



DESIGN PUBLIC HEARING WEBINAR

JULY 16, 2020

FOR THE PROPOSED

BRUCE FREEMAN RAIL TRAIL

Project No.: 608164

Roadway Project Management

IN SUDBURY AND CONCORD, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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1 **P R O C E E D I N G S**

2 MODERATOR EAMON KERNAN: Hello. My
3 name is Eamon Kernan. I am a professional engineer in
4 Massachusetts and I am the project manager for this
5 section of the proposed Bruce Freeman Rail Trail
6 project which we will present today. I work in the
7 Project Management Section at Massachusetts Department
8 of Transportation Highway Division headquartered in
9 Boston.

10 The Bruce Freeman Rail Trail is a 25-
11 mile regional trail system with statewide importance.
12 Its expansion, especially at this Sudbury section, and
13 with ultimate connections to Framingham Center, is a
14 priority for both MassDOT and the governor's
15 Interagency Trail Team.

16 Here at MassDOT, we are grateful for
17 the partnership with the towns of Sudbury and Concord
18 working to advance this next critical segment of the
19 Bruce Freeman Rail Trail system.

20 Due to Covid-19 precautions, this
21 prerecorded presentation will replace our usual Design
22 Public Hearing.

23 During the presentation, we will
24 explain the purpose of the hearing, provide an

1 overview of right of way procedures, and explain the
2 design. Finally, we will explain how you can submit
3 your comments and questions about the project, many of
4 which can be included in the official hearing
5 transcript.

6 A hearing handout has been prepared and
7 posted to the MassDOT website along with this
8 presentation. If you would like to pause this
9 recording and retrieve that handout now, you will find
10 documentation which may be useful to you in
11 understanding the project and submitting formal
12 comments in response to this presentation.

13 The purpose of holding hearings is to
14 provide an assured method whereby the Commonwealth of
15 Massachusetts can furnish to the public information
16 concerning the state's highway construction proposals,
17 and to afford every interested resident of an area of
18 opportunity to be heard on any proposed project. At
19 the same time, the hearings afford the Commonwealth an
20 additional opportunity to receive information from
21 local sources which would be of value to the state in
22 making its final decisions of what design should be
23 advanced for development.

24 When the Commonwealth, acting through

1 its Massachusetts Department of Transportation Highway
2 Division, indicated it would accept this almost \$13
3 million project for funding, your municipality
4 accepted certain responsibilities. One of those
5 responsibilities is acquiring all the necessary rights
6 in private and public lands for the design,
7 construction, and implementation of this project.

8 The Right of Way Bureau's function is
9 to review and recommend procedures that your
10 municipality will use in acquiring those rights.
11 These procedures must comply with both federal and
12 state regulations.

13 The current design plans indicate that
14 there are some temporary construction easements
15 required.

16 The property owners impacted by this
17 project will be contacted by your municipal officials.
18 They will present the proposed impacts to each owner
19 and discuss the methods with which they may acquire
20 the needed rights for this project.

21 Frequently, municipalities will appeal
22 for donations to minimize the acquisition cost for
23 your community. However, donations are not required,
24 and property owners are entitled to an appraisal,

1 review appraisal, and just compensation.

2 Right of way documents will be provided
3 to each owner to help them understand the acquisition
4 process and how it affects their property.

5 Affected property owners' rights are
6 protected under Massachusetts General Laws, primarily
7 Chapter 97 (sic). And because this project is
8 receiving federal funds, the property owners' rights
9 are further defined under Title III of the Real
10 Property Act of 1970, as amended.

11 Moving forward, you will see that the
12 Notice of Hearing is included on page two of the
13 handout. This notice appeared in the *Metro West* on
14 July 2nd and July 9th, and in the *Sudbury Town Crier* on
15 July 2nd and July 9th. A copy of this notice will be
16 attached in the final hearing transcript.

17 The project we are presenting today is
18 the design of the Bruce Freeman Rail Trail in the Town
19 of Sudbury.

20 The proposed construction project
21 consists of 5.1 miles of a paved multi-use path
22 following the abandoned rail corridor in the Towns of
23 Sudbury and Concord.

24 In Sudbury, the trail extends 4.6 miles

1 from near the intersection with Station Road off Union
2 Ave. to the Concord Town line. The design will
3 include nine roadway/driveway crossings and numerous
4 stream crossings including, but not limited to,
5 bridges over Hop Brook and Pantry Brook.

6 In Concord, the trail extends 0.5 miles
7 from the Sudbury town line to the most recently built
8 section of the Bruce Freeman Rail Trail at Powder Mill
9 Road. This 0.5-mile section was designed previously
10 but will be built as part of this construction
11 project.

12 This project represents the next major
13 investment in a system that has been expanding over
14 the last decade due in large part to the partnerships
15 between MassDOT and its host communities.

16 We are currently in the preliminary
17 design stage, which means that the 25 percent design
18 has been complete and, following the hearing, the
19 project will be advanced to 75 percent stage.

20 We estimate the total cost will be
21 approximately \$13 million, which will come from
22 federal and state funding: Federal Aid funding with
23 the Federal Highway Administration funding 80 percent
24 of the total construction cost; MassDOT funds the

1 remaining 20 percent.

2 This project must be programmed in the
3 statewide Transportation Improvement Program in the
4 appropriate fiscal year for MassDOT to solicit bids
5 for eventual construction.

6 The total estimated cost of this
7 project does not include any right of way acquisition
8 costs.

9 The design is expected to be completed
10 in the winter of 2021, construction to begin the
11 following spring. Construction is expected to be
12 completed within two or two-and-a-half years.

13 As you may be aware, the reason for the
14 project is to complete another portion of the very
15 popular Bruce Freeman Rail Trail. This section, known
16 as Phase 2D, when constructed it will connect the Town
17 of Sudbury to the constructed portions of Phase 2C in
18 the Town of Concord and continue through Acton,
19 Carlisle, Westford, and Chelmsford, ending in Lowell.

20 Now, we are moving to the substance of
21 this presentation. I am going to turn the
22 presentation over to Ms. Tracie Lenhardt, a consultant
23 representative of the design firm VHB, who has been
24 retained by the Town of Sudbury. She will present the

1 civil design portion of the project before handing it
2 over to Mr. James Barnack and Mr. Mark Thompson of the
3 design firm Jacobs, who will discuss the various
4 structures throughout the project. Then Mr. Tim
5 Dexter of MassDOT environmental section will also
6 speak about a most recent meeting with Sudbury
7 Conservation Commission and the potential impact on
8 the design going forward.

9 During the original wetland resource
10 area delineation, no differentiation was made between
11 state and locally regulated resource areas, and
12 MassDOT has been filing with the Sudbury Conservation
13 Commission to clarify these distinctions. The design
14 and funding of the section of boardwalk on the project
15 is directly related to those reinterpreted areas.

16 Please keep in mind that the Sudbury
17 portion of this project we are presenting is still in
18 the design stage. All your questions and comments
19 will be taken into consideration when completing the
20 project's design.

21 Let's start with the civil design and
22 Tracie of VHB.

23 Tracie?

24 TRACIE LENHARDT: Thank you, Eamon.

1 The Bruce Freeman Rail Trail is a
2 proposed 25-mile rail trail between Lowell and
3 Framingham along the former Lowell secondary track
4 right of way of the Old Colony Railroad.

5 In Sudbury, the rail corridor extends
6 north-south through the center of Town, and is
7 approximately 4.6 miles in length from South Sudbury
8 near Route 20, north to the Sudbury-Concord town line.
9 This portion of rail corridor is owned in its entirety
10 by the Commonwealth of Massachusetts.

11 The Bruce Freeman Rail Trail between
12 Lowell and Framingham, when completed, will connect
13 eight communities. To date, almost 15 miles are
14 completed and open for use with the exception of the
15 bridge over route 2, which is currently under
16 construction.

17 In Concord, a half-mile section just
18 north of the Sudbury town line and south of Powder
19 Mill Road was scheduled to be constructed with Phase
20 2C but was not. That short portion of path in Concord
21 will be incorporated into this project.

22 This project will begin at the southern
23 end starting at the crossing with the MBTA rail
24 corridor just off of Union Ave. in Sudbury and will

1 end approximately five miles north at Powder Mill Road
2 in Concord where the previous section terminates.

3 The Concord section from Powder Mill
4 Road to the town line has already been designed and
5 will be incorporated into this project for
6 construction.

7 Moving forward with this presentation,
8 the primary focus will be on the Sudbury section of
9 the path. Comments regarding the Concord section are
10 welcome and will be evaluated by the towns and
11 MassDOT.

12 The Sudbury Board of Selectmen created
13 the Bruce Freeman Rail Trail Design Task Force to make
14 design recommendations. This task force met
15 intensively in early 2017 and made recommendations to
16 the selectmen, which were approved in the spring of
17 2017. The design presented with this presentation
18 reflects those recommendations. Once the design of
19 the path starts up again later this summer, there is
20 the expectation that the meetings and coordination
21 will begin again.

22 The project proposes to extend the
23 Bruce Freeman Rail Trail in Concord and Sudbury. A
24 few of the project goals are to provide a safe off-

1 road bicycle and pedestrian route, enhance the
2 pedestrian and bicycle movement in the project area,
3 and provide alternative travel options for commuters
4 and recreational riders. This portion of the path
5 will provide a regional connection by joining eight
6 communities.

7 This project proposes to construct
8 approximately five miles of the Bruce Freeman Rail
9 Trail in Sudbury and Concord. The proposed path will
10 consist of a 10-foot paved surface with two-foot grass
11 shoulders on each side.

12 The project includes the rehabilitation
13 of Hop Brook Bridge and the replacement of Pantry
14 Brook Bridge. James will discuss those improvements
15 later on in the presentation.

16 The project also includes gateways,
17 roadway crossings, landscaping, fencing, and parking
18 areas.

19 This graphic shows a typical section of
20 how a portion of the bike path will look along a
21 section of trail that is upon an embankment. There
22 are some restrictions along the proposed trail that
23 will require safety fencing and vegetation to protect
24 users from steep drop-offs. This typical section

1 illustrates how the path will look with railing or
2 vegetation. Not all sections will require the slope
3 protection measures.

4 This typical section shows what the
5 proposed path will look like in areas that are not on
6 embankment. The proposed path will have a swale
7 adjacent to the path that will convey stormwater
8 drainage off of the paved surface. The proposed swale
9 will not always be on the right side of the path. The
10 existing topography will dictate which side of the
11 path the swale will be on.

12 The path in Sudbury is approximately
13 4.6 miles in length and crosses nine existing roadways
14 and driveways. Two crossings are private driveway
15 crossings, one private roadway crossing, and six
16 public roadway crossings.

17 The project is currently only at the
18 preliminary design stage. The figures shown in the
19 next few slides are not the final design of each
20 crossing, but it is expected that the final design
21 will be comparable.

22 As stated on previous slide, there are
23 nine existing roadway and driveway crossings. The
24 crossings with low vehicular volumes will have a

1 standard crossing similar to the many installed along
2 the previously constructed section in Concord.
3 Roadway crossings with larger vehicle vehicular
4 volumes will have additional proposed traffic
5 measures. These measures include a Rectangular Rapid
6 Flashing Beacon or Pedestrian Hybrid Beacon. I will
7 further explain the difference between the traffic
8 signal systems in the next few slides.

9 The proposed gateways or entrances to
10 the rail trail will be designed in the next design
11 stages, but it is assumed that they will be similar to
12 the crossings recently constructed in Concord. The
13 gateways or entrances to the path will be designed in
14 partnership with the Town, the Bruce Freeman Rail
15 Trail Design Task Force, and the public. These
16 crossings include Codjer Lane, Morse Road, two private
17 driveway crossings, one located at the southern end of
18 the project and the other just south of Concord town
19 line.

20 It is anticipated that Codjer Lane and
21 the private driveway crossings will be similar to each
22 other. The users of the path will be expected to stop
23 at the crossings. A stop line and stop sign will be
24 proposed on each approach of the rail trail along with

1 advance signage and pavement markings on the path.

2 The trail does cross a few private
3 driveways. The design team will continue to work with
4 the property owners to minimize impacts and
5 interruptions to their private property.

6 A stop line and stop sign will be
7 proposed on each approach along with advance signage
8 and pavement markings on the path to the private
9 driveway crossings to 71 Union Ave. and Fairview
10 Farms.

11 For the Morse Road crossing, users of
12 the path will be expected to stop at the crossings. A
13 stop line and stop sign will be proposed on each
14 approach along with advance signage and pavement
15 markings on the path. Because Morse Road is a public
16 road, there will also be pavement markings and signage
17 along Morse Road to warn motorists of the path
18 crossing.

19 Rectangular Rapid Flashing Beacons, or
20 RRFBs, are pedestrian-actuated enhancements used in
21 combination with pedestrian or trail crossing warning
22 signs to improve safety at controlled marked
23 crosswalks. The device includes two rectangular-
24 shaped yellow signs, each with an LED array-based

1 light source that flashes with high frequency when
2 activated by a pedestrian. The activation can be
3 physical pushbutton or motion activation system.
4 These crossings will be similar to the recently
5 installed Bruce Freeman Rail Trail crossings at Old
6 Marlborough Road and Commonwealth Ave. in Concord.

7 Like the other crossing, the users of
8 the path will be expected to stop at the crossings. A
9 stop line and stop sign will be proposed on each
10 approach along with advance signage and pavement
11 markings on the path. There will also be pavement
12 markings and signage along the road to warn motorists
13 of the path crossing. An RRFB will be proposed at
14 this location to enhance the visibility of the
15 crossing.

16 The Haynes Road crossing will be
17 similar to the old Lancaster crossing.

18 The crossing of Pantry Road will be
19 similar to the Old Lancaster and Haynes Road with the
20 advance signage pavement markings and RRFB. Because
21 of the existing skew of the rail with Pantry Road, the
22 proposed alignment of the path will shift off of the
23 existing track alignment to provide better sightlines
24 of Pantry Road. This shifted alignment will provide

1 more of a perpendicular crossing.

2 Pedestrian Hybrid Beacons, also known
3 as HAWK signals, are traffic devices used to assist
4 pedestrians crossing busy streets.

5 How does a HAWK work? When a
6 pedestrian activates the system by pressing a button,
7 overhead flashing yellow lights alert drivers that
8 pedestrians activated the signal. The yellow light
9 then turns solid, preparing drivers to make a complete
10 stop at the intersection. When the light turns red,
11 the pedestrians receive a walk signal and may proceed
12 across the intersection. After a period of time, the
13 pedestrian countdown starts and a flashing red appears
14 to the vehicles at the same time telling the drivers
15 that if the intersection is clear, he or she may
16 proceed through with caution. When the pedestrian
17 countdown has expired, the beacon goes dark and the
18 traffic continues on its way.

19 The Hudson Road crossing is similar to
20 all the other crossings. The path users are expected
21 to stop before crossing the roadway. Users can
22 activate the HAWK and cross when indicated. Advance
23 signage and pavement markings will be provided both on
24 the path and the roadway. There will be a signal head

1 indicator for each of the roadway approaches. The
2 Town of Sudbury and MassDOT will be further evaluating
3 the possibility of this intersection receiving a full
4 traffic signal in the next design stages.

5 The proposed crossing for North Road
6 also includes a HAWK signal. It includes all the same
7 treatments for signage and pavement markings as the
8 other crossings. There is an example of this type of
9 crossing in Framingham, where the Cochituate Rail
10 Trail crosses Old Connecticut Path.

11 Old railroad relics are still present
12 along the abandoned corridor. Such items as whistle
13 posts, mile markers, cattle crossings, railroad
14 switchgear will all be preserved and incorporated into
15 the design during the next stages.

16 The project is just finishing the
17 preliminary design of the path, which means that only
18 the physical location of the path has been determined.
19 The later stages of design will determine such details
20 as gateways, entrances, rest areas, signage, etc. All
21 design elements will be vetted with the Bruce Freeman
22 Rail Trail Design Task Force and through public
23 outreach.

24 How will traffic be affected during

1 construction? This project should not have major
2 impacts to traffic along the roadways as much as the
3 construction will occur off-road. There will be minor
4 impacts at roadway crossings, mostly associated with
5 construction trucks entering and exiting the path and
6 with the construction of the roadway crossings
7 themselves.

8 At least one lane in each direction
9 will be maintained on the major roadways, and one
10 alternating traffic on the minor roads.

11 Road closures and detours will be
12 limited to short durations, and warning of the detours
13 will be advertised well in advance of the road
14 closures. Night work is not anticipated.

15 And now I will hand over the
16 presentation to James from Jacobs to discuss the
17 structural components of the project.

18 JAMES BARNACK: Thank you, Tracie.

19 Jacobs Engineering was contracted by
20 the Town of Sudbury to provide structural,
21 geotechnical, and hydraulic analysis and design to
22 support the rail trail that Tracie previously
23 mentioned.

24 Our scope includes subsurface

1 exploration where we were on site to obtain soil data
2 via test pits and borings, hydraulic analysis for all
3 three structures, a geotechnical and hydraulic report
4 summarizing our work, Sketch Plan Design for the two
5 bridges and a boardwalk per MassDOT standards, and
6 assisted the Town and MassDOT regarding the
7 environmental impacts and constructability.

8 The location of the three structures
9 from south to north are -- is the -- let me start
10 over. The location of the three structures from south
11 to north is the Hop Brook Bridge, the boardwalk, and
12 Pantry Brook Bridge.

13 The first five goals for the project
14 are in line with what Tracie has mentioned previously.
15 In addition, we wanted to ensure the structural
16 capacity of the structures, improve existing bridge
17 width of Hop Brook and Pantry Brook bridges, and
18 obtain borings to provide geotechnical data to support
19 the structural design.

20 Jacobs provided a hydraulic study for
21 all three structures, evaluated the base flood
22 condition to meet MassDOT requirements, and provided a
23 scour analysis at Pantry Brook.

24 A total of eight test borings and seven

1 test pits were performed for the site investigation.
2 New England Boring Contractors of Derry, New
3 Hampshire, performed the borings and test pits between
4 August 12th and September 4th, 2019. Jacobs personnel
5 observed and recorded the subsurface explorations in
6 the field. The borings were used to assess the
7 subsurface conditions and develop soil stratification
8 and soil properties for the Bruce Freeman Rail Trail
9 site.

10 Borings indicated medium dense to dense
11 soil at the proposed foundation for Pantry Brook.
12 Shallow foundations were recommended with a bearing of
13 5.3 feet below the existing bottom of stream
14 elevation, which incorporates a four-foot frost depth
15 and accounts for effects of scour.

16 Along the proposed boardwalk, the
17 borings indicated dense to very dense granular soil.
18 Several foundation options were evaluated for the
19 boardwalk structure including helical piles, pre-
20 drilled cylindrical piles, micropiles, driven piles,
21 and shallow foundations.

22 Helical piles were deemed unsuitable
23 due to the dense/very dense soil conditions at the
24 site.

1 Micropiles and pre-drilled cylindrical
2 piles were not recommended due to potential wetland
3 impacts from grouting or drilling operations.

4 Driven piles were also not recommended
5 due to the extensive site clearing required and
6 potential noise impacts.

7 Shallow foundations are presented --
8 were presented as a viable option and the 3x3 shallow
9 foundation were designed, which Mark will talk about
10 in a minute. The proposed shallow foundations are
11 bearing four feet below the proposed ground elevation,
12 which incorporates a four-foot frost depth.

13 And now Mark Thompson will discuss the
14 structural design and elements included for all three
15 structures.

16 MARK THOMPSON: Thank you, James.

17 The structures on this project were
18 designed using relevant provisions of the following
19 guides: AASHTO LRFD Guide for the Development of
20 Bicycle Facilities, the AASHTO LRFD Bridge Design
21 Specifications; the AASHTO LRFD Guide Spec for the
22 Design of Pedestrian Bridges.

23 The structures were designed using a
24 pedestrian live load of 90 pounds per square foot and

1 also an H-10 truck, which is an emergency vehicle, say
2 an ambulance, like that, weighing approximately 20,000
3 pounds.

4 The structural plans are currently at
5 the sketch plan stage, which is at the 25 percent
6 design level. And the next step is to move towards
7 final design.

8 Next slide, please.

9 The first structure as we move south to
10 north along the trail is the Hop Brook Railroad
11 Bridge. The bridge is located approximately a
12 thousand feet north from Codjer Lane and is located
13 near Cavicchio's greenhouses.

14 Next slide, please.

15 The bridge site and approaches to the
16 bridge site are heavily overgrown and heavily
17 vegetated.

18 Next slide, please.

19 The existing railroad bridge is 27 feet
20 long and it is a riveted steel deck plate girder
21 supported on granite block stone masonry abutments.
22 The bridge consists of four steel built up girders,
23 and field inspections revealed that the steel girders
24 are in satisfactory condition with only minor section

1 loss and can be reused. Analysis has shown that the
2 structure can support the new pedestrian and H-10
3 loadings, which are much less than the train loadings
4 that were applied to them in the past.

5 The granite block abutments and
6 wingwalls can be reused as they also in satisfactory
7 condition with only some mortar and pointing missing
8 mainly along the waterline.

9 Next slide.

10 The bridge itself runs south to north,
11 and the approaches are tangent, or straight to the
12 bridge site. The proposed ten-foot-wide bituminous
13 bike path will be brought up to the bridge and a 14-
14 foot-wide timber deck will be placed across the
15 existing bridge.

16 Next slide.

17 The bridge would be reconstructed by
18 removing the steel rails, railroad ties, and
19 deteriorated timber floor beams, and then the existing
20 steel would be cleaned and painted.

21 The abutments and wingwalls would be
22 repaired by repointing the granite stones where
23 required. A concrete cap would be placed on both
24 abutments to provide a smooth transition between the

1 new bike path and the structure. Pressure treated
2 timber floor beams would then be placed directly on
3 top of the steel girders, and then the timber decking
4 would be placed on top of the pressure treated floor
5 beams. Then 42-inch-high pressure treated timber
6 railings would be mounted to the bridge to provide a
7 14-foot clear width between the railings.

8 Next slide.

9 The next structure along the trail is
10 the boardwalk. The boardwalk, the proposed boardwalk,
11 starts south of Hudson Road/Route 27 and is adjacent
12 to the town square, Honey Dew Donuts, and near CJ's
13 Gourmet Pizza and Grill.

14 Next slide.

15 As you can see, the rail trail along
16 the length of the boardwalk is heavily vegetated and
17 overgrown.

18 Next slide.

19 Then the next slide shows the same
20 heavily vegetation and overgrowth along this part of
21 the rail trail.

22 Next slide.

23 The proposed boardwalk will be
24 approximately 750 feet long.

1 It will be similar in construction to a
2 boardwalk along the Assabet River Trail in Acton, MA.

3 The bridge superstructure will be
4 constructed of High-Density Polyethylene (HDP) because
5 of its 40-year lifespan and ease of maintenance.

6 Next slide.

7 All the components of the
8 superstructure which support the people walking on it
9 and traveling on it -- the decking, the stringers, the
10 joists, the floor beams, along with the 42-inch-high
11 HDP railings which provide the 14-foot wide clear
12 space between them -- are all HDP.

13 The foundations consists of 18-inch-
14 square precast concrete piers on a three-foot-square
15 footings as James had mentioned and is why we did the
16 subsurface investigation to determine the size of
17 these foundations.

18 Next slide, please.

19 Shown here is a similar boardwalk under
20 construction using HDPE beams, decking, and railing.
21 As I mentioned earlier, HDP is High-Density
22 Polyethylene, in the same class of material as plastic
23 milk jugs and is a full synthetic material and can be
24 manufactured from recycled plastics. This material

1 resists mold, mildew, stains, and insect infestation
2 better than a timber or a composite, which may be
3 susceptible to warping, bending, aging, and water
4 damage. HDPE is better environmentally than other
5 plastics as producing HDPE does not release harmful
6 gases and compounds compared to other types of plastic
7 decking.

8 Next slide.

9 This slide is a view of the supporting
10 boardwalk structure constructed mainly of HDP,
11 starting with the piles that come from wetlands up
12 above to the floor beams, stringers, and decking, and
13 the HDP railing connected to the pier-supporting
14 structure.

15 Next slide, please.

16 This slide shows a completed boardwalk
17 constructed entirely of HDPE, and it appears that it
18 blends into its surroundings nicely.

19 Next slide, please.

20 The next structure along the trail is
21 the Pantry Brook Bridge, which is approximately a
22 thousand feet south from Haines Road and 5,000 feet
23 north of Morse Road.

24 (Next slide.)

1 The current bridge site and approaches
2 to the bridge are overgrown and heavily vegetated with
3 deteriorated railroad ties and steel rails laying
4 across the existing bridge.

5 Next slide.

6 The existing railroad bridge is a 12-
7 foot single-span I-Beam open deck bridge. The bridge
8 was damaged from a breached beaver dam in 2016, and
9 the south abutment collapsed into the brook and the
10 north abutment was undermined, cracked, and the
11 wingwalls have shifted.

12 Next slide.

13 It is due to the concerns of the
14 abutment undermining and possible bridge scour that it
15 was decided that a full bridge replacement is
16 necessary. The replacement bridge would need to span
17 over the existing bridge site to avoid impacts to the
18 brook.

19 Next slide.

20 The bridge runs south to north and the
21 approaches are tangent or straight to the bridge site.
22 The proposed ten-foot-wide bituminous bike path on
23 this structure would run straight across the bridge on
24 fill on the concrete arch itself.

1 Next slide.

2 A precast concrete arch system was
3 chosen for long-term durability and its ability to
4 span the brook and the existing bridge elements that
5 will be left in place. The arch will have a 34-foot
6 clear span and would be founded on precast concrete
7 spread foundation units designed using the information
8 from the soil borings that James had mentioned
9 previously. The bike path slopes themselves would be
10 retained using splayed precast wingwalls.

11 Next slide.

12 The look of the concrete arch wingwalls
13 and the facade panels could be chosen by using
14 formliners to create granite stones.

15 Next slide.

16 Or fieldstones.

17 And now for Tim Dexter of MassDOT.

18 TIM DEXTER: As stated within the
19 MassDOT Project Development and Design Guide, MassDOT
20 is committed to context sensitive design. And when
21 direct environmental impacts occur, we work closely
22 with environmental agencies and conservation
23 commissions to appropriately mitigate those impacts.

24 Many jurisdictional wetland resource

1 areas exist throughout the trail corridor, and MassDOT
2 and the Town are working closely to avoid, minimize,
3 and mitigate impacts appropriately and in accordance
4 with applicable regulations.

5 MassDOT is not subject to local bylaws;
6 however, we will strive to meet the requirements of
7 the Sudbury Wetland Bylaw for this project to the
8 extent practicable.

9 Next slide.

10 This slide is an overview of
11 environmental actions and permits needed for the
12 project. So far, we have completed an Order of
13 Resource Area Delineation, or ORAD, which was
14 originally issued in 2016. However, it was only
15 partial for the project due to drought conditions, and
16 stream crossings and vernal pools were not addressed.

17 We have completed three years of vernal
18 pool surveys, and we have also completed a corridor-
19 wide wildlife habitat assessment conducted in
20 accordance with MassDEP requirements.

21 Ongoing coordination and future action
22 items include coordination under the Massachusetts and
23 National Environmental Policy Acts, including a
24 Categorical Exclusion under NEPA and an Environmental

1 Notification Form under MEPA; Section 106 coordination
2 under the National Historic Preservation Act; Chapter
3 91 waterways licenses for bridges proposed over Hop
4 and Pantry brooks; a Notice of Intent and Order of
5 Conditions under the Massachusetts Wetlands Protection
6 Act; and we will continue to work closely with the
7 Sudbury Conservation Commission on this.

8 We need a U.S. Army Corps of Engineers
9 Pre-construction Notification approval under the
10 Massachusetts General Permits pursuant to Section 404
11 of the Clean Water Act, and we will be coordinating
12 with the Federal Emergency Management Agency on a
13 floodplain study called a No Rise Analysis.

14 TRACIE LENHARDT: Thank you, Tim.

15 There are numerous wetland resources
16 along this corridor and the design team looked to
17 develop a design that avoids and minimizes the
18 impacts. The team, with the Town, identified three
19 areas that are especially challenging.

20 The first location is just south of
21 Hudson Road.

22 The second location is the bridge over
23 Pantry Brook.

24 And the third location is a section of

1 path between Pantry Road and North Road.

2 The design team also evaluated a few
3 on-road alignments along Hop Brook and Pantry Brook
4 bridges.

5 The first on-road alternative was
6 proposed along Union Ave. from Station Road to Old
7 Lancaster Road and then along Old Lancaster Road.

8 The second on-road route was proposed
9 along Concord Road between Morse Road and Haynes Road.
10 Due to numerous elements, it was ultimately concluded
11 that the best alignment was to stay on existing rail
12 corridor. As the design progresses, the proposed
13 design will look to minimize impacts to resource
14 areas.

15 To address the wetland challenge areas,
16 the design team looked at wooden boardwalks and
17 smaller cross-sections to reduce the impacts to
18 wetland resource areas.

19 The reduction in path width and
20 shoulders require the design exceptions from MassDOT
21 design standards established to maintain the safety of
22 users. The reduced cross-section proposes to maintain
23 the 10-foot paved path but reduces the grass shoulders
24 from two feet to one foot on each side.

1 The reduced cross-section and retaining
2 walls were proposed for the two northern challenge
3 areas around Pantry Brook and south of North Road.

4 The boardwalk is proposed for the
5 challenge area south of Hudson Road.

6 As the design progresses, the pavement
7 width could potentially be further reduced to avoid
8 wetland impacts if needed, but only at specific
9 locations and not along the entire length of the
10 corridor.

11 And I'm going to hand this back to Tim.

12 TIM DEXTER: Thanks, Tracie.

13 As Eamon stated at the beginning of the
14 presentation, the original wetland delineation and
15 abbreviated notice of resource area delineation did
16 not differentiate between local and state jurisdiction
17 wetlands. Following the geotechnical report, as we
18 were examining the revised boardwalk design, it was
19 discovered that some of the wetland resource areas
20 within the vicinity of the proposed boardwalk should
21 only be considered jurisdictional under the Sudbury
22 Wetland Bylaw and not under the Massachusetts Wetlands
23 Protection Act. Therefore, MassDOT has recently
24 submitted a request to the Sudbury Conservation

1 Commission to modify the ORAD issued by the Commission
2 to the Town of Sudbury in 2016 and extended in 2019.

3 As property owner of the project
4 corridor and as the lead entity for permitting and
5 construction of the project, MassDOT has also
6 requested that the ORAD be transferred to the state as
7 part of the amendment request.

8 It is important to note that MassDOT is
9 not requesting any changes to the resource area
10 boundaries or modifying flag locations nor is any work
11 being proposed through the request. This ORAD
12 amendment request is to distinguish between wetland
13 bylaw and State Wetlands Protection Act resources.
14 MassDOT is exempt from review under local bylaws,
15 meaning that the Sudbury wetlands administration bylaw
16 is not applicable to MassDOT projects. This
17 clarification is needed so that permitting can proceed
18 accurately along with the appropriate avoidance,
19 minimization, and mitigation measures.

20 In addition to distinguishing between
21 wetland and state-regulated vegetated wetlands, the
22 ORAD amendment request will also classify streams as
23 intermittent or perennial in accordance with the
24 Wetlands Protection Act and enter into the record the

1 findings of three years of vernal pool investigations
2 along the right of way. Two certifiable vernal pools
3 appear to be located within the project right of way;
4 however, no vernal pools are proposed to be impacted
5 by the project.

6 MassDOT intends to provide mitigation
7 for all impacted vegetated wetland resource areas
8 including bylaw-regulated wetlands, if feasible. If
9 there is opportunity within the design to provide
10 improvements over existing conditions in resource
11 areas, every attempt will be made to do so.

12 In addition, MassDOT is currently
13 investigating whether there are other options to the
14 boardwalk design submitted in the 25 percent design
15 submittal. The intent of the boardwalk was to avoid
16 environmental impacts. But following the collection
17 of the geotechnical data, the initial-preferred
18 foundation design, which would have better avoided
19 wetland impacts, was determined to be infeasible.

20 The alternative foundations explored
21 and discussed earlier result in a considerable amount
22 of impacts and high costs associated with the
23 boardwalk. In order to construct the boardwalk, three
24 four-foot-wide, four-foot-deep trenches will need to

1 be dug the entire 750-foot length of the boardwalk
2 resulting in a significant amount of material that may
3 need to be reused onsite or properly disposed of
4 offsite, depending upon analysis of the material.

5 Sediment and erosion control during
6 this excavation would be significant and groundwater
7 control may be needed.

8 Additionally, in the short-term during
9 construction, the current boardwalk design would
10 result in greater noise impacts than the at-grade path
11 option due to the longer construction duration and
12 significant excavation effort.

13 In the long-term, bikers traveling over
14 the boardwalk will produce more noise than the paved
15 at-grade alternative.

16 The boardwalk design has been presented
17 in the structural design presentation today, but
18 changes to the design are still under consideration.
19 Once the ORAD amendment is considered, we will
20 determine whether a full or partial at-grade trail
21 alternative is a more practical and environmentally
22 sensitive alternative.

23 TRACIE LENHARDT: Thank you, Tim.

24 As mentioned earlier, the design is

1 currently at the preliminary design stage.

2 The towns of Sudbury and Concord, along
3 with MassDOT, are soliciting comments from the public
4 regarding this presentation before progressing the
5 project to the next design stage.

6 The Town will be entering into a lease
7 agreement with the MBTA Rail Division and will be
8 securing any temporary easements with various property
9 owners along the corridor.

10 The environmental permitting will begin
11 in the fall of 2021.

12 The project is currently at the second
13 circle along this project schedule chart. The 75 and
14 100 percent designs are expected to be completed in
15 the spring and fall of 2021, with the project being
16 advertised for construction by MassDOT in the late
17 fall of 2021. It is expected that the construction
18 will begin in the spring of 2022.

19 The handout for this presentation is
20 available on MassDOT's website. Any comments can be
21 mailed into the MassDOT and using the handout or
22 emailed to MassDOT.

23 Thank you. This concludes this
24 presentation. MassDOT and the Town of Sudbury thank

1 you for your time and look forward to your comments.

2 MODERATOR KERNAN: Thank you, Tracie.

3 As stated previously, the purpose of
4 this hearing is to solicit your input regarding this
5 project. As the plans are not yet complete, we may
6 not be able to answer all of your questions or respond
7 to all of your comments at this time.

8 Next, we ask that anyone who wishes to
9 have his or her comments entered into the official
10 hearing transcript, follow the links on your screen to
11 send in your comments or questions. Please remember
12 to identify yourself by name and affiliation, whether
13 you are an abutter, a local official, or a concerned
14 citizen.

15 Also, the last sheet of the handout is
16 a mail-in sheet. If you have any questions or
17 comments which you would like to submit in writing,
18 please use this sheet for that purpose. You may mail
19 it to the Department using the address provided. All
20 comments or questions received via email or mail using
21 the links provided that are date-stamped by July 30,
22 2020 will become part of the official record.

23 Thank you very much for viewing this
24 presentation. We look forward to hearing from all of

1 you.

2 This hearing is now closed. Thank you

3 very much.

4 (Conclusion of presentation.)

5 //

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C E R T I F I C A T E

I, Judith A. Luciano, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

Judith A. Luciano

Judith A. Luciano

**** ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO
THE BEST OF MY ABILITY**

Arlington Reporting Company
(339)674-9100



DESIGN PUBLIC HEARING WEBINAR

JULY 16, 2020

FOR THE PROPOSED

**BRUCE FREEMAN RAIL TRAIL
Project No.608164**

Roadway Project Management

IN THE TOWN OF SUDBURY and CONCORD, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING WEBINAR
Project File No. 608164

A Design Public Hearing Webinar will be published on the MassDOT website to present the design for the proposed Bruce Freeman Rail Trail project in the Towns of Sudbury and Concord, MA.

WHEN: Thursday, July 16, 2020

PURPOSE: The purpose of this hearing webinar is to provide the public with the opportunity to become fully acquainted with the proposed multiuse path project. All views and comments submitted in response to the webinar will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of 5.1 miles of a paved multiuse path following the abandoned rail corridor. In Sudbury, the trail extends 4.6 miles from near the intersection with Station Road off Union Avenue to the Concord Town Line. In Concord, the trail extends 0.5 miles from the Sudbury Town Line to the most recently built section of the Bruce Freeman Rail Trail at Powder Mill Road. The trail will include 9 roadway/driveway crossings and numerous stream crossings including but not limited to bridges over Hop Brook and Pantry Brook. The path will generally be 10 feet wide and aligned within the railroad right-of-way while being sensitive to the various environmental resource areas.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Towns are responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be presented in the webinar.

Written statements and other exhibits regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: **Project Management** Project File No. **608164**. Mailed statements and exhibits intended for inclusion in the public hearing webinar transcript must be postmarked no later than ten (10) business days after the webinar is posted to the MassDOT website listed below. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the webinar.

Hearing webinar or cancellation announcements will be posted on the internet at www.mass.gov/massdot-highway-design-public-hearings

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Patricia A Leavenworth, P. E.
Chief Engineer

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

RIGHT OF WAY CONCERNS

Your Municipality is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Municipality for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.

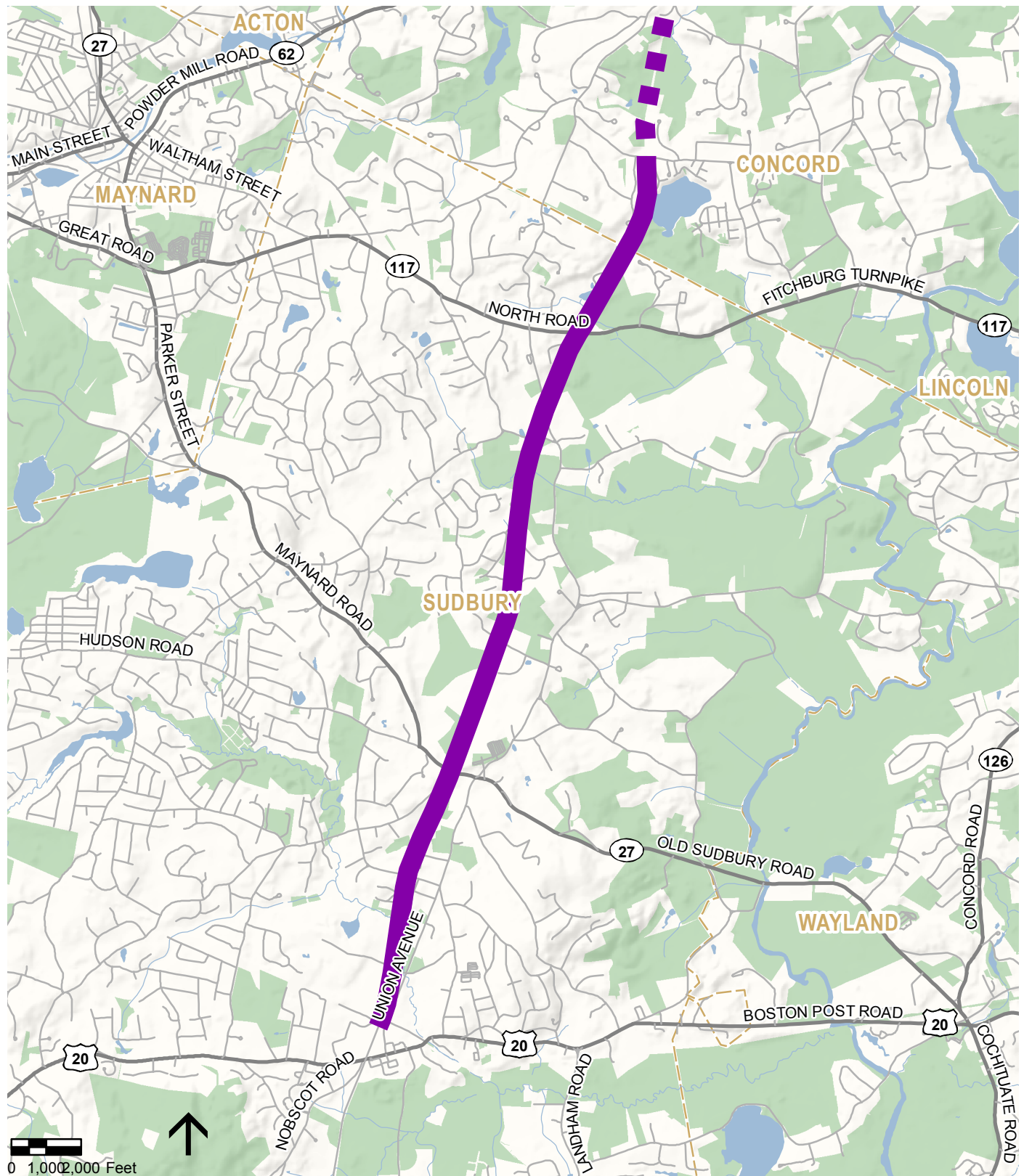


Figure 1

Locus Map

Bruce Freeman Rail Trail
Sudbury, Massachusetts

The proposed project consists of 5.1 miles of a paved multiuse path following the abandoned rail corridor. In Sudbury, the trail extends 4.6 miles from near the intersection with Station Road off Union Avenue to the Concord Town Line. In Concord, the trail extends 0.5 miles from the Sudbury Town Line to the most recently built section of the Bruce Freeman Rail Trail at Powder Mill Road. The trail will include 9 roadway/driveway crossings and numerous stream crossings including but not limited to bridges over Hop Brook and Pantry Brook. The path will generally be 10 feet wide and aligned within the railroad right-of-way while being sensitive to the various environmental resource areas.

Address: _____

Please Fold and Tape



Please Place
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Postage Here

Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing Webinar
BRUCE FREEMAN RAIL TRAIL – BIKE PATH
SUDBURY
Project File No. 608051
Roadway Project Management



Appendix A - Public Hearing Comments

Table of Contents

1. Public Involvement Management Application (PIMA) comments
2. Emailed and mailed correspondence to Patty Leavenworth, P.E., Chief Engineer

1. Public Involvement Management Application (PIMA) comments

Stakeholder	Message
Barbara Pike	I am very much looking forward to having the remaining 0.5-mile section of Phase 2C in Concord completed and connected to the next section, Phase 2D in Sudbury. Barbara Pike Concord Board Member, Friends of BFRT
Macy Lipkin	Please keep extending the rail trail!
Nathaniel Welch	I watched the July 16 Webinar on the 25% design phase, thank you for making that available. I have two comments: 1) I am confused by the need for the 750 foot boardwalk south of Hudson Rd. No reason was given that indicated why the existing grade could not be used. It seems to be a lot of additional work (and cost) to dig the footings and place the columns to support this boardwalk. I would advocate for improving the current grade rather than putting in a boardwalk. 2) I would like to see the project start sooner than summer 2022. Could we start clearing the ROW in 2021 and start construction in spring of 2022?
Sharon Green	We should all be behind the development of rail trails in the state. They're a great way to preserve the beauty of our neighborhoods and encourage people to go outdoors and get all the benefits of exercise & communing with nature. The Friends of the Bruce Freeman Rail Trail have already done a wonderful job of planning the route and following through on construction. I only wish more people knew about it.
Jason Viehland	Fully support the design and considerations outlined in the plan.
Richard Vanderslice	This project and both needed and welcomed and sections completed to date have been great. Please proceed.
Richard Vanderslice	This is a much needed development for reasons of safety for recreational activities in this area.

Stakeholder	Message
David Egan	<p>Continuation of the Bruce Freeman Rail Trail through Concord and Sudbury, MA is a welcome and long overdue development to create more safe, healthy pathways for families and children to use for exercise and recreation. As the population has grown in towns throughout the Metro West region of MA, so too has the volume of both local and commuting traffic. This increased congestion of roadways has made it more challenging - and in some instances, more dangerous - for cyclists to share these roads, as is their legal right. By creating multi-use pathways designated for use by cyclists, pedestrians, and joggers, these communities can now offer more and safer opportunities for residents and visitors to exercise, commute, and enjoy the outdoors in a space which encourages healthy activity and insures greater access and safety for our citizens to experience, commune with and enjoy the outdoor environment and communities around them. Numerous social and scientific studies have confirmed the many health, social and well-being benefits of getting people outdoors and moving around. Extending the Bruce Freeman Trail into more communities can help bring about the added benefits of stitching communities - and people - together in ways that encourage interaction and promote communication and community.</p>
Thomas Kelleher	<p>In the hearing there were several references to the proposed 900 foot boardwalk having a bike tires noise problem. As someone who is on the ARRT boardwalk in Acton at least weekly for the past two years, tire noise is a non-issue. The very heavy condensed material used in these boardwalks absorbs any tire rumbles. At a distance of 20+ feet, there is no perceivable sound what so ever.</p>
Dan Cook	<p>The Bruce Freeman Rail Trail has been a tremendous success for MassDOT and use of the trail has been increasing dramatically. Our family has been using the trail consistently since it opened. We hope the next phase can be constructed soon. This is a much safer way to travel via bicycle than on roads as my wife can attest since she was hit by a car while riding her bike on the road and broke her pelvis. This also enable increased traffic for stores along the rail trail.</p>
John Dieckmann	<p>I strongly support Phase 2D of the Bruce Freeman Rail Trail and am satisfied that the design is on the right track.</p>
Maike Byrd	<p>A small trail leads from our property across the present train tracks directly into the Davis Conservation land, which I use frequently for walking. Can you ensure that I will be able to continue crossing the BFRT at this point?</p> <p>And will there be access to other conservation areas along the bike trail? Will you leave openings in the railings of the bike trail to ensure access?</p>
paul kirshen	<p>hi - the trail in the West Concord area turned out well - except the gravel dust trail on the sides is too narrow for running. Plse consider widening 6 inches to a foot on each side - also better for the environment.</p> <p>tx</p>

Stakeholder	Message
Russ Cohen	While I don't have any specific comments or suggestions to make, I just wanted to chime in as an occasional user of the Bruce Freeman Rail Trail. As you (may) know, the BFRT is very popular and sees extensive use by a wide variety of people, of all ages, ethnicities and socioeconomic strata. While the use of the BFRT at its full capacity is somewhat constrained by the current pandemic, this will abate eventually. In the meantime: the more sections of the BFRT that are completed, and connected, the more valuable it becomes, to local residents and visitors (like me - I live in Arlington). So I'd like to express my gratitude for the sections of the BFRT that have already been built, and look forward to riding the new sections once they are completed.
Michael Barry	I very much support this project; it will improve recreation and healthy lifestyles in the community as well as economic and social benefits as it will support non-auto travel for shopping, dining, etc in addition to pure recreation and fitness. Thank you.
Nancy Kerr	Please continue to fund and support the Bruce Freeman Rail Trail going south into Sudbury. The current sections of the route are heavily utilized. We must keep outdoor exercise easy and safe for citizens.
Katherine Reiner	I just want to give my support to the project. The Bruce Freeman Trail is a wonderful resource for all sorts of outdoor activity.
Stephen Nace	I support this project
Tom Bailey	Please continue your excellent work on the BFRT!
Eric Kintner	I've viewed the online presentation regarding Phase 2D planning for the Bruce Freeman Rail in Sudbury, and I am impressed. I hope the project proceeds expeditiously. I noted particularly the discussion about the boardwalk, and I can easily see that a level grade would be preferable to the boardwalk if that is possible, for reasons of durability and maintenance as well as noise management and general environmental friendliness.
Sharon Galpin	Having read the comments from Emily Teller, I would like to add my [quote]ditto[quote] to them. I support her views on the details of the design. In particular, I feel strongly that stone dust should not be used on shoulders or any non-asphalt part of the trail. It has been a problem since it does not solidify and stay in place, especially with heavy rains. Also, I recommend using Automatically Activated Crossing Equipment and using the best available at the time of construction. The crossings on earlier phases of the trail have had to be revisited and upgraded several times, based on user feedback and high trail usage. And finally, it would be most helpful if all the signage on the full length of the trail were uniform from town to town. Please consider using the signage submitted by Emily Teller.

Stakeholder	Message
Mark Weiler	<p>Thank you for your wetland mitigation planning. As an avid bicyclist, I am very excited this project is moving forward. However, there is no mention of any design considerations relating to minimizing impact of design and construction for sections of the trail near White Pond in Concord. I would recommend at a minimum that a continuous section wooden railing be installed along the section of trail where White Pond is visible except to allow property owners from Stone Root Lane from crossing the trail to access the pond where a private beach is established. I also recommend ways to design the trail and railings in such a way to discourage BFRT bicyclists from using Concord town land at White Pond for anything other than hiking/walking. Could you direct me to the design details for path and railing construction for section of trail between Powdermill road and Rt. 117?</p>
Carole Wolfe	<p>Hello,</p> <p>Seeing that this project goes through sensitive wetlands and wildlife areas such as those around Hop Brook, Saw Mill Brook and Pantry Brook, we believe a design change should be made in these areas to help lessen negative impacts from trail construction and use. Several years ago, in a meeting between MassDOT, Town Planner, Jody Kablack, Conservation Coordinator, Debbie Dineen and Bill Place, DPW Director, MassDOT officials stated a willingness to consider reducing path width to eight feet and surface treatment to stone dust in ecologically sensitive areas. One hopes these considerations can be revisited and implemented.</p> <p>The Faye, Spofford and Thorndike Feasibility Study identified areas of of special ecological concern as did the original Environmental Study commissioned by the Town. The recommendations from those studies seem to no longer be factors in the this project. We do not believe that there is enough consideration being given to these areas in the current design plan to reduce the negative impacts on these vulnerable wetlands and wildlife areas the studies identified. State biologists have identified the entire track as a wildlife corridor. Many acres of vegetation that provide habitat and wetlands protection will be removed under the current design.</p>
Carole Wolfe (cont'd)	<p>At Pantry Brook, the current bridge abutments constitute an historical structure of granite blocks that we hope can remain as part of a new structure.</p> <p>Also, the BFRT crosses four designated scenic roads, at least one of which was a mapped path once used by local Native Americans. It is hoped that design at these crossings will be made more appropriate aesthetically than the current, proposed crossing designs. It's important too, that if infringement on wetlands can be avoided, that the path curves a bit at the crossings as has been done in Concord and Acton so that the view is not of a road-like straightaway. When clearing was done between Hudson Road and Morse Road for the purpose of surveying the track, one could see all the way from one road to the other-not an aesthetically pleasing experience.</p> <p>Thank you for taking these comments into consideration, Carole Wolfe</p>

Stakeholder	Message
ken clarkson	<p>With the most recent addition of the rail trail, this summer has seen a significant amount of bike traffic on trails around white pond with bikers coming off the Bruce Freeman trail from the Powder Mill road end onto the trails around the west and south ends of the pond. In addition there has been a notable increase illegal swimming around Sachem's cove area (swimming access is not permitted from the town lands around the cove with the exception of the membership beach). To put is simply, the pond has gotten trashed on these ends this summer. With the connection next phase of the extension of the trail it would be ideal to have clear signage indicating that biking and swimming are not permitted from these access points.</p>

From: Jan C. Hardenbergh
To: Patricia A. Leavenworth, PE;
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: Saturday, July 18, 2020 8:40 PM

Title: Concerned Citizen
Organization: Self
Address: 7 Tippling Rock Rd, Sudbury, MA

I am eager to ride on this trail, both in town and to work on nice days.

I am impressed at the care taken of the wetlands and the environment. However, we talking about an abandoned rail track, not a pristine wetland. I strongly believe that the reduction in automobiles and the improved health and wellbeing of the citizens will balance any variances in the wetlands bylaw.

I am very happy that the historical elements will be preserved.

I am eager to see the project completed.

YON - Jan C. Hardenbergh

From: Ilona Blossfelds
To: Patricia A. Leavenworth, PE;
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: Tuesday, July 21, 2020 4:19 PM
Title: Concerned Citizen
Organization: Self
Address:

We fully support the proposal for Phase 2D Design of the Bruce Freeman Rail Trail as presented in the 7/16/20 Public Hearing. Look forward to biking in a few years!

From: Dave Egan
To: Patricia A. Leavenworth, PE;
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: Tuesday, July 21, 2020 2:29 PM
Title: Concerned Citizen
Organization: Self
Address:

As a 40-year resident and homeowner in Sudbury, MA, as a longtime cyclist and as a grandparent, I fully and enthusiastically support and recommend the plan to extend the Bruce Freeman Rail Trail into and through the towns of Concord and Sudbury.

Over time, as the towns in the Metro West area of MA have continued to grow and expand, so too has the volume of auto traffic on local and regional roads. At the same time, we've seen growth in cycling as exercise, sport, family activity and means of transportation. Today, it is often challenging, and sometimes dangerous for cyclists to negotiate along these crowded roadways, jockeying for safe passage with motor vehicles of all size and description, and with drivers who show varying degrees of concern for the right-of-way and safety of cyclists – particular if those cyclists are families or children. I survived my own collision with an automobile. At the time, the driver confessed that he'd been looking in another direction for "real" traffic, and simply didn't see me before he hit me. Such an incident is virtually impossible within the confines of a roadway specifically designated for bicyclists and pedestrians.

In the communities where it's already open and accessible, the Bruce Freeman Rail Trail provides a safe, enjoyable alternative to roadways already crowded with motor vehicles – many of those without sidewalks or walkways – where kids and families can take a bike ride or a stroll, where people of all ages can enjoy outdoor exercise, where you can shop or do local errands, or move from one town to another – without driving or parking a car, and without taking the risks associated with walking or cycling alongside, or in our already congested motorways.

Tens of thousands of us who live in Metro West are eager to gain access to, and make use of an expanded Bruce Freeman Rail Trail.

David Egan
Sudbury, MA

From: Leonard Simon
To: Patricia A. Leavenworth, PE; Jonathan Gulliver
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: Tuesday, July 22, 2020
Title: Concerned Citizen
Organization: Self
Address: 40 Meadowbrook Circle, Sudbury, Ma 01776

I would like to thank Mr. Eamon Kernan, P.E., MassDOT Project Manager, Ms. Tracie Lenhardt, of VHB, and Mr. James Barnack and Mark Thompson of Jacobs for their excellent webinar as the Design Public Hearing for the 25% design of the Bruce Freeman Rail Trail in Sudbury and Concord, Project File Nos. 608164 and 608051. The Design Public Hearing webinar became available online as of July 16, 2020.

My comments pertain to the Sudbury portion of the Bruce Freeman Rail Trail only.

I found the webinar to be thoughtfully composed, thorough, clearly presented and complete. Technical matters were presented in comprehensible layman's terms. The webinar addressed virtually all of the issues surrounding the rail trail, including the design features, ADA accessibility, rail path configuration, and timing of construction. The presentation demonstrated due concern for natural resource areas and wildlife along the corridor, as well as abutters rights. Mr. Kernan noted the local wetland bylaw would be taken into account to the extent feasible, which was appreciated. The town can have confidence the state's Wetlands Protection Act will protect the sensitive environmental areas along the trail in Sudbury, just as it has done in communities along the trail to Sudbury's north where the BFRT with stream crossings has been completed.

I was particularly impressed with the discussion of roadway and driveway crossing signage on the trail and traffic control measures (HAWK and RFB) and advance warning signs as motorists approached trail crossings. Signage on the trail at crossings will remind users of their responsibility to cross roadways safely.

My only recommendation is to install as robust a traffic control measure as possible, taking into account that there will be increased trail usage in the future 1) as it becomes more widely known 2) it will interconnect with at least one other rail trail, the Mass Central, which will feed users onto the BFRT 3) the population of the MetroWest area that serves other towns along the path is increasing, 4) on July 6, 2020, Peter Sutton, Bicycle and Pedestrian Program Coordinator, Massachusetts Department of Transportation, Office of Transportation Planning wrote "...trail usage has increased exponentially during the past few months, and safety features on trails are being reevaluated in light of many more bicyclists and pedestrians than previously." It is likely this increase is due to Covid-19. Such increased usage warrants 'looking down the road' to plan for heavier usage, 5) It will be more economical to install as robust a safety warning system at the time of original construction rather than having to upgrade later on, and construction is still at least 2-3 years away.

I would respectfully ask MassDOT to resolve the issues regarding the boardwalk section south of Hudson Road as quickly as possible so the remaining design work (75% and 100%) can begin, and thus enable the BFRT project in Sudbury to be ready for its TIP advertising date of FY 2022.

It no secret that a small, but vocal, minority of residents have expressed opposition to the BFRT, and any rail trail in Sudbury. A variety of reasons have been offered; however, Town Meeting has given the BFRT strong support at every vote and approved each appropriations request.

Quoting from a Sudbury town report: Bruce Freeman Rail Trail, Phase 2D in Sudbury: TIP Programming Request Supporting Documentation, February 14, 2017

"...votes taken by the Town residents at Town Meetings and the ballot box, by the Board of Selectmen, and by other committees have been strongly supportive of the BFRT. The funding of the 25% design and the 75% design has been approved each time it faced a vote. The Board of Selectmen, the Community Preservation Committee, and Town Meeting have continuously voiced and voted strong support. The Town's votes for

funding have outpaced actual progress on the design, an indication of how supportive and determined Sudbury is in making the Bruce Freeman Rail Trail a reality.

In sum, I appreciate the informative DPH webinar presented by MassDOT and design consultants. As a former member of the Sudbury Board of Selectmen for 6 years, the comments I hear from Sudbury residents are; “We have voted for the rail trail so many times. We have fully funded the design. When will it finally be built so we can use it?” “This has been talked about in Sudbury for more than 10 years. Will it really happen?” “My kids want to use it to ride to school, and we need a safe place to walk and run on. The roadways are just not safe and many streets don’t have walkways.” “Every town around us has a rail trail and they are fabulous. When will we get the Bruce Freeman?”

From: Leonard Simon
To: Eamon T. Kernan
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: 7/27/20
Title: Concerned Citizen
Organization: Self
Address: 40 Meadowbrook Circle, Sudbury, Ma 01776

Hello Mr. Kernan,

Thank you for your responsive and thoughtful note of July 23.

I fully support your view that the boardwalk should be eliminated if at all possible, or shortened to extent possible.

Advantages to minimal or no boardwalk;

- 1) minimize environmental impacts during construction
- 2) require less specialized construction materials, which would need to be replaced from time
- 3) reduce construction costs,
- 4) reduce future maintenance costs
- 5) provide a consistent travel surface throughout Sudbury
- 6) provide a consistent travel surface in the already constructed portions north of Sudbury
- 7) reduce noise to abutters from a raised surface and reflected noise from the ground below
- 8) avoid unexpected complications during or after construction.
- 9) as I recall from having walked that area several times, there are no embankments on either side which would need railings, permitting travel along the path to be closer to the nature and the natural environment.
- 10) the less lateral physical barrier the safer the path, with reduced chance of impact from less experienced riders, such as children.

Thank you for the opportunity to provide these supplemental comments.

Len Simon

Sudbury, MA 01776

From: Daniel Carty
To: Patricia A. Leavenworth, PE;
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: Wednesday, July 29, 2020 9:57 AM
Title: Concerned Citizen

Organization: Self
Address: 15 Stonebrook Road, Sudbury, MA 01776

Dear Ms. Leavenworth: I am the Chairman of the Sudbury Board of Selectmen but I write this letter to you as a private citizen.

In reference to the Bruce Freeman Rail Trail Project in Sudbury (608164) – Design Public Hearing, the supporting material here <https://www.mass.gov/doc/massdot-hearing-handout-sudbury-concord-071620/download> states “PROPOSAL: The proposed project consists of 5.1 miles of a paved multiuse path following the abandoned rail corridor.” My question is simply is the corridor indeed abandoned? Abandoned has very specific meaning with regards to rail corridors and what can and cannot be done on them and as a citizen I do not have a clear understanding if this indeed abandoned. Your attention and response is appreciated.

Thank you,

From: Bud Gartland

To: Patricia A. Leavenworth, PE;

Delivery mode: email to Dot.feedback.highway@state.ma.us

Delivery Date Friday, July 24, 2020 11:02 AM

Organization: Macot Realty Trust and Methods Machine Tools, Inc.,

Address: 65 and 71 Union Avenue, Sudbury, MA 01776

On behalf of Macot Realty Trust and Methods Machine Tools, Inc., I am submitting the following public comments related to the Sudbury, MA Bruce Freeman Rail Trail Bike Path Project File No. 608164. This submission includes a word document and a pdf of pictures and diagrams.

Can you please e-mail back to let me know you received these comments? Thank you.

I am writing as a trustee of the MACOT Realty Trust ("MACOT") and a member of the Board of Directors of Methods Machine Tools, Inc. ("MMT") to give my public comments related to Mass. D.O.T. Project File No. 608164 (Phase 2D of the proposed Bruce Freeman Rail Trail).

MACOT owns the land and buildings at 64, 65 and 71 Union Avenue, Sudbury. These buildings are leased to Methods, a related entity, which is a manufacturer and distributor of leading-edge machine tools, parts, and accessories. 65 Union Avenue is directly located on Union Avenue and 71 Union Avenue is setback several hundred feet off of Union Avenue and is accessed by a private driveway just to the right of 65 Union Avenue. This driveway goes over the old railroad tracks and is the only means of egress to 71 Union Avenue. MACOT has a 30 foot-wide perpetual (permanent roadway) easement over the tracks by means of an agreement it entered into in 1981 with the Penn Central Corporation and which is recorded at the Registry of Deeds. Based upon the location of the tracks (and the proposed rail trail), 65 Union is on one side of the tracks and 71 Union is on the other side. 64 Union Avenue is across the street and holds Methods extensive parts department.

Methods corporate headquarters (including the administration and service departments) is located in the 65 Union Avenue building and Methods engineering department, sales department, showroom & technical center (including numerous machines weighing as much as 50,000 pounds), and training facilities are located at 71 Union Avenue. Well over 100 employees work at three Union Avenue buildings and drive over the rail tracks multiple times daily. Additionally, many employees travel back and forth among the three buildings many times during the work day; in essence, Methods treats the buildings and the driveway between the 65 and 71 Union Avenue as really one work location. Additionally, Methods receives deliveries at 71 Union Avenue on a daily basis of machines that weigh as much as 50,000 lbs. on large trucks including oversized and special permitted loads.

Also, in order to get water to the 71 Union Building, MACOT entered into another agreement for a permanent right and easement with Penn Central, again in 1981, to install one water main encase in a 12-inch carrier pipe over and across, but at least 5 feet beneath the road surface.

Methods, as a family owned business, which has been located at the Union Avenue location for well over 50 years and which is the largest employer in Sudbury, is in favor of the rail trail being extended through Sudbury. However, based upon the facts above, we are very concerned with maintaining the continued uninterrupted operations and use of our facilities and land at 65 and 71 Union Avenue and the safety of those using the proposed rail trail and the safety of our employees using the driveway as well as the potential liability for our company, our customers, and our vendors and the rail trail cutting through the middle of our Sudbury operations.

We have listened to the Public Hearing webinar, we have reviewed some of the Sudbury Constructions plans done back in 2017 and have the following concerns and proposals:

1. We want to make sure the driveway width at the tracks is not reduced and is consistent with our 30-foot wide easement that we were granted in 1981 by and the agreement we made and paid for with the Penn Central Corporation. Prior to constructing the building at 71 Union Avenue in late 1981 and 1982, it was critical that we get this easement. Since then, we have made significant improvements to the building relying on the 1981 easement. Looking at sheet 8 of 123 of the construction plans, it shows the narrowing of our right of way easement which we strongly oppose and is necessary for us to conduct our business. Additionally, we are concerned the proposed split rail heads at the intersection of the driveway does not encourage the necessary safety measures that we believe are needed.

2. The current design of crossing the tracks supports trucks with heavy machinery; any crossing built as part of the project should support a weight of at least 80,000 lbs.
3. We are concerned about access to the water line below the surface. It is imperative that we have continued access to this line in case of needed repair as it is our only source of getting water to the building at 71 Union Avenue.
4. We are very concerned about the proposed Stop Signs and Stop Lines on the trail leading to the private driveway. It appears from the webinar that cars and heavy trucks on our private driveway will have the right of way over those using the rail trail and that no warnings or signage is proposed to be located on our driveway or no method to alert rail trail users of oncoming trucks or cars on our driveway leading up to going over the tracks. We believe that the project (and the costs) should include some type of pressure plate system to warn rail trail users of oncoming trucks/cars. Alternatively, or potentially additionally, we would ask that you consider installing cameras on either side of the rail trail far enough prior to users reaching the driveway that can trigger a warning to drivers on our driveway that rail trail users are approaching the crossing. Note that some of the trucks are very big and heavy and not easily stopped, especially in inclement weather conditions. Additionally, the sightlines coming up the private driveway from Union Avenue as a truck or car passes 65 Union are poor as the 65 building is very close to the driveway and has multiple floors. We also would like you to consider a bar drop down on the rail trail at each side of the driveway, akin to a railroad crossing as an additional safety measure.
5. In current snowfall events, we have the driveway (including the area over the tracks) as well as the parking lots at 65 and 71 plowed as early as possible so that Methods' employees can get to work on time and safely onto the property. We need to be assured that we can continue this action and that any rail trail surface on our driveway and can withstand this action.
6. We are also concerned with the final elevation of the trail at the driveway crossing. Attached is a picture of an example of one of our heavy loads coming through, with a few inches of clearance at the current height, so that has to be kept as is, or lower. If it rises above the existing driveway elevation, as you can see by the picture, we may have heavy loads getting "hung up" on the trails and basically "bottoming out" straddling the rail trail.
7. We are also concerned with the actual construction timing of the rail trail near the driveway. Our understanding from the Webinar is that no night work will be done on the project. As a business, we can't afford to be shut down on any workday for construction and we want to be assured that any times during the construction that require closing of our driveway be done on non-work hours so there is no interruption of our business or impediment to our operations including vendor deliveries, etc.
8. Obviously, even though there will be stop signs and stop lines on the trail, we are very concerned with rail trail users ignoring these warnings and potential truck/car accidents with our employees and vendors. We feel this is a significant liability issue that we really don't want to take on. We would propose that the project also include installation of cameras near the driveway that can record and document any accidents.
9. We are concerned about the drainage off the rail trail not only at the driveway but also along the proposed trail just North and South of the driveway. We would hope that the drainage off the trail abutting our property drain to the West of the rail trail and therefore towards the wetlands. We are also very concerned with the area just South of the driveway which is behind 65 Union Avenue. We are allowed under a license with the D.O.T. agreed upon and signed in 2014 to have access and parallel parking just East of the railroad tracks behind 65 Union Avenue. At that location, the track is not 14 feet wide and therefore in order for the Rail trail to be wide enough in that area, we would think that a wall on the East side of the trail would have to be erected as part of the project to support the trail, to avoid users from running off the trail and down the embankment to our parking area which is below the railroad track grade, and to make sure that drainage does not run off to the

East of the trail as we already have lots of issues with puddling/flooding in heavy rain storms in the back of 65 Union Avenue.

We would suggest a face to face meeting be held at our facilities between Methods and MACOT leaders and officials from the D.O.T. and the Town of Sudbury Planning (rail trail) Department related to the comments and concerns that we have outlined above. Thank you for your time and consideration.

Sincerely, Edward "Bud" Gartland, Trustee, MACOT Realty Trust

From: Daniel DePompei

To: Patricia A. Leavenworth, PE;

Delivery mode: email to Dot.feedback.highway@state.ma.us

Delivery Date July 25

Organization:

Address: 35 Haynes Road, Sudbury, MA 01776

Patricia A. Leavenworth

25JUL2020

PE Chief Engineer MADoT
10 Park Plaza
Boston, MA 02116

ATTN; ROADWAY PROJECT MANAGEMENT

SUBJ: PROJECT FILE 608164; 25% Design Presentation 16JUL2020; Questions

Please note I submitted a letter 3 days earlier. I apologize for not dating that letter. I now have additional questions after a second review of the MADoT 25% design presentation and the long history of this project. Content from my earlier letter is reproduced below to "link" my questions and prevent any confusion.

1. What is the status of this railroad Right of Way?
 - a. Is it inactive?
 - b. Is it abandoned?
2. At the beginning of the presentation it is stated that this is a priority project.
 - a. What is the MADoT definition of a priority project?
3. The presentation states this project is 80% federal funded. The Rails to Trails Conservancy (RTC) was created by Congress specifically to preserve railroad RoWs and legally enable their use for public recreation.
 - a. Is this project being conducted under the RTC legislation?
 - b. Is this project being conducted through or with the RTC or the Surface Transportation Board?
4. The ORAD (conducted in 2016) is incomplete. It does not include all perennial and intermittent streams and vernal pools. I appreciate there was a drought in 2016 but drought conditions have not appreciably changed to enable any ORAD updates.
 - a. What precautions are included in our environmental delineations to insure we do not "overlook" resources/resource areas that may not be obvious in drought conditions?
5. My property in Sudbury (35 Haynes Road)(roughly stations 271-275 on the 25% design Plan) includes what I believe to be an unnamed perennial stream. It flows from a kettle pond (unnamed) on Haynes Road into what I believe is part of the Pantry Brook watershed on both sides of the RoW. This stream does not appear on the current 25% design plan.
 - a. Is this an oversight? Please advise your assessment of this stream.
6. My property (and in fact all 4 quadrants at the intersection of Haynes Road and the RoW – roughly stations 415-422 on the ORAD) is shown on the 25% Design Submittal ORAD as Priority and Estimated Habitat. It includes vernal ponds and significant vegetated wetland. The State owned RoW divides this habitat and wetland. Some of this habitat and wetland is on the state owned RoW. The majority of this land is privately owned.

- a. Please advise what protections/precautions MADoT offers for the private land and the state land under the WPA. Please advise the specific features being incorporated to protect both the state owned and the private wetlands and habitat at this location.
- b. And (for the Town) what additional protections are provided under the Local Bylaws? Please advise the specific features being incorporated to protect these wetlands and habitat on the privately owned land.

The following questions are repeated from my earlier correspondence:

1. Has MADoT ruled the subject project in Sudbury is “essential” to MADoT in the performance of MADoT’s mission as a state agency?
2. If the project is essential to MADoT (the state) why is Sudbury paying for the design?
3. Why has the applicant for environmental permitting (a required element of design and an element of the design contract) been recently changed from the town of Sudbury to MADoT?
3. Is the design of this project, in Sudbury, a MADoT design to MADoT standards or a Sudbury design to MADoT standards?
4. If the project is a Sudbury design to MADoT standards then why is Sudbury not complying with its’ environmental bylaws?
5. Has MADoT directed Sudbury to not comply with its’ own bylaws?
6. Is MADoT proceeding on the basis that MADoT cost for environmental remediation/mitigation is limited to compliance with the WPA and Sudbury is responsible for added construction costs attributable to Sudbury’s environmental bylaws?

Respectfully submitted,

Daniel A. DePompei
35 Haynes Road
Sudbury, MA

C2: Sudbury Planning Department
Sudbury Conservation Commission

From: Emily Teller

To: Patricia A. Leavenworth, PE; Jonathan Gulliver and Eamon Kernan

Delivery mode: email to Dot.feedback.highway@state.ma.us

Delivery Date Monday, July 27, 2020 10:47 AM

Organization: Friends of the Bruce Freeman Rail Trail, Inc

Address: 9 Texas Road, Westford, MA 01886

Dear Ms. Leavenworth and Mr. Gulliver and Mr. Kernan,

I am attaching and pasting below my comments on this project, as well as a few photos to illustrate my comments.

Thank you for this opportunity to comment on the information presented in the public hearing posted on July 16.

If you have any questions about my comments, please email me.

Thank you again,

Emily Teller

The July 16 webinar was very thorough and well presented. I appreciate having this opportunity to comment on the information that was made available to the public.

I am also very grateful to each of you at MassDOT/MassHwy who are keeping this project ALIVE!! ☺ Phase 2D is really, really important. At this time next year, the BFRT MIGHT very well be connected from Lowell to (almost) the Sudbury Town line – when the bridge over Rt 2 (Phase 2B) is complete!

I have been a member of the Board of Directors of the Friends of the Bruce Freeman Rail Trail, Inc. since 2004. As such, I am very familiar with every one of the currently-constructed Phases of this rail trail in Lowell, Chelmsford, Westford (where I live), Carlisle, Acton and Phase 2C in West Concord. My comments come from that familiarity. They are not in any particular order of importance, but from notes I took at the July 16 virtual Phase 2D 25% design public hearing.

SIGNAGE:

This has been VERY inconsistent along the BFRT. This causes great confusion for users of the BFRT. The Friends BFRT determined in 2007, with town representatives from Chelmsford, Westford, Acton AND Concord, the official, standardized for all BFRT towns “Rules signs” that were posted on Phase 1 in 2009. The Friends BFRT also paid for these signs in 2009 once Phase 1 was

opened. In Phase 2A, different “rules” were posted on signs, apparently determined by MassDOT and the Town of Acton. I will attach a photo of the signage that **should be used** in Phase 2D. [pdf]

KIOSKS:

Once again, it is very nice and generous for MassDOT to include in the Construction Bid document these “amenities” for the BFRT. However, the ones mandated by MassDOT are VERY DIFFICULT to use! The plywood material is so dense and hard that posting informational material INSIDE the kiosk (behind the plastic) is very hard (staples and push pins do not work easily, and nails would be hard to remove).

Also, there needs to be some type of covered LITERATURE “slots” integral to the kiosk, so that trail users can access maps and brochures related to the BFRT! The Friends BFRT have installed some covered literature boxes in Phase 2A, but having this option AS PART OF A KIOSK would be far better.

Again, I am attaching a photo of the type of kiosk that has been installed in Phase 1.

PS: Installation of such amenities as part of the MassDOT construction bid documents IS a very good idea; it took the Friends BFRT over 5 years to gain permission from the ROW Division of MassDOT to install 1 kiosk in the ROW near Route 225 in Westford! And, in my opinion, it is the best kiosk on the BFRT at this time.

BICYCLE RACKS:

If MassDOT will be including bike racks in the construction documents, if possible, please require the contractor to use the black bicycle racks like those on Phase 2C in West Concord? These have the FBFRT Logo – the dragonfly and a “path”. Marcia Rasmussen, Concord Town Planner, can provide information about these racks. I will try to provide a photo of these already-installed racks which I took in July 2020.

GRASSED SHOULDERS:

I recommend against seeding with grass or using “stone dust.”

The BFRT in Phase 2D is (for the most part) 14-feet wide – a 10’ paved center surface with 2-foot shoulders on either side. In Phase 1, “rip rap” small stones were placed as shoulder material. This worked well for drainage and also was mostly vegetation free for many years. Along Phase 1, weeds have grown up (straight and tall, and they are not unsightly or problematic), so each town’s staff mow the shoulders once or twice each summer, and that takes care of the shoulder maintenance. If grass were planted, (for example this summer) it all turns into crabgrass, which grows in long stems ONTO pavement adjacent to it, which, in this case, would be the asphalt of the BFRT.

Major problems also resulted when “stone dust” was used for shoulder material in Phase 2A (Acton): hard rains washed the stonedust INTO the asphalt path, especially around NARA Park and approaching and on the Rt 2A/119 “flyover” bridge, making bicycling and especially roller-blading very difficult in those areas. The shoulders were replaced with asphalt curbing after these problems were discovered and reported.

Intentionally seeding grass, in my humble opinion, would be a more onerous and time-consuming additional task for Town staff. Rip-rap would be best.

SPLIT-RAIL FENCING vs. Pressure-treated fencing:

The current phases of the BFRT have pressure-treated fencing. Phase 1 was built to former, now out-of-date MassDOT standards and has higher, 5-rail fencing. Phases 2A and 2C have the lower, 4-rail fencing (3-rails plus the top L-shaped rail) which are, I believe, mandated by the current MassDOT standards.

I believe the 25% design for the Pantry Brook bridge showed the older, 5-rail fencing. The fencing should be the shorter, newest MassDOT design.

PANTRY BROOK ARCHWAY FINISH:

I hope this part of Phase 2D will not delay the issuance of construction bid requests. My primary and fervent hope is that the Town of Sudbury having the option of choosing the finish on this bridge does NOT use their design opportunity to delay this project!!! I also hope that this archway will be constructed to be as natural-looking as possible. From the 25% design presentation, it would appear that “formline granite stones” looks far more natural than “fieldstones” There is a very large “flyover” bridge over Rts 2A/119 in Acton, and the “stonework” there is of the “fieldstone” type. Actually, I talked with the “finisher/painter” who did that work, as he was doing it. The material is large sections of pressed (concrete? or some other) material that looks like varied-sized stones with mortar in between each stone. The painter covers the entire surface with a white primer. Then goes back and, with a hose and various colors of spray paint that he can mix on the spot, colors each stone differently. THEN he goes back with grey paint and colors in the “mortar.” Very time consuming, for sure. I wonder about the cost effectiveness of this spray-painting vs the cost of the more natural looking “granite” stones?

PANTRY BROOK 750' BOARDWALK:

The proposed HDPE material made from recycled plastics sounds excellent and I am pleased that design firms are proposing using such material. However, you may think me overly cautious, but who will replace this boardwalk, if it ONLY has a “40-year lifespan?” I hope that the Town of Sudbury’s MOA or contract with MassDOT includes “significant maintenance items” like this bridge will become! Phase 1 of the BFRT was

constructed beginning in 2007 – 13 years ago, so 40 years is NOT so long for a rail trail. The Cape Cod Rail Trail had to be significantly renovated after “only” 25 years! (Of course, it was envisioned to be a Pedestrian Rail Trail.) I think buckthorn was mostly the problem on the CCRT. But I wanted to raise this boardwalk maintenance/replacement concern as one of my comments.

On the other hand, paving with asphalt, if possible, might be better both for installation and maintenance.

TREES:

On Phase 2A, trees were planted near road crossings and in some other areas. These were too small a diameter to survive without regular watering. These trees have not survived. The contractor should have some kind of “replacement” clause concerning such natural resources which are really essential, given how many trees are usually removed when the ROW is cleared.

SAFE-CROSSING EQUIPMENT:

I am recommending that any safe-crossing equipment should be the best quality and most user-friendly, user-SAFETY possible at the time of construction. Phase 2D crosses some really busy roads!! “Real” traffic lights whenever possible would be best. Any RRFB equipment should be AUTOMATICALLY ACTIVATED when a trail user approaches a roadway which the trail crosses. This is not a recommendation from the Friends of the BFRT, but mine personally.

Signage on the trail at crossings is supposed to remind BOTH vehicular traffic ON THE ROAD and Rail Trail users of their responsibility to be aware and allow trail users to cross roadways safely. **In my experience**, both as a trail user and as a driver on roads near the BFRT, **very few trail users** actually **STOP AND PUSH ACTIVATION BUTTONS AT INTERSECTIONS.**

Therefore, I would suggest requiring the installation of as “high-grade” traffic controls as possible. Phase 2D of the BFRT will be getting MORE usage in the future:

- It will become more widely known;
- It interconnects with at least one other rail trail, the Mass Central, so users of BOTH rail trails need to be protected;
- MetroWest’s population that will use this rail trail for recreation AND transportation is increasing;
- Who knows what the standards will be when this project is actually constructed; therefore, it is far better and more economical to initially require better and

“upgraded” safety warning systems at the time of original construction than having to upgrade them later on.

and

- I’d like to cite Peter Sutton, Bicycle and Pedestrian Program Coordinator, Massachusetts Department of Transportation, Office of Transportation Planning wrote on July 6, 2020:

“...trail usage has increased exponentially during the past few months, and safety features on trails are being reevaluated in light of many more bicyclists and pedestrians than previously.” It is likely this increase is due to Covid-19. Such increased usage warrants ‘looking down the road’ to plan for heavier usage.

ISLANDS AT ROAD CROSSINGS:

The original islands along Phase 2A were “raised” and had painted asphalt that looked like bricks. These “islands” presented problems to trail users, as the parameters were not clearly observable. White paint was added and that helped somewhat, but then “flexible” “caution” panels were added and that seems to help the most.

In the 25% design public hearing, it was mentioned that plants or “shrubs” would be planted in these islands. How can you ensure that the plantings will not in the future grow to block sight lines for trail users – or vehicles on the roads?

RIGHT OF WAY ISSUES:

I would respectfully ask MassDOT to resolve the issues regarding the boardwalk section south of Hudson Road, and any other Right of Way issues, as quickly as possible, **so the remaining design work (75% and 100%) can begin!!! We really need to enable the BFRT project in Sudbury (and Concord) to be ready for its TIP advertising date of FY 2022.**

Thank you all for the work you continue to do on so many projects in so many towns and cities in Massachusetts! Your work enabling rail trails to get designed, reviewed, funded and constructed really is so positive and helps people of all ages and abilities use them on a regular basis for recreation and transportation, and also turn to this relaxing resource when our lives become stressed for many reasons.

From: Pat Brown

To: Patricia A. Leavenworth, PE; Jonathan Gulliver and Eamon Kernan

Delivery mode: email to Dot.feedback.highway@state.ma.us

Delivery Date Monday, July 27, 2020 1:55 PM

Organization: None

Address: 34 Whispering Pine Road, Sudbury, Ma 01776

Dear Ms. Leavenworth,

I have attached comments concerning the Bruce Freeman Rail Trail Phase 2D project (#608164) in Sudbury in response to the 25% Design Public Hearing held virtually on July 23, 2020.

Please acknowledge receipt of these comments, and let me know of any problems with the format or the content of my input.

Thank you.

Pat Brown

Resident (not abutter)

Sudbury, MA

July 27, 2020

Patricia A Leavenworth, P. E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Roadway Project Management

FEDERAL AID PROJECT

Sudbury, MA
Bruce Freeman Rail Trail Bike Path
Project File No. 608164

25% Design Hearing Comments

Dear Ms. Leavenworth,

I recognize that MassDOT is attempting to conduct a public hearing under the restrictions introduced in response to the COVID pandemic. I appreciate the efforts the Department has made. However, I find it challenging to comment on the proposal given the very high-level tone of the presentation and want to offer some suggestions for improving the process for other hearings going forward. All comments refer to the presentation for the Bruce Freeman Rail Trail Phase 2D, #608164, in Sudbury.

Process Comments

- 1) It would be easier to comment on the slides if the slides were made available, even as handouts. Numbering the slides (Presenter_Slide#) would help in identify the slide to which comments refer. Thank you to VHB for doing this on some of the slides.
- 2) Despite the purpose of the hearing (*a forum to provide factual information which is pertinent to the determination of the final alternative*), there is insufficient detail in the presentation to comment on design specifics. For example, the discussion of the Hudson Road trail crossing is not shown in sufficient detail to understand how the entrance to the proposed Ti-Sales parking area will be accommodated, or to explain the lane configuration of the adjacent street with the traffic island removed or to understand how public safety vehicles from the nearby police and fire stations will be accommodated. Similarly, the generic cross-section does not address specific concerns about areas built up between wetlands. (GIS map attached). At very least the presentation must identify to which design documents it refers to allow comments meaningfully to address specific concerns.
- 3) It is not possible, given the presentation, to comment on the “evaluation of alternative routes” to which MassDOT refers or to understand to what extent it is valid. Comments concerning this aspect of the 25% design will necessarily refer to previous presentations as understood by various commenters. This information is not included in the 25% Design document, making it hard to know how MassDOT understands this determination.

There are, in addition, specific areas of the design with which I have comments and concerns.

Design Comments

- 4) The southern terminus of this project (#608164) at the MBTA right of way provides no legal access for trail users. The MBTA controls the east-west corridor, the rail right of way to the south is owned by the CSX rail corporation, and the adjacent roadway crossing running east-west is privately owned. While the town has filed an NITU for the CSX-owned right-of-way, it has not acquired the parcel. The 25% design as shown does not address user access. How are users to enter or leave the right of way at the southern terminus?
- 5) The design specifies no parking to the south of the Ti-Sales parking lot near the Hudson Road crossing—that is, there is no parking for approximately the southernmost 1.4 miles of the trail. It is surmised that commercial properties will provide parking. What progress has been made on negotiating this parking, and what design alternatives are proposed if parking does not become available?
- 6) There is no public street crossing south of the Old Lancaster crossing, which is about 0.8 miles north of the southern terminus. In Concord (#605189) the trail design was completed to the Concord/Sudbury boundary, but construction on the last half mile will not begin until the Sudbury project (#608164) is constructed to avoid building a “trail to nowhere.” Will the design of the Sudbury trail proceed for the full 4.6 miles, but the construction of the southern 0.8 miles south of Old Lancaster be delayed until the trail can be continued to the south, similarly avoiding the construction of a “trail to nowhere” in Sudbury?
- 7) The typical cross sections shown for the trail during the design presentation do not address areas of concern like the high embankment between Old Lancaster and Hudson Roads. (#608164_Embankment_Topology.pdf, attached.) The plans do not indicate how this area as a challenge area nor specify how it will be addressed: reduced trail width to remain on the existing width, or to cut or fill. This is very close to wetlands, and the challenges of construction rather than “typical cross-section” should inform the design.
- 8) The Hudson Road intersection with the trail is about 800 feet west of the Hudson/Concord Road intersection at Town Center, and about 1,100 feet east of the Hudson/Maynard road split in front of the Police/Fire Public Safety complex at #75 and #77 Hudson Road, respectively. The driveway leading to the proposed parking at Ti-Sales is about 220 feet west of the trail crossing on Hudson Road. Peakham Road, another heavily traveled road, enters Hudson Road from the south immediately to the west of the trail crossing. There is a business exit about fifty feet east of the trail crossing, as well. (#608164_HudsonRoadCrossing.pdf, attached.) Town Center (which is not a right-angle crossing) has a traffic signal but there is currently no traffic signal at the Hudson/Maynard Road intersection. All these crossings (Town Center, Peakham, and Maynard) seriously back up at peak periods, such that police and fire have marked off areas of Hudson Road on which traffic may not stop so that emergency vehicles can get onto the road at need. Backup occurs both eastbound and westbound on Hudson Road from the Town Center and Maynard Road intersections. Adding HAWK signals for trail users will exacerbate this. Installing a traffic signal at the Peakham/Hudson intersection would not only confuse things further, it’s not clear that there would be an open lane on Hudson for traffic to enter even after receiving a green light. (Note on the attachment that the “road” north of Hudson

facing Peakham is actually not a road, but a private driveway for a business that carries considerable large truck traffic.) Prioritized emergency vehicles are further confusing factor. Please consider holistically traffic from Maynard Road to Town Center and evaluate putting a traffic signal at the Hudson/Maynard Road crossing and coordinating this with the signal at Town Center, rather than considering a traffic signal at Peakham Road.

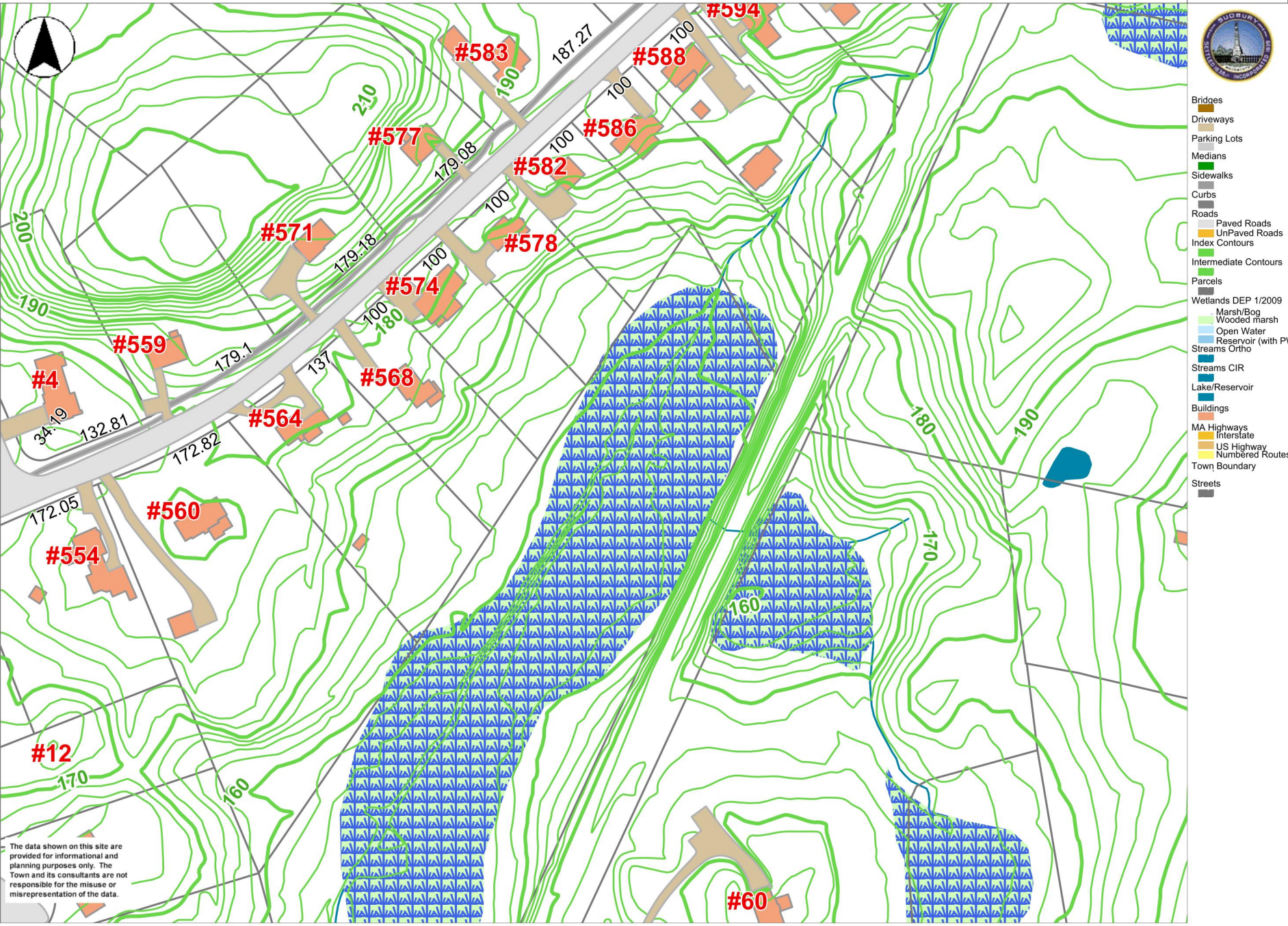
- 9) It is not clear from the plans presented whether the right-turn lane on Peakham Road northbound turning onto Hudson Road eastbound was preserved. It should be. Reducing Peakham Road to a single lane at the intersection would result in unacceptable backups by traffic waiting behind a vehicle attempting to turn left. Also, the trail crossing at Hudson Road is within the Town Center Historic District and should retain the town center's historic character as much as is consistent with public safety.
- 10) Construction of the Hudson Road crossing must coordinate with public safety so that public safety vehicles can reliably get past the construction site to Town Center.
- 11) The design presentation proposes a precast concrete arch over the remains of the Pantry Brook trestle. The original trestle was destroyed in 2016 when a beaver dam blocking the flow underneath was precipitately removed, creating a "firehose" as the backed-up water from an extensive lake was forced through the narrow opening under the bridge, destroying the abutments. The proposed design is not clear on what will support the concrete arch, with the statement "and the existing bridge elements, which will be left in place." What is the plan for dealing with future beaver dams and, specifically, are the foundations of the concrete arch susceptible to undermining or failure in a similar situation?
- 12) HAWK beacons are proposed at the North Road (aka Route 117) trail crossing; however, traffic traveling eastbound on North Road approaches the trail crossing by descending approximately 40 feet in elevation over about 730 feet of horizontal distance: roughly a 5.5% grade. Particular care should be used to alert vehicles headed east toward the trail crossing prior to beginning this descent that it may be required to stop to prevent collisions with traffic stopped for trail users. (#608164_NorthRoadCrossing.pdf attached.)
- 13) The statement was made during the presentation that "MassDOT is exempt from review under local bylaws." While not technically part of the 25% design, it would be helpful to state specifically the authority (law or regulation) which grants this exemption.
- 14) It is not possible to evaluate the proposed alternative to the proposed boardwalk, since that has not been made available for review and its feasibility is pending on the ORAD amendment decision. When will the public have the opportunity to comment on the final decision?

Thank you for your willingness to accept public input. I hope these comments will contribute to a better outcome.

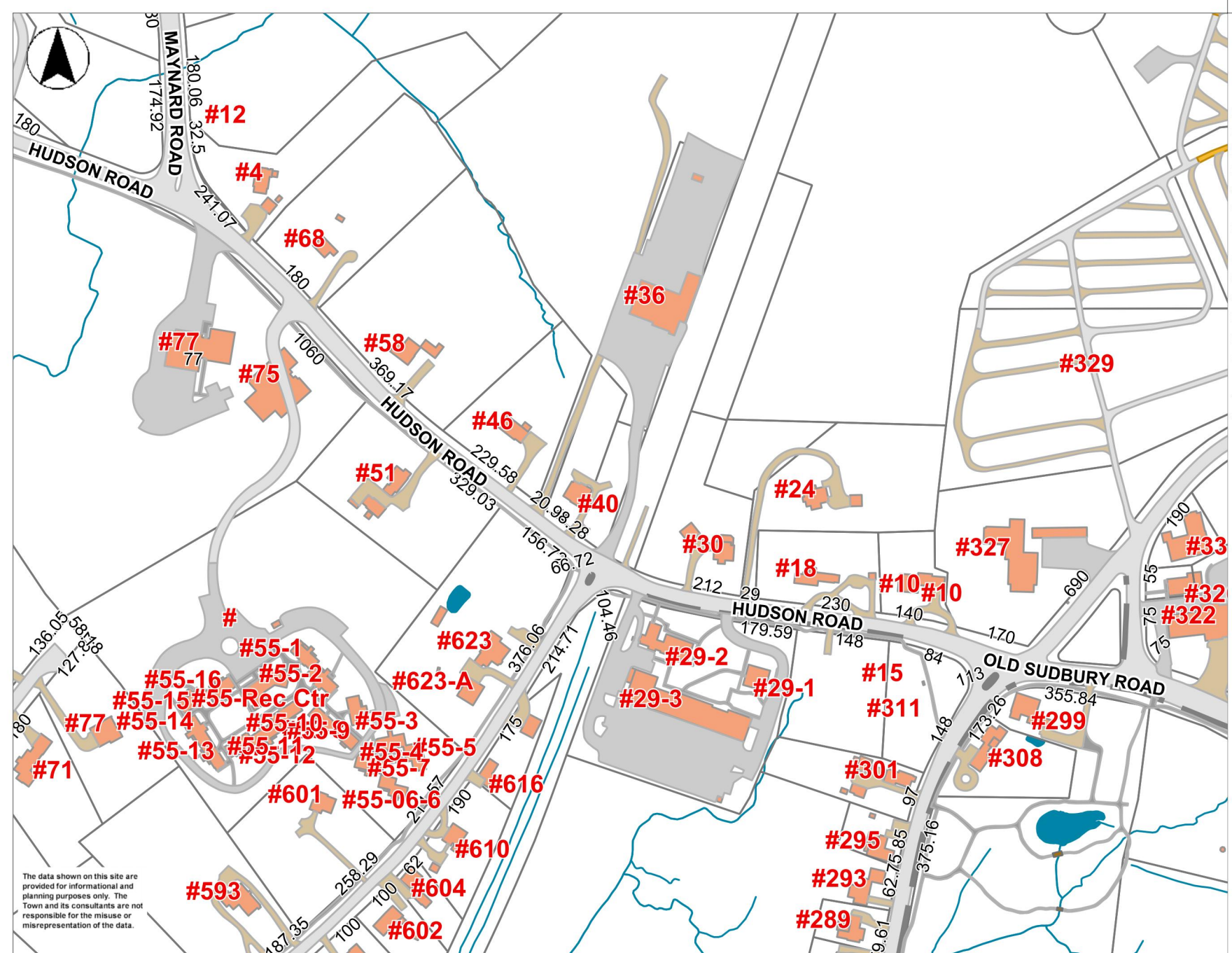
Sincerely,

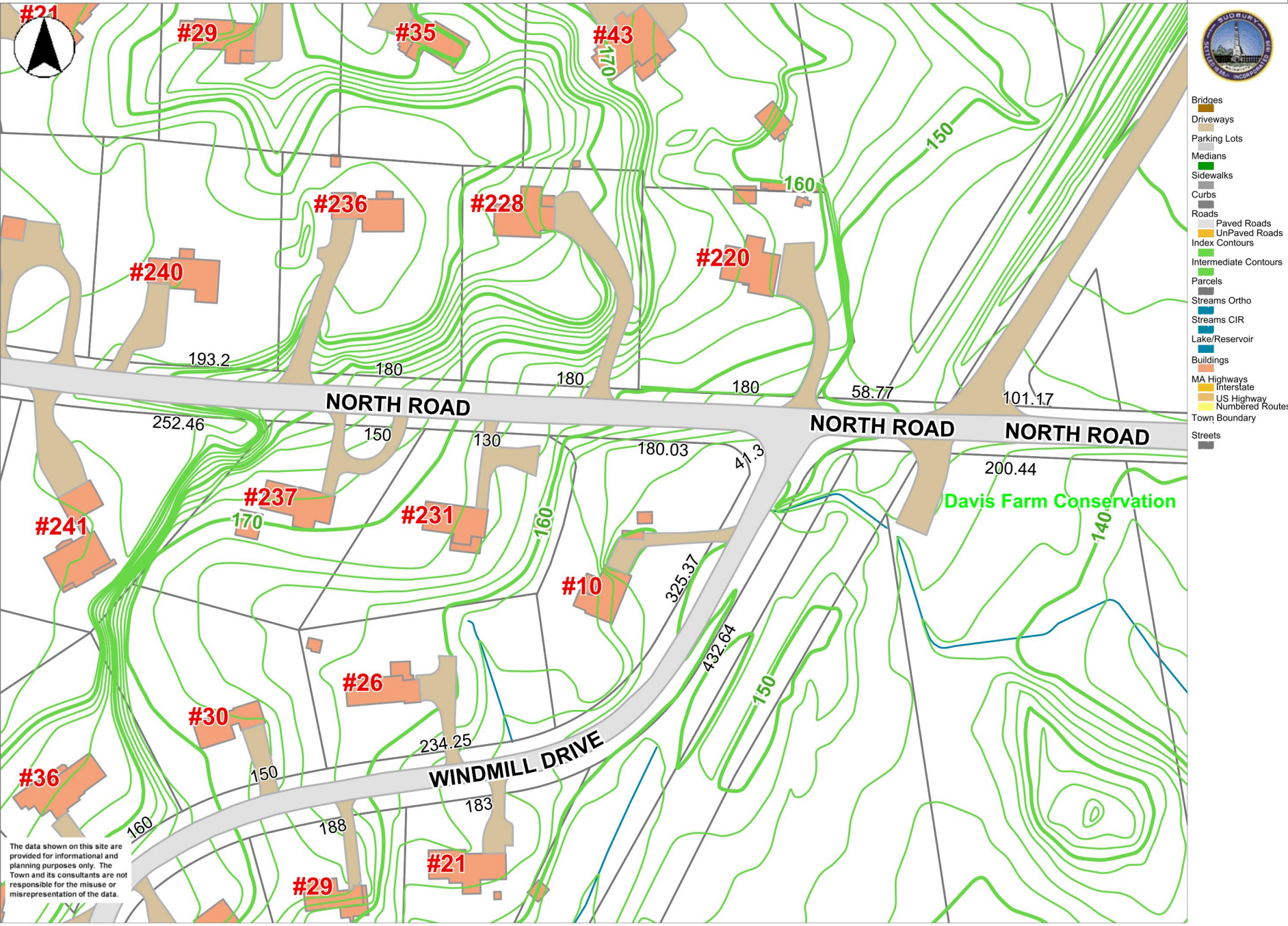
Pat Brown
34 Whispering Pine Road
Sudbury, Ma 01776

patbrownian@me.com



The data shown on this site are provided for informational and planning purposes only. The Town and its consultants are not responsible for the misuse or misrepresentation of the data.





- Bridges
- Driveways
- Parking Lots
- Medians
- Sidewalks
- Curbs
- Roads
 - Paved Roads
 - UnPaved Roads
- Index Contours
- Intermediate Contours
- Parcels
- Streams Ortho
- Streams CIR
- Lake/Reservoir
- Buildings
- MA Highways
 - Interstate
 - US Highway
 - Numbered Routes
- Town Boundary
- Streets

0 170 340 ft

Printed on 07/23/2020 at 06:43 PM

MapsOnline

From: Pat Brown
To: Patricia A. Leavenworth, PE
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date Wednesday, July 29, 2020 1:49 PM
Organization: None
Address: 34 Whispering Pine Road, Sudbury, Ma 01776

Dear Ms. Leavenworth,

I had one additional comment concerning the Bruce Freeman Rail Trail Phase 2D project (#608164) in Sudbury in response to the 25% Design Public Hearing held virtually on July 23, 2020. I'm sorry this was not included with my earlier comments, but it arose in part from a discussion yesterday and I hope you will consider it.

Is there a list of submitted comments or commenters on this project currently available? I would be interested in seeing them.

Please acknowledge receipt of this comment, and let me know of any problems with the format or the content of my input.

Thank you.

Pat Brown
Resident (not abutter)
Sudbury, MA

July 29, 2020

Patricia A Leavenworth, P. E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Roadway Project Management

FEDERAL AID PROJECT

Sudbury, MA
Bruce Freeman Rail Trail Bike Path
Project File No. 608164

25% Design Hearing Comments

Dear Ms. Leavenworth,

I have already submitted a letter dated July 27, 2020, with comments on the Bruce Freeman Rail Trail. I would like to amplify one of those comments following a public discussion of this project in Sudbury.

I mentioned previously that access to the southern terminus of this project is problematic (Comment #4, July 27, 2020). I would like to expand on that. I have attached the town GIS map of that area, showing the extent of the MassDOT (EOT) owned right of way outlined in yellow, and the MBTA corridor outlined in red. The two tiny unmarked parcels to the north of the MBTA corridor are owned by a private company as part of a larger parcel.

The attached map shows the lack of access at the terminus. Once at Union Avenue, users have no further walkway or bike lane to make connections. There is no municipal or public parking in the area, nor is there a drop off/pickup point for users to arrive by vehicle. Union Avenue is heavily traveled, but there is no traffic signal at the Station Road/Union Road intersection, nor at the intersection with the private road that passes east-west to the south of the MassDOT right of way. The 25% design of the southern terminus should at least acknowledge, and I hope address, these issues.

Thank you for your willingness to accept public input. I hope these comments will contribute to a better outcome.

Sincerely,

Pat Brown
34 Whispering Pine Road
Sudbury, Ma 01776



From: Janie Dretler
To: Patricia A. Leavenworth
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: 7/30/20
Title: Concerned Citizen

Organization: Self
Address: 286 Goodman's Hill Road, Sudbury, Ma 01776

Patricia A. Leavenworth, P.E.
Chief Engineer
Massachusetts Department of Transportation
10 Park Plaza
Boston, MA 02116
Attention Project Management Project File No. 608164
RE: Bruce Freeman Rail Trail Project in Sudbury (MassDOT Project File No. 608164, Bruce Freeman Rail Trail – Sudbury & Concord) – Design Public Hearing Comments

Dear Ms. Leavenworth:

I am writing in support of the Bruce Freeman Rail Trail Project, Phase 2D (Project File No. 608164). Thank you to the Massachusetts Department of Transportation for its commitment to advancing this important project and for the opportunity to comment.

The Bruce Freeman Rail Trail is an important regional multi-modal project. The rail trail will connect numerous communities along its 25-mile route including Lowell, Chelmsford, Westford, Carlisle, Acton, Concord and Sudbury, and eventually leading to a connection with Framingham via the CSX corridor. As a member of the Sudbury Select Board, the board liaison for the Bruce Freeman Rail Trail (BFRT) project and a longtime Sudbury resident, I hear repeatedly the enthusiasm of residents who are eager to use the BFRT in Sudbury so they can pursue healthy activities such as cycling, jogging, walking, rollerblading, and cross country skiing. A rail trail provides a way to connect with each other, offering safe passage for our family friendly community as well as our growing senior population. During the ongoing COVID-19 pandemic, more than ever before, residents are seeking relief from their isolation by pursuing outdoor recreation activities.

After watching the 25% Design Public Hearing, I am glad to see a thoughtful review of the numerous road crossings in Sudbury. While all crossings should be designed as safely as possible, the crossing at Hudson Road will require thoughtful consideration as it is just feet away from Sudbury's busy town center intersection. This area has been studied by the town over the years, most recently in the past 3-4 years. It is important to note that Sudbury's school buses are housed at the Peter Noyes Elementary School, just to the east of the town center intersection. During the school year, in the morning and afternoon, dozens of school buses transport our school children through this very congested area. There are two shifts of bus traffic, one for the elementary schools and then again for the middle school and high school. In addition, each weekday morning, all year long, commuter traffic is backed up on Hudson Road, as far west as Congregation Beth El at 105 Hudson Road which is beyond the Maynard Road/Rt 27 intersection. The proposed northern access to the rail trail on Hudson Road is just after a bend in the road close to the town center. Cars that travel west on Hudson Road from the town center intersection pick up speed as they are proceeding downhill toward Peakham Road. Peakham Road is directly adjacent to the proposed rail trail crossing. This is a complex location. I hope that you will evaluate this area with intense scrutiny. The proposed trail crossing on Route 117 will also require close evaluation as it is located on another main road that has a significant amount of commuter traffic.

As stated in Sudbury's draft Master Plan, the Town is seeking to minimize the impact of traffic congestion and create a safe network of walking, biking, and public transportation options that gets people out of their cars as they travel around Sudbury. The Bruce Freeman Rail Trail has been frequently referenced as a strongly positive central component of the Master Plan for recreation and transportation.

Thank you for the opportunity to submit my comments in support of the Bruce Freeman Rail Trail.

As noted above, I am a member of the Select Board, however, in this letter I write on my own behalf, and not for the entire Board.

Sincerely,

Janie Dretler

286 Goodman's Hill Road

Sudbury, MA 01776

From: Charlie Russo
To: Patricia A. Leavenworth
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: 7/30/20
Title: Concerned Citizen
Organization: Self
Address: 30 Juniper Road, Sudbury, Ma 01776

RE: Bruce Freeman Rail Trail Project in Sudbury (MassDOT Project File No. 608164, Bruce Freeman Rail Trail – Sudbury & Concord) – Design Public Hearing Comments

Dear Ms. Leavenworth:

As a Sudbury resident, and recently elected (incoming) Select Board member about to begin a 3-year term, I write to express my support for the Bruce Freeman Rail Trail (BFRT) Project, Phase 2D (608164). During an election campaign that lasted from January to June, the most common question I heard from residents was: how can we make the BFRT a reality in Sudbury?

As a current member of the Conservation Commission and its designee to Sudbury's Bruce Freeman Rail Trail Design Task Force, which advised on alternative routes as part of the 25% design in 2017, I am familiar with both the design challenges and ultimate benefits to residents that the BFRT presents.

A well-designed rail trail offers significant enhancements to the recreational, liveability, and sustainability opportunities in town. The connectivity that the BFRT provides extends these benefits across the region. As I recently rode the BFRT in Concord, I spoke with a couple who had come from Andover to enjoy the trail in Concord. This shows how a local project can provide regional benefits, which the BFRT Phase 2D offers.

As a resident, I look forward to enjoying the long-overdue BFRT. As an incoming Select Board member, I offer support and cooperation in making it a reality. I urge you to prioritize and accelerate work on this project at the state level.

Thank you for your work on this project, and the opportunity to comment.

Charlie Russo

30 Juniper Road

Sudbury

From: Rachel M. Harrington
To: Patricia A. Leavenworth
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: 7/30/20
Title: COO Internal Operations and Legal Counsel

Organization: **Cavicchio Greenhouses, Inc.**
Address: 110 Codjer Lane, Sudbury, MA 01776

Hello-

Attached please find a copy of a letter with our comments and questions on the project that was mailed to Patricia Leavenworth on July 24, 2020.

Thank you.

Rachel M. Harrington
COO Internal Operations and Legal Counsel

Cavicchio Greenhouses, Inc.
110 Codjer Lane, Sudbury, MA 01776
Main Office: 978.443.7177
Direct: 978.639.6282
Cell: 978.831.3614

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Sudbury, MA
Bruce Freeman Rail Trail Bike Path
Project File No. 608164

This sheet is provided for your comments. Your input is solicited and appreciated. Please mail this sheet with any additional comments to:

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Roadway Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing Webinar.

PLEASE TYPE OR PRINT LEGIBLY.

Please See attached letter.

Name: Rachel M. Harrington Title: COO Internal Ops & Legal Counsel
Organization: Caricchio Greenhouses, Inc.
Address: 110 Codger Lane
Sudbury, MA 01774



July 24, 2020

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT-Highway Division
10 Park Plaza
Boston, MA 02116-3973
Attention: Roadway Project Management

RE: Comments to Bruce Freeman Rail Trail Public Hearing Webinar 7-16-20

Dear Ms. Leavenworth:

I write on behalf of Cavicchio Greenhouses, Inc., a commercial abutter to the proposed extension of the Bruce Freeman Rail Trail in Sudbury, Massachusetts.

As you are aware, the Railroad Corridor and proposed Rail Trail extension intersects Codjer Lane and along the portion of the property owned and operated by Cavicchio Greenhouses.¹

We have previously met with and had discussions with members of the Sudbury Select Board, the Town Manager, and Beth Sudemyer of the Planning Board to learn about the proposed path and its potential impact on the safe and continuing operation of Cavicchio Greenhouses.

After reviewing the Webinar regarding the 25% Design, we offer the following questions and comments:

1. What are the options for protective fencing and or a barrier along the portion of the trail that will run parallel to where the Company conducts its growing in the fields of the property at Codjer Lane? We understand that in other Rail Trail sections throughout Massachusetts, various fencing and privacy barriers have been installed to address concerns of abutting landowners. Our situation is unique in that part of the growing operation

¹ The area is specifically depicted in Sheets 9 and 49 of the of Public Hearing Presentation

involves the spraying of pesticides in/on the area close to the proposed Trail. Although Cavicchio performs these applications in accordance with best safety and environmental practices, we have a concern that there may be a misperception about any spraying that a member of the public might encounter while utilizing the Trail. Paul Cavicchio, the owner of Cavicchio Greenhouses, has previously requested the installation of a protective glass or Plexiglas fence close to the Trail edge, ideally at the edge of the Trail pavement, to address this concern. This issue presents a hazard or the perception of a hazard that cannot be corrected by Cavicchio without refraining from necessary aspects of its growing operation. Addition to the need for some type of protective barrier, this situation likely requires installation of notification/warning signage along the area in question. We are also interested in learning what additional plans there are for providing some privacy screening along the Trail that runs parallel to the Cavicchio property and operation. In the same vein, we are interested in learning if there are plans for signage that makes it clear to Trail users that they are not invited onto abutters land, including using any portion of 110 Codjer Lane other than the portion of the Trail that intersects Codjer Lane, as an access point to the Rail Trail or for any other purposes.

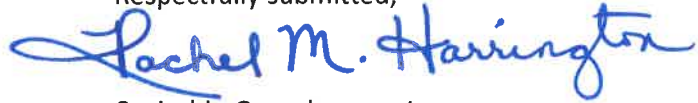
2. A second area of concern is the ability for Cavicchio Greenhouses to continue, as it has previously, to clean out the ditches located parallel to the Rail Corridor to the east and west, up to Hop Brook, for ongoing drainage purposes. An agreement is needed to ensure that our ability to clean these ditches continues so as not to negatively impact the maintenance and operation of the business.
3. Next, the Public Hearing Webinar provided some detail about the installation of stop lines and stop signs to address the roadway crossing of path and Cavicchio Greenhouses employee and customer traffic at the crossing of Codjer Lane. Questions remain, however, about how busy season business traffic and Trail use can be managed to ensure the safety of all. Have any additional safety measures been considered? What additional methods have been employed to address similar traffic related concerns in places where a Rail Trail intersects the property of a fully operational commercial enterprise?
4. Finally, we would like to better understand how the construction phase and scheduling would be determined and set to alleviate unnecessary impact and burden on this highly seasonal business. Included in this area of concern are the topics of where construction vehicles will park, anticipated length of construction time and what the communication/notification channel related to these issues will be.

We appreciate the opportunity to submit comments to you in connection to this project.

Patricia A. Leavenworth, P.E, Chief Engineer
MassDOT
July 24, 2020
Page 3

Thank you for your attention.

Respectfully submitted,



Cavicchio Greenhouses, Inc.

By: Rachel M. Harrington

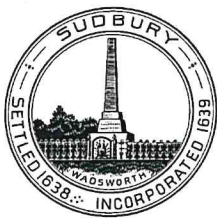
Its: COO Internal Operations & Legal Counsel

Cc: Paul Cavicchio, Jr.
Nicola Cavicchio

From: Beth Suedmeyer
To: Patricia A. Leavenworth
Delivery mode: email to Dot.feedback.highway@state.ma.us
Delivery Date: 7/30/20
Title: Town, Planning Board
Organization: Planning Board
Address: 278 Old Sudbury Road, Sudbury, MA 01776

Good morning,
Please accept these comments from the Sudbury Planning Board for the Design Public Hearing record for the BFRT in Sudbury (608164).
Thank you.
Beth

Beth Suedmeyer
Environmental Planner, Planning and Community Development Department
Town of Sudbury



Town of Sudbury

Planning Board

PlanningBoard@sudbury.ma.us

Flynn Building
278 Old Sudbury Road
Sudbury, MA 01776
978-639-3387
Fax: 978-639-3314

www.sudbury.ma.us/planning

July 29, 2020

Patricia A. Leavenworth, P.E.
Chief Engineer
Massachusetts Department of Transportation
10 Park Plaza
Boston, MA 02116
Attention Project Management Project File No. 608164

RE: Bruce Freeman Rail Trail Project in Sudbury (608164) – Design Public Hearing Comments

Dear Ms. Leavenworth,

The Town of Sudbury Planning Board is pleased to offer this letter of support for the Bruce Freeman Rail Trail (BFRT) Project, Phase 2D (608164) and thanks the Massachusetts Department of Transportation (MassDOT) for its commitment to advancing this important project. Reaching the 25% design is a significant and celebrated milestone, and the Planning Board looks forward to supporting the next phases of design to ultimately achieve construction of the path with state and federal funds through the Boston MPO Transportation Improvement Program.

The Planning Board is completing the final stages of development of the Town's Master Plan. As we consider the community's future vision for livability, the connectivity via the BFRT to neighborhoods, restaurants, businesses, cultural centers, schools, conservation and recreation areas, and jobs in Sudbury and other BFRT towns will significantly expand safe bicycle and pedestrian friendly routes, and help achieve our transportation, connectivity, economic, and land use goals.

Nearly 15 contiguous miles of the BFRT in communities north of Sudbury will be completed once the bridge over Route 2 is constructed in the coming two years. We look forward to the construction of the 4.5 miles in Sudbury to advance and extend the regional trail, and improve healthy transportation options for people throughout Sudbury and the region to travel without use of a vehicle.

The Planning Board's representative to the BFRT Design Task Force is poised to participate in the potential upcoming meetings where additional community outreach and decision making will occur to fine tune the design to best meet the needs of the community.

During the pandemic, residents are realizing more than ever the value of outdoor recreation areas and bicycle and pedestrian amenities. Sudbury looks forward to taking greater advantage of such assets when the BFRT finally becomes a reality in our community.

Sincerely,

Stephen Garvin, Chair
For the Sudbury Planning Board

cc: Sudbury Planning and Community Development Department
Sudbury Select Board