

Sudbury Center Improvement Advisory Committee
Minutes
November 13, 2006

PRESENT: Jody Kablack, Frank Riepe, Joe Sziabowski, June Allen, Deborah Kruskal, Jim Hodder, Larry O'Brien, Eva MacNeill, David O'Connor, Steve Cecil, Marie Harris, Mark Howland. Also present were members of the First Parish Task Force (FPTF) – Jan Hardenberg, Sherri Cline, Susan Iuliano, and Henry Noer.

The meeting was called to order at 7:30 pm. A quorum was present.

The Cecil Group produced an agenda for today's meeting. Much of the information discussed was answers to questions posed at the Nov. 1, 2006 meeting with the First Parish Task Force. The Cecil Group stated that they are looking for clear direction as to what information is needed for the next meeting with the FPTFA

1. Eye level views of potential intersection changes – The Cecil Group had prepared photo shop pictures of what the new lights and intersection improvements might look like. Renderings of the simplified and attached island alternatives, looking both north and south on Concord Road, were examined. The process they used to delineate the potential edge of pavement and locations for the light poles was to use the existing plans they had for the area, and measure and stake out the locations for both alternatives. The photo shop pictures are approximations. No survey was conducted. Generally, there will be 1 pole and mast arm for each approach. There will also be several pole lights, and pedestrian crossing poles. There was discussion on how the number of poles could be decreased. It is possible with diagonal mast arms, but due to the large size of the intersection, this may not look appropriate. The Cecil Group will further investigate that option. There was some concern for a pole and mast arm located directly in front of the Hosmer House. New photos will be developed showing more of the infrastructure (poles, etc) that will likely be required. Pedestrian striping in the intersection will also be added to the next set of photos.

Henry Noer stated that in order to get First Parish support, safety issues must be documented to be existing, and shown that the new intersection will improve safety concerns. The data is not easily suggestive of these facts. The Cecil Group will develop a box matrix of the major components of the project for the next meeting. It will include assumptions and comparisons on safety concerns, traffic flow, civic improvements, costs and implementation techniques for the various alternatives. The data will be presented in a more realistic format. Instead of just using Level of Service Analysis, they will tie the problems/improvements to parameters most people can understand, such as how long an average car will have to wait to get through the intersection; what the visual impact is along Hudson/Old Sudbury Road; and estimate of the total amount of land needed from First Parish, including along Concord Road, Hudson Road and the common.

The SCIAC tabled discussion on moving the Hosmer House, and eliminated that as a feasible alternative.

2. Landscape Development at Alternative 3 Pedestrian island – The Cecil Group showed a landscape sketch of what could be possible if the pedestrian islands proposed in alternative 3 (significant and attached common) are constructed. The island would allow for 2 rows of landscaping each 5-6 feet in width, and 12 feet in length. There is potential for substantial landscaping of these areas.
3. Impact of Construction on First Parish Steeple – PAL submitted comments indicating that it is unlikely that this project will result in vibration impacts to the steeple. See memo below:

In PAL's experience, vibration analyses completed by engineering firms expect impacts within approximately 50 feet of construction, and vibration effects are rare. On the MBTA Greenbush Line, for example, where PAL is working as part of the MBTA's oversight team, the existing conditions of buildings in Hingham Square were documented in photographs before construction, and monitoring instruments were in place during construction that were reviewed both by the MBTA's contractor and by the independent historic preservation Project Conservator team. Construction for the Hingham Underpass included deep excavation immediately adjacent to historic buildings, and in some cases blasting. The foundations of two buildings were reinforced or rebuilt as part of construction because the footings overlapped into the MBTA right of way. During several years of construction and monitoring in Hingham Square there have been no impacts associated with vibration.

Based on this and other PAL projects, I believe it unlikely that road improvements construction in Sudbury Center would result in vibration impacts to the First Parish Church steeple. The church or the town could engage a structural engineer with experience on historic buildings, such as John Wathne at Structures North, for a more detailed assessment and opinion.

4. Summary of Traffic Accident Data – this data will be ready for the 12/5 meeting
5. Turning Movement Diagrams – Marie Harris showed diagrams of large trucks (WB-50s) moving through the intersection, which demonstrated that WB-50s cannot make right hand turns under existing conditions without going into the opposing land of traffic. It was then demonstrated that with the proposed improvements, WB-50s can make turns and stay in the appropriate lane. The attached island alternative was not presented, but should be included to demonstrate compliance for each alternative.

The analysis also demonstrated that 2 vehicles each turning left traveling east/west on Hudson Road/Old Sudbury Road have no conflict with each other. 2 WB-50 vehicles would conflict, but this scenario would be rare.

6. Parking lot analysis for First Parish – The Cecil Group presented 2 sketches of potential reconfigurations of the current parking lot. 1 sketch maintains 19 spaces, but narrows the driveway entrance onto Concord Road, squares the parking area out at one corner, and proposes a walkway system that leads from Concord Road to the front door at First Parish. The second alternative created a one-way system which provides a small turnaround in the parking lot. This decreases the # of parking space substantially, and cannot accommodate school buses.

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7. Sketch from First Parish Member on intersection realignment – The sketch proposes Concord Road intersecting Hudson/Old Sudbury Road at a more acute angle, which creates additional problems. The more acute the angle gets, the larger the intersection becomes and confusion remains a large issue. Stop lines must be placed farther apart than they are currently. The stop light cycle must include longer yellow and red periods in order to allow more time to clear out the intersection between cycles. It was collectively thought that this alternative was not viable.

The Cecil Group will advance the photo shop pictures to include more equipment, pedestrian crossings and different colors of poles. Sketches of both frontages of First Parish will be shown. A matrix of the data will be developed to help with decision making.

The process moving forward was discussed. The SCIAC should give their opinion on the preferred alternative before First Parish votes. Those meetings will be scheduled by Jody Kablack.

There was discussion on compensation for First Parish if land taking is involved. The Cecil Group suggested that a Memorandum of Understanding will need to be developed between the Town and First Parish, which will include either improvement in kind as part of the project, or compensation based on an appraisal, or a combination of both.

The question of how long this construction project will take was asked, and Steve Cecil responded that it is typically approximately \$100,000/month, therefore the project might take 12-18 months.

Dates for the next meeting will be distributed by Jody Kablack.

The meeting was adjourned at 10:05 pm.