

# Town of Sudbury

Community Preservation Committee

<http://www.sudbury.ma.us>  
email: [cpc@sudbury.ma.us](mailto:cpc@sudbury.ma.us)

## PROJECT SUBMISSION FORM

Submitter:

Submission Date:

Group or Committee Affiliation (if any):

Submitter's address :

Purpose (please select all that apply):

- Open Space
- Community Housing
- Historic
- Recreation

Submitter's email & phone number:

Project Manager's email & phone number:

Project Name:

Project Description:

Costs:

<b>Fiscal Year</b>	<b>Total Project Cost</b>	<b>CPC Funds Requested</b>	<b>Other Funding Sources (amount and source)</b>
2021			
2022			
2023			
2024			
2025			
<b>Total</b>			

How does this project meet the General Criteria and Category Specific Criteria for CPC projects (see attached)?

Does this project fall within the jurisdiction or interest of other Town Boards, Committees or Departments? If so, please list the boards, committees or departments, whether applications and/or presentations have been made, and what input or recommendations have been given.

For Community Preservation Committee Use:

Form received on: \_\_\_\_\_

Project presented to CPC on: \_\_\_\_\_

Reviewed by: \_\_\_\_\_

Determination: \_\_\_\_\_

**How does this project meet the General Criteria and Category Specific Criteria for CPC projects?**

This project will enhance the aesthetics of the Wayside Inn Historic District by reconstructing the portions of the bridge visible from the street and surroundings (see attached locus). The existing span of this structure triggers review by MassDOT under M.G.L. chapter 85 section 35. Therefore the parapet walls and guardrails need to meet specific design criteria to sustain an impact by a motor vehicle. A structural design will be presented that will provide the requisite crash rating while restoring the historic appeal to the bridge in the Wayside Inn Historic District.

The westbound parapet wall on the Wayside Inn Road Bridge was severely damaged (see attached photos of parapet and guardrail damage) as a result of a motor vehicle accident on July 4, 2019. Immediately following this accident the Public Works Department installed temporary barriers at the edge of the bridge deck. Additionally, the Public Works Department had the bridge re-inspected by MassDOT. Results of the inspection concluded that, in its post-accident condition, the *“unpinned temporary barriers in place cannot satisfactory address the safety concerns for the site. It is our (MassDOT’s) recommendation that temporary barriers and bridge approach transitions that have been crash tested for a test level consistent with the level of service of roadway be installed as soon as possible. The conditions as they exist are considered unsafe and should remediated immediately”*.

Knowing the bridge is in the Wayside Inn Historic District, the Public Works Department filed an application with the Historic Districts Commission (HDC) to replace both the eastbound and westbound parapet walls meeting MassDOT c.85 standards. The proposal by the Public Works Department was to provide either a form-liner (stamped) concrete wall or a stone veneer wall anchored to a powder-coated steel guardrail “system” to provide an aesthetically appealing and historic-looking bridge superstructure while also meeting the crash-standards required under MGL c.85. The parapet wall and guardrail barrier together forms the entire “system”. For this type of bridge parapet wall system, the wall and guardrail are to be considered one system. These components work together to form the entire “barrier”.

After three meetings and many discussions relative to aesthetics, materials and crash standards the HDC did not approve the application by the Public Works Department. Subsequent to the denial, the HDC strongly expressed their desire to continue to work with the Public Works Department to design a system that meets c.85 standards while providing a focus on historical context as it relates to the district. The Public Works Department and the District also agreed to investigate additional funding sources for the cost of design and reconstruction.

Photos of  
Parapet &  
Guardrail Damage

WAYSIDE INN ROAD BRIDGE



Temporary barriers in place of missing parapet



Broken sections of wood guardrail

Locus Map &  
Pre-Damage  
Photos

# WAYSIDE INN ROAD BRIDGE



Above Photo: Street view of Wayside Inn Road Bridge  
Left Photo: Wayside Inn Road Bridge Parapet and Guardrail



THE WAYSIDE INN  
FOUNDATION

September 24, 2019 (Corrected Addressee)

Sherrill Cline, Chair  
Community Preservation Committee of the Town of Sudbury  
Flynn Building  
278 Old Sudbury Road  
Sudbury, MA 01776

Re: Wayside Inn Road Bridge Repair - Letter in support of CPA Funds

Dear Chairwoman Cline,

I am writing to you as President of the Board of Trustees of The Wayside Inn Foundation (a/k/a The Wayside Inn), which owns and maintains 110 acres of property and 9 historic structures in Sudbury, including the famous Longfellow's Wayside Inn. The Inn itself, parts of which were built in 1707 directly on (less than 15 feet from) the original King's Road (later named Post Road) was issued a license to operate a "house of entertainment" in 1716, and has been accommodating travellers along this route in Sudbury for over 300 years since. The Inn is a Massachusetts Landmark and the entire property is listed on the National Register of Historic Places, as well as being the core of the Wayside Inn Historic District.

After wool merchant Lyman Lemon purchased the Wayside Inn in 1896, he relocated the Post Road which traversed the property in an east-west direction, about 50 feet away from the Inn, to pull the carriage and new automobile traffic on the dusty dirt road away from the front of the Inn, and to enhance the beauty of the setting. That new road, then known as Post Road, is what is known today as Wayside Inn Road.

When the road was relocated, an original portion of the old Post Rd, starting a few hundred yards before the Inn, and continuing a few hundred yards after the Inn, was preserved due to its historic importance. This section of the original Old Post Rd is still maintained by The Wayside Inn, and is presently used for carriage journeys to and from the chapel for weddings/events, pedestrian travel between the Inn and the Chapel and Grist Mill, colonial parades, militia reenactments, fox hunts, and other events where the authentic historic aesthetic of the road is valued as an approach to and from the Inn and other buildings on property.

In 1926, after industrialist Henry Ford purchased what is now The Wayside Inn Historic Site, due to the increasing heavy traffic on the Post Road which vibrations were causing damage to the inn's foundations, he constructed a new road that completely bypassed the property (the current parallel portion of Route 20), and sold it to the Commonwealth for \$1.00, and then renamed the older Lemon-built road, "Wayside Inn Road".

Just yards away from the front of the Inn, and within 40 feet of the Old Post Rd, the Wayside Inn Road bridge carries the main traffic on Wayside Inn Road in an east-west direction, crossing over the Hop Brook which is

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72 WAYSIDE INN ROAD ▪ SUDBURY, MA 01776 ▪ 978-443-1776

LONGFELLOW'S WAYSIDE INN ▪ GRIST MILL ▪ MARTHA MARY CHAPEL ▪ REDSTONE SCHOOLHOUSE  
GATE HOUSE ▪ CIDER MILL ▪ ICE HOUSE ▪ BARN ▪ LONGFELLOW MEMORIAL GARDENS

*The Wayside Inn Foundation is a Massachusetts 501(c)(3) non-profit organization.*



Page 2 of 2

fed from the historic Grist Mill, also built by Ford. Although not historic, the bridge, when constructed and maintained over the last decades, has employed natural materials (wood guardrails and granite stone blocks and cap) in deference to the important historic surroundings and location at the center of The Wayside Inn Historic Site. Its present appearance blends seamlessly in design and construction with the soft landscape and is a visual complement to the historic buildings it connects and communicated by the collective aesthetic of the property. The bridge is also just yards away, and directly visible, from the preserved and much used, surviving section of the Old Post Road, and the front door of the Inn itself.

On July 4, 2019, a vehicle travelling on Wayside Inn Road collided with the northern guardrail and stone wall of the Wayside Inn Road bridge, and caused considerable damage, compromising its structural integrity and necessitating reconstruction. The Sudbury Department of Public Works, citing the extent and urgency of repairs, has proposed to repair the bridge using metal guardrails and stamped concrete wall barriers.

The Wayside Inn strongly asserts that any reconstruction of this bridge should defer to its highly visible location at the heart of one of the most historic locations in Sudbury, and in Massachusetts, and its design, while accommodating applicable safety and construction requirements, should employ appropriate materials and finish so as to complement the landscape and important historic setting. The proximity of the bridge to the front door of the oldest operating inn in the United States, and its role at this center of our property in uniting the other historic buildings, and its visibility and use by all visitors to The Wayside Inn Historic Site, mandate a special accommodation in cost and time to design and build a safe and suitable replacement, sympathetic to its important historic location.

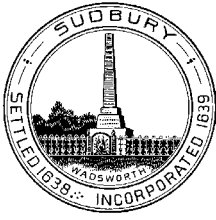
In this regard, we understand that Daniel Nason, as Director of the Sudbury Department of Public Works will be submitting a CPC grant proposal for the use of CPC funds under either the historic or administrative fund categories, to cover the extra costs associated with an appropriate design and reconstruction of the bridge. We wholly support this request, believe it to be squarely within the scope of CPA fund requests, and we hope to continue to work closely with Mr. Nason and the Sudbury Historic Districts Commission on this important restoration effort.

Should you have any questions or require further information, please feel free to contact me or our Innkeeper and General Manager, Steve Pickford, at 978-443-1776. Kindly distribute a copy of this letter to all CPC members and within Town departments as appropriate. Thank you.

Sincerely,

Gary Christelis  
President  
Board of Trustees

cc: Sudbury Historic Districts Commission  
Mr. Dan Carty, Chair of the Sudbury Board of Selectmen  
Mr. Dan Nason, Director of Sudbury Department of Public Works  
Mr. Steve Pickford, General Manager - The Wayside Inn Foundation  
Mark Kablack, Esq., Trustee and Clerk - The Wayside Inn Foundation



# 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>

October 4, 2019

Ms. Sherrill Cline, Chair  
Community Preservation Committee of the Town of Sudbury  
Flynn Building  
278 Old Sudbury Road  
Sudbury, MA 01776

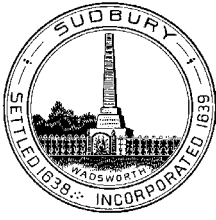
Dear Ms. Cline,

On behalf of the Sudbury Historic Districts Commission, I am writing to add the Commission's strong support for the Wayside Inn grant application recently submitted by DPW Director, Dan Nason. As you likely know, the bridge in front of the Inn needs to be rebuilt as a result of a car accident. The application has been submitted to help offset expenses.

At our meeting on August 29th, the Commission unanimously voted to not approve the plans to rebuild the bridge that were submitted by Mr. Nason. We did so because the plans called for using steel guardrails and concrete forms, materials significantly out of character with the Wayside Inn's history and setting. Our decision followed directly from our Specific and General Guidelines, which reflect the Secretary of Interior's Standards for the Treatment of Historic Properties. The decision was reached after struggling to find an option that would hold down the cost and after five meetings, one with the Massachusetts Department of Transportation.

We don't need to tell you that the Wayside Inn is a special place in Sudbury. It is special because of its long and varied history, historic structures, and peaceful setting. It is one of only a few Sudbury properties specifically denoted in the National Registry of Historic Places. Preserving this history is of the utmost importance for Sudbury and its residents, now and in the future.

Preservation, however, requires that every element remains either untouched, repaired, or reconstructed in a manner that does not present a false narrative. Some visitors to the Inn might not notice the use of steel guardrails. But like a musical performance peppered with wrong notes, using them would be enough to grate on anyone with only a modest sensibility or understanding of architectural history.



# Town of Sudbury

## Historic Districts Commission

Flynn Building  
278 Old Sudbury Rd  
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Fax: 978-443-0756

<http://www.sudbury.ma.us>

During our review of the DPW's application, commissioners discovered materials that would be in harmony with the Inn's setting. These materials are now being used throughout the country in historic settings as regulations have changed. Unfortunately, their use comes at a significant cost—a cost that we believe is worthy of assistance through the use of CPA funds.

I am not aware of any CPA grant that the Commission has directly or indirectly applied for in the five years I have been a member. We think this is one good example of where CPA funds should be used. For this reason, we respectfully ask that you approve this grant request.

Sincerely,

Fred Taylor  
Sudbury Historic Districts Commission, Chair

c: Dan Carty, Chair of the Sudbury Board of Selectmen  
Dan Nason, Director of Sudbury Department of Public Works  
Steve Pickford, General Manager - The Wayside Inn Foundation  
Gary Christelis, President, Wayside Inn Board of Trustees  
Adam Duchesneau, Director of Planning and Community Development



## Duchesneau, Adam

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**From:** Nason, Dan  
**Sent:** Friday, November 1, 2019 1:14 PM  
**To:** fmrmdm1@gmail.com; Duchesneau, Adam  
**Subject:** RE: Wayside Inn Road Bridge Design CPC Application  
**Attachments:** CPC response.docx

Fred,  
Thank you for the response and additional information.

Adam,  
My responses are below in red:

- Please provide more detail on the services which would be provided from the consultant for the \$125,000. How did you arrive at this amount for the funding request? **The consultant will be providing engineering services relative to designing a replacement to the bridge's superstructure including parapet walls and associated guardrails. This work includes an existing conditions topographic survey of the area, construction drawings and specifications required for public bidding, permitting services and associated meetings with HDC and MassDOT.**
- What was the original cost of reconstructing the bridge under the original proposal when it was going to be considered an "emergency repair"? **Cost for design/engineering and construction of the permanent solution using form-liner finished parapet walls with metal guardrail was estimated at \$200,000.**

I believe Fred answered the remaining questions in his document (attached again for reference).

Regards,  
Dan

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**From:** Fred Taylor <fmrmdm1@gmail.com>  
**Sent:** Thursday, October 24, 2019 6:27 PM  
**To:** Nason, Dan <NasonD@sudbury.ma.us>  
**Cc:** Duchesneau, Adam <DuchesneauA@sudbury.ma.us>  
**Subject:** Re: Wayside Inn Road Bridge Design CPC Application

Dan, please see CPC response info below. I am planning on being at the meeting on 11/20. Fred

On Oct 18, 2019, at 12:36 PM, Nason, Dan <[NasonD@sudbury.ma.us](mailto:NasonD@sudbury.ma.us)> wrote:

Fred,

I can meet Wednesday 10/23 afternoon or sometime on Friday 10/25.

Regards,  
Dan

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**From:** Fred Taylor <[fmr1dm@gmail.com](mailto:fmr1dm@gmail.com)>  
**Sent:** Friday, October 18, 2019 11:10 AM  
**To:** Nason, Dan <[NasonD@sudbury.ma.us](mailto:NasonD@sudbury.ma.us)>  
**Subject:** Re: Wayside Inn Road Bridge Design CPC Application

When do you need this? I can have it to you by Wednesday. If you don't know what we are looking for, I think we should meet. I go away on the 27th for 2 1/2 weeks. Can we meet sometime between Wednesday-Friday?

On Oct 17, 2019, at 5:33 AM, Nason, Dan <[NasonD@sudbury.ma.us](mailto:NasonD@sudbury.ma.us)> wrote:

Fred,

I'm going to need your help on the third bullet below to show how this project fits under the historic category. I will also need help crafting a response to the last bullet. To be quite honest, I don't know what the HDC is looking for for a design.

Regards,  
Dan

----- Original message -----

From: "Duchesneau, Adam" <[DuchesneauA@sudbury.ma.us](mailto:DuchesneauA@sudbury.ma.us)>  
Date: 10/17/19 12:21 AM (GMT-05:00)  
To: "Nason, Dan" <[NasonD@sudbury.ma.us](mailto:NasonD@sudbury.ma.us)>  
Cc: [fmr1dm@gmail.com](mailto:fmr1dm@gmail.com)  
Subject: Wayside Inn Road Bridge Design CPC Application

Hello Dan,

At October 16<sup>th</sup>'s Community Preservation Committee (CPC) meeting, the CPC conducted a preliminary review of your Wayside Inn Road Bridge Design funding application.

The CPC asked for further information on the following items:

- Please provide more detail on the services which would be provided from the consultant for the \$125,000. How did you arrive at this amount for the funding request?
- What was the original cost of reconstructing the bridge under the original proposal when it was going to be considered an "emergency repair"?
- How does this proposed project fit into the "historic" CPA category? The CPC had doubts as to whether this project qualified for the "historic" category based upon the following information from the Community Preservation Coalition website (<https://www.communitypreservation.org/>):
  - Section 2 of the CPA legislation defines [historic resources](#), preservation, and rehabilitation. Under CPA, an historic resource is defined as a

building, structure, vessel, real property, document or artifact that is either:

- listed on the State Register of Historic Places; or
- determined by the local Historic Commission to be significant in the history, archeology, architecture, or culture of the city or town.

CPA funds may be spent on the acquisition, preservation, rehabilitation and restoration of historic resources. Communities using CPA funds on historic resources must adhere to the United States Secretary of the Interior's Standards for the Treatment of Historic Properties.

For more information, this flow chart ([https://www.communitypreservation.org/sites/macpc/files/uploads/historic\\_flowchart.pdf](https://www.communitypreservation.org/sites/macpc/files/uploads/historic_flowchart.pdf)) details the steps to determining whether your historic preservation project qualifies for CPA funding.

- [Technical assistance article, Which Historic Projects Qualify for CPA Funding?: https://www.communitypreservation.org/historic-projects](https://www.communitypreservation.org/historic-projects)
- Please also provide some examples of the type of bridge the Historic Districts Commission would like to see in this location.

This additional information should be submitted to the CPC (through the Planning Office) by **Friday, November 1<sup>st</sup>** in advance of the upcoming public hearing on the application.

The public hearing before the CPC for this application was scheduled for **Wednesday, November 20, 2019 at 7:00 PM in the Lower Town Hall, 322 Concord Road**. Please come prepared to discuss your application with the CPC that evening

Please let me know if you have any questions. Thank you.

Adam

Adam L. Duchesneau, AICP  
Director of Planning & Community Development  
Town of Sudbury | Flynn Building, 278 Old Sudbury Road | Sudbury, MA 01776  
t 978-639-3398 | f 978-639-3314 | [DuchesneauA@Sudbury.MA.us](mailto:DuchesneauA@Sudbury.MA.us)  
[www.sudbury.ma.us](http://www.sudbury.ma.us)

Regarding the question, “How does this proposed project fit into the ‘historic’ CPA category?” please note first that the application is for the Wayside Inn District, not the Wayside Inn. Both Inn and District are listed as separate items in the Massachusetts Register of Historic Places. The National Register (ref.# 85002690) lists only the Wayside Inn District. As listed in both registers, the district is smaller and only part of the Wayside Inn District created in 1962 under Sudbury bylaw, Chapter 40. Please see map below.

The National Register listing describes several buildings in the district and the site. Besides the Inn, the buildings include Martha Mary Chapel, the Redstone School House, the Grist Mill, and several historic houses.

The site is, in part, described as follows. The bridge CPA funds that are being applied for is described in the 2<sup>nd</sup> sentence.

*The Wayside Inn District is located in the southwest corner of Sudbury on both sides of the Boston Post Road. A portion of the original Post Road, still dirt, passes in front of the Wayside Inn and ends to the west at a small stone bridge on the Inn’s property. A later section of the road passes south of the Inn’s property. This is presently called the Wayside Inn Road and is used by visitors to the Inn and residents of nearby property.*

The Community Preservation Coalition lists three criteria to meet in order to qualify as an historic resource.

- 1) The historic resource must be listed on the Massachusetts State Register of Historic Places
  - a) The Wayside Inn District is on the Massachusetts State and National Registers of Historic Places
- 2) What CPA verb will be used to justify the project? Acquire, Preserve or Rehabilitate/Restore?
  - a) “Rehabilitate”
  - b) Rehabilitation is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values." Through alteration, the bridge will return to a state of utility so that the property retains its historic, architectural and cultural values.
- 3) Compliance with the Secretary’s if Interiors Standards.
  - a) “A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.” This will be done as noted above.
  - b) “New construction shall not destroy historic materials that characterize the property.” By inference, we maintain that the use of 21<sup>st</sup> century materials will do much to destroy the character of this property and the use of historic materials that the bridge was retained in 1973 when the district was listed in the National Register and that still exist on the property (Grist Mill, stone walls) should be used.

F. Taylor  
HDC, chair  
10/24/2019

Examples of bridge railings that will meet current code, particularly 4.13, 4.14 a possibility.

Relief is a unique characteristic of every formliner. The relief of a formliner is the formliner's maximum depth, and the relief of a particular formliner was accounted for when the simulated historic railings were designed. As shown in Figure 4.9, the size and shape of the cross-section of the base railing (TxDOT T221) is an absolute minimum that cannot be infringed upon.



(a) Railing Detail (b) Formliner: "Yosemite Stone"  
Figure 4.13 – Stone 1 railing



(a) Railing Detail (b) Formliner: "New England Drystack"  
Figure 4.14 – Stone 2 railing






(a) Railing Detail (b) Formliner: "New England Drystack"  
Figure 4.15 – Stone 3 railing

Examples of guardrails that will meet current code:

**Aesthetic Barrier**

March 12, 2015

NAME	MANUFACTURER	TEST LEVEL		POST AND BLOCKOUT	RAIL	DISTINGUISHING CHARACTERISTICS
		NCHRP 350	MASH			
<b>SEMI-RIGID SYSTEM</b>						
<p>Deception Pass Log Rail</p> <p><a href="http://www.wsdot.wa.gov/research/reports/600/642.1.htm">http://www.wsdot.wa.gov/research/reports/600/642.1.htm</a></p>		TL-2		<p>Reinforced concrete, rock and mortar, bollard posts designed to replicate the historic Civilian Conservation Corp construction.</p> <p>18' bollard spacing</p> <p>Intermediate spacing of 6" diameter steel posts.</p> <p>No blackout.</p>	<p>Composite rail: Modified 12" diameter log and 6" x 6" x 3/8" steel plate embedded into the log rail.</p>	<p>Rail height 2'-3"</p> <p>Wood and rock appearance blends into the surrounding environment.</p> <p>Design reduces visual impairment of the environment.</p> <p>No crashworthy end terminal is currently available; acceptable end treatments include anchoring in a backlope or flaring the barrier to the edge of the clear zone.</p>
<p>TimBarrier StreetGuard Plus</p> <p>S.I. Storey Lumber Co.</p> <p><a href="http://www.sistoreylumber.com/pdf/StreetGuardPlus flyer.pdf">http://www.sistoreylumber.com/pdf/StreetGuardPlus flyer.pdf</a></p>		TL-2		<p>6" x 8" x 6' long timber post</p> <p>Wood blockouts 6" x 8" x 10"</p> <p>Post spacing 8'</p>	<p>Composite rail: 4" x 12" x 7'-11" long timber rail backed by 1/4" x 6" x 7'-6" long steel plates.</p>	<p>Rail height 2'-5"</p> <p>All wood appearance blends into the surrounding environment.</p> <p>Use along edge of roadway.</p> <p>No crashworthy end terminal is currently available; acceptable end treatments include anchoring in a backlope or flaring the barrier to the edge of the clear zone.</p> <p>Dynamic deflection 4"-4".</p>
<p>Steel-Backed Log Rail</p> <p><a href="http://Ws.DOT.gov/resources/psr/standard/1106512">http://Ws.DOT.gov/resources/psr/standard/1106512</a></p>		TL-2		<p>12" diameter x 7' log post</p> <p>Wood blockouts 8" x 6" x 8" notched into log post</p> <p>Post spacing 10'.</p>	<p>Composite rail: Modified 10" diameter log rail, backed with 6" x 3/8" thick steel plate.</p>	<p>Rail height 2'-7"</p> <p>Wood appearance blends into the surrounding environment.</p> <p>No crashworthy end terminal is currently available; acceptable end treatments include anchoring in a backlope or flaring the barrier to the edge of the clear zone.</p> <p>Dynamic deflection 4"</p>



This reference is for informational purposes only. For further information on an individual systems please refer to the manufacturers' website.



MAP- Wayside Inn Historic District

