



**Sudbury Bruce Freeman Rail Trail  
Advisory Task Force Meeting**  
*November 4, 2021*



# Agenda

- 1) Call Meeting to Order by Roll Call
- 2) Project Design Update
  - Project Schedule
- 3) Design Review Considerations (may include, but is not limited to)
  - Bridge Railing Confirmation
  - Landscaping update
  - Interpretive Signs
  - Historic Artifacts
  - Wayfinding Signs
  - Final Accessory Locations & Quantities
- 4) Public Comments
- 5) Approval of Meeting Minutes
- 6) Administrative Report – Site Walk, Future Meeting

Information on the BFRT Project Design may  
be found at  
<https://sudbury.ma.us/pcd/?p=354>

# Project Schedule

- Project remains on schedule for 6/25/2022 Advertisement
- 100% Submission – Mid-January 2022
- Environmental Permits
  - Chapter 91 complete – Jurisdictional, but exempt from permitting as a minor modification
    - **MEPA ENF – Final with DOT, DOT to file by Nov. 15, Environmental Monitor Nov. 22, comments to MEPA by Dec. 13**
    - **NOI – Revised Final Draft to Town for review next week, DOT to file end of Nov. with a goal of the Hearing beginning on Dec. 13**
    - Army Corps Pre Construction Notification by MassDOT in December
- Right-of-Way –
  - Preliminary ROW Plan Approved
  - **Lease agreement comments from Counsel under review at Rail Division**
  - **MBTA Agreement under final review by MBTA**
  - **Title research for TEs and private crossings underway**
  - Next steps –Appraisals for TEs
    - Negotiations with property owners
    - Final Lease Agreement(s) with Rail Division
    - Town Meeting Approval



# Agenda

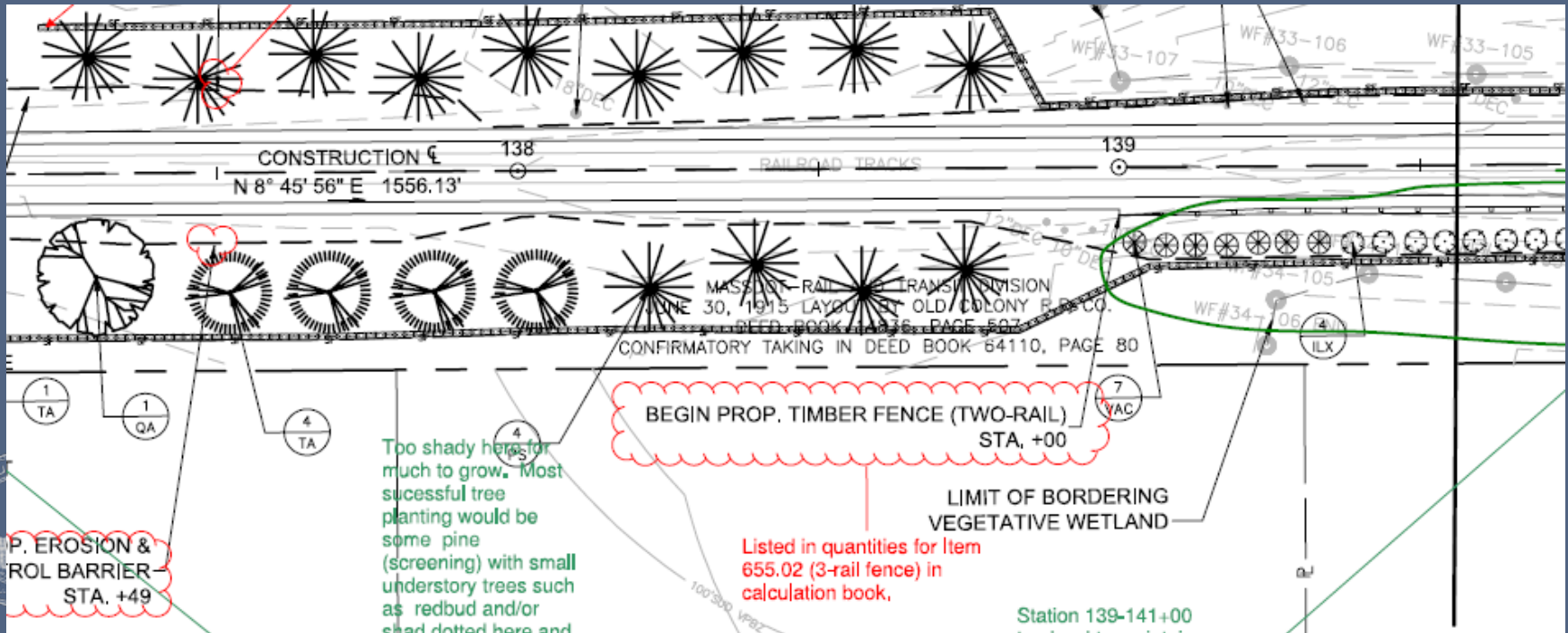
## 3) Design Review Considerations (may include, but is not limited to)

- Bridge Railing Confirmation
- Landscaping update
- Historic Artifacts
- Interpretive Signs
- Wayfinding Signs
- Final Accessory Locations & Quantities



# Landscape Revisions

- Site walks with MassDOT
  - October 13, 2021
    - Plantings
    - Slope Stabilization
  - November 2, 2021
    - invasive species inventory- determine level of effort for cost estimate



# Summary of Proposed Historical Artifacts and Treatment

## HISTORICAL RESOURCES DISPOSITION SUMMARY

<u>Qty</u>	<u>Artifacts retained</u>	
2	TOTAL ELECTRICAL CABINETS	
2	TOTAL SIGNALS	
	TOTAL CONCRETE PADS OR	
3	WELLS	
4	TOTAL CATTLE CROSSINGS	
	TOTAL WOOD, METAL, RAIL AND	
10	CONCRETE POSTS	
5	TOTAL GRANITE POSTS	
4	TOTAL WHISTLE POSTS	
2	TOTAL SIGNS	
3	TOTAL STONE WALL SEGMENTS	
3	RAIL RESTS (PAIRS)	
1	TOTAL RAIL TIE STEPS	
51	TOTAL UTILITY POLES	
	GRAND TOTAL RETAINED	
90	ARTIFACTS	
	<u>Artifacts documented and</u>	
	<u>removed</u>	
1	POST	



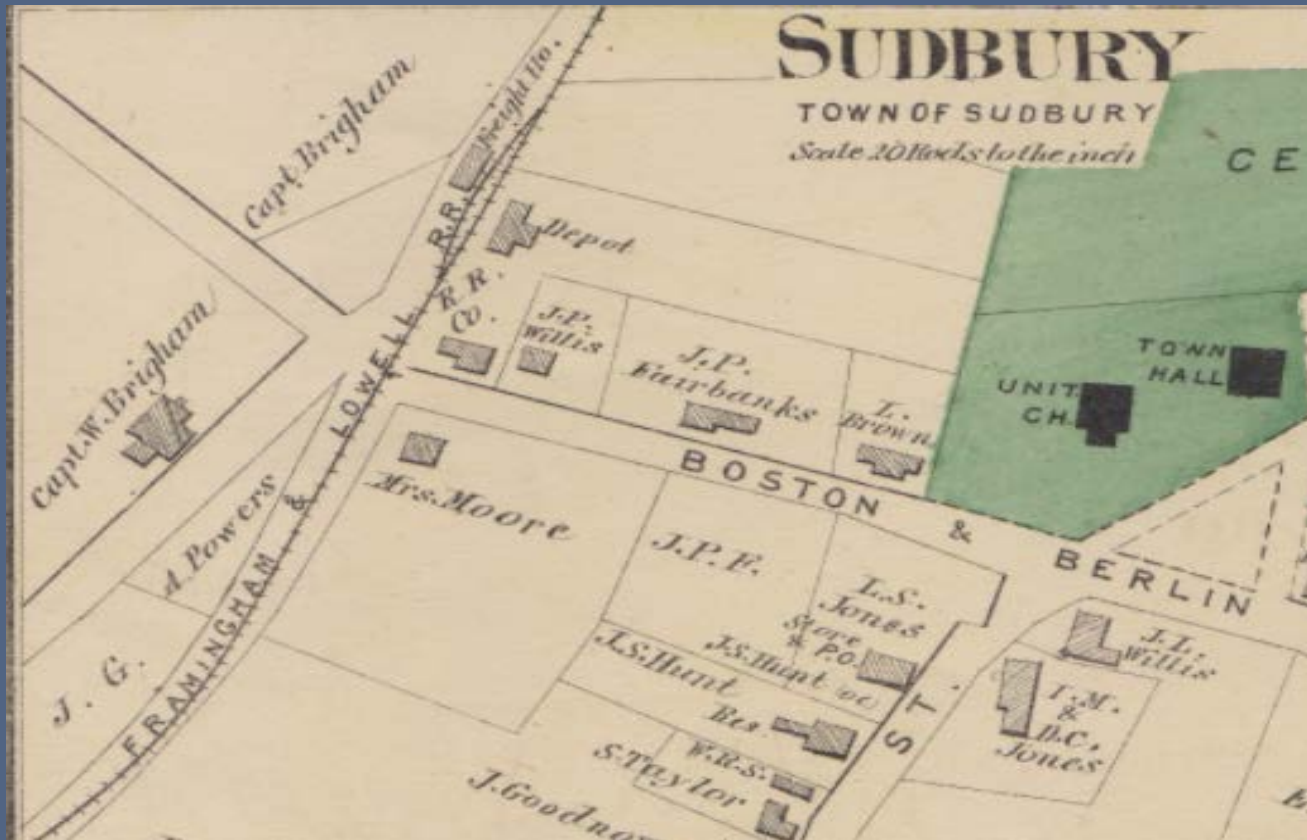
244+10 Metal Post Between Morse Road and Pantry Brook



# Siding at Ti-Sales (former Freight House area)

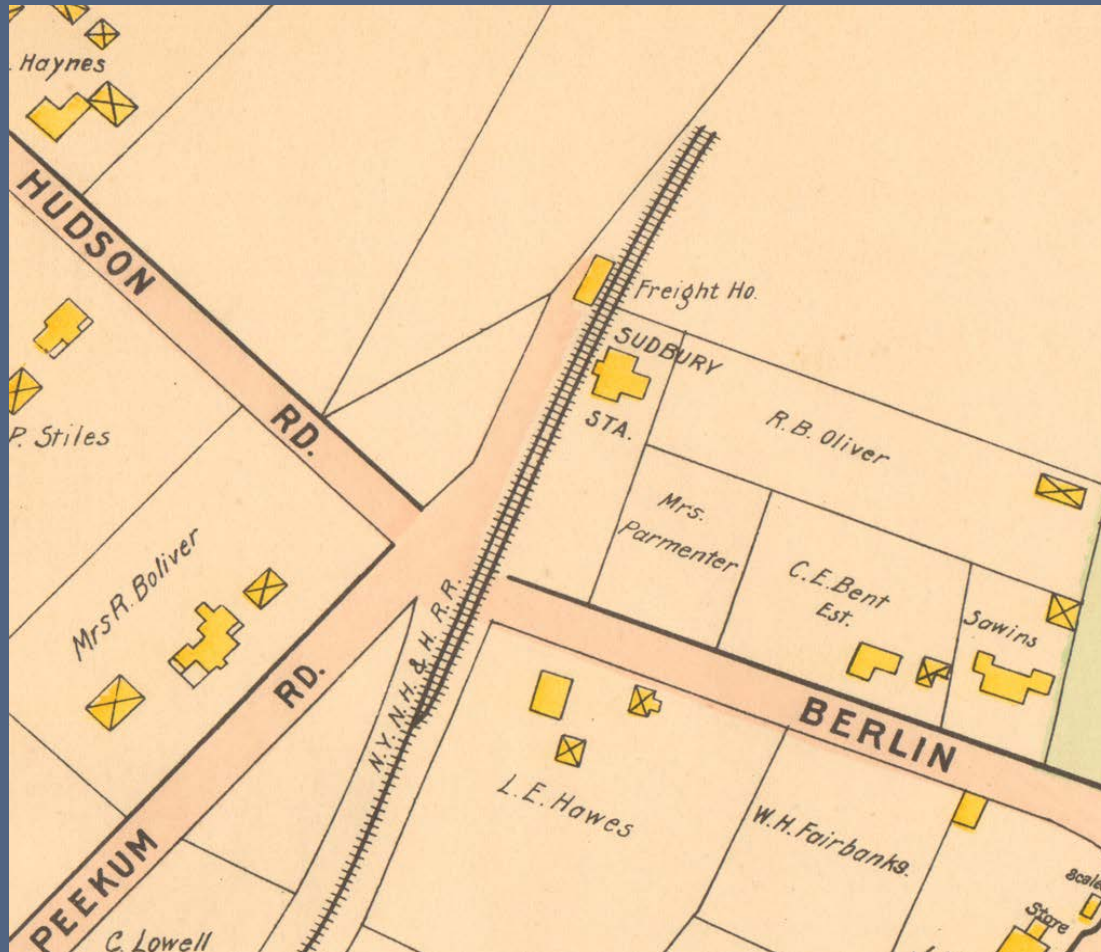


# Siding at Ti-Sales (former Freight House area)

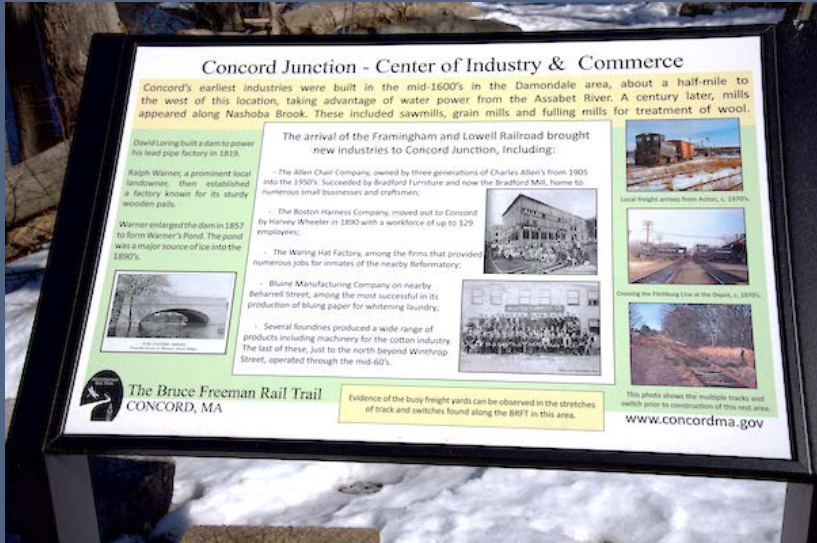




# Siding at Ti-Sales (former Freight House area)



# Kiosks and Interpretive Signage - NPS Standard and Granite Pier



<b>Sudbury Interpretive signage Locations</b>		
<b>Location</b>	<b>Content</b>	<b>Type</b>
North Road intersection	History of North Sudbury	On BFRT Kiosk
Mass Central and Lowell & Framingham Railroad History	Junction with Mass Central Rail Trail	On BFRT Kiosk
Broadacres Farm	History of Haynes Farm	On BFRT Kiosk
Hudson Road intersection	Town Center History	On BFRT Kiosk
David Field Parking area	Davis Field site history	On BFRT Kiosk
South of North Road	North Sudbury Railroad Station	NPS Standard
TBD	History of Lowell-Framingham Line	NPS Standard
TBD	Cavicchio – history of agriculture in Sudbury	NPS Standard
At Survey Section 190+55	Cattle crossing	NPS Standard
Hop Brook crossing	Hop Brook Bridge history	NPS Standard
Hop Brook crossing	Hop Brook Watershed	NPS Standard
North of Hudson Road	Siding at Freight House	NPS Standard
TBD	Watershed Divide between Pantry and Hop Brook watersheds	
Pantry Brook Crossing	Pantry Brook Watershed	NPS Standard
TBD	Vernal Pool	NPS Standard
TBD	Glacial Erratic	NPS Standard
Various	Mile posts	Small
Various	Whistle posts	Small
Various	Rail rests	Small
South of Hudson Road	Signal tower	Small



# Wayfinding

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# Wayfinding Signage

## Destinations from the Trail - Note with distances and times

- Boston Post Road/Route 20
- Mass. Central Rail Trail Junction
- Hudson Road/Route 27 and Town Center Historic District (water and food symbol)
- Parkinson Field (parking symbol)
- Broadacres Farm (parking, water, bathroom, and picnic symbol)
- North Road/Route 117
- Davis Field (parking and water symbol)
- Concord Town Line

## Off Path:

Mass. Central Rail Trail  
Lincoln Sudbury High School  
Town Center Historic District/  
Town Hall

## Other Signs:

Street Crossings  
Roadway signs to Trail and Parking  
Stream Crossings  
Interpretive Signs  
Rules of the Trail  
Restrictions (habitat protection, private, etc)

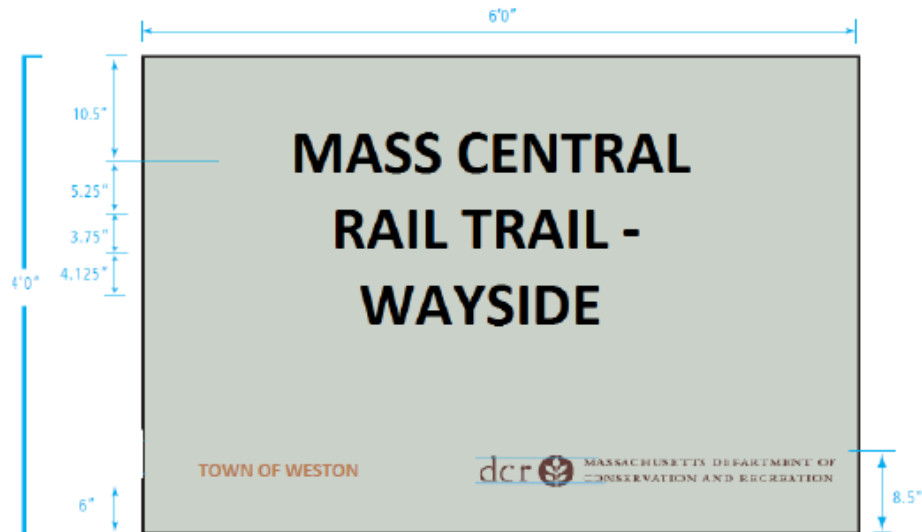


## Proposed Signs for Rail Trails

Lead In Signs: (Example below)  
24" by 24" Aluminum



## Main Trailhead Signs



At main trailheads / parking areas





# Wayfinding Signage - Granite Pots and Mile Markers



Gateway Pillar:



Station Pillar



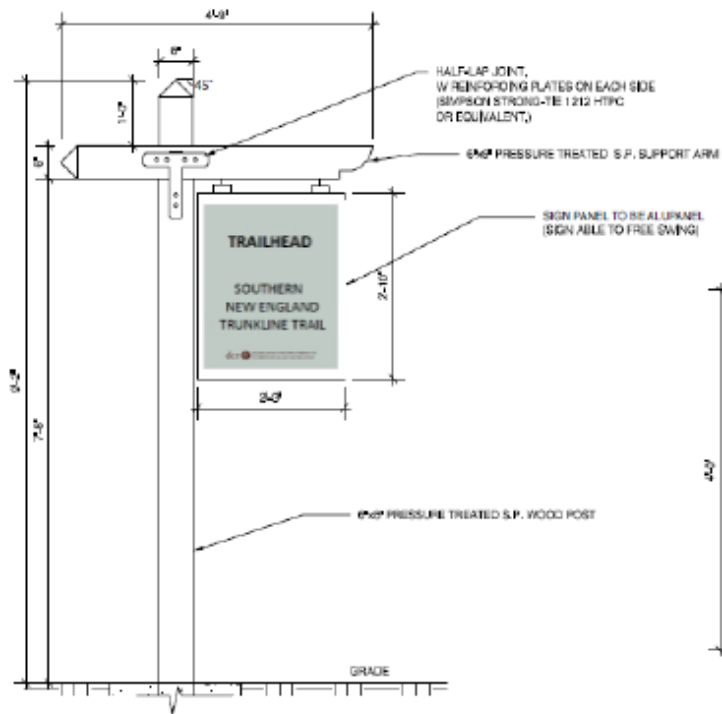
Granite Mile Markers



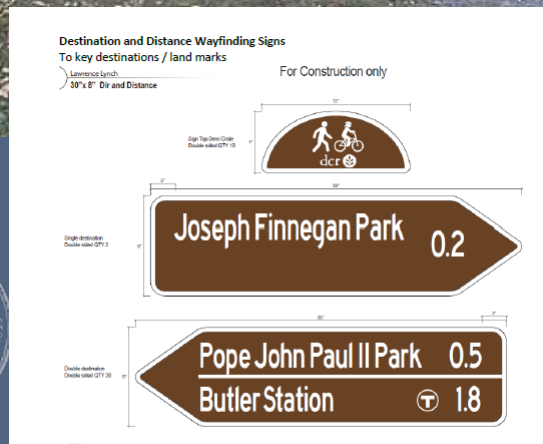
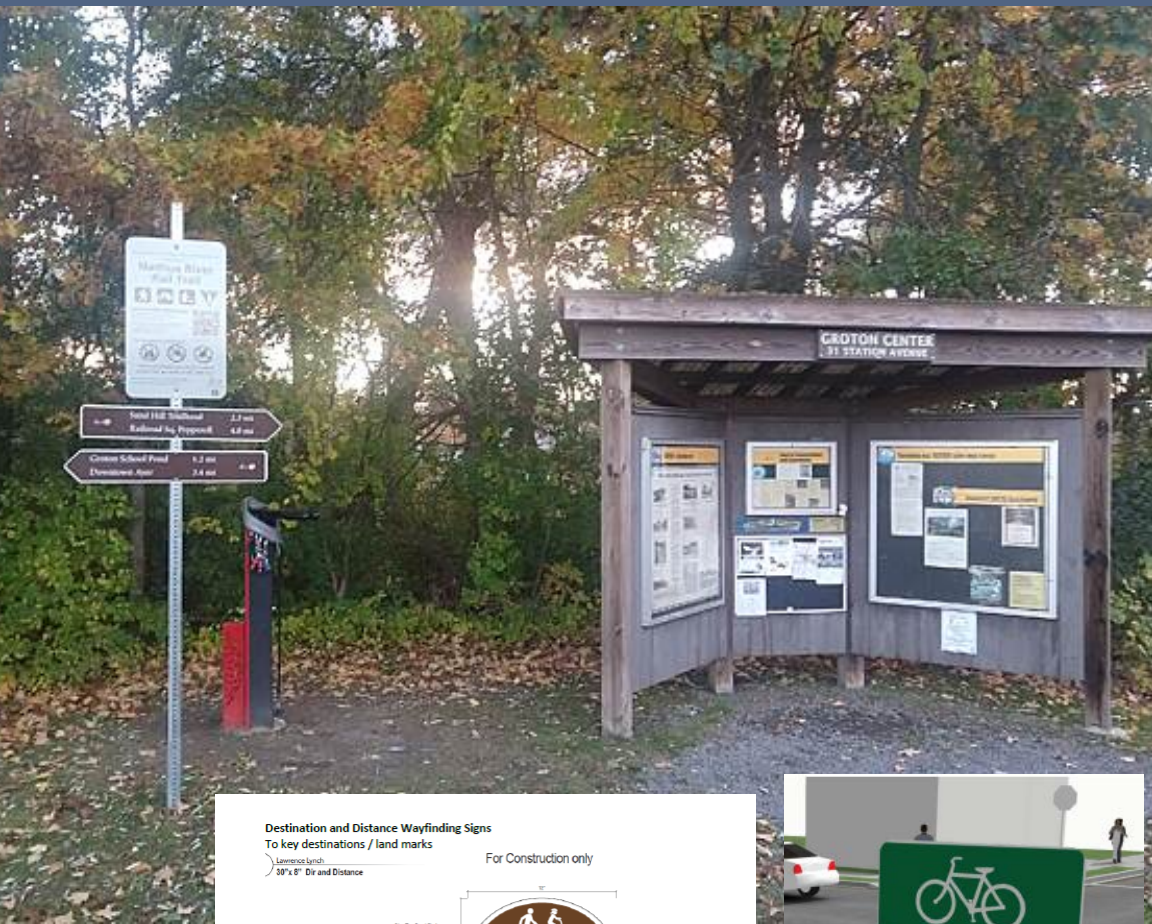


# Wayfinding Signage - Parking and Spur Trails (Maybe Town Center Historic District)


**Cantilevered Trailhead Sign:**  
For secondary trailheads



# Wayfinding – Directional distance and time




Wayfi




### Train Stations


The Maybrook Line from Hopewell Junction to the Poughkeepsie Railroad Bridge had six train stations. The Hopewell Junction Depot is the only one still standing. Unofficial records show the depot was built in 1873. This was one of the larger depots along the line and had separate waiting rooms for men and women.



*Hopewell Junction Depot c. 1907. Photo taken by the City of Poughkeepsie. Photo courtesy of the City of Poughkeepsie.*




*A hand water pump in the depot can be seen in the photo above.*




*Telegraph operator in the depot.*

There was also a station in Fishkill Plains where Route 376 and Van Wyck Lane are today. The station was between the Farmer's Co-operative creamery and a feed and grain business.




*Fishkill Plains Station, East Fishkill N.Y. Photo courtesy of the City of Poughkeepsie.*

Briggs Station was located in the Town of LaGrange. Visible in the photo to the left are the pole for the telegraph lines and the railroad crossing warning sign.




*Briggs Station near Tiareville Road, LaGrange N.Y. Photo courtesy of the City of Poughkeepsie.*

Diddell Station was believed to have been constructed the same time as a railroad overpass was built for Diddell Road. The small size of the Diddell, Briggs and Manchester Bridge Stations would indicate that not many passengers boarded the trains there.




*Diddell Station on the Maybrook Line c. 1910. Photo courtesy of the City of Poughkeepsie.*

The last station on this line, before reaching the Hudson River and the Poughkeepsie Railroad Bridge, was located on Parker Avenue in the City of Poughkeepsie.





*Manchester Bridge Station, Town of Poughkeepsie N.Y. Photo courtesy of the City of Poughkeepsie.*



*Poughkeepsie passenger station c. 1920s. City of Poughkeepsie. Photo courtesy of the City of Poughkeepsie.*

## Dutchess Rail Trail

[www.dutchesscountyrails.com](http://www.dutchesscountyrails.com)


# Wayfinding Signage – To Route and Parking Lots



# Amenities

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# Bike Repair Station



# Hydration Station



# Bike Racks – BFRT Concord

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# Recycling/trash receptacles



# Nature-based play area/amenities



# Nature-based play area/amenities



FUSS & O'NEILL

# Amenities at Broadacres Parking Lot



# QUESTIONS AND COMMENTS FROM TASK FORCE MEMBERS?

## PUBLIC COMMENTS?

