



Town of Sudbury

Historic Districts Commission

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MINUTES

AUGUST 29, 2019

THOMPSON ROOM, FLYNN BUILDING, 278 OLD SUDBURY ROAD, SUDBURY, MA

Members Present: Fred Taylor, Chair; William Andreas; Linda Hawes; Frank Riepe; and Lee Swanson

Members Absent: none

Others Present: Daniel Nason, Department of Public Works Director; Andrew Lewis, Building Inspector; Scott Medeiros, Woodward & Curran; Gary Christelis, President of the Board of Trustees for the Wayside Inn; Daniel Carty, Board of Selectmen Chair; and Adam Duchesneau, Director of Planning and Community Development

Mr. Taylor called the meeting to order at 7:30 PM.

New Business:

1. Continued Public Hearing – Case 19-18, 47, 72, & 131 Wayside Inn Road (Town Assessor’s Maps L03-0002 and L03-0001), Applicant Town of Sudbury c/o Public Works Director Daniel Nason seeks a Certificate of Appropriateness to replace damaged bridge superstructure including, but not limited to, replacement of the parapet walls, guardrail, pavement, grading, loam/seed, and associated work.

Mr. Taylor discussed the meeting he attended with the Massachusetts Department of Transportation (MassDOT), Mr. Nason, Mr. Medeiros, and a representative from the Wayside Inn. He indicated they looked at different options for guardrails for the bridge, but nothing was resolved.

Mr. Nason stated Mohammed Nabulsi, from MassDOT, was not aware of any wooden guardrails which connected to a concrete parapet and met MassDOT crash standards.

Mr. Taylor felt there might be some consensus on the Historic Districts Commission on what might be possible for approval. He noted the key issue was the ability to integrate guardrails with the parapet walls. Mr. Taylor stated Mr. Nabulsi indicated certain guardrails could be designed to integrate with parapet walls.

Mr. Andreas stated he knew of a bridge designed and built by MassDOT with wooden guardrails, concrete parapets, stone veneer, and granite caps.

Mr. Nason indicated Wayside Inn Road does not have the width to implement a stone veneer. He stressed the timeline and financial pressures on the project.

Mr. Taylor stated even if the project would take a significant amount of time, the Historic Districts Commission may be comfortable with that to achieve a superior design.

Mr. Riepe was not sure why all components of the bridge design could not be agreed upon that night.

Mr. Medeiros noted there were very specific requirements and limitations which were impacting the design of the project.

Discussion ensued regarding possible design and engineering details for the bridge.

Mr. Christelis noted the Merritt Parkway is removing metal guardrails and installing wooden ones. He indicated this particular design also met MassDOT standards as well. Mr. Christelis also noted this system had been installed on roadways in Framingham and Natick.

Mr. Medeiros indicated the biggest issue to overcome with regard to the design was the available width of the bridge.

Discussion followed regarding possible guardrail designs.

Mr. Taylor asked if lowering the speed limit on the roadway would change the design parameters for the bridge.

Mr. Nason stated it might, but a speed study would need to be conducted and would set the speed limit at the 85th percentile of the study, which would likely raise the speed limit for the roadway.

Mr. Carty noted timing was the issue for this project and this unsafe bridge needed to be addressed.

Mr. Christelis stated this is the most historic stretch of roadway in Sudbury and maybe in metrowest Boston, and everyone needed to consider all the viable options to reach a quality solution.

Mr. Riepe indicated the Historic Districts Commission was not holding up the process. He noted the Commission had been doing research to find a solution.

Mr. Nason stated if this project was going to have a custom design, the project would need to be taken to Town Meeting because there was no money for the project.

Mr. Christelis indicated closing the bridge would be very detrimental to the business of the Wayside Inn. He felt a one-way road might be palatable for a short period of time.

Discussion followed regarding possible alternative traffic patterns while a new bridge was being designed.

Mr. Taylor stated it did not seem the matter could be closed that evening and he could not support the implementation of steel guardrails.

Mr. Riepe noted the project would be eligible for Community Preservation Act funding.

Mr. Andreas believed there was a federal funding program for repairs and replacements of historic bridges.

Mr. Christelis asked if there was any temporary solution which would allow the roadway to remain fully open.

Mr. Nason stated there was a possibility which he could look into.

After discussion, on a motion by Mr. Taylor to approve the application for work on the Wayside Inn Road bridge as proposed in the application for a Certificate of Appropriateness, seconded by Mr. Swanson, the Commission voted unanimously 0 – 5, with all members opposed, to deny the approval.

Miscellaneous:

- Approval of Minutes from August 8, 2019: Mr. Taylor made a motion to approve the minutes. Mr. Andreas seconded the motion. The vote was 3 – 0 in favor with Ms. Hawes and Mr. Swanson abstaining.

Administrative Report:

Mr. Taylor discussed the meeting schedule for the remainder of September.

Mr. Taylor noted the Hop Brook Bridge and the bridge behind Mill Village have historic significance, and the Sudbury Historical Commission had entered an application to put them on the National Register of Historic Places. Mr. Taylor indicated they are in jeopardy due to the Eversource project. Mr. Taylor stated he had discussed with Ray Phillips the possibility of making them Historic Districts.

Mr. Andreas pointed out structures have to be visible from the public way in order to be part of a Historic District. He noted a bike trail could meet this classification.

Mr. Taylor adjourned the meeting at 8:36 PM.