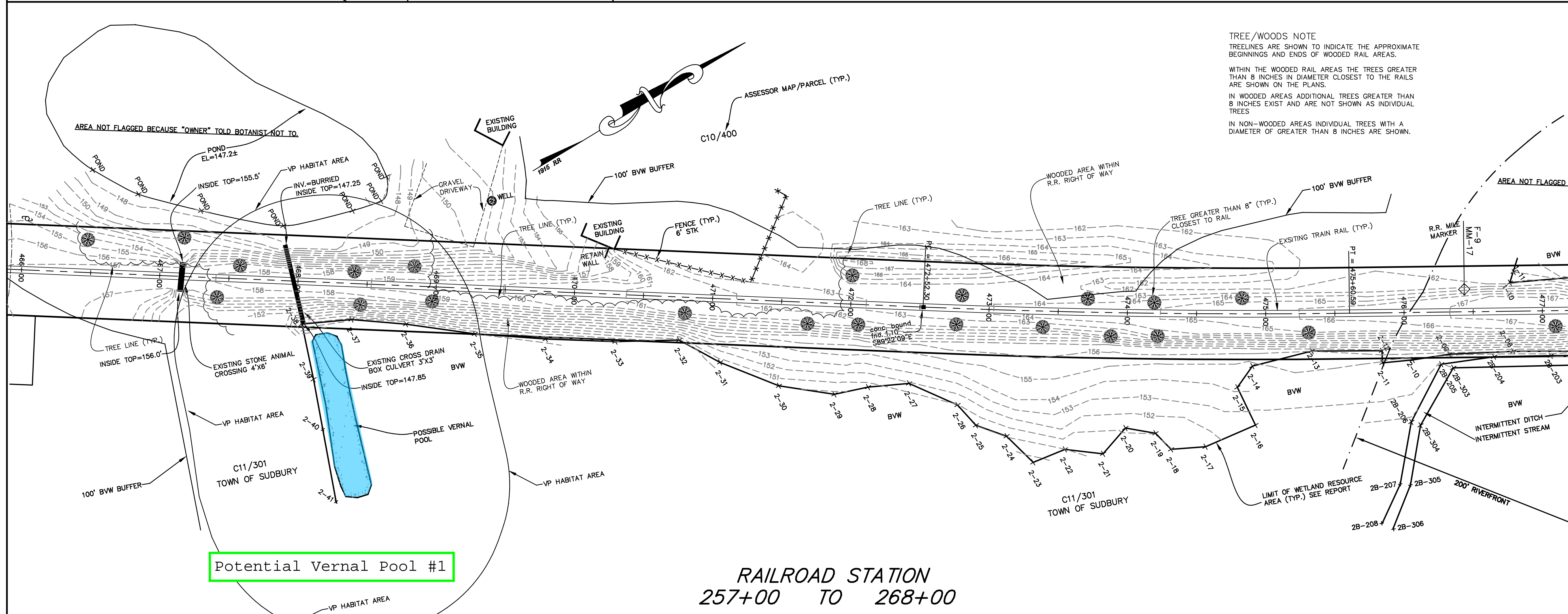
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RAILROAD STATION
257+00 TO 268+00

Potential Vernal Pool #1

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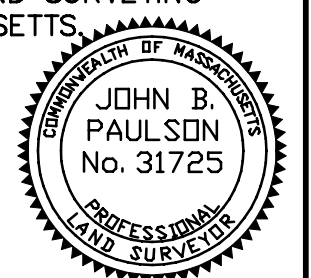
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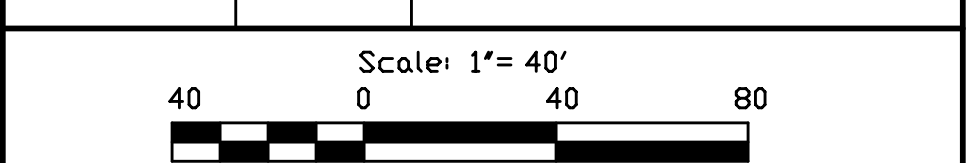
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**EXISTING CONDITIONS
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SUDBURY, MASS.**

PREPARED FOR: TOWN OF SUDBURY
275 OLD LANCASTER ROAD
SUDBURY, MA 01776

DATE: JUNE 30, 2008 (1ST SUBMISSION)

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Parcels of Open Space BFRT in Sudbury, MA [See link for detailed description of categories](#)

[MassGIS Data - Protected and Recreational OpenSpace](#)

Site Name	Fee Owner	Manager	Primary Purpose	Public Access (Legal)	Level of Protection	The type of Interest Held	EOEEA Funding Categories	Article 97 Protection	GIS Calculated Acres	Comments
GOFF GIFT	Sudbury Valley Trustees		C	L	P		0	0	5.11359761	
Albee Conservation Area	Sudbury Valley Trustees		C	L	P		0	0	1.27190647	
Albee Conservation Area	Sudbury Valley Trustees		C	L	P		0	0	0.99501877	
Davis Farm Conservation Area	Town of Sudbury	Town of Sudbury Conservation Commission	C	Y	P		1	1	60.89065102	ALSO SH12 ON DCS26A BUT RETAINED OS POLYGON
Barton Farms Conservation Area	Town of Sudbury	Town of Sudbury Conservation Commission	C	Y	P		0	1	14.58461201	
Barton APR	Barton Frank P		A	N	P	APR	1	1	25.95859933	survey bk 1982 pg 183
Barton APR	Barton Frank P		A	N	P	APR	1	1	15.36006866	Trail easement on property.
Wake Robin Conservation Area	Town of Sudbury	Town of Sudbury Conservation Commission	C	Y	P		1	1	31.2028604	
Frost Farm Conservation Area	Town of Sudbury	Town of Sudbury Conservation Commission	C	Y	P		0	1	45.97633653	Partial lot.
	Town of Sudbury		C	Y	P		0	1	0.37928298	SHOWN AS PROTECTED ON OS PLAN MAP. PARCEL HAS 2 PARTS ACROSS ROALROAD.
	Town of Sudbury		C	Y	P		0	1	13.36143006	SHOWN AS PROTECTED ON OS PLAN MAP. PARCEL HAS 2 PARTS ACROSS ROALROAD.
SUDBURY WATER DISTRICT LANE	Town of Sudbury	Town of Sudbury Water District	W	X	P		0	1	4.06156049	
PARKINSON PARCEL	Town of Sudbury	Town of Sudbury Conservation Commission	C	Y	P		0	1	11.34167265	
Pantry Brook Farm CR	Wolfe Carole R Tr of Pantry Brook Farm RT		C	L	P	CR	1	1	31.83905128	Partial lot. LAND #32 financed CR #99 and CR #98.
Pantry Brook Farm CR	Wolfe Carole R Tr of Pantry Brook Farm RT		C	L	P	CR	1	1	2.22914512	Partial lot. LAND #32 financed CR #99 and CR #98.
WHITE POND PARK	Town of Concord	Town of Concord Natural Resources Commission	B	Y	P		0	1	39.87174073	
Featherland Park	Town of Sudbury	Town of Sudbury Parks and Recreation Department	R	Y	P		0	9	5.7700948	
Featherland Park	Town of Sudbury	Town of Sudbury Parks and Recreation Department	R	Y	P		0	9	36.1814812	



June 9, 2017

Ref: 12984.00

Lyn A. MacLean, Chairman
Sudbury Historical Commission
299 Old Sudbury Road
Sudbury, MA 01776

Re: Early Environmental Coordination
Bruce Freeman Rail Trail
Sudbury, Massachusetts
MassDOT Project No. 608164

Dear Ms. Lyn MacLean,

MassDOT Highway Division in conjunction with the Town of Sudbury, acting through its Town Planning and Community Development Department, proposes the extension of the non-vehicular, multi-use Bruce Freeman Rail Trail (BFRT) in Sudbury, Massachusetts. It is anticipated that this project will be supported in part with federal funds and will require review, therefore, under Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800). The enclosed project information is provided for the Sudbury Historical Commission's review in compliance with the regulations governing Section 106.

The proposed project will consist of constructing a new shared-use path approximately 4.6 miles long from Station Road in South Sudbury north to the Sudbury/Concord Town Line along an old rail line Right-of-Way. The purpose of this project is to enhance the pedestrian/bicycle movement in the project area and provide alternative travel option for commuters and recreational riders. Work will include construction of a 10-foot wide paved travel surface, 4-foot shoulders, at grade accessible intersections, stormwater BMPs, and installation of pavement markings, guardrail and landscaping. See attached locus map and scope of work for a more detailed description of the project.

MassDOT Highway Division and the Town of Sudbury requests that the Sudbury Historical Commission review the enclosed materials at their earliest convenience, and solicit any comments that the Commission wishes to make regarding this project. Written comments should be submitted to: Patricia Leavenworth, P.E., Chief Engineer, MassDOT Highway Division, 10 Park Plaza, Boston, MA 02116, Attn: Jeffrey Shrimpton.

101 Walnut Street
PO Box 9151
Watertown, Massachusetts 02471
P 617.924.1770
F 617.924.2286

Engineers | Scientists | Planners | Designers

Lyn A. MacLean, Chairman
Sudbury Historical Commission
Ref: 12984.00
June 9, 2017
Page 2



If you have any questions concerning the enclosed project information, please feel free to contact me at 617.607.2783. If you have any questions concerning the Section 106 process, please feel free to contact Jeffrey Shrimpton (857.368.8824) of MassDOT Highway Division's Cultural Resources Unit

Sincerely,

Vanasse Hangen Brustlin, Inc.

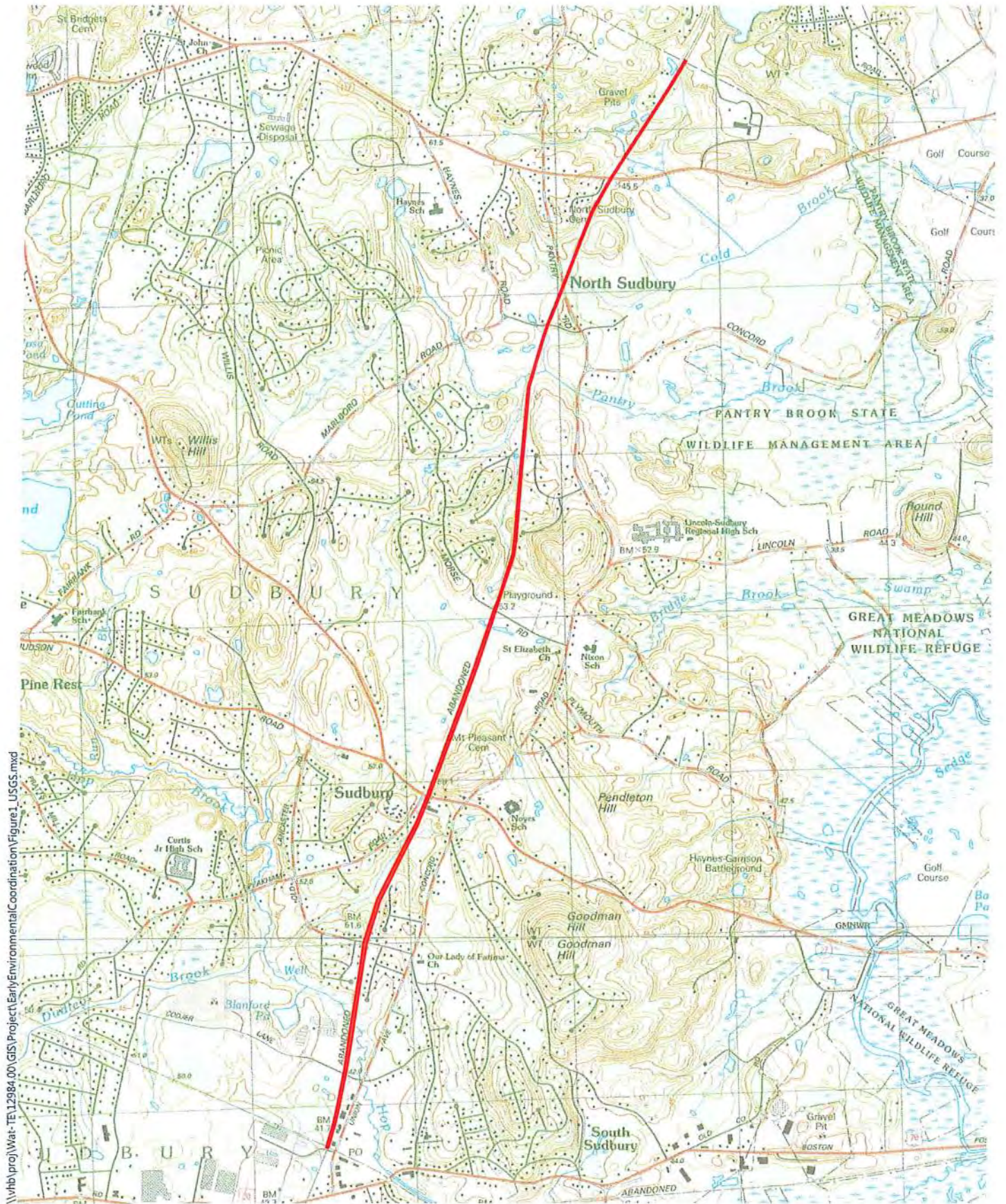
A handwritten signature in black ink, appearing to read "Gene Crouch", written over a light blue horizontal line.

Gene Crouch

Senior Environmental Scientist

Atts: Scope of work
Locus Map

CC: B. Simon, SHPO, with atts
J. Shrimpton, MassDOT Highway Division, with atts



\\vhb\proj\Wat-TE\12984.00\GIS\Project\Early\Environmental\Coordination\Figure1_USGS.mxd



Project Location

Bruce Freeman Rail Trail

Sudbury, Massachusetts

Figure 1 - USGS Locus
Source Info: USGS Topographic, 2001



SCOPE OF WORK
BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL)
SUDBURY, MASSACHUSETTS
MassDOT Project No. 608164

Project Description

MassDOT Highway Division in conjunction with the Town of Sudbury, acting through its Town Planning and Community Development Department, proposes the extension of the non-vehicular, multi-use Bruce Freeman Rail Trail (BFRT) in Sudbury, Massachusetts. The purpose of this project is to enhance the pedestrian/bicycle movement in the project area and provide alternative travel option for commuters and recreational riders. The trail will provide additional opportunities for transportation, passive/active recreation and physical activity, while promoting community and economic growth through increased connectivity.

Project Location and Existing Conditions

The BFRT is a proposed 25-mile rail trail between Lowell and Framingham along the former Lowell Secondary Track right-of-way of the Old Colony Railroad. Currently, BFRT follows a former railroad right-of-way for 6.8 miles through the towns of Lowell, Chelmsford, and Westford. It is a paved surface with few hills and contains well marked automobile crossings, making it ideal for pedestrian and cyclists. Currently underway is a five-mile extension of the BFRT along the railroad right-of-way from its current terminus at Route 27 and 225 in Westford, south through Carlisle into Acton ending at the Teamworks building. Additionally, a 3.5-mile segment of BFRT is in the final design stages to bring the rail trail through Acton and Concord up to the Concord/Sudbury town line. This project proposes to extend BFRT 4.6 miles in the Town of Sudbury from Station Road (Route 20) north to the Concord/Sudbury town (see attached Locus Map).

The proposed alignment of BFRT in Sudbury will follow the abandoned railroad right-of-way owned in its entirety by the Commonwealth of Massachusetts. The existing rail line right-of-way is approximately 65 feet wide and follows a mostly wooded alignment. The right-of-way is primarily a raised embankment that supports a single line of steel rails and wood ties, except where they have been removed at road crossings. The alignment crosses through six roadways and three commercial or residential driveway/access roads. The six roadways include Route 117 (North Road), Pantry Road, Haynes Road, Morse Road, Route 27 (Hudson Road), and Old Lancaster Road and the driveway/access roads include 66-65 Union Avenue (driveway), Codjer Lane (access road), and Fairview Farm (driveway).

Much of the rail corridor is adjacent to wetlands, streams, vernal pools, wildlife habitat and other undisturbed natural areas. There are four perennial streams located throughout the rail corridor which include Hop Brook, Sawmill Brook, Pantry Brook, and an unnamed tributary to Cold Brook. Two of the streams, Hop Brook and Pantry Brook have structurally deficient crossing structures with granite cut stone abutments.



Proposed Work

The proposed project consists of constructing a new shared-use path approximately 4.6 miles long from Station Road in South Sudbury continuing north to the Sudbury/Concord town line. The rail trail will generally follow the alignment of the existing rail corridor and consist of a 10-foot paved travel surface or boardwalk, 2 foot outside shoulders, and linear stormwater BMPs throughout. As part of the project, Hudson Road (Route 27) near the proposed rail trail will be realigned. All nine at-grade accessible intersections will be reconstructed. The two crossing structures at Hop Brook and Pantry Brook will be rehabilitated to span each respective waterway.

Work will also include the installation of trail pavement markings and signage, traffic calming measures, grading, timber fencing, additional safety/aesthetic elements; vegetation clearing where necessary to improve sight lines, ADA accessible entrances, landscaping, and other incidental work as needed.



June 9, 2017

Ref: 12984.00

Frederick E. Taylor, Chairman
Sudbury Historic Districts Commission
278 Old Sudbury Road
Sudbury, MA 01776

Re: Early Environmental Coordination
Bruce Freeman Rail Trail
Sudbury, Massachusetts
MassDOT Project No. 608164

Dear Mr. Frederick Taylor,

MassDOT Highway Division in conjunction with the Town of Sudbury, acting through its Town Planning and Community Development Department, proposes the extension of the non-vehicular, multi-use Bruce Freeman Rail Trail (BFRT) in Sudbury, Massachusetts. It is anticipated that this project will be supported in part with federal funds and will require review, therefore, under Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800). The enclosed project information is provided for the Sudbury Historic Districts Commission's review in compliance with the regulations governing Section 106.

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Frederick E. Taylor, Chairman
Sudbury Historic Districts Commission
Ref: 12984.00
June 9, 2017
Page 2



If you have any questions concerning the enclosed project information, please feel free to contact me at 617.607.2783. If you have any questions concerning the Section 106 process, please feel free to contact Jeffrey Shrimpton (857.368.8824) of MassDOT Highway Division's Cultural Resources Unit

Sincerely,

Vanasse Hangen Brustlin, Inc.

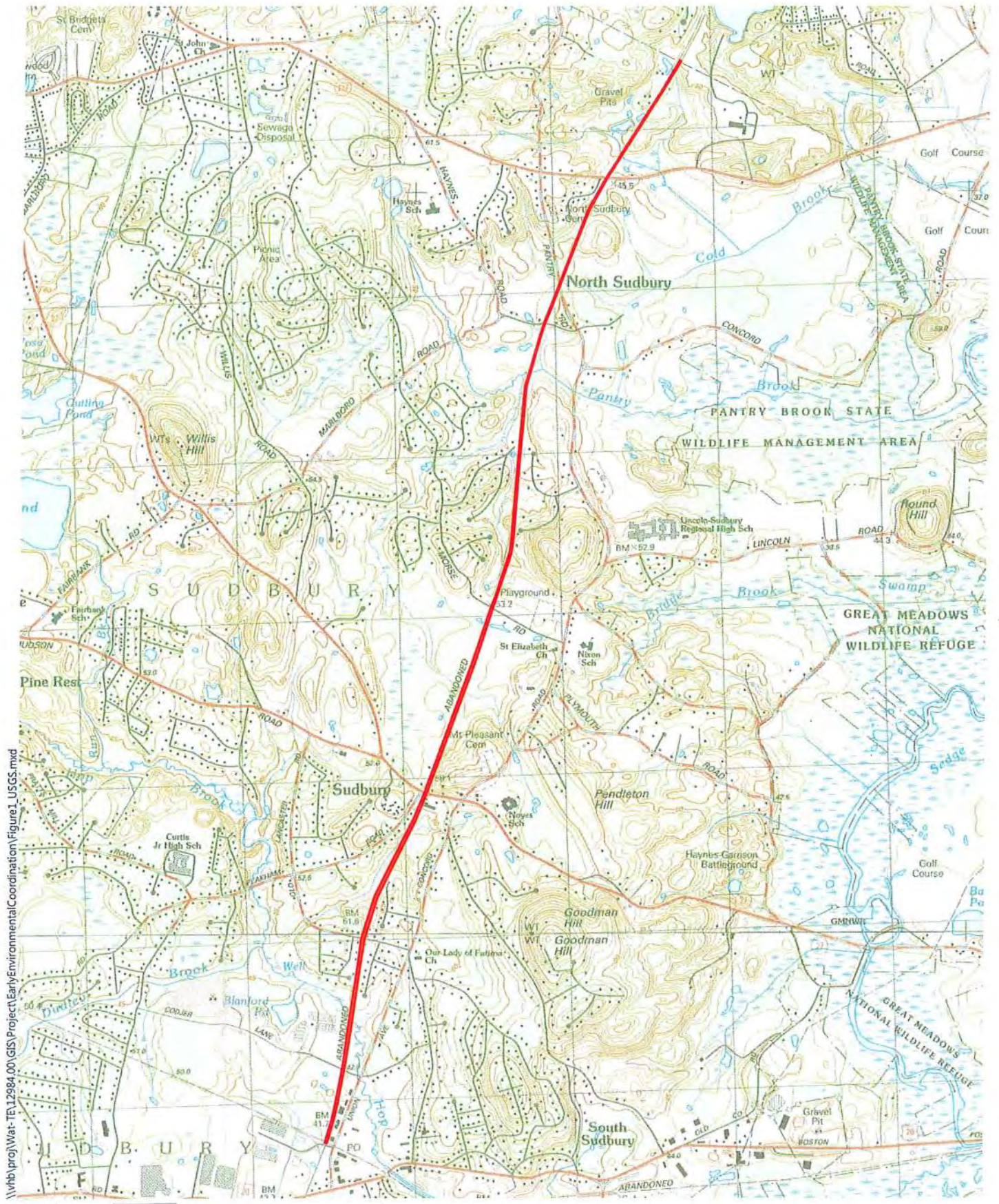
A handwritten signature in black ink, appearing to read "Gene Crouch", with a long, sweeping horizontal line extending to the right.

Gene Crouch

Senior Environmental Scientist

Atts: Scope of work
Locus Map

CC: B. Simon, SHPO, with atts
J. Shrimpton, MassDOT Highway Division, with atts



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Project Location

Bruce Freeman Rail Trail | Sudbury, Massachusetts

Figure 1 - USGS Locus
Source Info: USGS Topographic, 2001



SCOPE OF WORK
BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL)
SUDBURY, MASSACHUSETTS
MassDOT Project No. 608164

Project Description

MassDOT Highway Division in conjunction with the Town of Sudbury, acting through its Town Planning and Community Development Department, proposes the extension of the non-vehicular, multi-use Bruce Freeman Rail Trail (BFRT) in Sudbury, Massachusetts. The purpose of this project is to enhance the pedestrian/bicycle movement in the project area and provide alternative travel option for commuters and recreational riders. The trail will provide additional opportunities for transportation, passive/active recreation and physical activity, while promoting community and economic growth through increased connectivity.

Project Location and Existing Conditions

The BFRT is a proposed 25-mile rail trail between Lowell and Framingham along the former Lowell Secondary Track right-of-way of the Old Colony Railroad. Currently, BFRT follows a former railroad right-of-way for 6.8 miles through the towns of Lowell, Chelmsford, and Westford. It is a paved surface with few hills and contains well marked automobile crossings, making it ideal for pedestrian and cyclists. Currently underway is a five-mile extension of the BFRT along the railroad right-of-way from its current terminus at Route 27 and 225 in Westford, south through Carlisle into Acton ending at the Teamworks building. Additionally, a 3.5-mile segment of BFRT is in the final design stages to bring the rail trail through Acton and Concord up to the Concord/Sudbury town line. This project proposes to extend BFRT 4.6 miles in the Town of Sudbury from Station Road (Route 20) north to the Concord/Sudbury town (see attached Locus Map).

The proposed alignment of BFRT in Sudbury will follow the abandoned railroad right-of-way owned in its entirety by the Commonwealth of Massachusetts. The existing rail line right-of-way is approximately 65 feet wide and follows a mostly wooded alignment. The right-of-way is primarily a raised embankment that supports a single line of steel rails and wood ties, except where they have been removed at road crossings. The alignment crosses through six roadways and three commercial or residential driveway/access roads. The six roadways include Route 117 (North Road), Pantry Road, Haynes Road, Morse Road, Route 27 (Hudson Road), and Old Lancaster Road and the driveway/access roads include 66-65 Union Avenue (driveway), Codjer Lane (access road), and Fairview Farm (driveway).

Much of the rail corridor is adjacent to wetlands, streams, vernal pools, wildlife habitat and other undisturbed natural areas. There are four perennial streams located throughout the rail corridor which include Hop Brook, Sawmill Brook, Pantry Brook, and an unnamed tributary to Cold Brook. Two of the streams, Hop Brook and Pantry Brook have structurally deficient crossing structures with granite cut stone abutments.



Proposed Work

The proposed project consists of constructing a new shared-use path approximately 4.6 miles long from Station Road in South Sudbury continuing north to the Sudbury/Concord town line. The rail trail will generally follow the alignment of the existing rail corridor and consist of a 10-foot paved travel surface or boardwalk, 2 foot outside shoulders, and linear stormwater BMPs throughout. As part of the project, Hudson Road (Route 27) near the proposed rail trail will be realigned. All nine at-grade accessible intersections will be reconstructed. The two crossing structures at Hop Brook and Pantry Brook will be rehabilitated to span each respective waterway.

Work will also include the installation of trail pavement markings and signage, traffic calming measures, grading, timber fencing, additional safety/aesthetic elements; vegetation clearing where necessary to improve sight lines, ADA accessible entrances, landscaping, and other incidental work as needed.



Town of Sudbury

Historic Districts Commission

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776
978-639-3389
Fax: 978-443-0756

<http://www.sudbury.ma.us>

June 14, 2017

Mr. Gene Crouch
Senior Environmental Scientist
Vanasse Hangen Brustlin, Inc.

Re: Bruce Freeman rail Trail

Dear Mr. Crouch,

Thank you for your letter of June 9 requesting input on the Bruce Freedom Rail Trail in Sudbury. The Commission will discuss your letter at our July 13th meeting, and I will be able to get back to you shortly afterwards with any questions or concerns.

The only question I can anticipate members might have at this time would be regarding impact BFRT could have on the Pantry Brook Farm area. This is the open space area just north of town center that runs east and west of Concord Road between Lincoln Road and Pantry Brook. It doesn't appear that the trail will be seen from Concord Rd. or from the properties on it, but it's not clear to what extent environmental changes (clearing, the removal of trees) might be noticed. The Commission does not have jurisdiction in this area but I believe members would be concerned about any disturbance to it. Any comments, therefore, you have about this would be appreciated.

Beth Sudmeyer has confirmed that the only place BRFT will physically enter one of our historic districts is on Hudson Road, just east of Peakham Road. BRFT task force members will apply for formal approval for proposed traffic lights at this intersection at one of the Commission's future meetings.

Sincerely

Frederick Taylor
Sudbury Historic District Commission, Chair

c: Historic District Commission
Beth Suedmeyer, Environmental Planner, Town of Sudbury



MEPA Action Determination

Project: Bruce Freeman Rail Trail, Sudbury MA

Step 1 – Is there a State Agency Action:	Step 2 – Does the Project exceed any Review Thresholds
<input checked="" type="checkbox"/> State Funding	Determine if review thresholds are exceeded:
<input type="checkbox"/> State Permit	<input checked="" type="checkbox"/> Threshold Exceeded
<input type="checkbox"/> Transfer of State Land	
<input type="checkbox"/> No State Agency Action	<input type="checkbox"/> No Thresholds Exceeded

MEPA action required if both Step 1 and Step 2 met.

MEPA Action Required: ENF EIR None

Threshold	ENF	EIR
Land		
Direct alteration of 50 acres or more of land		
Creation of 10 or more acres of impervious		
Direct alteration of 25 acres or more of land		
Creation of 5 or more acres of impervious	X	
Conversion of Article 97 land		
Conversion of land in active agricultural use to non-agricultural use		
Release of interest in land held for conservation, preservation, agricultural or watershed protection		
Approval in accordance with MGL c. 121A of a New urban redevelopment project		
Approval in accordance with MGL c. 121B of a New urban renewal plan or modification of existing		
State Listed Species under MGL 131A		
Alteration of significant habitat		
Alteration of 2 acres of designated priority habitat that results in a take of a state-listed endangered, threatened species or species of special concern		
Wetlands, Waterways and Tidelands		
Alteration of one or more acres of salt marsh or BVW		
Alteration of 10 or more acres of any other wetland		
Alteration requiring a Variance of the WPA		
Construction of a new dam		
Alteration of a dam that causes an expansion of 20% or any decrease in impoundment capacity		
If Chapter 91 License required, new non-water dependent use or expansion of non-water dependent use that occupies one or more acres of waterways or tidelands		
Alteration of a coastal dune, barrier beach, or coastal bank		
Alteration of 500 or more feet of fish run or inland bank		
Alteration of 1,000 SF or more of salt marsh or ORW		
Alteration of 5,000 SF or more of BVW or IVW		
New fill or structure or expansion of fill or structure in velocity zone or regulatory floodway		
Alteration of one half acre or more of other wetlands	X	
Construction of new road or bridge for access to a barrier beach or a new utility line for service to a structure on a barrier beach		
Dredging of 10,000 cy or more of material		
Disposal of 10,000 cy or more of dredged material unless at a designated in-water disposal site		
If Chapter 91 License required, new or existing unlicensed non-water dependent use of waterways or tidelands, unless is an overhead utility, a structure with an area of 1,000 sf or less accessory to a single family house, temporary use in a designated Port area, or existing unlicensed structure in use prior to January 1, 1984		

Threshold	ENF	EIR
Construction, reconstruction of expansion of and existing solid fill structure of 1,000 sf or more or pile supported or bottom anchored structure of 2,000 sf or more occupying flowed tidelands or other waterways, except seasonal floats		
Water		
New withdrawal or expansion of 2,500,000 gpd from a surface source or 1,500,000 gpd from a groundwater source		
New interbasin transfer of 1,000,000 or more gpd or any amount determined significant by the water resources commission		
Construction of one or more new water mains 10 or more miles in length		
Provided that the Project is undertaken by an Agency, New water service to a municipality or water district across a municipal boundary through New or existing pipelines, unless a disruption of service emergency is declared in accordance with applicable statutes and regulations.		
New withdrawal or Expansion in withdrawal of 100,000 or more gpd from a water source that requires New construction for the withdrawal.		
New withdrawal or Expansion in withdrawal of 500,000 or more gpd from a water supply system above the lesser of current system-wide authorized withdrawal volume or three-years' average system-wide actual withdrawal volume.		
Construction of one or more New water mains five or more miles in length.		
Construction of a New drinking water treatment plant with a Capacity of 1,000,000 or more gpd.		
Expansion of an existing drinking water treatment plant by the greater of 1,000,000 gpd or 10% of existing Capacity.		
Alteration requiring a variance in accordance with the Watershed Protection Act, unless the Project consists solely of one single family dwelling.		
Non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities.		
Wastewater		
Construction of a New wastewater treatment and/or disposal facility with a Capacity of 2,500,000 or more gpd.		
New interbasin transfer of wastewater of 1,000,000 or more gpd or any amount determined significant by the Water Resource Commission.		
Construction of one or more New sewer mains ten or more miles in length.		
Provided that the Project is undertaken by an Agency, New sewer service to a municipality or sewer district across a municipal boundary through New or existing pipelines, unless an emergency is declared in accordance with applicable statutes and regulations.		
New discharge or Expansion in discharge of any amount of sewage, industrial waste water or untreated stormwater directly to an outstanding resource water.		
New Capacity or Expansion in Capacity for storage, treatment, processing, combustion or disposal of 150 or more wet tpd of sewage sludge, sludge ash, grit, screenings, or other sewage sludge residual materials, unless the Project is an Expansion of an existing facility within an area that has already been sited for the proposed use in accordance with M.G.L. c. 21 or M.G.L. c. 83, section 6.		
Construction of a New wastewater treatment and/or disposal facility with a Capacity of 100,000 or more gpd.		
Expansion of an existing wastewater treatment and/or disposal facility by the greater of 100,000 gpd or 10% of existing Capacity.		
Construction of one or more New sewer mains: <ul style="list-style-type: none"> a. that will result in an Expansion in the flow to a wastewater treatment and/or disposal facility by 10% of existing Capacity; b. five or more miles in length; or c. 1/2 or more miles in length, provided the sewer mains are not located in the right of way of existing roadways. 		
New discharge or Expansion in discharge: <ul style="list-style-type: none"> a. to a sewer system of 100,000 or more gpd of sewage, industrial waste water or untreated stormwater; b. to a surface water of: 		

Threshold	ENF	EIR
i. 100,000 or more gpd of sewage; ii. 20,000 or more gpd of industrial waste water; or iii. any amount of sewage, industrial waste water or untreated stormwater requiring a variance from applicable water quality regulations; or c. to groundwater of: i. 10,000 or more gpd of sewage within an area, zone or district established, delineated or identified as necessary or appropriate to protect a public drinking water supply, an area established to protect a nitrogen sensitive embayment, an area within 200 feet of a tributary to a public surface drinking water supply, or an area within 400 feet of a public surface drinking water supply; ii. 50,000 or more gpd of sewage within any other area; iii. 20,000 or more gpd of industrial waste water; or iv. any amount of sewage, industrial waste water or untreated stormwater requiring approval by the Department of Environmental Protection of a variance from Title 5 of the State Environmental Code for New construction.		
New Capacity or Expansion in Capacity for: a. combustion or disposal of any amount of sewage sludge, sludge ash, grit, screenings, or other sewage sludge residual materials; or b. storage, treatment, or processing of 50 or more wet tpd of sewage sludge or sewage sludge residual materials.		
(1) Transportation		
Unless the Project consists solely of an internal or on-site roadway or is located entirely on the site of a non-roadway Project: a. construction of a New roadway two or more miles in length; or b. widening of an existing roadway by one or more travel lanes for two or more miles.		
New interchange on a completed limited access highway		
Construction of a New airport.		
Construction of a New runway or terminal at an existing airport.		
Construction of a New rail or rapid transit line along a New, unused or abandoned right-of-way for transportation of passengers or freight (not including sidings, spurs or other lines not leading to an ultimate destination).		
Generation of 3,000 or more New adt on roadways providing access to a single location.		
Construction of 1,000 or more New parking spaces at a single location		
Unless the Project consists solely of an internal or on-site roadway or is located entirely on the site of a non-roadway Project: a. construction of a New roadway one-quarter or more miles in length; or b. widening of an existing roadway by four or more feet for one-half or more miles.		
Construction, widening or maintenance of a roadway or its right-of-way that will: a. alter the bank or terrain located ten more feet from the existing roadway for one-half or more miles, unless necessary to install a structure or equipment; b. cut five or more living public shade trees of 14 or more inches in diameter at breast height; or c. eliminate 300 or more feet of stone wall.		
Expansion of an existing runway at an airport.		
Construction of a New taxiway at an airport.		
Expansion of an existing taxiway at Logan Airport.		
Expansion of an existing terminal at Logan Airport by 100,000 or more sf.		
Expansion of an existing terminal at any other airport by 25,000 or more sf.		
Construction of New or Expansion of existing air cargo buildings at an airport by 100,000 or more sf.		
Conversion of a military airport to a non-military airport.		
Construction of a New rail or rapid transit line for transportation of passengers or freight.		
Discontinuation of passenger or freight service along a rail or rapid transit line.		
Abandonment of a substantially intact rail or rapid transit right-of-way.		
Generation of 2,000 or more New adt on roadways providing access to a single location.		
Generation of 1,000 or more New adt on roadways providing access to a single location and construction of 150 or more New parking spaces at a single location.		

Threshold	ENF	EIR
Construction of 300 or more New parking spaces at a single location.		
Energy		
Construction of a New electric generating facility with a Capacity of 100 or more MW.		
Expansion of an existing electric generating facility by 100 or more MW.		
Construction of a New fuel pipeline ten or more miles in length		
Construction of electric transmission lines with a Capacity of 230 or more kv, provided the transmission lines are five or more miles in length along New, unused or abandoned right of way.		
Construction of a New electric generating facility with a Capacity of 25 or more MW.		
Expansion of an existing electric generating facility by 25 or more MW.		
Construction of a New fuel pipeline five or more miles in length.		
Construction of electric transmission lines with a Capacity of 69 or more kv, provided the transmission lines are one or more miles in length along New, unused or abandoned right of way.		
Air		
Construction of a New major stationary source with federal potential emissions, after construction and the imposition of required controls, of: 250 tpy of any criteria air pollutant; 40 tpy of any HAP; or 100 tpy of any combination of HAPs.		
Construction of a New major stationary source with federal potential emissions, after construction and the imposition of required controls, of: 100 tpy of PM as PM10, CO, lead or SO2; 50 tpy of VOC or NOx; 10 tpy of any HAP; or 25 tpy of any combination of HAPs.		
Modification of an existing major stationary source resulting in a "significant net increase" in actual emissions, provided that the stationary source or facility is major for the pollutant, emission of which is increased by: 15 tpy of PM as PM10; 100 tpy of CO; 40 tpy of SO2; 25 tpy of VOC or NOx; 0.6 tpy of lead.		
Solid and Hazardous Waste		
New Capacity or Expansion in Capacity of 150 or more tpd for storage, treatment, processing, combustion or disposal of solid waste, unless the Project is a transfer station, is an Expansion of an existing facility within a validly site assigned area for the proposed use, or is exempt from site assignment requirements.		
New Capacity or Expansion in Capacity for combustion or disposal of any quantity of solid waste, or storage, treatment or processing of 50 or more tpd of solid waste, unless the Project is exempt from site assignment requirements.		
Provided that a Permit is required in accordance with M.G.L. c. 21D, New Capacity or Expansion in Capacity for the storage, recycling, treatment or disposal of hazardous waste.		
Historical and Archaeological Resources		
Unless the Project is subject to a Determination of No Adverse Effect by the Massachusetts Historical Commission or is consistent with a Memorandum of Agreement with the Massachusetts Historical Commission that has been the subject of public notice and comment: 1. demolition of all or any exterior part of any Historic Structure listed in or located in any Historic District listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth; or 2. destruction of all or any part of any Archaeological Site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth.		
Areas of Critical Environmental Concern		
Any Project within a designated ACEC, unless the Project consists solely of one single family dwelling.		
Regulations		
Promulgation of New or revised regulations, of which a primary purpose is protecting against Damage to the Environment, that significantly reduce: 1. standards for environmental protection; 2. opportunities for public participation in permitting or other review processes; or 3. public access to information generated or provided in accordance with the regulations.		

Project Information

The following questions should be filled out at the 25% design stage.

WARNING: Do not attempt to cut and paste cells. Form will malfunction.

1. Have you downloaded the most recent version of the Water Quality Data Form?

Yes

For questions 2-5, please use MassDOT's Project Information Look-Up Website to populate the yellow fields.

2. Project Number (From Project Info Website):

608164

3. Project Type (From Project Info Website):

Other

4. Project Name (From Project Info Website):

SUDBURY - BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL)

5. Location of Project (From Project Info Website):

Project Road(s): Abandoned rail ROW

Cities and/or Towns: Sudbury

District Number: 3

6. Project Designer:

Design Firm: Vanasse Hangen Brustlin, Inc.

Contact Person for Follow-Up: Tracie Lenhardt

Email Address for Follow-Up: Tlenhardt@vhb.com

Phone Number for Follow-Up: 617-607-2961

Extension:

7. Who will have final ownership of the road or bridge this project is addressing?

Municipality

Receiving Water Body Information

8. Does any runoff from the site enter a separate storm sewer system (MS4) operated by an organization other than MassDOT, such as a municipality?

No

- 9a. Is the project located in a watershed with one or more Draft or Final pollutant Total Maximum Daily Load(s) (TMDL)?

Yes

- 9b. Which Draft and/or Final pollutant TMDL(s) apply to the watershed?

Bacteria/Pathogens

Nitrogen

Stormwater

Phosphorus

10. How many water bodies on MassDEP's Year 2012 Integrated List of Waters receive stormwater runoff from the area impacted by this project (via any combination of piped or over land flow)?

2

Water Body #1**11. Segment ID of the receiving listed water body:**

MA82A-05

Name of the receiving listed water body:

Hop Brook

Receiving water body status:

Impaired

Receiving water body impairments:

Dissolved oxygen saturation, Excess Algal Growth, Oxygen, Dissolved, Phosphorus (Total)

Final TMDLs for receiving water body:

N/A

12. Notes about conceptual BMPs that are planned to treat stormwater flowing to Water Body #1 (Hop Brook):

As a multi-use path, stormwater BMPs are typically not incorporated. Stormwater is allowed to runoff using a country drainage design with no collection system or point outfalls.

Recommendations and Requirements for BMPs Based on Status of Water Body #1

Ensure that any BMPs are recorded on the Water Quality Data Form for the 75% design stage. See the section of this form titled **Project Specific BMP Recommendations** for project-wide recommendations and contact information for MassDOT.

Recommendations Based on Receiving Water Body Impairment Status

BMPs must be implemented to ensure that stormwater discharging from this site does not contribute to the water quality impairments of this receiving water body. Water bodies impaired for nitrogen benefit from BMPs with bio-uptake capabilities, such as bioretention basins. Water bodies with most other impairments related to stormwater runoff (such as phosphorus, turbidity, excess algal growth, dissolved oxygen, etc.) benefit from infiltration or bioretention BMPs. Water bodies impaired for chlorides benefit mostly from non-structural BMPs, such as source control, so BMPs proposed for sites adjacent to these types of water bodies should be discussed with MassDOT.

Water Body #2**13. Segment ID of the receiving listed water body:**

MA82A-19

Name of the receiving listed water body:

Pantry Brook

Receiving water body status:

Impaired

Receiving water body impairments:

Fecal Coliform

Final TMDLs for receiving water body:

N/A

14. Notes about conceptual BMPs that are planned to treat stormwater flowing to Water Body #2 (Pantry Brook):

As a multi-use path, stormwater BMPs are typically not incorporated. Stormwater is allowed to runoff using a country drainage design with no collection system or point outfalls.

Recommendations and Requirements for BMPs Based on Status of Water Body #2

Ensure that any BMPs are recorded on the Water Quality Data Form for the 75% design stage. See the section of this form titled **Project Specific BMP Recommendations** for project-wide recommendations and contact information for MassDOT.

Recommendations Based on Receiving Water Body Impairment Status

BMPs must be implemented to ensure that stormwater discharging from this site does not contribute to the water quality impairments of this receiving water body. Water bodies impaired for nitrogen benefit from BMPs with bio-uptake capabilities, such as bioretention basins. Water bodies with most other impairments related to stormwater runoff (such as phosphorus, turbidity, excess algal growth, dissolved oxygen, etc.) benefit from infiltration or bioretention BMPs. Water bodies impaired for chlorides benefit mostly from non-structural BMPs, such as source control, so BMPs proposed for sites adjacent to these types of water bodies should be discussed with MassDOT.

Project Specific BMP Recommendations

Reference the MassDEP Storm Water Handbook for more detailed guidance on selecting BMPs.

Recommendations for Projects Located within TMDL Watershed(s)

BMPs must be implemented to ensure that stormwater discharge is consistent with any applicable Waste Load Allocation (WLA) for the TMDL(s) covering this watershed. Phosphorus is most effectively removed using infiltration BMPs. Consider proposing infiltration basins, infiltration swales, vegetated filter strips, and/or leaching catch basins as part of the project.

Recommendations for Projects with a Listed Receiving Water Body

When weighing the need for BMPs versus the feasibility of design and construction, consider the proximity of receiving water bodies on MassDEP's Year 2012 Integrated List of Waters. For example, if stormwater runoff from the project area flows through an expansive wetland or ephemeral stream prior to entering a water body on the list, take into account that many stormwater pollutants will be naturally treated. In such instances, pollutant-specific BMPs are suggested but not required under the Impaired Waters Program. It is more important to retain the integrity of the wetland or ephemeral stream and only implement additional BMPs to the maximum extent practicable in accordance with the Massachusetts Stormwater Standards.

At the other extreme, if stormwater runoff from the site is piped directly into a water body listed on the Year 2012 Integrated List of Waters, no pollutants are removed from stormwater prior to discharge, and it is more likely that stormwater runoff will negatively impact water quality. In this case, pollutant-specific BMPs need to be incorporated into the project. Consider all possibilities to overcome site limitations. This shall be a project by project determination.

Recommendations for Other Projects

Consider reconstructing existing outfalls so as to maximize the length of the flow path between the outfall and the receiving water body. This may involve moving the outfall further away from the receiving water body and/or positioning the outfall to discharge runoff at an angle. New outfalls should also incorporate protection against erosive discharge velocities. If land is available, consider incorporating an infiltration-style BMP at the new outfall. Otherwise, investigate the feasibility of re-routing stormwater to an area with more available space, such as within roadway interchanges and ramp systems. Leaching catch basins are also a good option for infiltrating in constrained spaces.

For project areas discharging to a cold water fishery, consider implementing infiltration BMPs to reduce the likelihood that the temperature of the stormwater will negatively impact the fishery habitat.

Consider reducing the amount of existing impervious cover in the project area while remaining in compliance with applicable safety standards.

Consider replacing concrete-lined swales and eroded ditches with vegetated swales. Vegetated swales should include check dams where possible to slow stormwater velocities, reduce erosion, and promote infiltration. Consideration should be given to the use of suitable subgrade materials, a geotextile liner, suitable vegetation, and/or an underdrain, depending on the characteristics of a site.

Consider using the highway median as an infiltration swale with check dams. In some instances, existing stormwater infrastructure can be re-routed to discharge to the median with an overflow outlet to a water body or the edge of the SHLO. In other instances, an existing trunk line may be day-lighted and retrofitted with an infiltration swale.

For parking lots, rest areas, and other similar areas, consider the use of porous or permeable pavements. Designs that include porous or permeable pavements should also incorporate suitable subgrade layers.

Recommendations for Non-Structural BMPs

Consider implementing as many of the following non-structural BMPs as possible:

- Preserve as much of the pre-development vegetation as possible
- Preserve natural drainage patterns and riparian buffers
- Minimize disturbance to wetland resource areas
- Reduce or eliminate curbing in well-vegetated areas that gently slope downward and away from the road
- Use shallow, grassed roadside swales and parking lot islands with check dams instead of curb and gutter storm drainage systems
- Reduce existing impervious cover or minimize the construction of additional impervious cover

Contact Bryan Cordeiro in the Environmental Section of MassDOT for guidance selecting appropriate BMPs.

He can be reached at 857-368-8813 or at Bryan.Cordeiro@state.ma.us

Form Submission

15. **Submittal Type:**

Original

Name of MassDOT Reviewer:

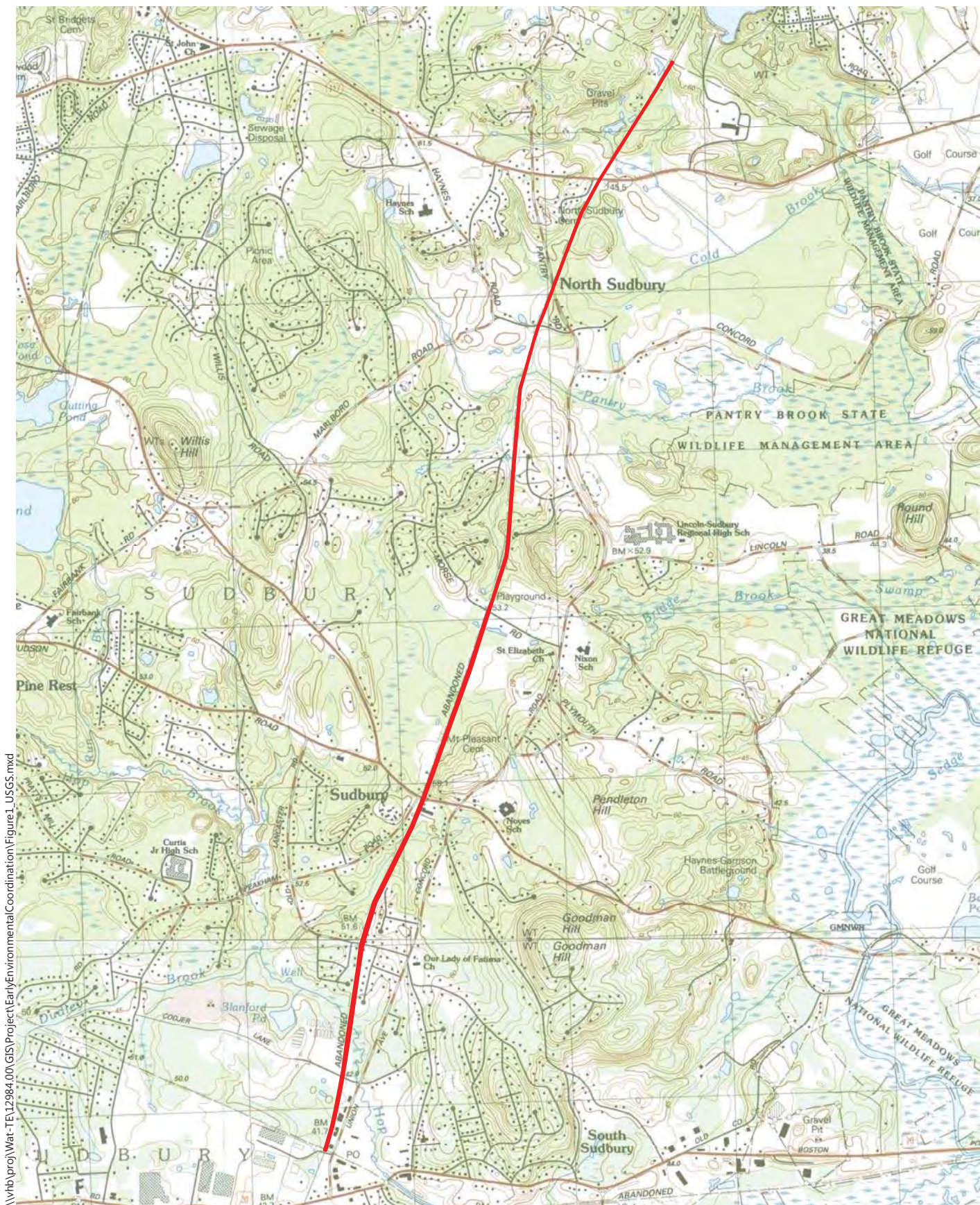
(For internal use only)

16. **Date Submitted to MassDOT:**

06/15/2017

(mm/dd/yyyy)

Check box once all entries have been filled out. Form can be submitted once box has been successfully checked.



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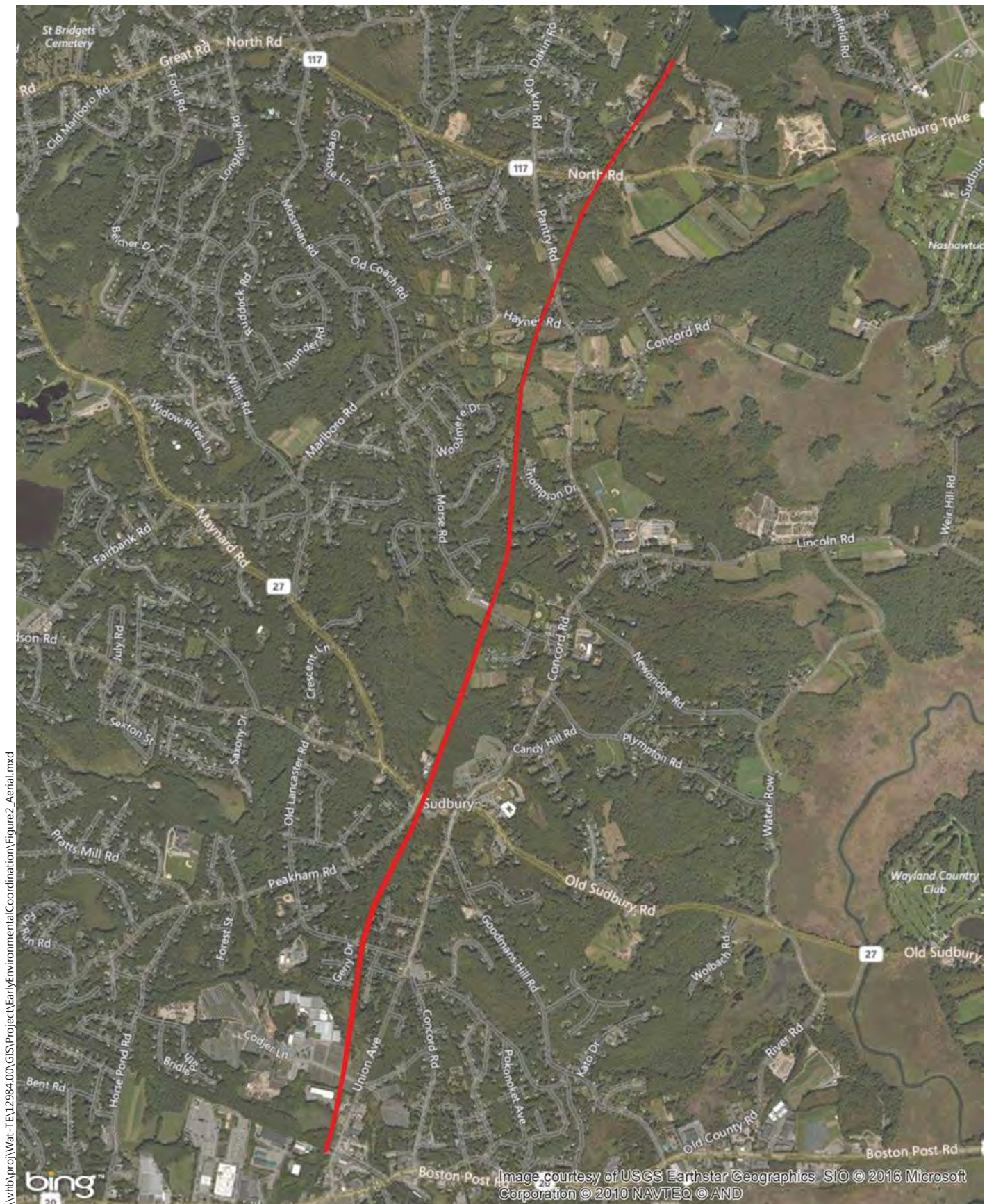


Bruce Freeman Rail Trail | Sudbury, Massachusetts

Project Location

Figure 1 - USGS Locus

Source Info: USGS Topographic, 2001



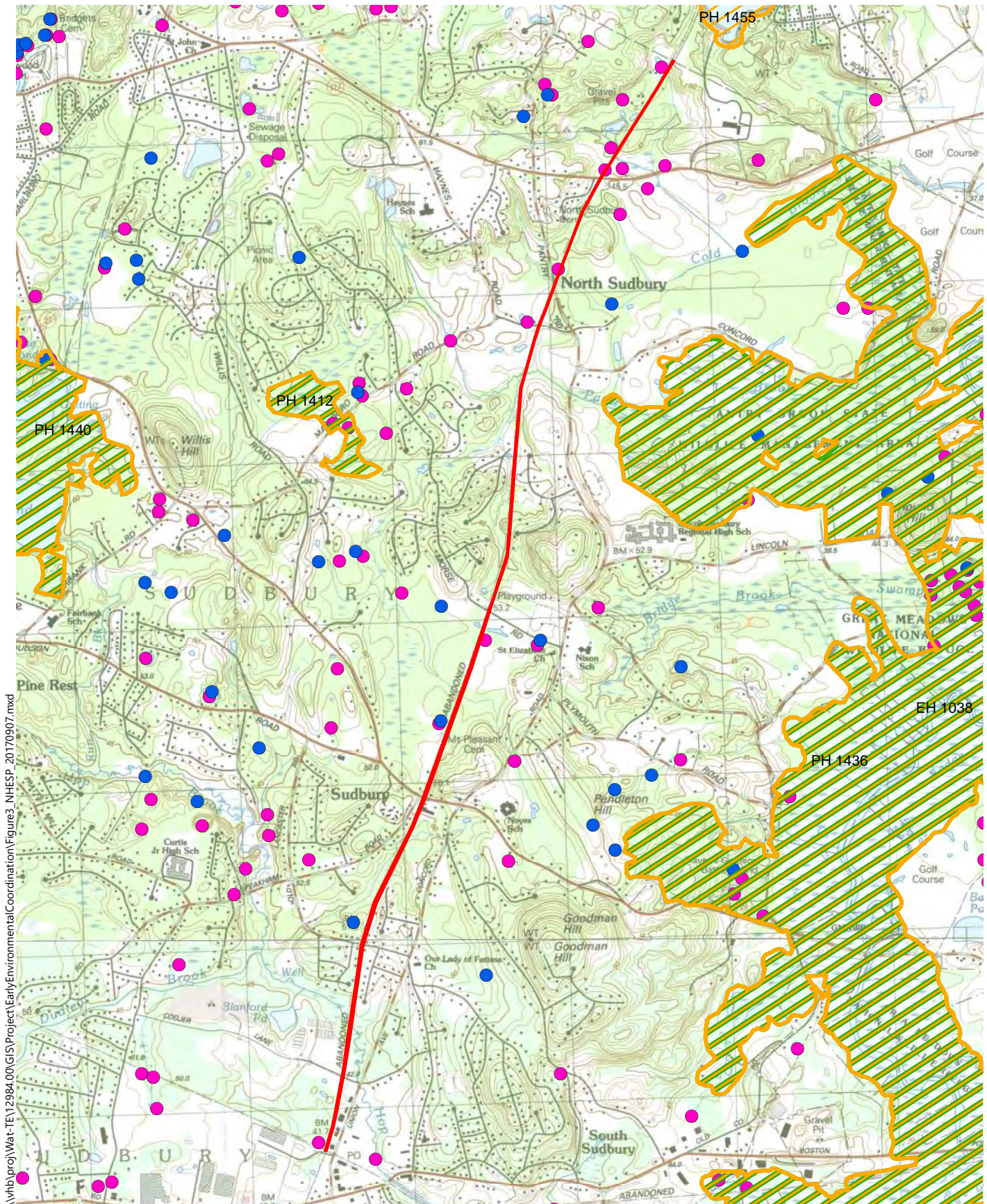
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Bruce Freeman Rail Trail | Sudbury, Massachusetts

Project Location

Figure 2 - Aerial Locus
Source Info: Bing Maps



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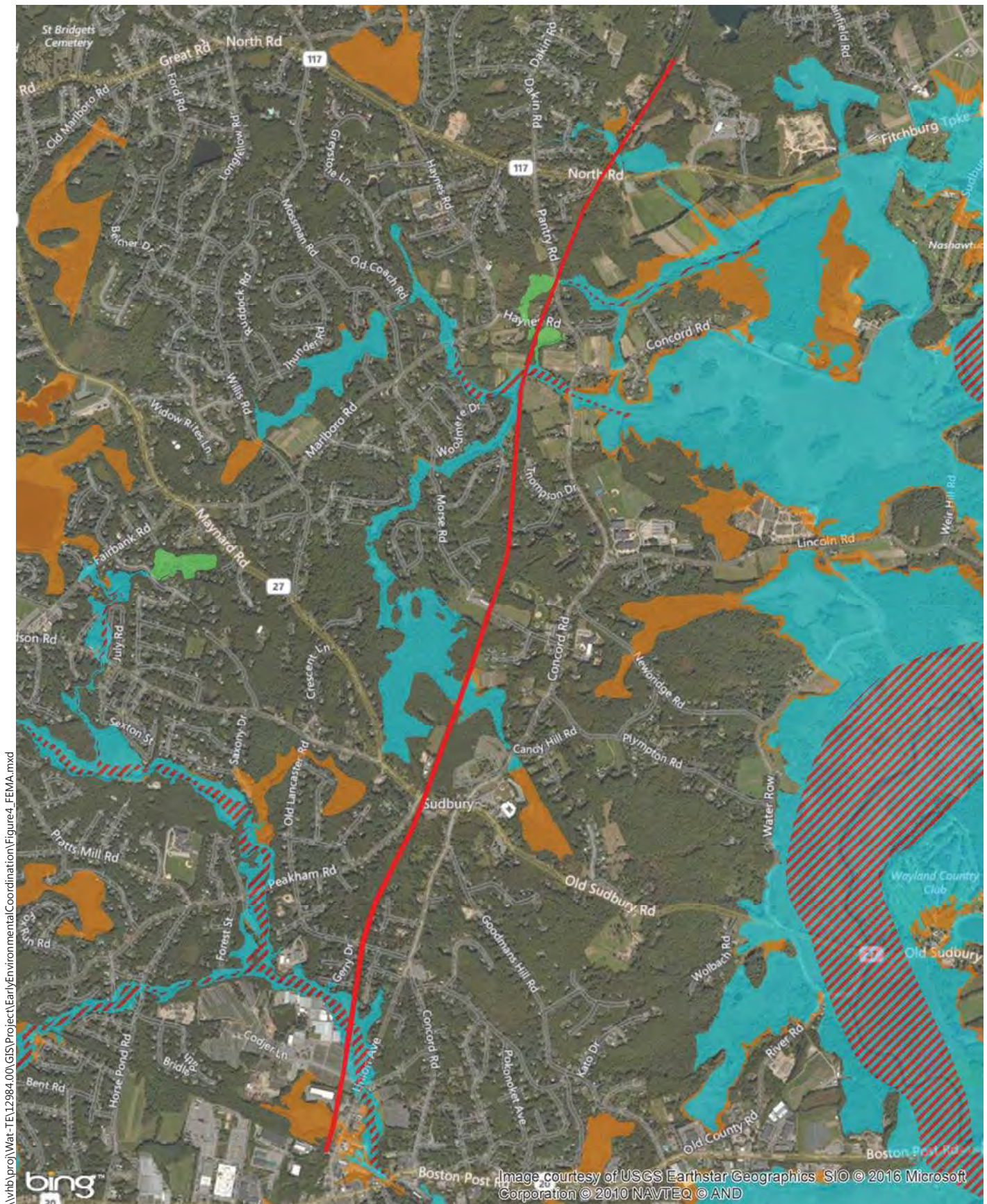


Bruce Freeman Rail Trail | Sudbury, Massachusetts

- Project Location
- NHP Priority Habitats of Rare Species
- NHP Estimated Habitats of Rare Wildlife
- Certified Vernal Pool
- Potential Vernal Pools

Figure 3 - NHESP Locus

Source Info: USGS Topographic, 2001 & MassGIS



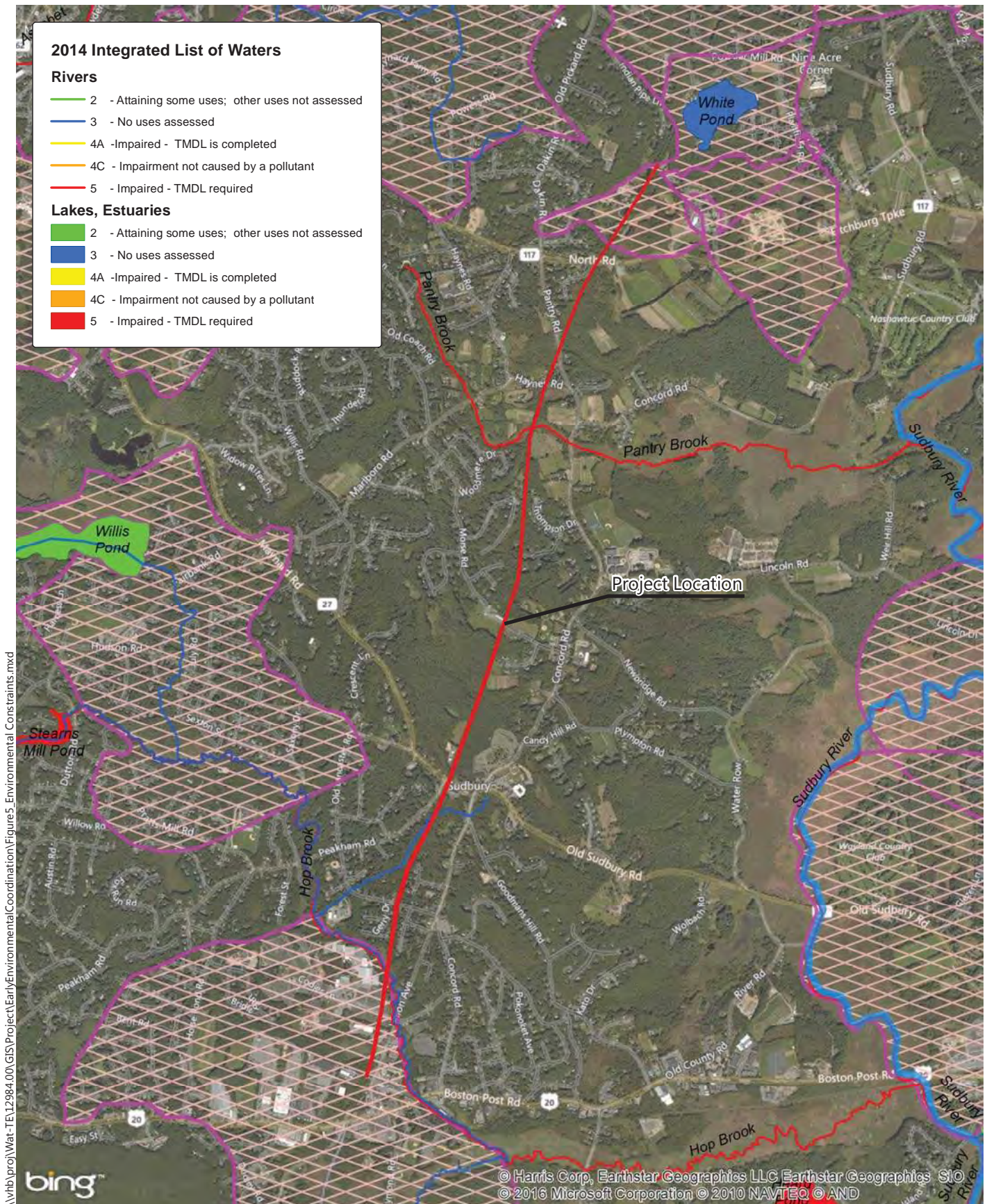
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0 1250 2500 5000 Feet

Bruce Freeman Rail Trail | Sudbury, Massachusetts

- █ Project Location
- FEMA National Flood Hazard Layer
 - AE: Regulatory Floodway
 - AE: 1% Annual Chance of Flooding, with BFE
 - A: 1% Annual Chance of Flooding, no BFE
 - X: 0.2% Annual Chance of Flooding

Figure 4 - FEMA Locus
Source Info: Bing Maps & MassGIS



\\vrb\proj\Wat-TE\12984\00\GIS\Project\EarlyEnvironmentalCoordination\Figure5_Environmental_Constraints.mxd

0 1500 3000 6000 Feet

Bruce Freeman Rail Trail | Sudbury, Massachusetts

- Project Location
- MA DFW Coldwater Fisheries Resources
- Zone IIs
- National Wild and Scenic River (Sudbury River)

Figure 5 - Environmental Constraints

Resources Absent from Project Limits: Areas of Critical Environmental Concern, Outstanding Resource Waters



To: Steven Cognac, VHB

Date: December 30, 2016

Memorandum

Project #: 12984.00

From: Katherine Kudzma, VHB

Re: Summary of MassDEP Disposal Sites
Bruce Freeman Rail Trail, Sudbury, Massachusetts

Summary of Review Activities

Based on a review of the Massachusetts Department of Environmental Protection (MassDEP) Bureau of Waste Site Cleanup (BWSC) online database, a total of six state-listed disposal sites were identified in the vicinity of the proposed approximately 4.5-mile long Bruce Freeman Rail Trail in Sudbury, Massachusetts (hereafter referred to as the "Site"). The presence of a disposal site indicates that a release of oil and/or hazardous materials (OHM) has been reported to MassDEP. VHB has reviewed this information and provided an opinion as to the likelihood of encountering OHM from these disposal sites during construction. Approximate locations of the disposal sites are depicted on **Figure 1**. A summary of the state-listed disposal sites is included in **Table 1**. Based on the review of MassDEP information, the disposal sites in the vicinity of the Site (defined as within 500 feet from the right-of-way) can be summarized as follows:

Disposal Sites with Potential to Impact the Site

- **Former Sperry Research Center, Release Tracking Number (RTN) 3-435**

A release of volatile organic compounds (VOCs) from a former gravel pit area and leach field area was reported to the MassDEP and assigned RTN 3-435 in January 1987. In 1994, a Tier I Permit was issued requiring MassDEP involvement due to the proximity to a drinking water supply. A revised Temporary Solution Statement was submitted to the MassDEP in 2014, which indicates that a Condition of No Substantial Hazard exists but a Condition of No Significant Risk has not been achieved. Groundwater conditions at the disposal site are monitored on a regular basis; however, all Temporary Solutions must eventually achieve a Permanent Solution. In the meantime, Post-Temporary Solution Status Reports are filed every six months. Although the release areas are located over 500 feet east of the Site, the VOC-contaminated groundwater plume has extended to within 200 feet of the Site. Therefore, due to close proximity, this disposal site has the potential to impact the Site.
- **Commercial Property, 15 Union Avenue, RTN 3-14107**

A release of gasoline at 15 Union Avenue was reported to the MassDEP in August 1996 and assigned RTN 3-14107. A Class A-2 Response Action Outcome (RAO) Statement was filed in April 2002, which indicates that a Condition of No Significant Risk exists but residual contamination remains at the disposal site. The residual contamination may have the potential to impact the Site due to the close proximity (approximately 365 feet south).
- **Mullen Lumber, 39 Union Avenue, RTN 3-2640**

A release of chlorinated solvents in groundwater was detected at 39 Union Avenue and assigned RTN 3-2640 in January 1990. A Class C RAO Statement was submitted for the disposal site in 1997, currently referred to as a Temporary Solution Statement. No active remedial monitoring occurs at the property. According to the 2012 Five-Year Periodic Review of the Temporary Solution, the contamination reportedly emanated from a nearby property at 33 Union Avenue located to the southwest. However, based on a review of the October 2016 Post-Temporary Solution Status Report prepared for 33 Union Avenue (RTN 3-74), that disposal site has been delineated to be

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located over 500 feet from the Site and 39 Union Avenue. The 39 Union Street disposal site has not achieved a Permanent Solution and based on the direction of groundwater flow (to the southeast), lack of a defined source of contamination, and proximity to the Site (directly abutting), has the potential to impact the Site.

▪ **Residence, 80 Woodmere Drive, RTN 3-27532**

A release of fuel oil from a feed line of an aboveground storage tank (AST) was reported to the MassDEP and assigned RTN 3-27532 in March 2008. A Class A-2 Response Action Outcome (RAO) Statement was filed in November 2012, which indicates that a Condition of No Significant Risk exists but residual contamination remains at the disposal site. The residual contamination may have the potential to impact the Site due to the close proximity (approximately 350 feet west).

Disposal Sites Unlikely to Impact the Site

The remaining two disposal sites at 46-51 Hudson Road (3-20705) and 80 Union Avenue (RTN 3-3371) have achieved regulatory closure through the submittal of Class A-1 RAO Statements. A Class A-1 RAO indicates that contamination at the disposal sites was remediated to background concentrations. Therefore, these disposal sites are unlikely to have residual contamination with the potential to impact the Site.

Findings

In Summary, the MassDEP database indicated that six state-listed disposal sites are present within a 500-foot radius of the Site. Of the six disposal sites, four have the potential to impact the Site based on proximity to the Site, severity of the release, type of contaminants, and/or current regulatory status. The remaining two disposal sites identified on **Table 1** are deemed unlikely to impact the Site as contamination has been remediated to background concentrations. Based on a review of the MassDEP's database on December 29, 2016, it is VHB's opinion that no other MassDEP sites with a potential to impact the Site were listed in close proximity to the Site. Disposal site location information was obtained from the MassDEP database and online mapping services and may not always be accurate.

Should any OHM be encountered during project excavations it should be handled under appropriate documentation such as Material Shipping Records (MSRs), Bills of Lading (BOLs), or manifests. Please note that several of these disposal sites that could potentially affect the Site are associated with groundwater impacts. If the project scope does not include subsurface work to depths where potentially impacted groundwater and associated soil would be encountered, these disposal sites may not affect the project.

VHB would also note that the Site was also historically used as a railroad right-of-way, which are often impacted with residual OHM, including metals, pesticides, and petroleum constituents such as polycyclic aromatic hydrocarbons (PAHs). Railroad-related sources of OHM may include creosote- or arsenic-laced railroad ties, pesticides, lubricating oils, diesel fuel, and diesel exhaust. In addition, fill of unknown origin used to bring tracks to grade may contain debris, coal, coal ash, coal slag, or other potential contaminants. These concerns can potentially be managed given the intended conversion of the Site for use as a rail trail under the MassDEP policy "*Best Management Practices for Controlling Exposure to Soil during the Development of Rail Trails.*" However, while applying this policy it would be necessary to identify any



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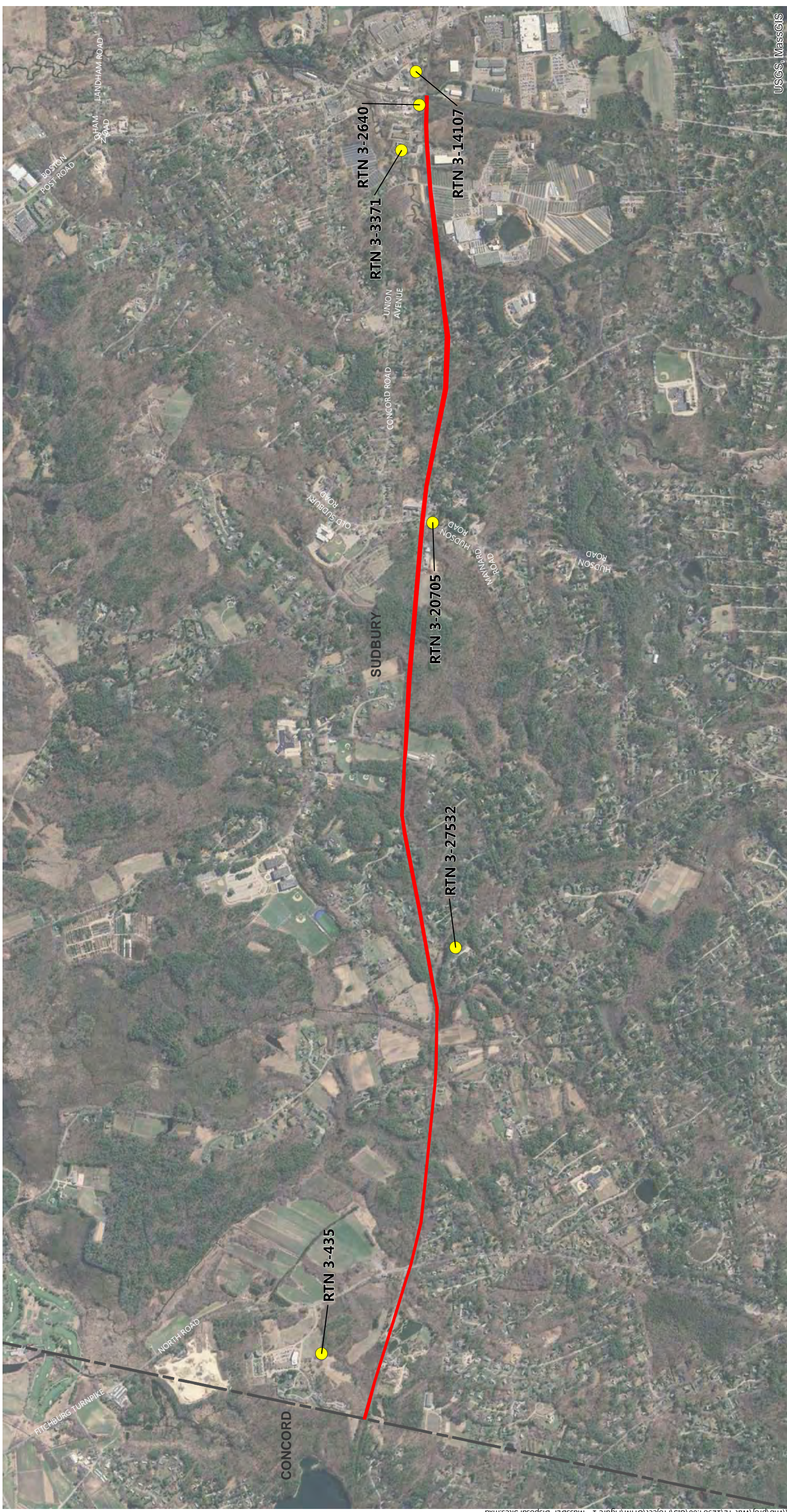
Memorandum

industrial areas, layovers, rail switching yards or stations that may contain greater environmental impacts than would be expected from a rural right-of-way. An evaluation of these areas was not included in the scope of this review.

The client should also be aware that due to the commercial and industrial uses of nearby properties and developed nature of the Site area, there is the potential for undocumented releases of OHM to be present, which may require special handling and management during construction. Lead paint from structures such as bridges also has the potential to chip and peel, impacting nearby soils. This review also did not include a search of underground storage tanks (USTs), ASTs, gasoline filling stations, drycleaners, automotive repair shops, or other potential point sources. Therefore, these other potential sources of OHM contamination should be considered and potentially inventoried as part of future reviews.

Attachments: Figure 1 – MassDEP Disposal Site Locations
 Table 1 – Summary of State-Listed Disposal Sites

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● MassDEP Disposal Sites

⌈ Town Boundaries

Bruce Freeman Rail Trail

Sudbury, Massachusetts

MassDEP Disposal Sites

Sources: MassGIS 2013/2014
Aerial Imagery: MassDOT Roads



Table 1
Summary of MassDEP Disposal Sites
Proposed Rail Trail
Sudbury, Massachusetts

RTN	City/Town	Release Address	Site Name/ Location Aid	Notification Date	Compliance Status	Date	Phase	RAO Class	Proximity to Project	Contaminants
3-0000435	SUDBURY	100 NORTH RD	SPERRY RESEARCH CENTER FMR	1/15/1987	TMPS	12/10/2014	PHASE IV	N/A	200' East	Volatile Organic Compounds
3-0020705	SUDBURY	46-51 HUDSON RD	NO LOCATION AID	5/15/2001	RAO	7/16/2001	N/A	A1	150' West	Hydraulic Oil
3-0014107	SUDBURY	15 UNION AVE	15 UNION AVENUE	8/9/1996	RAO	4/3/2002	PHASE II	A2	365' South	Gasoline
3-0002640	SUDBURY	39 UNION AVE	MULLEN LUMBER	1/15/1990	RAO	8/7/1997	PHASE IV	C1	Easterly Abutter	Chlorinated Solvents
3-0003371	SUDBURY	80 UNION AVE	UNION PALMER REALTY TRUST	10/15/1990	RAO	6/4/1998	PHASE II	A1	260' East	Petroleum
3-0027532	SUDBURY	80 WOODMERE DR	NO LOCATION AID	3/2/2008	RAO	12/3/2012	PHASE IV	A2	350' West	Fuel Oil



Notes:


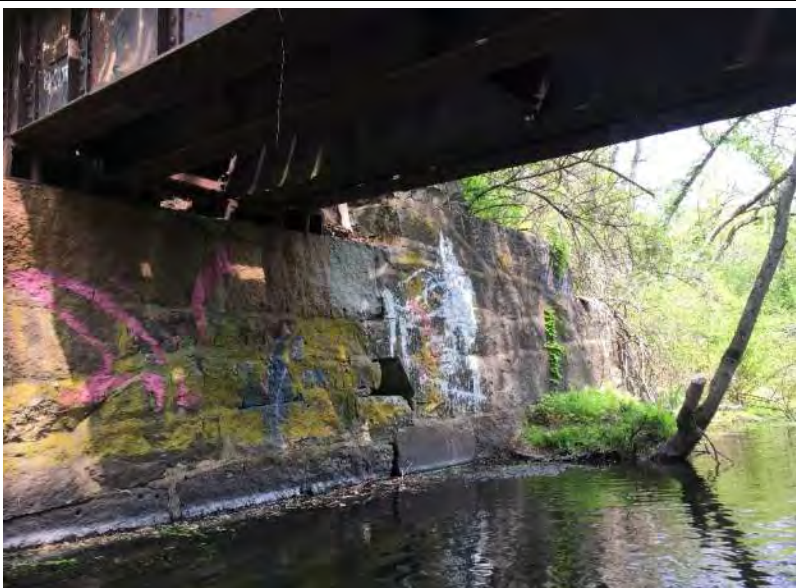
N/A - Not Applicable
 RAO - Response Action Outcome
 RTN - Release Tracking Number
 TMPS - Temporary Solution



The table above is a summary of disposal sites where a documented release of oil and/or hazardous materials has been reported. The information is taken from the MassDEP Bureau of Waste Site Cleanup online database and may be subject to inaccuracies. Other environmental concerns such as nearby underground storage tanks, environmentally-sensitive industries (gas stations, drycleaners, automotive repair), hazardous waste generators, etc. were not specifically noted above but may have the potential to impact the Project. In addition, the Project is located partially within a former railroad right-of-way, which are typically sources of oil and/or hazardous materials due to pesticide application associated with vegetation management, train exhaust, non-native fill used to bring tracks to grade, and other vehicle releases.

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 1	Date: 05-26-2016	
Site Description: View from Codjer Lane looking south along existing railroad ROW. Cavicchio Greenhouses Inc. property on both sides of railroad ROW.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 2	Date: 05-26-2016	
Site Description: View from Codjer Lane looking north along existing railroad ROW. Cavicchio Greenhouses Inc. property on both sides of railroad ROW.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 3	Date: 05-26-2016	
Site Description: View of Railroad ROW looking south from bridge over Hop Brook.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 4	Date: 05-26-2016	
Site Description: View of the northern bridge abutment at Hop Brook crossing.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 5	Date: 05-26-2016	
Site Description: View of the southern bridge abutment at Hop Brook crossing.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 6	Date: 05-26-2016	
Site Description: View of Railroad ROW looking north from bridge over Hop Brook.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 7	Date: 11-19-2014	<div data-bbox="147 302 602 877" style="display: inline-block; vertical-align: top;"> <p>Site Description: View from Old Lancaster Road looking south at railroad ROW.</p> </div> 

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 8	Date: 11-19-2014	<div data-bbox="147 1108 602 1686" style="display: inline-block; vertical-align: top;"> <p>Site Description: View from Old Lancaster Road looking north at railroad ROW.</p> </div> 


	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 9	Date: 05-26-2016	
Site Description: View of Unnamed tributary to Hop Brook approximately 800 feet south of Hudson Road (Route 27).		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 10	Date: 12-21-2016	
Site Description: View from Hudson Road (Route 27) looking south at railroad ROW.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 11	Date: 12-21-2016	
Site Description: View from Hudson Road (Route 27) looking north at railroad ROW.		



	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 12	Date: 05-26-2016	
Site Description: View of cattle crossing by northeast corner of the Parkinson Parcel		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 13	Date: 05-26-2016	<div data-bbox="147 306 597 879"> <p>Site Description: View of railroad ROW by Unnamed tributary to Pantry Brook and view of headwall inlet/culvert underneath railroad ROW.</p> </div> 

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 14	Date: 05-26-2016	<div data-bbox="147 1113 597 1688"> <p>Site Description: View of Morse Road and railroad ROW looking north along railroad tracks.</p> </div> 


	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 15	Date: 05-26-2016	
Site Description: View of cattle crossing by Pantry Brook Farm Conservation Restriction.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 16	Date: 05-26-2016	
Site Description: View of Railroad ROW looking south from over Pantry Brook.		


	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 17	Date: 05-26-2016	
Site Description: View of existing railroad bridge over Pantry Brook.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 18	Date: 05-26-2016	
Site Description: View of southern bridge abutment of existing railroad bridge over Pantry Brook.		



	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 19	Date: 05-26-2016	<div data-bbox="147 306 602 879" style="display: inline-block; vertical-align: top;"> <p>Site Description: View of northern bridge abutment of existing railroad bridge over Pantry Brook.</p> </div> 

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 20	Date: 05-26-2016	<div data-bbox="147 1113 602 1688" style="display: inline-block; vertical-align: top;"> <p>Site Description: View from Haynes Road looking south at railroad ROW.</p> </div> 

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 21	Date: 05-26-2016	
Site Description: View from Haynes Road looking north along railroad ROW.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 22	Date: 12-21-2016	
Site Description: View from south of Pantry Road looking north along railroad ROW.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 23	Date: 12-21-2016	
Site Description: View of railroad ROW north of Pantry Road looking north.		

	MassDOT Project No: 608164	EEC Checklist Photographic Log
Project Title: BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL) - SUDBURY		
Photo No. 24	Date: 12-21-2016	
Site Description: View from North Road (Route 117) looking north at railroad ROW.		

Traffic Engineering Review Checklist

PURPOSE

The 25% Traffic Engineering Review is intended to provide MassDOT the opportunity to evaluate the proposed design and Functional Design Report relative to current design standards, operation impacts, safety impacts and other potential community concerns associated with the proposed design.

GENERAL

This checklist represents the minimum amount of issues that should be considered when reviewing a 25% traffic submittal. The information below is not intended to address all aspects of report or plan preparation. To the extent practical, any comments relative to plan preparation made at the 25% stage will certainly improve the quality of the 75% submittal.

Any question listed below with a No or N/A answer requires a written comment.

I. Functional Design Report

- | | Yes | No | N/A | |
|-------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| A. Existing Conditions | | | | |
| 1 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Is a description of the project study area included? |
| | Comment: _____ | | | |
| 2 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Is the project location (locus) map included? |
| | Comment: _____ | | | |
| 3 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Is a discussion of existing deficiencies and an evaluation of the existing signs, signals and markings |
| | Comment: _____ | | | |
| B. Traffic Volumes | | | | |
| 4 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Is the traffic count data less than 2 years old from the date of FDR submission? |
| | Comment: _____ | | | |
| 5 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Are the Automatic Traffic Recorder (ATR) Counts included for the minor street approach for signalized intersections? |
| | Comment: _____ | | | |
| 6 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Are Manual Turn Movement Counts (TMC): Peak hour data for all study intersections included? |
| | Comment: _____ | | | |
| 7 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Are Peak Hour Factors (PHF) identified? |
| | Comment: _____ | | | |
| 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Are heavy vehicle, bicycle, and pedestrian count data included in the TMC? |
| | Comment: _____ | | | |
| 9 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Do the base year volumes represent an average month during the year the FDR is submitted or no more than 2 years for MEPA permitted projects? |
| | Comment: _____ | | | |
| 10 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Have seasonal factors been reviewed and applied as necessary? |
| | Comment: _____ | | | |
| 11 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Do the future year volumes represent a minimum of 7 years from the base year? |
| | Comment: _____ | | | |
| 12 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Do the future year volumes include background growth and site development as necessary? |
| | Comment: _____ | | | |
| 13 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Are trip generation/distribution data for private development trips schematically displayed on the network? |
| | Comment: _____ | | | |
| 14 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Are base year and future year traffic volume networks provided? |
| | Comment: _____ | | | |

- C. Safety Analysis**
- 15 Yes No N/A Are three years of Crash Data analyzed for project locations? (5 years is preferred)
 Comment: _____
- 16 Yes No N/A Are crash rate calculations included for all study area intersections and segments?
 Comment: _____
- 17 Yes No N/A Are collision diagrams provided for all study area intersections with more than 3 crashes per year?
 Comment: _____
- 18 Yes No N/A Is a collision map provided for all study area segments?
 Comment: _____
- 19 Yes No N/A Was the Safety Review Prompt List utilized during a site visit?
 Comment: _____
- 20 Yes No N/A Is discussion regarding the Safety Review Prompt List included?
 Comment: _____

- D. MUTCD Signal Warrants**
- 21 Yes No N/A Is traffic count data provided for a minimum of the 8 highest hours for the major streets and minor street?
 Comment: _____
- 22 Yes No N/A Was the minor street count data collected by a manual turning movement count method?
 Comment: _____
- 23 Yes No N/A Does the signal warrant analysis follow procedures from MUTCD?
 Comment: _____
- 24 Yes No N/A Do proposed signal installations meet an 8-hour volume warrant?
 Comment: _____

- E. Operational Analysis**
- 25 Yes No N/A Are the intersection approaches evaluated using observed/appropriate peak hour factors?
 Comment: _____
- 26 Yes No N/A Are heavy vehicle percentages used in the analyses?
 Comment: _____
- 27 Yes No N/A Are pedestrian volumes and phasing incorporated into the analyses?
 Comment: _____
- 28 Yes No N/A Are capacity analyses completed for all the required analysis scenarios?
 Comment: _____
- 29 Yes No N/A Do capacity analyses reflect the existing and proposed geometry conditions?
 Comment: _____
- 30 Yes No N/A Are coordinated signals/closely spaced intersections evaluated under a systems analysis?
 Comment: _____
- 31 Yes No N/A Are the 50th and 95th percentile vehicle queues documented?
 Comment: _____

- F. Proposed Design**
- 32 Yes No N/A Is a description of the proposed geometric changes and/or alternative designs included?
 Comment: _____
- 33 Yes No N/A Is a narrative describing the pedestrian and bicycle accomodation improvments included?
 Comment: _____
- 34 Yes No N/A Is discussion included of how the proposed design will alter the traffic control conditions?
 Comment: _____
- 35 Yes No N/A Was a roundabout design an alternative considered?
 Comment: _____
- 36 Yes No N/A Are the Section 61 Findings attached for the Private Development projects?
 Comment: _____
- 37 Yes No N/A Do all traffic calming design treatments (where allowed) follow the Traffic Calming Guidelines?
 Comment: _____
- 38 Yes No N/A Do all study area intersections include corrective design measures?
 Comment: _____

39 Has "work to be done by others" been factored into schedule/design?
Comment: _____

Yes No N/A G. Traffic Management
40 Is a Construction Management Outline included?
Comment: _____

41 Are the appropriate traffic counts and capacity analyses included?
Comment: _____

II. 25% Design Plans

Yes No N/A A. Basic Design Plan Set
42 Does the plan set follow the preparation guidelines specified in the current Project Development and Design Guidebook?

Comment: _____
43 Do the plans provide linework and details of the existing conditions for use in reference to the proposed design?

Comment: _____
44 Do the proposed roadway cross-sections conform to current standards?

Comment: _____
45 Are provisions made for bicycle accommodation where applicable?
Comment: _____

46 Do pedestrian facilities meet the Massachusetts Architectural Access Board (MAAB) standards?
Comment: _____

Yes No N/A B. Traffic Signal Plans
47 Do the plans indicate the proper placement of the signal heads?
Comment: _____

48 Are the signal head configurations in conformance with the MUTCD standards?
Comment: _____

49 Do the signal layout plans show the proposed lane assignments and stop lines?
Comment: _____

50 Is the Sequence and Timing Chart provided on the plans?
Comment: _____

51 Is the Preferential Phasing Diagram, including pedestrian phases, shown on the signal plan?
Comment: _____

52 Is a Time-Space Diagram for the interconnected signals included?
Comment: _____

53 Is signal detector type and location included on the signal plans?
Comment: _____

Yes No N/A C. Traffic Management Plans (TMP)
54 Are preliminary Temporary Traffic Control Plans provided?
Comment: _____

55 Do the typical layouts follow MassDOT's Standard Details and Drawings for the Development of TMP's?
Comment: _____

56 If required, have the detour routes been clearly defined?
Comment: _____

57 Is pedestrian and bicycle accommodation maintained during construction?
Comment: _____

Parking Study Memorandum



Memorandum

To: Beth Suedmeyer
Environmental Planner

Date: September 8, 2017

Project #: 12984

From: VHB

Re: Bruce Freeman Rail Trail
Existing Conditions - Parking

This memorandum presents findings regarding the availability of parking in the vicinity of the Bruce Freeman Rail Trail (BFRT) alignment in Sudbury. VHB conducted parking occupancy counts at three locations owned by the town that might be used for BFRT parking, as well as at the nearby Assabet River Rail Trail. VHB also reviewed the immediate rail trail vicinity to determine whether there are other appropriate locations for designated parking.

This memorandum is organized in four sections. The first section presents a description of the three locations identified by the town and the parking counts at those locations. The second section describes findings regarding other potential locations. The third section presents the parking counts at the Assabet River Rail Trail. The final section presents findings and recommendations.

POTENTIAL TOWN-OWNED PARKING LOCATIONS

Town staff identified three town-owned locations that might be used for parking by trail users. The three locations are:

1. Ti-Sales Field,
2. Featherland Park, and
3. Davis Field.

Parking counts were conducted at the fields during October 2016 and June 2017. The initial counts were conducted the weekend of October 15/16, 2016. The weather both days was particularly warm and pleasant for that time of year. The parking counts are shown in Table 1 (attached). Supplemental counts were conducted on several other days that month (see Table 2). Parking counts in June were conducted on Saturday, June 3rd, Sunday, June 4th, and Saturday, June 10th. The weather on those days was generally sunny and warm.

On the pages that follow are summaries of the recreation facilities, use, parking capacity, and observed parking activity at each of the three locations.

Ti-Sales Fields

The Ti-Sales Fields are located at 36 Hudson Road, on the town-owned Parkinson Parcel adjacent to Ti-Sales. The fields can be used for lacrosse, soccer, and Ultimate Frisbee. The future BFRT runs along the east side of the field. There is a gravel lot providing parking for the fields. It is roughly 2/3 of an acre and can accommodate about 60 cars.

The Parkinson Parcel is a "flag lot", i.e., a land parcel that lies at the end of a long driveway. There is 21' of frontage along Hudson Road and the gravel driveway extends for a distance of approximately 300'. The driveway is currently about 12' wide and since most vehicles cannot pass one another, vehicles travel the driveway one direction at a time.

The Ti-Sales fields appear to be the least used of the three recreation areas. In October 2016, the fields were rented Monday, Tuesday, Thursday, and Friday from 3:00pm-5:00pm by the Lincoln-Sudbury (LS) High School Ultimate Frisbee team. On Fridays there was a flag football league from 4:30pm-7:00pm. The activity schedule in the spring includes the same activities as in the fall. It is reserved by LS High School on Mondays, Wednesday, Thursdays and Fridays from 3:00pm to 5:30pm, and by the flag-football group on Sundays from 10:00am to 1:00pm.

Observations were made of the parking at the field on Friday, October 14 while it was being used by the LS Ultimate Frisbee team. Between 4:00pm and 5:30pm there were a maximum of 31 cars parked. This was the only day of the October parking counts on which significant parking activity was observed. Additional parking occupancy counts were conducted on the subsequent two weekends and another weekday afternoon. There were between zero and 6 cars on those other days, and most if not all seemed to be associated with people exercising their dogs.

The parking activity at the June 10th flag football game was observed. It was the day of the "League Championships" and the parking was overcapacity. There were 85 cars, including many parking along the drive leading to the parking area. Of note, the website of the flag football league indicates that they will play games at another location starting the Fall 2017 season.



Featherland Park

Featherland Park has four little league baseball fields and one adult softball field. It is located at 491 Concord Road, at the intersection with Morse Road and near the Nixon School. The site is divided into two areas – Upper Featherland and Lower Featherland. The future BFRT runs along the far west edge of the Lower Featherland fields.

Both Upper and Lower Featherland have paved parking lots. There are 44 parking spaces at Lower Featherland and 113 parking spaces at Upper Featherland. There are also some old tennis courts adjacent to the Upper Featherland parking lot that have reportedly been used occasionally for overflow parking. This space will be unavailable in the future for overflow parking and is not considered available parking space in this study. A project to rebuild the courts was approved at the 2017 Spring Annual Town Meeting.

During October 2016, Featherland was reserved on Thursday nights for women's softball and on weekends by Sudbury youth baseball. Observations of parking were made on Saturday October 15, Sunday October 16, and Sunday October 23. The only sports activity observed on those days were at Lower Featherland during the morning of Saturday the 15th and during the early afternoon of Sunday the 23rd. There were 21 cars in the lower lot on the Saturday morning and 14 cars on the Sunday afternoon. At other times there were few, if any, cars parked at the Featherland lots.

The June 2017 schedule for the Featherland fields shows that all the fields are reserved for LS Youth Baseball (LSYB) on weekdays after 4:00pm and on Saturdays/Sundays from 8:00am to 10:00pm. Although all the fields are reserved on those days and times, the actual use varies and, according to LSYB schedules, typically 2 or 3 fields are used at once with occasionally four fields in use at the same time. Field use and parking activity was higher in the Spring than in the Fall. The three days of parking counts in June each included counts when three games were played simultaneously. As many as 108 parked cars were observed, leaving about 50 empty spaces. In fact, the lower parking lot tended to be overparked, with an extra 10 to 15 cars parked on grassed areas, and thus the actual number of available spaces in the upper lot was at least 60.



Davis Field

The Davis Field recreation facility has two large multipurpose fields. There is a gravel parking lot which can accommodate about 100 cars informally parked (as typically done), or about 120 if the parking was more organized. The parking lot is located about 100 yards from the rail trail and there is a sidewalk along Route 117 between the parking lot and the rail trail.

The primary users of the fields are Sudbury Youth Soccer and a model airplane flying club. The flying club uses the fields on Sunday mornings. Sudbury Youth Soccer uses the fields weekday evenings (5:30pm-8:30pm according to the June schedule) and midday (11:30am-3:30pm) on Saturdays and Sundays.

The parking counts showed that Davis Field parking was heavily used on weekend afternoons, both Spring and Fall. As many as 87 cars were observed parked. On Sunday mornings, when the flying club was active, there were few parkers (6 to 13 cars).

In addition to the Davis Field parking, there is a small parking area at the rail trail. It is currently used by those walking on the Davis Farm conservation area. The parking lot is a dirt lot that can accommodate four or five cars. The Davis Farm parking was lightly used. There was never more than a single car observed parked there.



OTHER POTENTIAL BFRT PARKING LOCATIONS

VHB reviewed the immediate rail trail vicinity to determine whether there are other locations that might be desirable for rail trail parking. While there did not appear to be other town-owned locations that might be appropriate, there is at least one location that would likely be used by rail trail users if parking were permitted.

The Sudbury Town Square retail property, in the Sudbury town center, is located across the street from the Ti-Sales Field. It is located adjacent to the rail trail and it is common for similarly located retail properties to cater to rail trail users, including accommodating rail trail parking. In fact, one of the designated parking areas for the Assabet River Rail Trail in Hudson is located in a retail plaza parking area.¹

Parking counts were conducted of the Sudbury Town Square parking whenever weekend counts were conducted of the Ti-Sales Field parking. There are some 140 parking spaces and fewer than 60 were in use during the weekend morning and midday counts.

NEARBY TRAIL PARKING ACTIVITY

To provide some context of typical parking activity at larger bicycle and hiking trails, the parking at the nearby Assabet River Rail Trail in Hudson/Marlborough was observed. In addition, information from a prior transportation study at the Assabet River National Wildlife Refuge in Maynard/Sudbury was reviewed.

Assabet River Rail Trail

Phase I of the ARRT extends about six miles from Hudson to Marlborough. Parking counts recorded at six locations are shown in Table 3 (attached). The ARRT has four designated parking lots, three in Hudson ranging from 15 to 23 spaces, and one in Marlborough that is a 50-space gravel lot near a recreation field. There is also a stretch of isolated on-street parking (Vila do Porto Boulevard) in Hudson that is adjacent to the trail and provides 33 parking spaces, as well as a cul-de-sac (with 8 marked parking spaces) adjacent to the trail and the Boston Scientific campus in Marlborough.

Counts were conducted of the ARRT parking on Saturday October 16, 2016 and Sunday October 17, 2016. Both days were very pleasant fall days, ideal for trail recreation. Between 23 and 37 cars in total were observed parked among the various parking areas during midday of the two weekend days.

A count conducted midday on Saturday June 10, 2017 showed 55 cars parked among the six parking areas. The Vila do Porto Boulevard location activity was substantially higher than in October (17 vs. 7 or fewer), likely because of a "Hudson Community Fest" event nearby. Total ARRT-related parking was likely 40 to 45 cars.

Assabet River National Wildlife Refuge

The Assabet National Wildlife Refuge contains some 15 miles of trails, including almost 4 miles of paved roads where bicycle use is allowed. VHB conducted a transportation study for the U.S. Fish and Wildlife service in 2011/2012. As part of that study, traffic and parking counts were conducted for a week in October 2011. Peak parking on any day during that week was fewer than 60 cars among the five parking areas in the refuge.

¹ The plaza is referenced as "157 Washington Street" in the parking counts listed in Table 4 of the appendix. Fifteen of 81 spaces are reserved for trail users. The Hudson retail plaza is occupied by a dry cleaners, a gym, and an auto parts store.

FINDINGS AND RECOMMENDATIONS

The future Bruce Freeman Rail Trail segment in Sudbury will add to the existing network of recreation trails in the area. As is typical for such trails, some users will choose to drive to the trail rather than walk or bike to the trail. Counts of parking activity along the Assabet River Rail Trail and at trailheads in the Assabet River National Wildlife Refuge show there was as many as 45 to 60 cars parked at those recreational trails during peak times on busy days.

There is parking at three town-owned recreation field areas adjacent to the future trail—the Ti-Sales Field, Featherland Park, and Davis Field—as well as the Davis Farm conservation area. The recreational fields, and their parking areas, are most heavily used on weekends during the spring and fall. The parking activity counts presented in this memorandum indicate that no one field area could accommodate additional parking for trail users at all times every day, but that there are options for accommodating trail user parking without displacing current field users. The specific findings for each of the locations are as follows.

- The Ti-Sales Field seems to be the location with parking most consistently available for rail trail users. The fields are not often used and, except for the one-time flag football championship day, current parking needs are modest. Moreover, the gravel parking area could easily be expanded to accommodate at least 20 more cars. However, should for some reason more parking be necessary, it seems likely that the nearby Sudbury Town Square would take the opportunity to allow rail trail users to park there and thus enable the retail businesses to market to the rail trail users. Currently there are two restaurants in the plaza that would be positioned well to cater to trail users.
- The Featherland Park parking counts showed there was plenty of parking available during times when three games were underway. Parking demand would be higher on the few days during the year when all fields are in use at the same time and that demand could likely come close to filling the marked parking spaces.
- The Davis Field parking is consistently used on weekends, but based on the parking counts there is sufficient room to accommodate existing users and a reasonable number of rail trail users even during those peak days. It is also noted that a study of Davis Field use completed in 2014² showed an option to pave and expand the parking lot to accommodate 160 cars, and that the expanded capacity was sufficient for field users and rail trail users. Although this may no longer be appropriate, the utilization of the current gravel parking lot could be improved if necessary. Parking in the gravel lot is generally well organized by drivers who are frequent users, but additional cars could be parked if the parking, particularly along the perimeter of the lot, was more formally arranged.
- The Davis Farm conservation area parking lot will undoubtedly attract rail trail users since the parking lot is visible from a high-traffic road and the parking is adjacent to the trail. The small size of the parking area makes high-volume use undesirable so parking time limits may need to be established for the parking area to minimize safety issues and to help ensure parking is available to those walking the Davis Farm property trails.

² Community Preservation Committee application “Davis Field Athletic Field Re-Development”, 10/14/2014.

TABLE 1
BFRT PARKING COUNTS - OCTOBER 15 & 16

	Saturday, October 15, 2016					Sunday, October 16, 2016		
	900-930a	1100-1130a	1200-1230p	100-130p	245p	1100-1130a	1230-100p	245p
TI-SALES								
Capacity	60	60				60	60	
No. of Cars Parked	0	0				0	1	
Available Spaces	60	60				60	59	
FEATHERLAND (UPPER)								
Capacity	113	113	113	113		113	113	
No. of Cars Parked	0	1	0	0		3	1	
Available Spaces	113	112	113	113		110	112	
FEATHERLAND (LOWER)								
Capacity	44	44	44	44		44	44	
No. of Cars Parked	0	11	9	0		0	0	
Available Spaces	44	33	35	44		44	44	
DAVIS FARM								
Capacity	4	4	4	4	4	4	4	4
No. of Cars Parked	0	1	0	0	0	0	1	0
Available Spaces	4	3	4	4	4	4	3	4
DAVIS FIELD								
Capacity (informal/formal)	100/120	100/120	100/120	100/120	100/120	100/120	100/120	100/120
No. of Cars Parked	9	13	49	62	81	6	87	79
Available Spaces	91/111	87/107	51/71	38/58	19/39	94/114	13/33	21/41

TABLE 2**BFRT PARKING COUNTS - Other October Days**

	Friday, October 14, 2016	Thursday, October 20, 2016	Saturday, October 22, 2016		Sunday, October 23, 2016	
	400-530p	400p	12:45p	330p	1100-1130a	100p 245p
TI-SALES						
Capacity	60	60	60		60	60
No. of Cars Parked	31	0	2		6	2
Available Spaces	29	60	58		54	58
FEATHERLAND (UPPER)						
Capacity			113		113	113
No. of Cars Parked			0		1	1
Available Spaces			113		112	112
FEATHERLAND (LOWER)						
Capacity			44		44	44
No. of Cars Parked			0		11	0
Available Spaces			44		33	44
DAVIS FARM						
Capacity			4	4	4	4
No. of Cars Parked			0	1	0	0
Available Spaces			4	3	4	4
DAVIS FIELD						
Capacity (informal/formal)			100/120	100/120	100/120	100/120
No. of Cars Parked			73	0	7	87
Available Spaces			27/47	100/120	93/113	13/33

TABLE 3
BFRT PARKING COUNTS - June

	Saturday, June 3, 2017			Sunday, June 4, 2017	Saturday, June 10, 2017
	1030a	100p	200p	11:00a	12:00p
TI-SALES					
Capacity	60	60	60	60	60
No. of Cars Parked	2	0	0	85	0
Available Spaces	58	60	60	0	60
FEATHERLAND (UPPER)					
Capacity	113	113	113	113	113
No. of Cars Parked	18	54	12	15	51
Available Spaces	95	59	101	98	62
FEATHERLAND (LOWER)					
Capacity	44	44	44	44	44
No. of Cars Parked	60	54	8	59	53
Available Spaces	0	0	36	0	0
DAVIS FARM					
Capacity	4	4	4	4	4
No. of Cars Parked	0	0	0	0	0
Available Spaces	4	4	4	4	4
DAVIS FIELD					
Capacity (informal/formal)	100/120	100/120	100/120	100/120	100/120
No. of Cars Parked	12	59	36	11	26
Available Spaces	88/108	41/61	64/84	89/109	74/94

**TABLE 4
ASSABET RIVER RAIL TRAIL (PHASE I) PARKING COUNTS**

	<u>Saturday, October 15, 2016</u>		<u>Sunday, October 16, 2016</u>	<u>Saturday, June 10, 2017</u>
	<u>1000-1030a</u>	<u>1230-100p</u>	<u>1230-100p</u>	<u>1110-1130a</u>
14 WILKINS ST				
Capacity	23	23	23	23
No. of Cars Parked	5	5	10	12
Available Spaces	18	18	13	11
417 MAIN ST				
Capacity	15	15	15	15
No. of Cars Parked	2	4	7	10
Available Spaces	13	11	8	5
VILA DO PORTO BLVD				
Capacity	33	33	33	33
No. of Cars Parked	2	1	5	17 *
Available Spaces	31	32	28	16
157 WASHINGTON ST				
Capacity	15	15	15	15
No. of Cars Parked	12	10	9	8
Available Spaces	3	5	6	7
SASSEVILLE WAY				
Capacity	8	8	8	8
No. of Cars Parked	2	1	3	2
Available Spaces	6	7	5	6
JEFFERSON ST LOT				
Capacity (informal)	50	50	50	50
No. of Cars Parked	4	2	3	6
Available Spaces	46	48	47	44
TOTAL				
No. of Cars Parked	27	23	37	55

* Most parking activity likely related to Hudson Feast event taking place one block away.