DRAFT

Carol Gladstone
Commissioner
Division of Capital Asset
Management and Maintenance
John W. McCormack Building
1 Ashburton Place, 15th Floor
Boston, MA 02108

Re: **Former Medfield State Hospital**

Dear Commissioner Gladstone:

I am writing to provide the Town's comments on recent submittals, including the proposed access road replacement location, and to follow up to the on-site meeting with your environmental team on July 7, 2020. I continue to believe that regular and open communications will ensure that best results for this property. To that end, the Town appreciates your plan to renew monthly meetings to ensure good communications remain in place and look forward to their scheduling those meetings.

Below are the Town's comments on the recently provided documents and points of discussion:

A. May 2020 Groundwater Sampling Results

1. Please include the utilities and groundwater contours, as was included in previous report. This data has bearing on migration pathway.

2. Please identify any UG utility lines in the vicinity, and add the depth of the invert elevation for the utilities. This data helps us to know if such utilities are beneath the water table. It also helps us understand obstacles to remedial actions such as excavation.

3. In Figure 2, please include groundwater contours and the utilities. This information helps us understand any potential preferred migration pathway.

4. Did 101 and 104 need resurveying after repairs? i.e. can they be used to establish GW elevations?

5. Can you add the average depth to bedrock in the notes to figure 2?

6. Absent data, isn't it reasonable to assume that the extent of PCE shown on figure 2 is to the Charles River?

7. If there are other groundwater samples that have been taken on the Laundry Parcel, they should be provided to the Town, as the property owner, within 30 days of receipt from the laboratory.

B. Special Project Designation (SPD) Area Delineation

1. Please include a column showing depth to water for each sampling event. This information is needed to ensure that sampling is done when contamination is likely to be at its highest and is therefore an appropriately conservative measure of any remaining contamination.

2. Please add groundwater contours for each set of results. This information is needed in order to evaluate and understand the conceptual site model.

C. June 19, 2020 submittal: Long-Term Monitoring and Settlement Survey

1. As a general matter, we feel strongly that long-term monitoring is most useful if it is paired with a maintenance schedule. The Settlement Agreement included a long term maintenance plan to ensure that the restoration area and Overlook were maintained into the future, and made permanent through the use of an Activity and Use Limitation ("AUL"). I understand that the AUL is final and in the final stages of being recorded and implemented. I also appreciate that a plan is in the works to return to regular maintenance and repair and believe that communication about the content of that plan would be helpful to ensure that it meets the goals of the Settlement Agreement.

2. <u>Stormwater Structure Monitoring</u>

- Please identify the functional design standard for the rain gardens so that these critical structures be routinely maintained. Identify a set schedule for regular maintenance and a time period by which these concerns would be addressed. The survey notes the following:

  > Rain Garden #1, #2, #3, #4, and #6: Overgrown, **wilted and dead plants** were observed from last season. These rain gardens will continue to be evaluated as part of routine maintenance in spring-fall 2020.
  >
  > Rain Garden #5: **Standing water** and dead plants were observed in the rain garden. This rain garden will continue to be evaluated as part of routine maintenance in spring-fall 2020. **The cover to the overflow pipe is missing and will be re-attached or replaced.**

- We ask that rather than "continue to be evaluated" these rain gardens be repaired and maintained on a regular schedule. Regular inspection and maintenance will avoid the high cost that would result from failure of these systems and having to completely reconstruct them at some later date.

- Please re-attach or replace the cover to the overflow pipe, which is identified as missing, within the next quarter, in advance of winter weather. Currently the monitoring and survey plan does not include any dates by which this repair will be made.

3. Erosion and Sedimentation Monitoring

- Rutting on the Fill Relation Area was observed, but states that this rutting is not the result of erosion and does not require repair. However, in our experience rutting is caused by erosion from surface runoff, or by human activity, walking, biking or driving. This erosion should be repaired, as well as monitored going forward. At our on-site meeting on July 7, 2020 your environmental team indicated that these areas would be repaired when they come to mow, but as of the date of this letter neither the mowing nor the repair has occurred.

- Erosion was observed on the access road east of Rain Garden #1. Repairs to this area were made in 2019 during maintenance activities. At our on-site meeting, your environmental team indicated that these areas would be repaired when they come to mow, but as of the date of this letter neither the moving nor the repair has occurred.

4. Settlement Observation and Survey

- The survey notes no visual evidence of settlement, irregularities or ponding on the Fill Relocation Area. However, without regular maintenance of the Relocation Area (the Overlook and abutting locations), it is not possible to see whether settlement has occurred or not. It is likely that the top surface has settled over-all, which may be within the design parameters, but absent visual inspection when not over grown, this determination cannot be made. We request that the survey be revisited after mowing, when it is possible to view the surface.

- Ongoing settlement has been observed in an area immediately south of the promontory where a car got stuck last winter. It actually now collects standing water after heavy rain. This condition reflects a current failure that requires repair. The inspection and maintenance schedule that we have previously requested would ensure continued success of the Overlook and surrounding area, as both a remediation solution, and a public open space. At our July 7, 2020 on-site meeting we discussed maintenance and understood that these repairs would be made this summer, but as of the date of this letter repairs have not been implemented.

- Visual evidence of settlement, irregularities, or ponding on the Fill Relocation Area was not observed. As noted above, a lack of this kind of impact cannot be determined from visual evidence given the level of overgrowth. We request that this survey result be revisited after mowing and maintenance has been completed.

- The survey states that Bank biostabilization measures were stable and that there was no visual presence of breaches, erosion, sloughing, or other failure. However, given the

lack of vegetation maintenance, and resulting overgrowth, we find this statement inadequate. Again, as noted at our site visit, the area is overgrown such that it would not be possible to get a clear visual regarding the presence of breaches, erosion, sloughing or other failure. At the same time, some breaches and erosion are noted herein that were not included in the survey.

D. Access Road Relocation

We have reviewed the proposed relocation of the access road and I understand that your staff is available to present the relocation proposal in more detail to the Board of Selectmen. This proposal was made in response to discussions about relocating the road following the Town's exercise of that option under Medfield State Hospital Land Disposition Agreement ("LDA"). In January 2017, we had an agreement to amend the LDA if a mutually acceptable alternative location was found. Use of the existing access road, identified in the LDA as the "Western Access Easement," is subject to a one year easement extension granted by the Town on November 5, 2019.

I will be in touch to schedule a presentation for the Board of Selectmen and to reinitiate regular/monthly meetings.

Sincerely,

Kristine Trierweiler
Town Administrator

Cc: Gus Murby, Chairman, Board of Selectmen
Osler Peterson, Board of Selectmen
Michael Marcucci, Board of Selectmen
Paul Feeney, State Senator
Denise Garlick, State Representative
Shawn Dooley, State Representative
Paul Feeney, State Senator
John Thompson, LSP, Medfield State Hospital Buildings & Ground Committee
William Massaro, Public Involvement Group Point of Contact
Margaret R. Stolfa, Environmental Counsel

WO # 2398970

PETITION OF NSTAR ELECTRIC COMPANY d/b/a EVERSOURCE ENERGY FOR LOCATION FOR CONDUITS AND MANHOLES

To the **Board of Selectmen** of the Town of **Medfield** Massachusetts:

Respectfully represents **NSTAR ELECTRIC COMPANY d/b/a EVERSOURCE ENERGY** a company incorporated for the transmission of electricity for lighting, heating or power, that it desires to construct a line for such transmission under the public way or ways hereinafter specified.

WHEREFORE, your petitioner prays that, after due notice and hearing as provided by law, the Board may by Order grant to your petitioner permission to construct, and a location for, such a line of conduits and manholes with the necessary wires and cables therein, said conduits and manholes to be located, substantially as shown on the plan made by **A. Debenedictis Dated July 27, 2020,** and filed herewith, under the following public way or ways of said Town:

North Meadows Road – **Southerly thence turning easterly, approximately 540± feet west of Hospital Road**

Install 365± feet of conduit at PMH 27358
Install PMH 27358

Hearing Required

NSTAR ELECTRIC COMPANY
d/b/a EVERSOURCE ENERGY

BY *Richard M Schifone*
Richard M Schifone
Rights & Permits, Supervisor

Dated this _____day of _____ 2020

Town of Medfield, Massachusetts

Received and filed _____ 2020

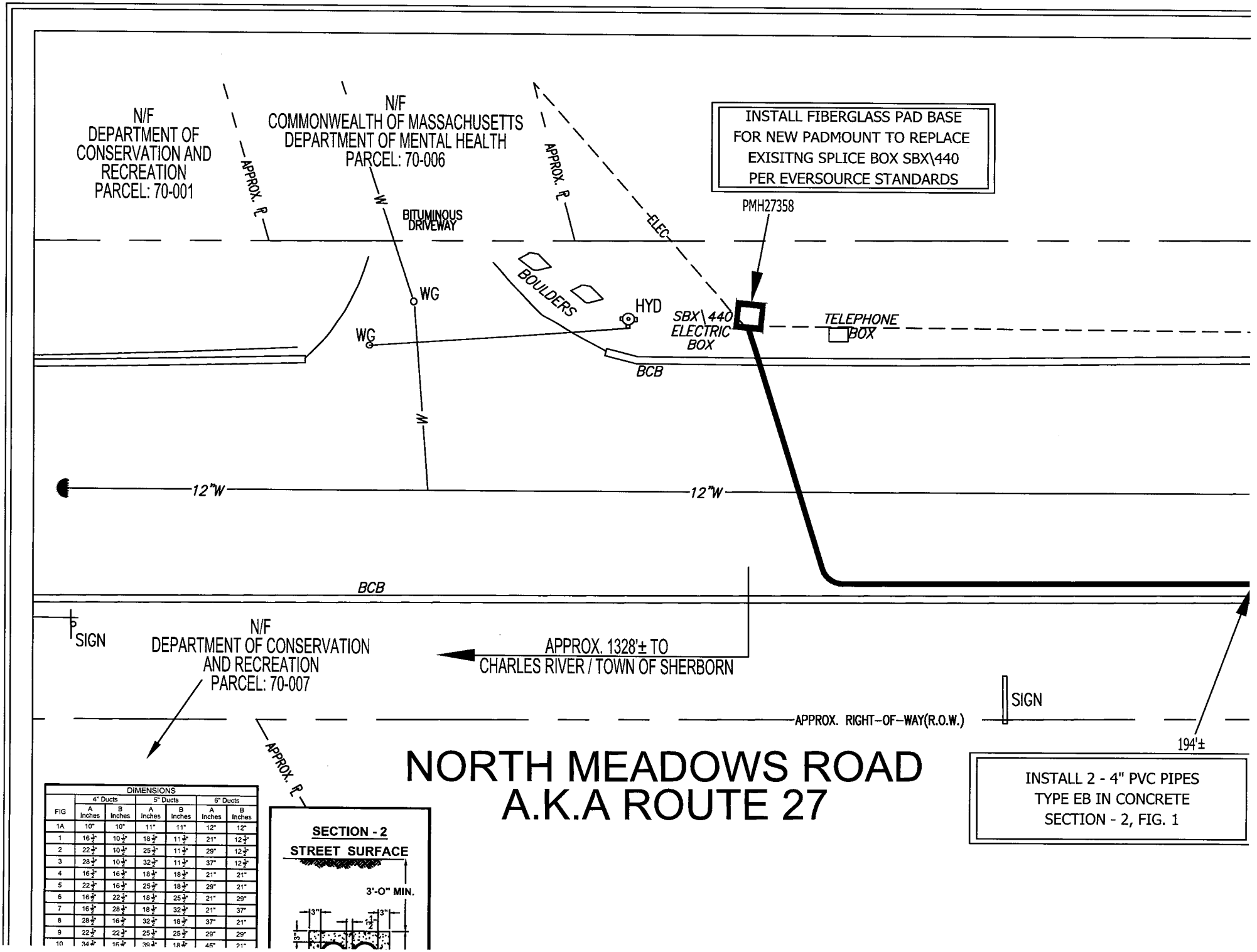
WO # 2398970
NORTH MEADOWS ROAD
MEDFIELD, MA 02052

70-002
NORTH MEADOWS ROAD
N/F
COMMONWEALTH OF MASSACHUSETTS
DEPT. OF MENTAL HEALTH
MEDFIELD, MA 02052

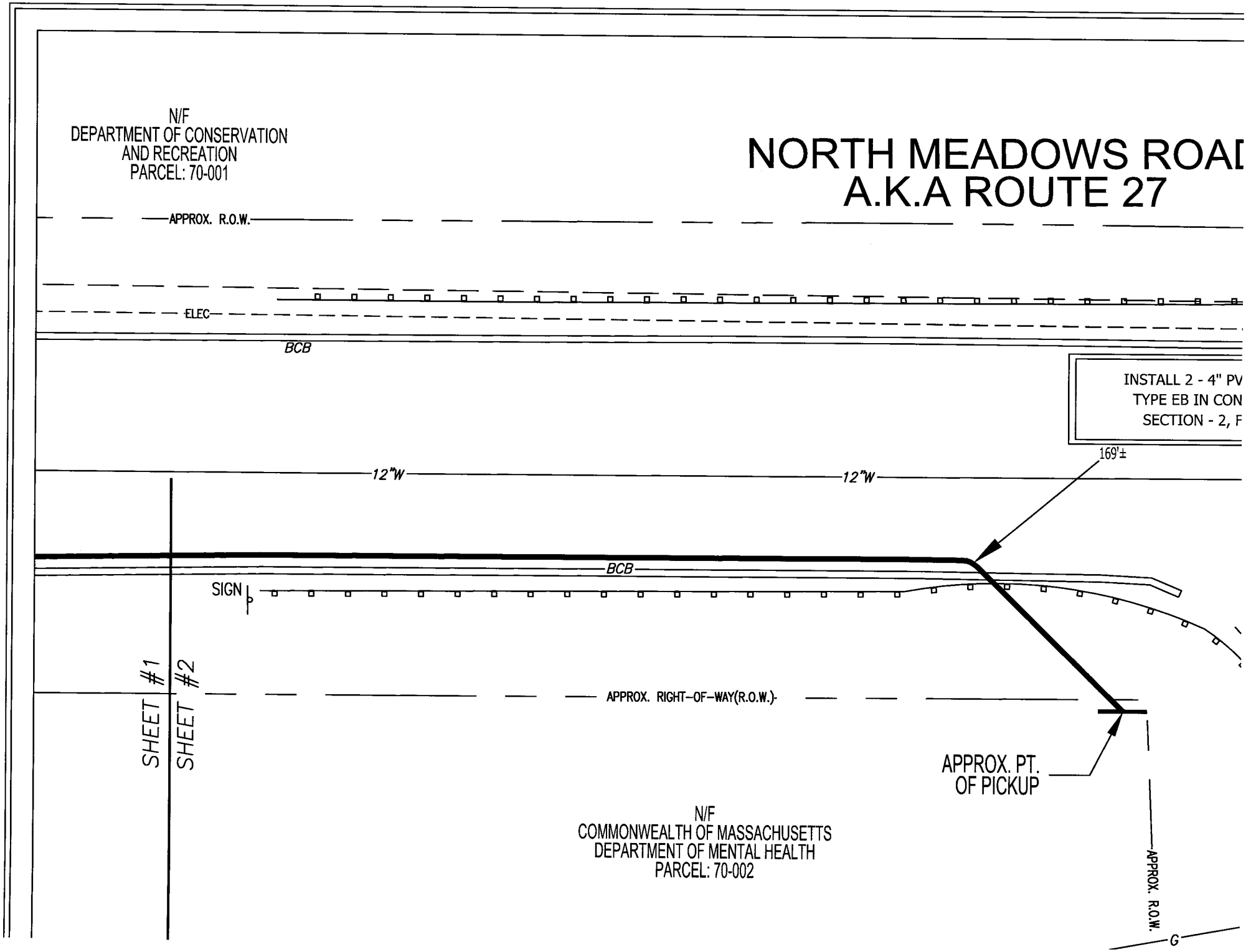
70-001
HOSPITAL ROAD
N/F
DEPT. OF CONSERVATON AND RECREATION
251 CAUSEWAY STREET, SUITE 600
BOSTON, MA 02114

70-006
HOSPITAL ROAD
N/F
COMMONWEALTH OF MASSACHUSETTS
DEPT. OF MENTAL HEALTH
MEDFIELD, MA 02052

70-007
NORTH MEADOWS ROAD
N/F
DEPT. OF CONSERVATON AND RECREATION
251 CAUSEWAY STREET, SUITE 600
BOSTON, MA 02114



DIMENSIONS						
FIG	4" Ducts		5" Ducts		6" Ducts	
	A Inches	B Inches	A Inches	B Inches	A Inches	B Inches
1A	10"	10"	11"	11"	12"	12"
1	16½"	10½"	18½"	11½"	21"	12½"
2	22½"	10½"	25½"	11½"	29"	12½"
3	28½"	10½"	32½"	11½"	37"	12½"
4	16½"	16½"	18½"	18½"	21"	21"
5	22½"	16½"	25½"	18½"	29"	21"
6	16½"	22½"	18½"	25½"	21"	29"
7	16½"	28½"	18½"	32½"	21"	37"
8	28½"	16½"	32½"	18½"	37"	21"
9	22½"	22½"	25½"	25½"	29"	29"
10	34½"	16½"	39½"	18½"	45"	21"


N/F
DEPARTMENT OF CONSERVATION
AND RECREATION
PARCEL: 70-001
NORTH MEADOWS ROAD
A.K.A ROUTE 27
APPROX. R.O.W.
ELEC
BCB
INSTALL 2 - 4" PV
TYPE EB IN CON
SECTION - 2, F
169'±
12"W
12"W
BCB
SIGN
SHEET #1
SHEET #2
APPROX. RIGHT-OF-WAY(R.O.W.)
APPROX. PT.
OF PICKUP
N/F
COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF MENTAL HEALTH
PARCEL: 70-002
APPROX. R.O.W.
G

EVERSOURCE ENERGY

157 Cordaville Road
Southborough, MA 01772

September 21, 2020

Board of Selectmen
Medfield Town Hall
459 Main Street
Medfield, MA 02052

RE: North Meadows Road
Medfield, MA
W.O. #2398970

Hearing Required

Dear Members of the Board:

The enclosed petition and plan are being presented by the NSTAR ELECTRIC COMPANY d/b/a EVERSOURCE ENERGY for obtaining a Grant of Location to install approximately 365± feet of conduit at PMH 27358 and install PMH 237358.

The purpose of this installation is to provide electric service for Algonquin Gas Rectifier.

If you have any further questions, contact Chris Cosby at (508) 305-6989. Your prompt attention to this matter would be greatly appreciated.

Very truly yours,

Richard M. Schifone

Richard M Schifone
Rights and Permits, Supervisor

RMS/sky
Attachments

WO # 2398970

ORDER FOR LOCATION FOR CONDUITS AND MANHOLES
Town of Medfield

WHEREAS, **NSTAR ELECTRIC COMPANY dba EVERSOURCE ENERGY** has petitioned for permission to construct a line for the transmission of electricity for lighting, heating or power under the public way or ways of the Town thereinafter specified, and notice has been given and a hearing held on said petition as provided by law.

It is ORDERED that **NSTAR ELECTRIC COMPANY dba EVERSOURCE ENERGY** be and hereby is granted permission to construct and a location for, such a line of conduits and manholes with the necessary wires and cables therein under the following public way or ways of said Town:

North Meadows Road – Southerly thence turning easterly, approximately 540± feet west of Hospital Road

Install 365± feet of conduit at PMH 27358
Install PMH 27358

Hearing Required

All construction work under this Order shall be in accordance with the following conditions:

1. Conduits and manholes shall be located as shown on the plan made by **A.Debenedictis, Dated July 27, 2020** on the file with said petition.
2. Said shall comply with the requirements of existing by-laws and such as may hereafter be adopted governing the construction and maintenance of conduits and manholes.
3. Company All work shall be done to the satisfaction of the Board of Selectmen or such officer or officers as it may appoint to supervise the work.

1 _____
2 _____
3 _____
4 _____
5 _____

Board of Selectmen
the Town of
Medfield

CERTIFICATE

We hereby certify that the foregoing Order was adopted after due notice and a public hearing as prescribed by Section 22 of Chapter 166 of the General Laws (Ter. Ed.), and any additions thereto or amendments thereof, to wit:-after written notice of the time and place of the hearing mailed at least seven days prior to the date of the hearing by the Selectmen to all owners of real estate abutting upon that part of the way or ways upon, along or across which the line is to be constructed under said Order, as determined by the last preceding assessment for taxation, and a public hearing held on the _____ day of _____ 2020 at _____ in said Town.

1 _____
2 _____
3 _____
4 _____
5 _____

Board of Selectmen
the Town of
Medfield

CERTIFICATE

I hereby certify that the foregoing are true copies of the Order of the **Board of Selectmen** of the Town of **Medfield,** Masssachusetts, duly adopted on the _____ day of _____, 2020 and recorded with the records of location Orders of said Town, Book _____, Page _____ and of the certificate of notice of hearing thereon required by Section 22 of Chapter 166 of the General Laws (Ter.Ed.) and any additions thereto or amendments thereof, as the same appear of record.

Attest: _____
Clerk of the Town of **Medfield,** Massachusetts

SEL/NSTAR

LEGAL NOTICE

In conformity with the requirements of Section 22 of Chapter 166 of the General Laws the Medfield Board of Selectmen will hold a public hearing virtually via zoom on Tuesday October 20, 2020 at 7:00 PM upon petition of NSTAR Electric Company dba Eversource Energy for obtaining a Grant of Location to install approximately 365+or-feet of conduit at PMH 27358 and install PMH 27358 at North Meadows Road, approximately 540+or-feet west of Hospital Road. The purpose of this installation is to provide electric service for Algonquin Gas Rectifier. All Town Boards and interested parties will be given an opportunity to speak at this hearing.

Osler L. Peterson,
Chairman
Board of Selectmen

AD#13917426
The Press 10/9, 10/16/20

Gus's informal notes on the new school site options – "Pro's and Con's" (20 October 2020)

During last week's public forum on the new Dale Street School project, I started putting together a "pro's and con's" table for the Dale Street and Wheelock sites. I thought this might be helpful for our general discussion of this topic at tonight's meeting.

This table is not intended to imply a recommended site. The items in each column are not organized in any particular way. I just wrote them down as they occurred to me. The items have also not been weighted in any particular way, so you can't just count up the number of items and automatically draw any conclusions. My purpose was purely to stimulate discussion, and to get ideas and reactions if there are things I haven't properly considered here.

Dale Street Site		**Wheelock (Elm Street) Site Pro's**	
Pro's	**Con's**	**Pro's**	**Con's**
• Proximity to downtown with easy access to other facilities like the library and Town Hall, along with town businesses *(this has primarily been positioned as a benefit for the overall development of 4th and 5th graders).* • Genuine "fondness" for the school expressed by a number of residents, many of whom live in the vicinity of Dale Street *(I am thinking of this as a version of people's preference for a "neighborhood school").* • More popular with people who expressed a preference in the building committee's early survey. *(While this result wasn't definitive, by any means, and a sizeable number of people needed more information to feel comfortable deciding, all other things being equal, I*	• Flexibility – the small size of the Dale Street site limits expansion possibilities in the future • Tightness of the site – construction of a larger school on the site is going to impact field and playground areas. There is also more restrictions on parking and traffic flow at this site • Transition challenges – the current frequent transitions required as students progress through the elementary school grades will remain as they currently are • Traffic concerns – introduction of the new school, with larger capacity will be likely to	• The educators the town has hired to educate our children say they would prefer this site, as a professional matter. This is also what the building committee has recommended, from the standpoint of the construction project. *(I am predisposed to take seriously recommendations the town gets from boards and committees it appoints in light of the professional expertise of the people who are serving on those committees, and in light of the fact that those are the people who have done the hard work of looking, in depth, at the issues the town has asked them to look at. I try to avoid the temptation to "second-guess" these boards and committees , just because I might have a different opinion).*	• Traffic concerns – introduction of a second school on the site, significantly increasing the total number of students on the site will be likely to have overall traffic impacts in the immediate area of the school, and potentially in the surrounding neighborhoods • Potential site regulatory issues – given the site's proximity to a town water field and the potential presence of archaeologically significant artifacts, full compliance with regulatory requirements could introduce schedule complications at this site

would be inclined to support giving people what they say they prefer. I have a lingering concern that some people who favor the Dale Street site are in favor of the site because they think it will be cheaper to build a school there, but that doesn't appear to be the case at this point.) • Central location for people from all areas of town to get to.	have overall traffic impacts in the immediate area of the school, and potentially in the downtown area • Temporary modular classroom requirements during the construction period	• We will have greater flexibility to expand or adjust our grade configurations on the Wheelock site because we have more space to work with. This benefit might show up through reconfigurations of grades using the existing buildings, but it might also play into options we have in the future around physically updating/replacing the Wheelock School. • Consolidation of grades at the site will reduce the number of significant transitions students will have to make as they progress from one grade to the next.* • Collaboration among the teachers at both schools on the Wheelock site will be enhanced.* **(These overlap with my first point above, but I'm trying to separate specific identified "educational benefits" from the broader point of listening to the "experts" I called out in the first bullet.)* • Ease of construction, in terms of allowing the schools on the site to continue to operate while construction is underway, and in terms of minimizing the need for temporary classrooms or other	

		temporary operational adjustments, like double sessions. *(I see this as a secondary benefit, but still a consideration.)* • Cost savings realized from the consolidation of school administrative staff with two schools on a single site. *(This benefit was not called out during last night's meeting, but this was a benefit that I heard described years ago, when I first heard the idea of relocating the Dale Street School on the Wheelock site, so I'm assuming this is still a potential benefit of locating the school on the Wheelock site.)*	

POLE LICENSE **Work Order # 2398094**

The undersigned, owners of the premises at 45 Hospital Road, Medfield, Massachusetts, for consideration paid, grant to **NSTAR ELECTRIC COMPANY dba EVERSOURCE ENERGY**, its successors and assigns, the license and permission, from time to time as may be necessary to construct, install, relocate, repair, renew and maintain poles, with the necessary wires, sustaining or protecting fixtures, including anchors and guys, and service and street lamp connections, including at the option of said Company, the replacement of said poles with poles of different sizes, along with the necessary equipment and connections attached thereto constituting a line for the distribution of electricity and intelligence for control and metering purposes, in, upon, under, along and across said premises, and the right to enter upon said premises from time to time for the purpose of installing, repairing, renewing, maintaining, replacing and removing said line, the approximate location of said poles and line being shown on the sketch attached hereto dated 5/23/2018

EXECUTED AS A SEALED INSTRUMENT this _____ day of _____, 2020

Install Pole 138/18-1X (off pole 138/18 Evergreen Way)

_____

Owner (signature)

_____

Owner (printed name)

By _____

Transformer License **Work Order # 2398094**

The undersigned, owners of the premises at 45 Hospital Road, Medfield Massachusetts, for consideration paid, grant to **NSTAR ELECTRIC COMPANY dba EVERSOURCE ENERGY,** its successors and assigns, the license and permission, from time to time as may be necessary to install, repair, renew and maintain a transformer, including, at the option of **EVERSOURCE ENERGY COMPANY** the replacement of said transformer with a transformer of different size and voltage, along with the necessary cables, conduits, wires, sustaining or protecting fixtures, and service connections attached thereto constituting a line for the transmission and distribution of electricity, in, upon, under, along and across said premises, and the right to enter upon said premises from time to time for the purpose of installing, repairing, renewing, maintaining, replacing and removing said line, the approximate location of said transformer and line being shown on the sketch attached hereto dated 5/23/2018

EXECUTED AS A SEALED INSTRUMENT this _____ day of _____, 2020.

PMH 26296

_____

Owner (Signature)

_____

Owner (Printed Name)

Eversource Energy

Service Address:	City:	Page Number:		Work Order Number:
45 HOSPITAL RD	MEDFIELD	1 of 1 Pages		2398094

Customer's Name/Title:	Prepared by:	Date
5-MA VERIZON WIRELESS	K. KENNEDY	5/23/2018

Sales Representative: PAUL KELLEY		Circuit Number: 456-H3
Electrician: JESSE LORETTE		TLM:
Switch Size: 200 AMP		Secondary Sheet Number:

CUSTOMER WILL INSTALL ALL MATERIAL
PER EVERSOURCE DESIGN STANDARD D3820
EVERSOURCE WILL SUPPLY FIBERGLASS
PADMOUNT BASE ,GROUND RODS & BOND WIRE
EV CONDUIT INSPECTOR WILL INSPECT ALL
CONDUIT AND PAD BASE BEFORE BEING
BACK FILLED . MANNY SILVA 339-987-7777
CALL 24 HOURS BEFORE INSPECTION
ALL CONDUIT WILL JAVE MULE TAPE INSTALLED

EVERSOURCE TO INSTALL 1-50 KVA 8 KV
PADMOUNT TRANSFORMER ON CUSTOMER
INSTALLED FIBERGALSS BASE
INSTALL 1-200 AMP LOADBREAK
ELBOW IN PMH26296

TOWER ST

WATER
TOWER

PMH26296
50 KVA
120/240 V

CUSTOMER TO INSTALL 2-4" PVC
DUCTS FROM PP POLE 138/18-1X
TO PMH26295 VIA SBX2807

CONNECT CUSTOMER INSTALLED 3-4/0 AL
SECONDARY CABLES IN PMH26296 FEEDING
200 AMP SERVICE INSTALLED IN 1-4" PVC DISTANCE -50'

INSTALL 1-40' CL 2 PP POLE 138/18-1X 10' BEHIND P 138/18
ON PRIVATE PROPERTY POLE WILL BE EVERSOURCE ONLY

INSTALL 1-#1 AL PRIMERY CABLE
FROM SBX2807 TO PMH26296
DISTANCE- 200'+/-

138/18-1X
1-10 K

SBX2807

COTTAGE ST

INSTALL 1-#1 AL INLINE
SPLICE IN SBX2807

138/18

INSTALL 1-#1 AL PRIMERY CABLE
FROM P 2/138-1X TO SBX2807
DISTANCE- 300'+/-

138/17

BUILD AND CONNCT 1-#1 AL PRIMARY
RISER AT PP POLE 138/18-1X
FEEDING 50 KVA PADMOUNT PMH26296

INSTALL 1-1/0 AL PRIMARY AND NEUTRAL
FROM POLES 138/16 , 138/17 AND P 138/18-1X
DISTANCE - 280'

138/16

LONGME

139/20

1-1/0 ACSR

139/21

139/22

139/20
1-25 (C)

Item 9

Submit this Form to District Highway Director

massDOT
Massachusetts Department of Transportation
Highway Division

STATE AID REIMBURSABLE PROGRAMS - FINAL REPORT

updated 12/2017

Program Type: Chapter 90 ☒ Muni Bridge ☐ Complete Streets ☐ Other ☐

CONTRACT# 50876-16

City/Town Medfield Project Name

Location(s) South Street

Length 7790 Feet Width 31 Feet

Work was Started 6/25/2020 and Completed 9/21/2020

Work was Suspended / / and Resumed / /

Done by: Force Account X Advertised Contract Other

*** REMARKS:**

EXPENDITURES:		
	State Funds @ 100%	$342,248.88
	Municipal Funds	$
	Other Funds	$
	TOTAL PROJECT EXPENDITURES	$342,248.88

SCOPE OF WORK:

CERTIFICATION

The undersigned hereby certify under penalties of perjury that documentation to substantiate the above expenditures is available for examination in accordance with Executive Order No. 195 (April 27,1981) and Chapter 11, Section 12.

We further certify that all equipment rental costs are within the approved limits established by the MassDOT Highway Division, that the Municipality has complied with all applicable statutes and regulations, that the requests for reimbursements for allowable project expenses actually incurred are in conformance with the "Chapter 90" Project Request, and that the Municipality will be responsible for the future maintenance of this project including the cost thereof.

Copies of the notification published in the Central Register and notice in a newspaper of local circulation required by Chapter 149, Section 44J, and the prevailing wages as determined by the Department of Labor and Industries obtained in compliance with Chapter 149, Section 27F, of the General Laws, as applicable, must be attached.

PREPARED & REVIEWED BY

Maurice Goulet

DPW DIRECTOR 10/8/2020
Highway Officer's Title Date

Joy A Ricciuti 10/8/20
Accounting Officer's Title Date

Signed:

Duly Authorized Municipal Officials Date

- Include additional Contract Nos. if other Chapter 90 Funds were also used. List street names, total amounts charged to each location, extra work orders, etc. Use back if necessary, or attach supporting papers.
- If project uses multiple funding sourecs, please submit for individual project reimbursements.
- List sources, names, amounts and date contract expires.

CHAPTER 90 – REIMBURSEMENT REQUEST

City/Town: MEDFIELD Project: 50878-16

Project request was approved on 7/17/2019 for $ 373,000

at 100% Reimbursement Rate = $ 373,000 .

1) Attached are forms which document payment of approved expenditures totaling $ 275,927.98 for which we are requesting $ 275,927.98 at the approved reimbursement rate of 100%.

2) The amount expended to date on this project is $ 342,248.88 .

3) Is this request for a FINAL payment on this project? x Yes No

4) Remarks:

CERTIFICATION

A. I hereby certify under the pains and penalties of perjury that the charges for labor, materials, equipment, and services itemized and summarized on the attached forms are true and correct, and were incurred on this project in conformance with the MassDOT Highway Division Policies and established Municipal Standards that were approved for this project.

Maurice Goulet (Signed) DPW DIRECTOR (Municipal Highway Official - Title) 10/8/2020 (Date)

B. I/we certify under the pains and penalties of perjury that the items as listed or summarized on the attached forms were examined; that they are in conformity with our existing wage schedule, equipment rates, and all applicable statutes and regulations; that they are properly chargeable to the appropriation(s) designated for this work; and that Executive Order No. 195, dated April 27, 1981 is acknowledge as applicable.

REVIEWED AND APPROVED FOR TRANSMITTAL

by Joy A Reeves **Signed:**

TOWN ACCOUNTANT
(Accounting Officer's Title)

(Duly Authorized)

DATE 10/8/20

**Submit this Chapter 90 Form to the District Highway Director*

MASS HIGHWAY

City / Town of **Medfield**

MATERIALS for period beginning 06/01/20 *and ending* 09/21/20 *both inclusive, on account with the Highway Department, under Section 34, Clause 2(a). of Chapter 90 of the General Laws.*

VENDOR NAME	ITEM	Qty.	Unit	Unit Price $	AMOUNTS $	CHECK No.	Remarks
Aggreate Industries	Superpave HMA			$236,321.81	$236,321.81	36433	
Aggreate Industries	asphalt sealer			$25,862.46	$25,862.46	37269	
Markings	line painting			$4,814.62	$4,814.62	35946	
VHB	technical services			$5,610.60	$5,610.60	36149	
VHB	technical services			$3,037.85	$3,037.85	35826	
Medfield Police	police detail			$280.64	$280.64	36140	
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
				$0.00	$0.00		
TOTAL					**$275,927.98**		

"To the best of my knowledge the purchases of materials or services appearing on this sheet are not in conflict with Chapter 779 of the Acts of 1962. Signed under the penalty of perjury."

Maurice Goulet
Supervisor / Foreman

Joy A Riccuiti
Town Accountant Approval

HED-454 (R)

AGGREGATE INDUSTRIES

Invoice

MEDFIELD, TOWN OF/HIGHWAY
459 MAIN STREET
MEDFIELD MA 02052

Invoice No.:	290436176
Invoice Date:	Aug 10, 2020

Customer No.:	38407
Purchase Order No.:	

Remit to: Aggregate Indusries - NER, Inc
1715 Broadway
Saugus MA 01906

Contact Number: 781-941-7200

Project Name:	MEDFIELD, SERSG
Project Location:	MEDFIELD, TOWN OF/HIGHWAY ZONE E MEDFIELD, MA MEDFIELD MA 02052
Estimator:	

Project No.:	X60C700200012
Contract No.:	9548465
Note 1:	
Note 2:	

Item No.	Decription	Unit	Unit Rate	Quantity Billed This Period	Amount Due
1	Superpave HMA	TON	77.20	2,976.61	229,794.29
	LAST DATE PAVED 7/7/2020				
2	Tack	GAL	4.00	1,458	5,832.00
4	Warm Mix Additive	TON	1.50	2,976.61	4,464.92
6	Adjust Structure	EA	230.00	40	9,200.00
7	Remodel Structures	EA	480.00	1	480.00
8	Rebuild Structures	EA	300.00	3	900.00
10	Lower & Raise GB	EA	300.00	1	300.00
11	Lower & Raise Gas Gates	EA	300.00	9	2,700.00
1001	Liquid De-Escalation	TON	1.00	4,911.41	-4,911.41

Invoice No.:	290436176
Invoice Date:	Aug 10, 2020

Customer No.:	38407
Purchase Order No.:	

Item No.	Decription	Unit	Unit Rate	Quantity Billed This Period	Amount Due
	(505.00-535.00=-30.00 X .055=-1.65) FINAL ESCALATION				

	Work Completed	248,759.80
Less:	Holdback/Retainage	12,437.99
	Net Amount due	236,321.81
Add:	Taxes	
	Amount Due this Invoice	236,321.81

Terms: "Signed quote / contract terms including payment terms apply to this invoice"

AGGREGATE INDUSTRIES

Invoice Date 09/21/2020
Invoice No.: 290727955
Page 1
Job Number: X60C700200012
Plant Number:
Customer No 9548465

2659

INVOICE

BILL TO: MEDFIELD, TOWN OF /HIGHWAY
459 MAIN STREET
MEDFIELD, MA 02052

SHIP TO: MEDFIELD, TOWN OF/HIGHWAY LAST DATE PAVED: 7/7/2020

Last Date Worked	Billing Quantity	Unit/ Measure	Description	Unit Price	Invoice Amount
07/07/2020	7,350.00	LF	HOT POURED RUBBERIZED ASPHALT SEALER	1.00	7,350.00
7/07/2020	1.00	EA	POLICE DETAILS	19,873.64	19,873.64
7/07/2020			WORK COMPLETED		$27,223.64
		LESS	HOLDBACK/RETAINAGE		1,361.18

TOTAL INVOICE $25,862.46

Invoice

Markings Inc.

30 Riverside Drive
Pembroke, MA 02359

Complete Pavement Marking Services

TELEPHONE:
(781) 826-5171
FAX (781) 826-1121

Date	Invoice #
7/14/2020	50567B

Bill To

TOWN OF MEDFIELD
55 NORTH MEADOW ROAD
MEDFIELD, MA. 02052
ATTN: CHIEF MEANY

Due Date	Job Num	Terms	Project	B Status
8/13/2020	VARIOUS STREE...	Net 30		

Quantity	Item Code	Description	Price Each	Amount
		INSTALLING PAVEMENT MARKINGS ON VARIOUS MEDFIELD STREETS ON 7/9/20 AS DIRECTED.		
15,786	BID - PAINT	4" YELLOW CENTERLINE - BID - PAINT (LF)	0.047	741.94
15,406	BID - PAINT	4" WHITE EDGELINE - BID - PAINT (LF)	0.047	724.08
1,656	BID - PAINT	12" CROSSWALKS & STOPLINES - BID - PAINT (LF)	0.475	786.60
30	BID - PAINT	SHARROWS- BID - PAINT (EA)	48.25	1,447.50
30	BID - PAINT	BICYCLE SYMBOLS BID - PAINT (EA)	37.15	1,114.50

Thank you for your business.

Total	$4,814.62
Balance Due	$4,814.62

Please return copy of invoice with payment. Thank you for your business!

14421

Remit to: Vanasse Hangen Brustlin, Inc.
101 Walnut Street
PO Box 9151
Watertown, MA 02471
617.924.1770 F 617.924.2286

Invoice

DATE: July 21, 2020
INVOICE NO. 2
PROJECT NO. 46265.20
TASK NO.

MR. MAURICE GOULET
DIR. OF PUBLIC WORKS - MEDFIELD, MA
55 NORTH MEADOWS ROAD
MEDFIELD, MA 02052

FOR: On call HMA Plant and Field Testing Services 2020

Professional Services From: 14-Jun-20 to 11-Jul-20

		HOURS		RATE	AMOUNT
SPECIALIST'S TECHNICAL SERVICES / PROJECT MANAGEMENT					
J. Otero	Review CS results, scheduling	2.0	Hours @	$ 155.00	$ 310.00
COMPACTION TESTING INSPECTION W/GAUGE					
P. Harp	7/6, 7/7 South Street	16.0	Hours @	$ 95.00	$ 1,520.00
P. Harp	7/6 (4hr), 7/7 (3hr)	7.0	OT Hours @	$ 142.50	$ 997.50
HMA PLANT TESTING					
A. Williamson	7/6, 7/7 South Street	16.0	Hours @	$88.00	$ 1,408.00
A. Williamson	7/6 (4hr), 7/7 (3hr)	7.0	OT Hours @	$132.00	$ 924.00
CORING CREW AND CORING RIG					
			Days @	$ 850.00	$ -
			Total Engineering & Inspection Services		$ 5,159.50
LABORATORY TESTING & UNIT BILLINGS					
	Sieve Analysis		tests @	$ 110.00	$ -
	Theoretical Maximum		tests @	$ 120.00	$ -
	Density (Bulk)		tests @	$ 40.00	$ -
	Core Thickness		tests @	$ 40.00	$ -
	Trimming of Bituminous Cores		tests @	$ 20.00	$ -
					$ -
					$ -
	Mileage	694	miles @	$ 0.65	$ 451.10
			Total Laboratory Testing & Unit Billing:		$ 451.10
REIMBURSABLE EXPENSES					
	lodging	$0.00			$ -
	tolls	$0.00			$ -
	Printing, postage	$0.00			$ -
	Equipment Rental - Core Rig	$0.00			$ -
				TOTAL THIS INVOICE:	**$ 5,610.60**

PAYMENT DUE UPON RECEIPT

CUMULATIVE BILLINGS	CURRENT	PRIOR PDS	TO-DATE	CONTRACT
HOURLY	$ 5,159.50	$ 2,117.50	$ 7,277.00	$25,000.00
UNITS	$ 451.10	$ 820.35	$ 1,271.45	$ (8,648.45)
REIMBURSABLES	$ -	$ 100.00	$ 100.00	REMAINING
TOTALS	$ 5,610.60	$ 3,037.85	$ 8,648.45	$16,351.55

PLEASE RETURN ONE COPY WITH REMITTANCE

25806 14421

Remit to: Vanasse Hangen Brustlin, Inc.
101 Walnut Street
PO Box 9151
Watertown, MA 02471
617.924.1770 F 617.924.2286

Invoice

DATE: June 22, 2020
INVOICE NO. 1
PROJECT NO. 46265.20
TASK NO.

MR. MAURICE GOULET
DIR. OF PUBLIC WORKS - MEDFIELD, MA
55 NORTH MEADOWS ROAD
MEDFIELD, MA 02052

FOR: On call HMA Plant and Field Testing Services 2020

Professional Services From: 17-May-20 to 13-Jun-20

		HOURS		RATE	AMOUNT
SPECIALIST'S TECHNICAL SERVICES / PROJECT MANAGEMENT					
J. Otero	JMF review/Project prep/scheduling	4.5	Hours @	$ 155.00	$ 697.50
COMPACTION TESTING INSPECTION W/GAUGE					
P. Harp	6/9 Control Strip / Cores Removed	8.0	Hours @	$ 95.00	$ 760.00
			OT Hours @	$ 142.50	$ -
HMA PLANT TESTING					
T. Timberman	6/9 Control Strip	7.5	Hours @	$88.00	$ 660.00
			OT Hours @	$132.00	$ -
CORING CREW AND CORING RIG					
			Days @	$ 850.00	$ -
			Total Engineering & Inspection Services		$ 2,117.50
LABORATORY TESTING & UNIT BILLINGS					
	Sieve Analysis		tests @	$ 110.00	$ -
	Theoretical Maximum		tests @	$ 120.00	$ -
	Density (Bulk)	6	tests @	$ 40.00	$ 240.00
	Core Thickness	6	tests @	$ 40.00	$ 240.00
	Trimming of Bituminous Cores	6	tests @	$ 20.00	$ 120.00
					$ -
					$ -
	Mileage	339	miles @	$ 0.65	$ 220.35
			Total Laboratory Testing & Unit Billing:		$ 820.35
REIMBURSABLE EXPENSES					
	lodging	$0.00			$ -
	tolls	$0.00			$ -
	Printing, postage	$0.00			$ -
	Equipment Rental - Core Rig	$100.00			$ 100.00
				TOTAL THIS INVOICE:	**$ 3,037.85**

PAYMENT DUE UPON RECEIPT

CUMULATIVE BILLINGS	CURRENT	PRIOR PDS	TO-DATE	CONTRACT
HOURLY	$ 2,117.50		$ 2,117.50	$25,000.00
UNITS	$ 820.35		$ 820.35	$ (3,037.85)
REIMBURSABLES	$ 100.00	$ -	$ 100.00	REMAINING
TOTALS	$ 3,037.85	$ -	$ 3,037.85	$21,962.15

PLEASE RETURN ONE COPY WITH REMITTANCE

Medfield Police Department
112 North Street
MEDFIELD, MA 02052

85 $280.64

Invoice For Details

Water Dept
Town House
Medfield, MA 02052

Today's Date	07/22/2020
Page	1 of 1
Billing Date	07/22/2020
Invoice #	20-80-DV
Total	1122.56

Worked: 07/03/2020	Entered: 07/22/2020	Name: Special Police Officer Paul F Jordan	
Hours: 9.00	Cost: 315.72	Fees: 0.00	Total: 315.72
Worked: 07/08/2020	Entered: 07/22/2020	Name: Special Police Offic Robert LaPlante	
Hours: 8.00	Cost: 280.64	Fees: 0.00	Total: 280.64
Worked: 07/11/2020	Entered: 07/22/2020	Name: Special Police Officer Paul F Jordan	
Hours: 7.00	Cost: 245.56	Fees: 0.00	Total: 245.56
Worked: 07/14/2020	Entered: 07/22/2020	Name: Traffic Supervisor Kevin W Robinson	
Hours: 8.00	Cost: 280.64	Fees: 0.00	Total: 280.64
All Charges For This Invoice	Cost: 1122.56	Fees: 0.00	Total: 1122.56

#7523

TOWN OF MEDFIELD DETAIL

STATE DETAIL	
TOWN DETAIL	X
PRIVATE DETAIL	

DATE 7/8/20 LOCATION South St Extension

BILL TO: Medfield DPW

PERSON REQUESTING DETAIL: Bob Kennedy

OFFICER: R. Laplante TIME START 9:30 AM

OFFICER'S SIG: Robert Laplante TIME END 5 AM

OIC SIG: # OF HOURS 8 1/2

FOREMAN SIG: Kenny Oswald HOURLY RATE

[BoS Letterhead]

October 8, 2020

Medfield Conservation Commission
Town Hall
459 Main Street
Medfield, Massachusetts 02052

Re: Request for Determination of Applicability
Medfield Rail Trail
Ice House Road to Dover Town Line
Medfield, MA

Dear Commission Members,

The Medfield Board of Selectmen and the Friends of Medfield Rail Trail (FMRT) respectfully submits a Request for Determination of Applicability (RDA) for the proposed development of a multi-use recreational path on the former MBTA rail bed between Ice House Road and the Dover Town Line (the Subject Site). The Subject Site is an approximate 1.3-mile portion of the former rail bed that was part of the Bay Colony Railroad (see attached Figure 1).

Portions of the Subject Site are within jurisdiction of the Massachusetts Wetlands Protection Act and the Town of Medfield Wetlands Protection Bylaw due to the presence of regulated wetland resource areas located proximate to portions of the former rail bed, as noted in Attachment 1: *Conceptual Planning & Design Report, Bay Colony Rail Trail – Medfield Section* (Beals+Thomas, 2017).

Based on a site visit in March 2017, the *Conceptual Planning & Design Report* ("the Planning Report") found that wetland and stream locations were generally consistent with MassGIS with the exception of the wetland system located to the northeast of Harding Street. MassGIS depicts Bordering Vegetated Wetlands (BVW) on both sides of the tracks with two hydrologic connections that traverse beneath the rail bed. The areas of BVW are generally consistent with MassGIS depictions, however the northern hydrologic connection was not observed during the Beals+Thomas site visit. Rather, two wetland systems on the east side of the rail bed are connected via a well-defined stream channel that runs parallel to the rail bed and flows in a southerly direction. At the time of the site visit, the outlet from the northern section of BVW had apparently been dammed by beavers causing ponding within the BVW and significantly reducing flow within the channel (see Photo 1, below).

The southern hydrologic connection is present as depicted by MassGIS and comprises a stone box culvert located beneath the rail bed. A large stone block, grate, and cage device is located on the western edge of the box culvert, which may have been installed to prevent beaver passage (see Photo 2, below).

Photo 1: View of beaver dam and beginning of stream channel at southern extent of BVW, east of rail bed.

Photo 2: View of western end of box culvert with apparent beaver device.

With the exception of Riverfront Area (RFA) and Bordering Land Subject to Flooding (BLSF), no resource areas were observed within the former rail line, although resource areas are present within 100 feet of and immediately adjacent to the former rail line in specific areas. RFA extends 200 feet from Mill Brook as well as other mapped perennial streams that cross the route via existing culverts. Other resource areas observed proximate to the trail route include Bordering Vegetated Wetland (BVW), Bank, and Land Under Water Bodies and Waterways (LUWW). A 100-foot buffer zone extends from BVW and Bank.

In addition to these state-jurisdictional resource areas, the Town of Medfield Wetlands Protection Bylaw also protects: “any freshwater wetland, certifiable vernal pools, and within 100 feet of any land subject to flooding or inundation, or within 100 feet of the one hundred year storm line”. An Isolated Vegetated Wetland (IVW), which could be

defined as “any freshwater wetland”, is located on the eastern side of the rail bed, north of Railroad Centerline Station 820+00. The IVW is consistent with MassGIS depictions and contained standing water during the site visit. Although no certified or potential Vernal Pools are mapped proximate to the rail bed, they may be present in wetlands within 100 feet of the former rail bed, particularly in flooded areas such as the ponded area east of the section of rail bed located north of Harding Street.

Portions of BVW contained open water associated with beaver activity while other areas contained hummocks that rose above the shallow marsh (see Photos 3 and 4, below). Vegetation within these areas generally consisted of red maple saplings (*Acer rubrum*), cattails (*Typha spp.*) and various sedges (*Carex spp.*), rushes (*Juncus spp*), and sphagnum moss (*Sphagnum spp.*). BVW observed within forested areas generally consisted of a typical red maple swamp community, including high bush blueberry (*Vaccinium corymbosum*), northern arrowwood (*Viburnum dentatum*), speckled alder (Alnus incana), sensitive fern (*Onoclea sensibilis*), poison ivy (*Toxicondendron radicans*), cinnamon fern (Osmunda cinnamomea), and sphagnum moss.

Photo 3: Looking east across railroad tracks at area of open water above beaver dam.

Photo 4: View of BVW containing red maple saplings and vegetated hummocks.

The rail bed and adjacent upland slopes are dominated by white pine (*Pinus strobus*), spruce (*Picea spp.*), and northern red oak (*Quercus rubra*) along with scattered gray birch (*Betula populifolia*) and red cedar (*Juniperus virginiana*).

Invasive species observed within and adjacent to the portions of the former rail line reconnoitered include bittersweet (*Celastrus orbiculata*), glossy buckthorn (*Rhamnus frangula*), and a section of Japanese knotweed (*Fallopia japonica*) in proximity to the existing "at-grade crossing."

Proposed work will occur entirely within the existing rail bed and no work is proposed within resource areas, with the exception of previously disturbed RFA and BLSF, associated with the prior construction of, and the ongoing maintenance of the railbed. Given the location and disturbed nature of the proposed route, it is anticipated to be feasible to construct the Trail without direct impacts to BVW, Bank, LUWW, or IVW resource areas that are adjacent to the route. Furthermore, in areas where the proposed trail lies within RFA, the streams are already crossed by existing culverts. The proposed work may qualify as redevelopment of previously developed RFA if measures to improve existing conditions are included and, even if not undertaken as redevelopment, the proposed work is not anticipated to significantly alter the character of the RFA.

Additionally, if Vernal Pools are present within 100 feet of the proposed route, the conversion of the former rail bed to a stone dust trail will not impair their capacity to function, including allowing migration of animals to and from the pools. Given the existing disturbed and previously developed nature of the rail bed and the anticipated insignificant change in character from the existing rail bed to the proposed trail, it is anticipated that there will be no adverse impacts on vernal pool habitat that may be located in the vicinity of the proposed route.

The FEMA Maps showing the rail corridor include maps 25021C0154E and 25021C0158E. A small section of the rail bed northeast of Harding Street is located within floodplain (BLSF). There is no defined floodplain elevation based on information from FEMA. The typical trail cross-section depicts the grade of the rail bed both before and after construction. Generally, the surface of the ground following the removal of the rails and ties will be approximately four inches lower than the current surface elevation. This is due to the volume of rails and ties that exist in the cross-section. Depending on the final selected depths of imported gravel base and stone dust, the final elevation will be slightly above the current existing grade. For that reason, the "typical" cross-section of the Trail within floodplain may reduce the volume of flood storage. The design in those areas may consider either reducing the gravel base thickness or, alternatively, grade the ballast surface so that there will be no decrease in flood storage. By incorporating the previously aforementioned measures for constrained areas, the work will meet the applicable state and local performance standards for BLSF.

Although some of the work within the 100-foot buffer zone will occur in close proximity to resource areas, the work is not anticipated to adversely affect soil stabilization, wildlife habitat cover, shading, or other contributions of the buffer zone to these resource areas. The stone ballast used in the railroad corridor does not constitute an erodible soil, and the

duration of the construction of the Trail is relatively short. Conservation Commissions in other municipalities have recognized these facts and allowed construction to proceed with erosion controls only where necessary to protect resource areas. We recommend that erosion controls along the full extent of the resource areas are not necessary to protect those resources, and have indicated our recommended locations on the conceptual design plans.

Finally, the Medfield Wetlands Bylaw contains a "50-foot no-disturb area" from the edge of resource areas and states "an applicant, proposing to disturb any area within such 50-foot area shall have the burden of showing that the work proposed in the application will not harm the interests protected by the Bylaw, the MA WPA, and the DEP wetlands regulations." Given the existing disturbed nature of the rail bed and minimal impacts of the proposed work, we presume the project will not harm the protected interests mentioned herein and that the Commission has the ability to waive this provision and allow work within the no-disturb area.

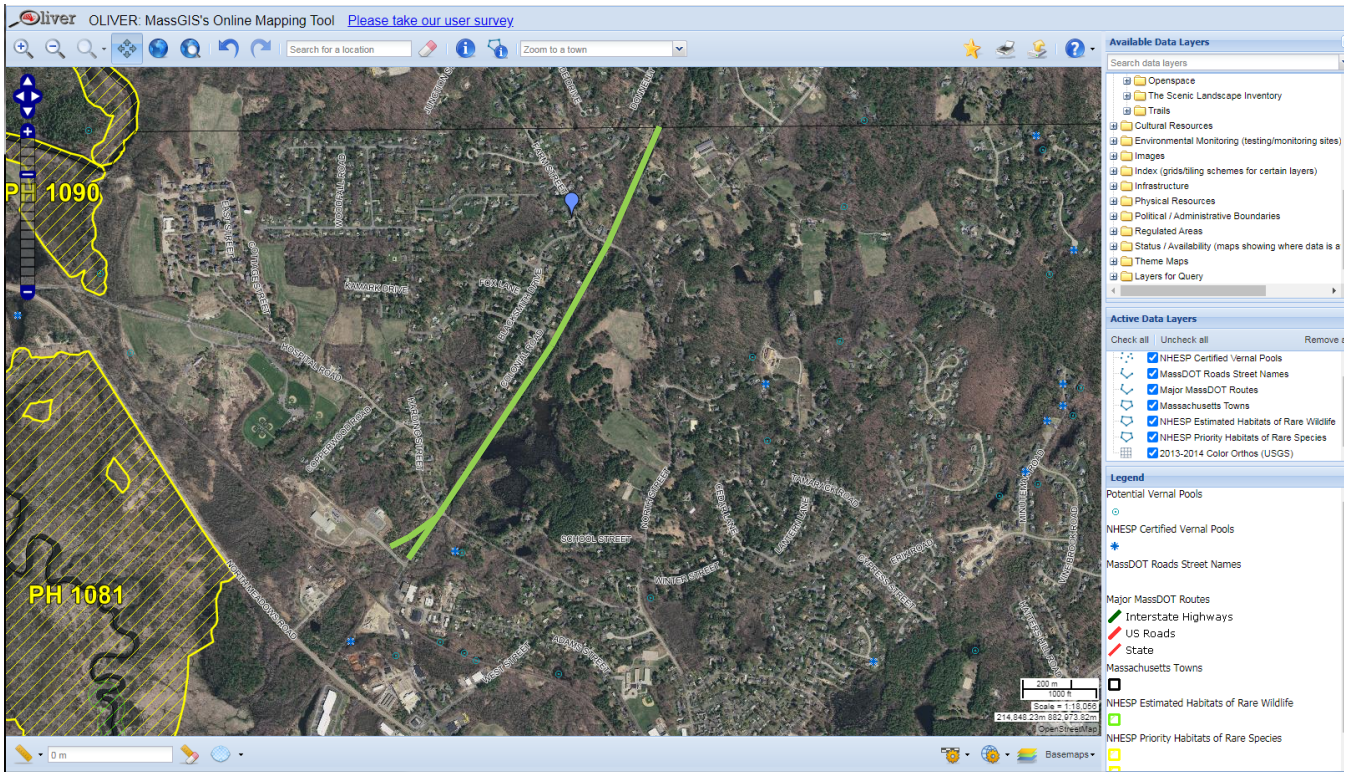
Soils

The soils within the former rail bed consist of a structural gravely soil with a mixture of gravel and stone ballast from the railroad construction and maintenance. The existing gravel ballast does not present a significant risk to erosion. The existing soils are suitable for grading and compacting and will provide a suitable base for the recycled asphalt base course and stone dust surface. Additionally, the existing vegetation that will be maintained, and significant duff layers that exist, provide a natural erosion control measure to protect any downstream resource areas.

Access to the site is available from existing streets at Ice House Road, Farm Street, and Harding Street.

Natural Heritage and Endangered Species Program (NHESP)

The Rail Trail corridor does not contain any Natural Heritage and Endangered Species Program Estimated or Priority Habitats of Rare Species (see MassGIS Oliver NHESP Map, below).



MassGIS Oliver NHESP Priority Habitat Area, Potential Vernal Pools, Certified Vernal Pools, and Estimated Habitat Areas. Railbed shown with green line.

Proposed Conditions

The proposed project entails the capping of the former rail bed ballast to provide a usable surface for the public. A non-erodible surface of natural gravel or reclaimed asphalt and stone dust is proposed to be installed, similar to the materials used on rail trails in Needham, Holliston, and many other communities. The construction will generally follow the centerline of the former railroad. The proposed improved surface will be 10 feet wide with 1-foot transitions on both sides to the existing vegetated areas (See attached Cross Section Detail, Concept Plans #9). The surface will be crowned to provide 1.5% cross pitch, to meet the maximum 2% slope required for Americans with Disability Act requirements. All work will be contained within the flat portion of the rail bed and no disturbance of the side slopes will occur. A stone dust surface will be installed to create a more durable trail surface. In addition, up to 2,500 linear feet of wood guard rails are proposed for safety at various locations adjacent to steep slopes

Drainage

In general, the railroad surface is in excellent condition with no major concerns regarding drainage at the surface level. Typically, the drainage channels along a railbed become constricted due to lack of maintenance. The drainage ditches in this section of the railbed are in good condition, with only minor amounts of dumped debris or leaf litter.

The drainage culverts are also in good condition. A minor amount of material is evident on the north side of the 21-inch corrugated metal pipe at Station 784+83 (550+/- feet north of Farm Street). This material can be removed by hand without much effort. The stone box culvert located at Station 831+52 (250+/- feet north of Harding Street) appears to be compromised by metal grates and a granite block. The flow through the structure may be impeded by the material. It is recommended that this structure be repaired to maintain the intended flow through the structure.

Valuation Map Station	Structure	Condition	Notes	Action Needed
784+83	2.5' x 3' stone box; extension on north side with steel pipe	Minor cleaning	21-inch diameter corrugated metal pipe on north side; stone on south side	Minor cleaning on north side
802+47	2' x 2' stone box on Valuation Map, 24-inch corrugated metal pipe	Clear	No flow evident	None
831+52	2' x 3.5' stone box culvert	Blocked on north side with metal grates and large granite block	Flow may be restricted by blockage, resulting in potential flood conditions	Reconstruct inlet on North Side

Cross-Culvert Conditions (Table 2 from Conceptual Planning & Design Report, p.11)

The ditches along the edges of the rail bed will be maintained, allowing any water that enters the former rail bed area to be conveyed off the trail area in a controlled manner, minimizing the risk for erosion and sedimentation into resource areas.

The proposed trail surface itself will have a cross slope of 1.5%. Given the flat, longitudinal slope of the rail bed, the runoff from the surface of the rail bed will not result in erosive velocities or be of sufficient volume to cause erosion of the rail bed or adjacent vegetated soils. By maintaining the ditches to control flows, the trail and adjacent wetland resource areas will be protected.

Erosion Control

Due to the nature and consistency of the existing gravel ballast comprising the rail bed, the existing ballast is not considered erodible. In addition, the width of the disturbed section of the rail bed will be 12 feet or less. The adjacent edges of the rail bed contain a significant amount of vegetation, organic matter and leaf litter and do not present a

hazard to erosion. Due to these factors, there is very low potential for erosion of the rail bed during construction. An erosion control barrier is proposed to be installed where work will occur proximal to flowing surface waters. We will coordinate with the Conservation Agent or Committee members, as appropriate, to review the locations for the erosion controls.

This work procedure was successfully employed for rail trail construction in Holliston, Hopkinton, and other communities.

This RDA is filed under the Massachusetts Wetlands Protection Act and the Town of Medfield Wetlands Protection Bylaw.

The Applicant requests that the Commission find that, although the proposed work is within an area subject to protection under the Act and the Bylaw, the work will not remove, fill, dredge, or alter protected resources and issue a Negative Determination of Applicability, allowing the work to proceed without the filing of a Notice of Intent.

Please advertise this matter for discussion at your next regularly scheduled meeting of the Conservation Commission. Should you have any questions concerning this submittal or require additional information, please contact Osler L Peterson, Chair, Board of Selectmen.

Sincerely,

Osler L Peterson, Chair
Medfield Board of Selectmen
Town Hall
459 Main Street
Osler.Peterson@oslerpeterson.com
508-906-3012

cc: MassDEP Central Region
Kristine Treirweiler, Town Administrator

Attachments:

- Construction Sequence
- Locus Map
- WPA Form 1
- Best Management Practices for Controlling Exposure to Soil during the Development of Rail Trails- annotated for this project
- Project Plans & Typical Trail Cross Section

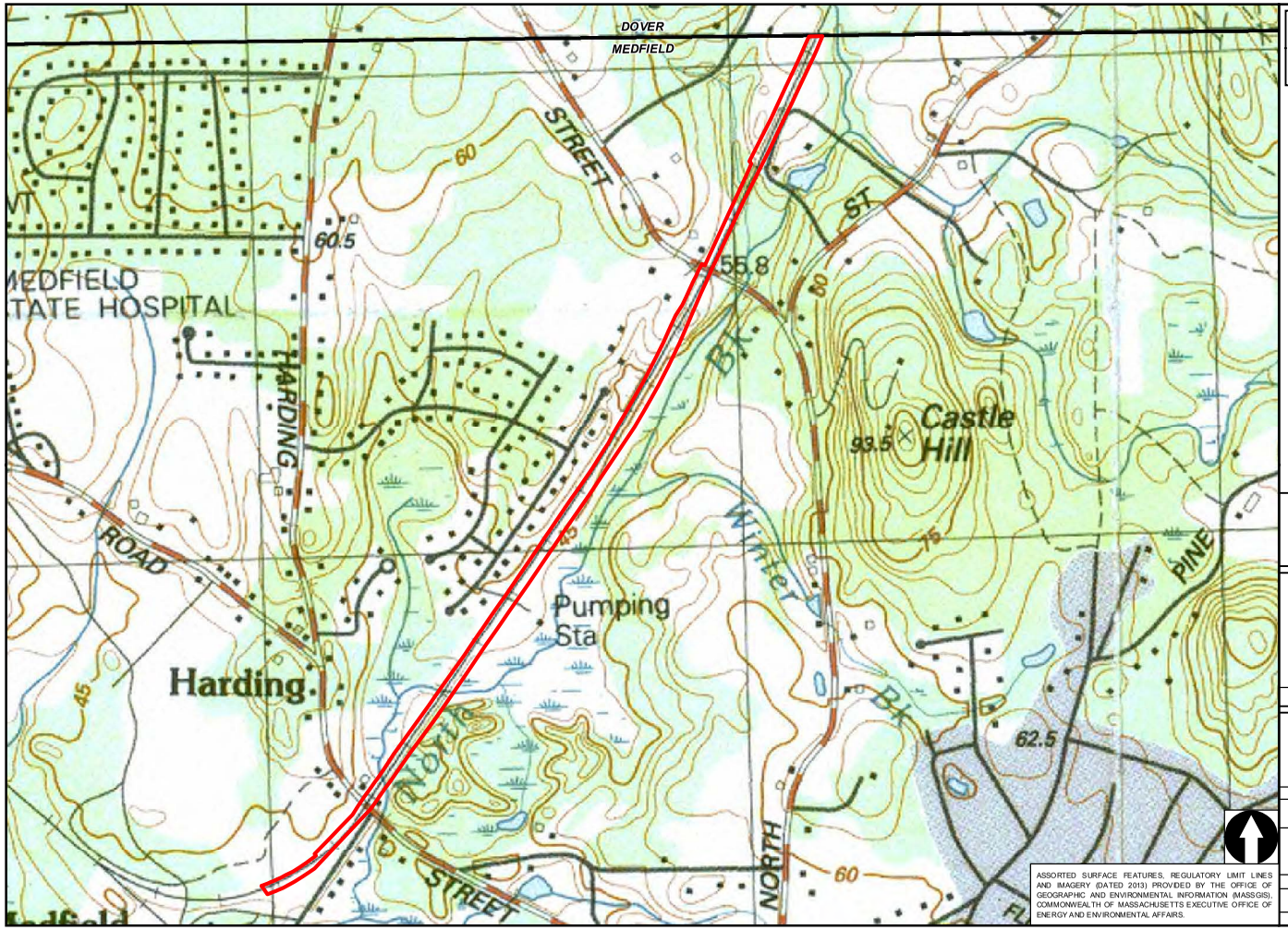
Medfield Rail Trail

Construction Sequence

1. Provide written notice to the Conservation Commission or its representatives a minimum of 72 hour prior to commencement of construction.
2. Install 9-inch diameter straw wattle erosion control or alternate approved by the Conservation Commission or its representative on each side of trail as required by Medfield Conservation Commission or its representative.
3. Rake or blow leaves from the rail bed surface to the widths required.
4. Using a Cat 304-mini Excavator and a Cat 426 Backhoe, carefully grade existing railroad surface to a width of 12 feet or less where necessary. Grade this area smooth and to a suitable sub-grade.
5. Roots and any unsuitable material encountered will be removed within the graded area and will be disposed of within the right of way.
6. The existing surface will be prepared to be level and compacted, ready to receive a top course of 1 inch minus grave; base. The thickness of the recycled material may vary between 4-12 inches depending on surface conditions. The intention being to blend the new surface as nearly as possible to the grade of existing edges now on the rail bed.
7. Gravel base material will be delivered in loads as they are installed. A stockpile area of gravel, and or stone dust may be located in the areas with no resource areas, near Ice House Road and Harding Street.
8. The gravel base will be installed, carefully keeping it within the graded area. It will be graded and compacted to create a cross-pitch of 1.5% slope to a selected side of the trail. The grading will be done with a small grader, one that would be typically used for driveway construction.
9. The gravel base will be graded and compacted using a road grader and vibratory compactor.
10. Stone dust will be installed to controlled depths to 2-3 inches. Dump trucks will be used to deliver the stone dust material to the site. Designated stockpile areas may be established upon approval of the Conservation Commission.
11. Remove erosion control upon authorization by the Conservation Commission or its representative.

Spill Prevention

1. Vehicles and large equipment will not be refueled within the 100-foot buffer zone to wetlands.
2. In the event of a spill of reportable amounts, the Medfield Fire Department will be notified (508) 359-2323, within 1 hour of identification of the spill.



Legend

- Subject Property
- Town Line

ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

PREPARED FOR:

FRIENDS OF MEDFIELD RAIL TRAIL

MEDFIELD, MASSACHUSETTS

PREPARED BY:

B E A L S + T H O M A S
Civil Engineers • Landscape Architects • Land Surveyors • Planners • Environmental Specialists

BEALS AND THOMAS, INC.
144 Turnpike Road
Southborough, Massachusetts 01772
T 508.366.0560 | www.bealsandthomas.com

PROJECT:

BAY COLONY RAIL TRAIL

MEDFIELD, MASSACHUSETTS

SCALE: 1" = 600' DATE: FEBRUARY 23, 2017

0 300 600 900
FEET

USGS MAP

B+T JOB NO. 2866.00

B+T PLAN NO. 20 6600 P01 A-001

FIGURE 1

Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

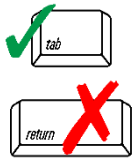
Medfield
City/Town

WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

A. General Information

Important: When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



1. Applicant:

Medfield Board of Selectmen, Osler L. Peterson, Chair — Name
Osler,Peterson@oslerpeterson.com — E-Mail Address
459 Main Street — Mailing Address
Medfield — City/Town
MA — State
02052 — Zip Code
508-906-3012 — Phone Number
Fax Number (if applicable)

2. Representative (if any):

Friends of Medfield Rail Trail — Firm
James Goldstein — Contact Name
jgold@tellus.org — E-Mail Address
40 Coolidge Ave. — Mailing Address
Needham — City/Town
MA — State
02492 — Zip Code
617-429-2966 — Phone Number
Fax Number (if applicable)

B. Determinations

1. I request the Medfield (Conservation Commission) make the following determination(s). Check any that apply:

☐ a. whether the **area** depicted on plan(s) and/or map(s) referenced below is an area subject to jurisdiction of the Wetlands Protection Act.

☐ b. whether the **boundaries** of resource area(s) depicted on plan(s) and/or map(s) referenced below are accurately delineated.

☒ c. whether the **work** depicted on plan(s) referenced below is subject to the Wetlands Protection Act.

☒ d. whether the area and/or work depicted on plan(s) referenced below is subject to the jurisdiction of any **municipal wetlands ordinance** or **bylaw** of:

Medfield
Name of Municipality

☐ e. whether the following **scope of alternatives** is adequate for work in the Riverfront Area as depicted on referenced plan(s).

C. Project Description

1. a. Project Location (use maps and plans to identify the location of the area subject to this request):

Railroad ROW - Ice House Road to Dover town line	Medfield
Street Address	City/Town
56	054
Assessors Map/Plat Number	Parcel/Lot Number

b. Area Description (use additional paper, if necessary):

Abandoned railroad corridor of 1.3 miles from Ice House Road to the Dover town line. See Site Plans for locations of wetland resource areas and proposed project.l

c. Plan and/or Map Reference(s):

Medfield Rail Trail Conceptual Planning and Design Report, Appendix A: Concept Plans & Appendix B: MassGIS Research	April 2017
	Date
	February 2017
Title	Date
Title	Date

2. a. Work Description (use additional paper and/or provide plan(s) of work, if necessary):

See attached Work Description.

C. Project Description (cont.)

b. Identify provisions of the Wetlands Protection Act or regulations which may exempt the applicant from having to file a Notice of Intent for all or part of the described work (use additional paper, if necessary).

3. a. If this application is a Request for Determination of Scope of Alternatives for work in the Riverfront Area, indicate the one classification below that best describes the project.

☐ Single family house on a lot recorded on or before 8/1/96

☐ Single family house on a lot recorded after 8/1/96

☐ Expansion of an existing structure on a lot recorded after 8/1/96

☐ Project, other than a single-family house or public project, where the applicant owned the lot before 8/7/96

☐ New agriculture or aquaculture project

☐ Public project where funds were appropriated prior to 8/7/96

☐ Project on a lot shown on an approved, definitive subdivision plan where there is a recorded deed restriction limiting total alteration of the Riverfront Area for the entire subdivision

☐ Residential subdivision; institutional, industrial, or commercial project

☒ Municipal project

☐ District, county, state, or federal government project

☐ Project required to evaluate off-site alternatives in more than one municipality in an Environmental Impact Report under MEPA or in an alternatives analysis pursuant to an application for a 404 permit from the U.S. Army Corps of Engineers or 401 Water Quality Certification from the Department of Environmental Protection.

b. Provide evidence (e.g., record of date subdivision lot was recorded) supporting the classification above (use additional paper and/or attach appropriate documents, if necessary.)

D. Signatures and Submittal Requirements

I hereby certify under the penalties of perjury that the foregoing Request for Determination of Applicability and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge.

I further certify that the property owner, if different from the applicant, and the appropriate DEP Regional Office were sent a complete copy of this Request (including all appropriate documentation) simultaneously with the submittal of this Request to the Conservation Commission.

Failure by the applicant to send copies in a timely manner may result in dismissal of the Request for Determination of Applicability.

Name and address of the property owner:

Massachusetts Bay Transportation Authority
Name

Ten Park Plaza
Mailing Address

Boston
City/Town

MA
State

02116
Zip Code

Signatures:

I also understand that notification of this Request will be placed in a local newspaper at my expense in accordance with Section 10.05(3)(b)(1) of the Wetlands Protection Act regulations.

Signature of Applicant

Date

Signature of Representative (if any)

Date

COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS
DEPARTMENT OF ENVIRONMENTAL PROTECTION
ONE WINTER STREET, BOSTON, MA 02108 617-292-5500

MITT ROMNEY
Governor

KERRY HEALEY
Lieutenant Governor

ELLEN ROY HERZFELDER
Secretary

ROBERT W. GOLLEDGE, Jr.
Commissioner

Best Management Practices for Controlling Exposure to Soil during the Development of Rail Trails

This document summarizes **Best Management Practices ("BMPs")** that should be considered before, during, and after former railroad lines are converted to recreation trails. These BMPs have been developed to eliminate or minimize potential exposures to residual oil or hazardous materials commonly found along railroad rights-of-way being converted to rail trails. This document also identifies locations and conditions for which the application of BMPs alone may not be sufficiently protective of public health and the environment.

These BMPs have been developed specifically for situations where a municipality has acquired a property interest in a rail corridor from the Massachusetts Bay Transportation Authority (MBTA) in order to convert the corridor to a rail trail[1], This fact sheet is relevant to municipalities: (1) with specific knowledge of a release of oil or hazardous materials through testing or other means and/or (2) without specific knowledge of a release, that seek to prevent the exposure of persons to oil or hazardous materials that may be present in such corridor until a responsible person conducts response action under MGL Chapter 21E.

Background Information

The waxing and waning of railroad activity in Massachusetts over the past century has left the Commonwealth a legacy of under-utilized rights-of-way that may be redeveloped for new rail service (such as the Amtrak Downeaster and the Greenbush line) or recreational trails (such as the Minuteman Trail or the Mass Central Rail-Trail).

When active, these railroad lines were important transportation corridors serving the citizens and industries of Massachusetts. Now many communities are actively seeking to convert former railroad lines to create new links -- trails that link:

- commuter's homes to workplaces;
- children's schools to the playgrounds;
- tourists' curiosity to the region's history; and
- communities to their neighbors.

[1] More specifically, only for those situations addressed under Chapter 46 of the Acts of 2003

Many former rail lines were abandoned years ago and appear to be nearly reclaimed by nature. Other lines run parallel to active lines, or reveal rusted rails threading through industrial areas. In some instances adjacent industrial activities, historic loading practices, leaks during material transfers or storage, and repair activities have contaminated soil with oil or hazardous materials. In addition, residual contamination is often found along the length of the line, incidental to the maintenance and use of the railway itself.

Redevelopment of former rail lines to recreational trails can be accomplished in a way that protects public health and the environment. It requires recognizing potential problems and implementing actions to safeguard nearby residents, workers, and trail users throughout the life of the project.

Residual Contamination from Railroad Operations

Some historic railroad operations involved the use of chemicals that may have resulted in presence today of contamination. The most commonly reported contamination along rail lines includes metals, pesticides[2] (such as lead arsenate), and constituents of oil or fuel (petroleum products). These chemicals have been associated with normal railroad operations and are likely to be found anywhere along the line. For example, it would not be uncommon to find arsenic (up to ten times natural background levels) present in the soil along a right-of-way from old railroad ties dipped in an arsenic solution, arsenic weed-control sprays, and arsenic-laced slag used as railroad bed fill[3]. Lubricating oil and diesel that dripped from the trains are likely sources of the petroleum product found along the lines. Other sources of contaminants associated with historic railroad operation may include coal ash from engines, creosote from ties, and polynuclear aromatic hydrocarbons ("PAHs") from the diesel exhaust.

The BMPs outlined in this document are specifically designed to be protective of public health and provide a practical alternative to extensively testing for and possibly removing these "typical" residues expected from the historic operation of a rail line[4].

In some instances, a rail corridor may have been open for a relatively short time, during a period of time or in a region where chemicals were not used by the rail operator. Application of the BMPs would not provide any significant benefit in those instances. In the absence of good historic information, the only sure way to know whether residuals pose a risk to trail users is to collect environmental samples along the corridor. Location-specific sampling results may then be used to modify these measures or obviate the need for their use.

Elevated Contamination from Railroad Operations or Other Sources

Several potential sources of contamination along a rail line may pose significant health and environmental risks worthy of closer examination. These sources include operations at switching and repair yards, railroad accidents involving hazardous cargoes, and releases of chemicals on rail spurs and properties that abut rail lines, but which are unrelated to the railroad operations. The latter two examples may

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[2] The application of pesticides consistent with their labeling is excluded from the definition of a "release" under M.G.L. Chapter 21E.

[3] Sampling along the abandoned Greenbush Line in the Fall of 2003, prior to its rehabilitation for commuter rail service, indicates the presence of arsenic concentrations up to 205 mg/kg, with 16% of the results greater than the MCP S-1 soil standard of 30 mg/kg, and 25% greater than the *proposed* standard of 20 mg/kg.

[4] Consistent with Section 8C of Chapter 46 of the Acts of 2003 (http://www.state.ma.us/legis/laws/seslaw03/sl030046.htm), the BMPs described in this document suitably prevent access to the residual oil or hazardous materials expected to be present along a railroad right-of-way.

involve almost any chemical, such as the phosphorus trichloride released in an April 3, 1980, tank car incident in Somerville, or the asbestos released from the Zonolite processing plant in Easthampton. The contamination in rail yards is somewhat more predictable, including petroleum; metals; pesticides and organic compounds emanating from equipment cleaning areas; fueling areas; maintenance and repair activities; and the railroad beds themselves.

An MCP Phase 1[5] level of investigation, tailored to the nature of the contaminant and source, would be appropriate to address these sources of elevated chemical contamination. A Phase 1 Preliminary Investigation would typically contain sufficient information in the following areas to determine the need for a Response Action or further detailed investigation:

- General Disposal Site Information (description of location and potential receptors in the area);
- Disposal Site Map (description of the property itself, with buildings, drains, and sampling locations noted);
- Disposal Site History (description of ownership, releases, chemical use, management of waste, compliance history);
- Site Hydrogeological Characteristics (description of groundwater flow, borings, wells, and the results of any investigations);
- Nature and Extent of Contamination (description of evidence of releases, laboratory results, thickness of NAPL, approximate location of contamination);
- Migration Pathways and Exposure Potential (description of contamination in air, water, soil, and discussion of potential human and environmental receptors);
- Evaluation for Immediate Response Actions; and
- Conclusions.

The results of such an investigation would be used to determine appropriate measures to implement to eliminate or reduce current and future exposure to the contaminated soils. Such measures could be similar to the BMPs proposed in this guidance, more extensive than these BMPs, or less stringent, depending on the outcome of the investigation.

Identifying Areas of Concern

As described above, locations along rail corridors could exhibit a wide range of chemical contamination, depending on the use of the line and adjacent properties. Trail developers can conduct historic research to categorize segments of a rail corridor by level of concern.

DEP has identified four categories of interest for the purpose of implementing the soil BMPs. Any given rail-trail may be comprised of one or more of these areas.

> Residential, undeveloped or rural rights-of-way
> These are stretches along a rail line that border historically residential, undeveloped or rural properties. These areas are likely to have been affected only by the normal operation of the rail line, with a residual level of contamination. The BMPs outlined in this document are considered appropriate for these locations, absent evidence of a specific release.

[5] The general content of a Phase I "Initial Site Investigation Report" is described in the Massachusetts Contingency Plan, 310 CMR 40.0483.

Stations and crossings
These relatively small stretches along a right-of-way would be expected to be associated with contamination elevated over the residual levels, due to more frequent/intense use of pesticides to improve sight lines and greater frequency/intensity of human activities. The BMPs outlined in this document are considered appropriate for these locations, absent evidence of a specific release.

Industrial corridors
Many rail-trails include segments that pass through industrial areas, even the predominantly rural trails of western and central Massachusetts. These stretches have a higher ***potential*** for contamination within the right-of-way that is unrelated to the historic railroad use. The BMPs outlined in this document may not be sufficiently protective of public health and the environment at these locations. A preliminary review is recommended in order to establish whether site-specific concerns indicate a need for further investigation, including soil testing. Absent a site-specific concern, the BMPs outlined in this document are considered appropriate for these locations.

Switching and Repair Yards
As discussed earlier, switching and repair yards have a greater range of potential contaminants of concern and a higher likelihood that the contaminants are present at significant levels. The BMPs outlined in this document are not considered sufficient by themselves to protect public health and the environment at these locations, absent further investigation.

Figure 1 outlines the decision-making steps trail developers should follow in identifying locations of interest along the corridor they are developing and whether the BMPs apply without the need for further site investigation, including soil testing.

Goals of Best Management Practices

DEP's goals in publishing BMPs for use in developing rail-trails include:

- promoting rail-trail conversions that are both health-protective and cost-effective[6];
- recognizing the potential presence of oil or hazardous material along the right-of-way;
- recognizing the potential health and environmental risks associated with developing the right-of-way;
- expediting trail development to prevent (or minimize) risk to current users of "beaten paths" along inactive rail corridors;
- preventing (or minimizing) exposures to oil or hazardous material before, during, and after construction of rail-trails; and
- preventing (or minimizing) off-site migration of contaminants before, during, and after the construction of rail-trails.

These BMPs are intended to be applied to those rail corridor segments where residual contamination from historic railroad operations is assumed to be present. Trail developers always have the option to conduct soil testing to rule-out the presence of contamination and tailor soil management practices to actual site conditions.

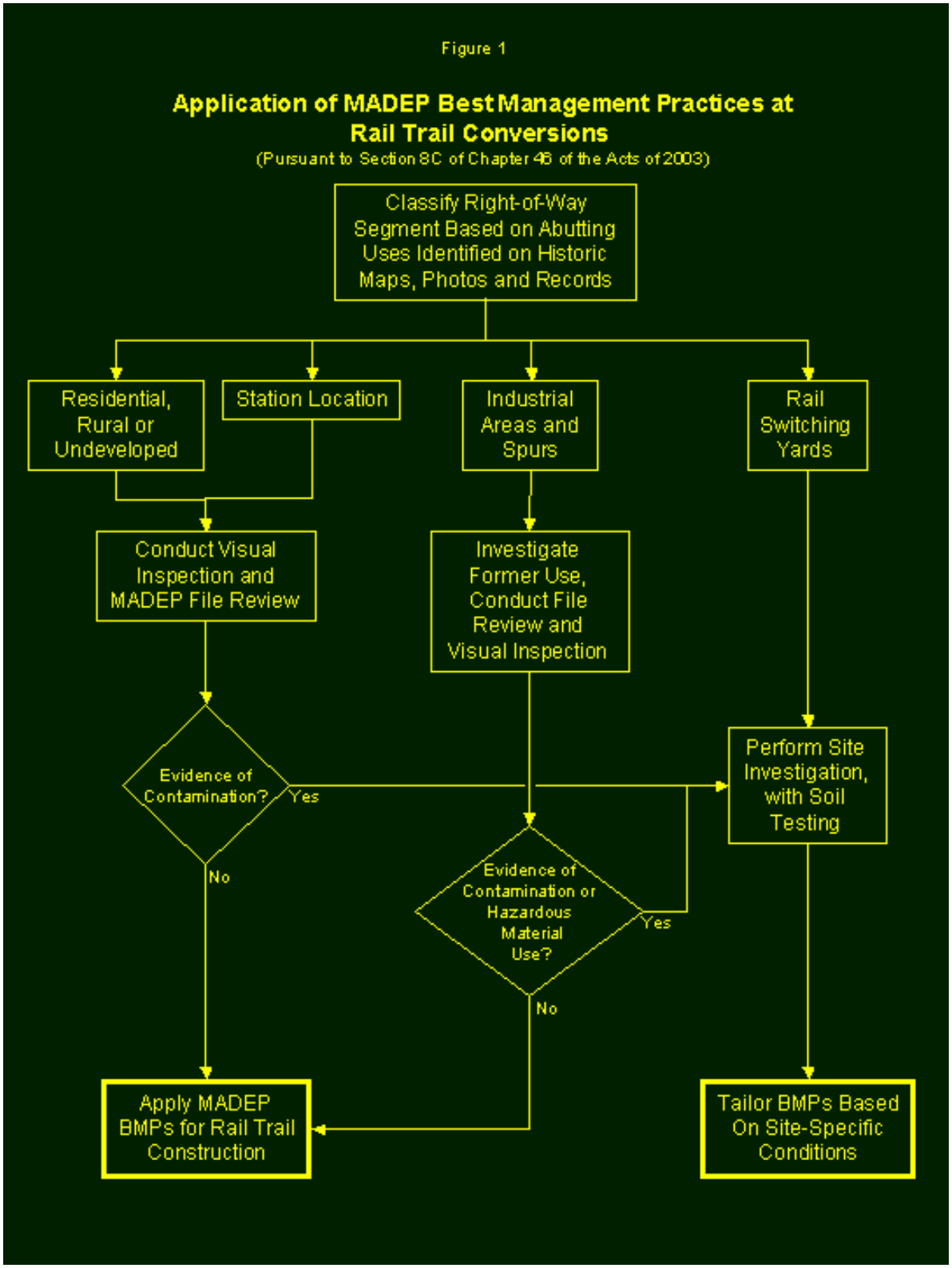
In addition to reducing risk of exposure to contaminants, the focus of this guidance, trails promote public health by encouraging active and healthy lifestyles.

The application of these BMPs to any portion of a rail corridor converted to residential use in conjunction with rail trail development is not appropriate. Only a site-specific investigation, including soil testing, can determine whether conversion to residential use is health protective.

Figure 1

Application of MADEP Best Management Practices at Rail Trail Conversions

(Pursuant to Section 8C of Chapter 46 of the Acts of 2003)



BMP Applicability

These BMPs were developed primarily for residential or rural rights-of-way, and stations and crossings. The BMPs will also be applicable in many industrial corridors, but those locations may need case-by-case review to determine the likelihood of contamination beyond the residual levels assumed here.

DEP does not believe that these BMPs are, by themselves, sufficient and appropriate for use without more extensive site investigation in industrial areas with known or likely non-railroad sources, or in rail yards.

Note that the focus of these BMPs is the potentially contaminated soil along the right-of-way and the human exposures and environmental exposures that may result from improperly managing that soil at or near the surface. This document is not intended to be a summary of all environmental requirements, such as wetlands permitting or Underground Storage Tank (UST) removal that may apply to a project. Municipalities developing rail trails are also obligated to contain the further release or threat of release of oil or hazardous materials from any structure or container within the corridor.

Phases of Project/Exposures of Concern

Rail-trail development occurs in three main phases, or time periods. Each phase has unique exposures that must be considered to identify appropriate BMPs. These phases are pre-construction, construction, and post-construction.

Pre-Construction Phase

The pre-construction phase covers the period up to the time construction actually begins. Depending on project finances and construction sequences, this phase may last several years as communities seek funds to develop a project. Trail design also occurs during the Pre-construction Phase.

While the right-of-way is not a designated rail-trail at this point, a potential may exist for people to be exposed to contaminated soil on or from the right-of-way. Dirt bikers, hikers, or children taking shortcuts, and adjacent residents may receive runoff or dust from the rail bed in its unimproved condition. Many future rail-trails also serve as utility corridors. Workers repairing or installing subsurface utilities (such as sewer lines) may have the highest potential for exposure, albeit short-term.

During trail design, developers should identify which soils will be handled during construction and plan the areas where people will congregate once the trail has been completed.

As the final grades are established, areas for playgrounds identified, and trailheads located, long-term exposures may be created to any contaminated soil remaining along the trail. By following the design guidelines provided below, designers can ensure that any long-term exposures are eliminated or minimized.

If any soil will be excavated from the right-of-way and reused off-site, the potential for exposure should also be considered.

Construction Phase

The construction phase has the potential to create significant exposures to contaminated soil as the old rail line is cleared, the right-of-way is prepared, and the trail is constructed. While construction activities may be sporadic and short-term on any given stretch of the line, the project itself may continue for many months, or even longer than a year.

The receptors of concern during the construction phase include:
demolition workers (clearing the brush; and removing the rails, ties, ballast, and debris);
construction workers (grading and shaping the trail; and creating, moving, and dissipating soil stockpiles);
adjacent residents (inhaling dust generated from the project; exploring the partially-built trail; coming in contact with soil pushed onto their property, etc...); and
environmentally sensitive areas/species.

Post –Construction Phase

After construction, trail managers must monitor activities along the trail corridor to ensure that the steps taken to reduce exposure remain effective. Trail managers should be involved in decisions to excavate material from the trail corridor to ensure that users are protected both during and after such excavation. Workers repairing or installing subsurface utilities (such as sewer lines) may have the highest potential for exposure, albeit short-term. Maintenance activities will be necessary to ensure the integrity of the trail surface, structures and landscaping that help serve to eliminate exposures.

Recommended BMPs

Absent analytical evidence to the contrary, all soil along the right-of-way should be presumed to have at least residual levels of lead, arsenic, and PAHs from historic railroad operations, as described above. The following BMPs should be considered for the pre-construction, construction, and post-construction phases of rail-trail development, as appropriate.

Pre-Construction

1. Conduct a thorough, pre-construction paper review of the right-of-way and adjacent properties.
    - Investigate the rail line history; locate old stations, crossings, spurs, and rail yards. The Valuation Plans and historic aerial photos for the properties abutting the rail line can provide much of this information[7].
    - Investigate site use and the history of adjacent properties; identify commercial and industrial stretches. The Valuation Plans and Sanborn Insurance maps can provide much of the information for the snapshot in time when they were developed. Local historical societies may have information on leading local industrialists and their local businesses.
    - Review the existing list of known or suspected disposal sites to see if any are located along the right-of-way[8]

[6]Rails-to-Trails Conservancy provides additional guidance in its publication "Acquiring Rail Corridors" p 95-97. (http://www.trailsandgreenways.org/resources/development/acquis/arc_book.asp)

- Inquire with neighbors, fire department personnel or the local historical society for further information on train crashes, accidents, and other incidents that may have released chemicals.[9]

2. Conduct a thorough, visual inspection of the right-of-way, looking for:
   - contaminated soil as evidenced by discoloration, odors, differences in soil properties, pipes, or buried debris;
   - signs of illegal dumping of waste from businesses or industry (not simply household trash);
   - stressed vegetation or "dead zones";
   - areas of soil run-off, both away from the right-of-way and toward the right-of-way;
   - signs of wind erosion sufficient to create a dust inhalation exposure;
   - signs of public use of the existing right-of-way (condoned or trespassing), such as dirt-bike trails, play forts, beverage cans, and fire pits.

3. Control current (pre-construction) exposures to soil in areas of concern by implementing one or more of the following measures, as indicated by site conditions:
   - install signs to redirect people from areas of concern; or
   - strategically place barriers to control use in the areas of concern; or
   - implement other measures to eliminate contact with soils in areas of concern.

   In the event these three measures do not prove successful, trail developers should consider covering areas of exposed soil or planting bushes (such as puckerbrush) to divert people away from areas of concern.

Design Guidelines to Reduce Exposure

While developing the design for the trail, the design engineer or architect should follow these guidelines in order to reduce potential exposures.

1. Within the tread way[10] and in areas designated for recreational use along the trail (such as rest areas, picnic areas, and playgrounds), eliminate contact with potentially contaminated soil by implementing one or more measures, as appropriate:
   - Place potentially contaminated soil under pavement or an equivalent layer of compacted stone dust; or
   - Place potentially contaminated soil under at least 12 inches of clean fill and mark with a geosynthetic barrier immediately above the potentially contaminated soil; or
   - Remove and appropriately dispose of potentially contaminated soil off-site. Replace with clean material (soil, stone dust, wood chips, etc.) to establish the path and maintain grade.

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[7]The Massachusetts DEP databases (http://Mass.Gov/dep/cleanup/sites/sdown) have spills information from the early 1980's and list known and suspected locations of contamination by street address. If evidence exists that an off-site source may have contaminated the right-of-way, further investigation is needed. DEP files may contain sufficient information to determine whether the right-of-way has been affected.

[8]If evidence exists that an incident may have contaminated the right-of-way, further investigation is indicated. DEP files may contain sufficient information to determine the extent of the problem.

[9]The tread way includes any area intended for active use including jogging side paths and equestrian trails

2. Outside of the tread way, control contact with potentially contaminated soil by implementing one or more measures to minimize or eliminate contact with potential residual contamination, including:
   - Design landscaping, including the nature, location, and density of plantings, that channels recreational users of the trail to the tread way, disrupts the creation of informal tread ways (such as single track trails) and directs users away from potentially contaminated soil;
   - Create areas of congregation, such as benches, rest areas, and scenic areas, that draw recreational users of the trail and encourage congregation away from potentially contaminated soil;
   - Install signs informing users of upcoming congregation areas and/or advising users to remain on the path;
   - Stabilize the soil through plantings, grading, or other erosion control measures;
   - Install guardrails, curbing, or fences in areas to encourage users to stay the tread way; or
   - Implement other design features that would minimize or eliminate contact with residual contamination in the soil.

3. The design should identify areas where potentially contaminated soil will be removed and areas within the corridor where such soils can be safely stored temporarily so that the Construction Contractors can re-use as much material on-site as possible.

During Construction

The following BMPs presume the trail construction includes excavation, movement, placement and grading of soil. Trail construction activities that involve no movement of soil may be carried out with the application of standard dust control measures, such as spraying soil with water.

The following guidelines should be followed during construction involving soil grading and excavation and be incorporated into the construction bid documents in order to ensure the proper handling of soils during trail construction:

1. Hire an independent environmental monitor or task existing staff to oversee the Construction Contractor[11]. The monitor will:
   - Verify that construction-related plans and training are in place before construction begins ;
   - Oversee all excavation,
   - Visually inspect material that will be moved, and
   - Ensure proper management of soil along the right-of-way and the implementation of BMPs.

   During construction, the environmental monitor should be present whenever known contaminated soil will be excavated and should inspect construction-related BMPs several times each week.

[10]For example, a municipality may enter into an agreement with Mass Highway to manage a trail construction funded with federal transportation appropriations. The agreement should require that the construction contract include provisions requiring the contractor to follow the BMPs and the directions of the independent environmental monitor.

2. Minimize or eliminate exposure of construction workers to potentially contaminated soil.
    - Prepare site-specific soil management and health and safety plans.
    - Have employees and subcontractors complete a safety-training program covering the potential hazards associated with working with contaminated soil likely to be present along a rail line, before excavation work begins.
    - Educate employees and subcontractors in identifying contaminated soil and on handling and disposal procedures for contaminated soil.
    - Hold regular meetings to discuss and reinforce the health and safety procedures.
    - Prevent visible dust during excavation, transportation, and placement operations. Implement dust control measures, such as spraying soil with water, during excavation or grading operations. Exercise caution to prevent soil spillage during transport.

3. Minimize or eliminate exposure of adjacent residents and curious trespassers to potentially contaminated soil.
    - Prevent visible dust during excavation, transportation, and placement operations. Implement dust control measures, such as spraying soil with water, during excavation or grading operations. Exercise caution to prevent soil spillage during transport.
    - Install temporary signs and/or security fence to surround and secure areas where potentially contaminated soil may pose an Imminent Hazard to human health.
    - Avoid temporary stockpiling of potentially contaminated soils. Take the following precautions stockpiling, as necessary:
        - Identify long-term stockpile locations that are away from residences, schools or playgrounds;
        - Cover the stockpile with plastic sheeting or tarps to prevent dust generation and erosion;
        - Install a berm, hay bales, and/or silt fences around the stockpile to prevent runoff from leaving the area;
        - Do not stockpile in or near storm drains or watercourses; and
        - Clean-up materials should be staged near the storage area.

4. Minimize or eliminate the migration of potentially contaminated soil off-site.
    - Protect gutters, storm drains, catch basins, and other drainage system features on the site with hay bales and/or silt fences during construction. They should be cleaned following the completion of site work.
    - Prevent visible dust during excavation, transportation, and placement operations. Implement dust control measures, such as spraying soil with water, during excavation or grading operations.
    - Exercise caution to prevent soil spillage during transport.
    - Stabilize exposed areas of potentially contaminated soil and prevent run-off.

5. Prevent new leaks and spills and notify DEP, as appropriate, if they occur.

6. Transport and dispose potentially contaminated soil in accordance with the applicable rules and regulations of the United States Department of Transportation (USDOT), the United States Environmental Protection Agency (USEPA), and the Massachusetts Department of Environmental Protection (MADEP) (the specifications for the off-site management of contaminated soil supersede the procedures outlined in this BMP).

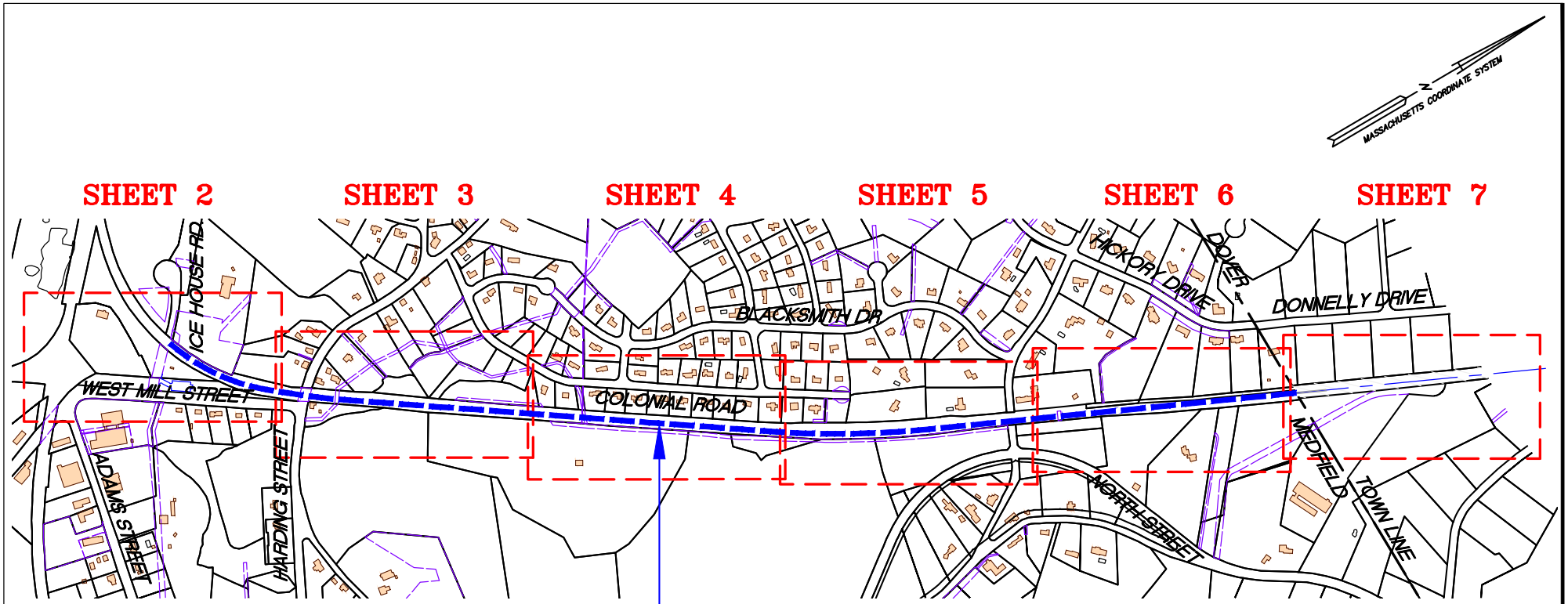
Post- Construction

1. Establish a protocol to ensure that future workers performing maintenance or construction within the right-of-way are made aware of the need for appropriate BMPs, including:
   - Posting of signage indicating that a permit from the trail manager is necessary before any excavation of the corridor begins.
   - Sending notice of the existence of such requirement to easement holders and the municipal engineer and/or public works department; and
   - Developing Standard Operating Procedures with local utilities, easement holders, DPWs, and other municipal offices for work in the right-of-way.

2. Establish a procedure for the trail manager to periodically travel the corridor and inspect the integrity of the trail surface, structures and landscaping and require appropriate action to correct any problems observed.

DEP Contact

For further information, please contact Paul Locke in the DEP Bureau of Waste Site Cleanup at (617) 556-1160 or Paul.Locke@state.ma.us.



LEGEND

124	EXISTING CONTOUR
	EDGE OF WATER
	APPROXIMATE BOUNDARY OF BORDERING VEGETATED WETLAND
	EXISTING BUILDING
Ⓦ	WHISTLE POST
R.R.	RAILROAD
STA.=	CENTERLINE STATION
TEL. BOX	TELEPHONE BOX
N/F	NOW OR FORMERLY
	VISUAL BUFFER
	FALL BARRIER
	100 YEAR FLOOD LINE
	PROPOSED 10' WIDE TRAIL
	EROSION CONTROL BARRIER (ECB)

METERS
0 100 250 500
0 300 600 1200 1800
FEET

CONCEPTUAL DESIGN PLAN

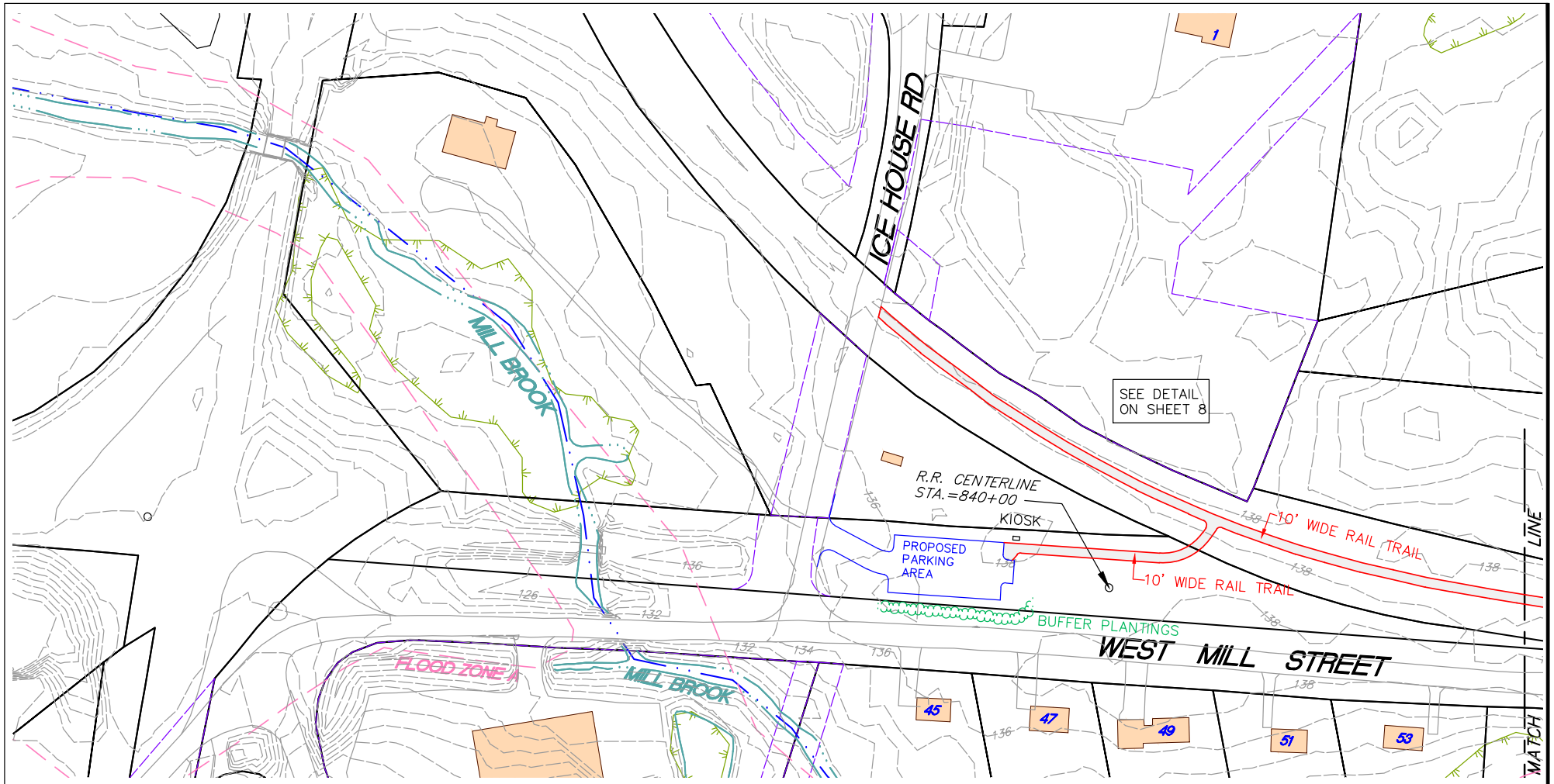
BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: 1"=600' Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P002A-001

1

BEALS AND THOMAS, INC.



MASSACHUSETTS COORDINATE SYSTEM

METERS
0 10 25 50 75
0 50 100 200 300
FEET

CONCEPTUAL DESIGN PLAN

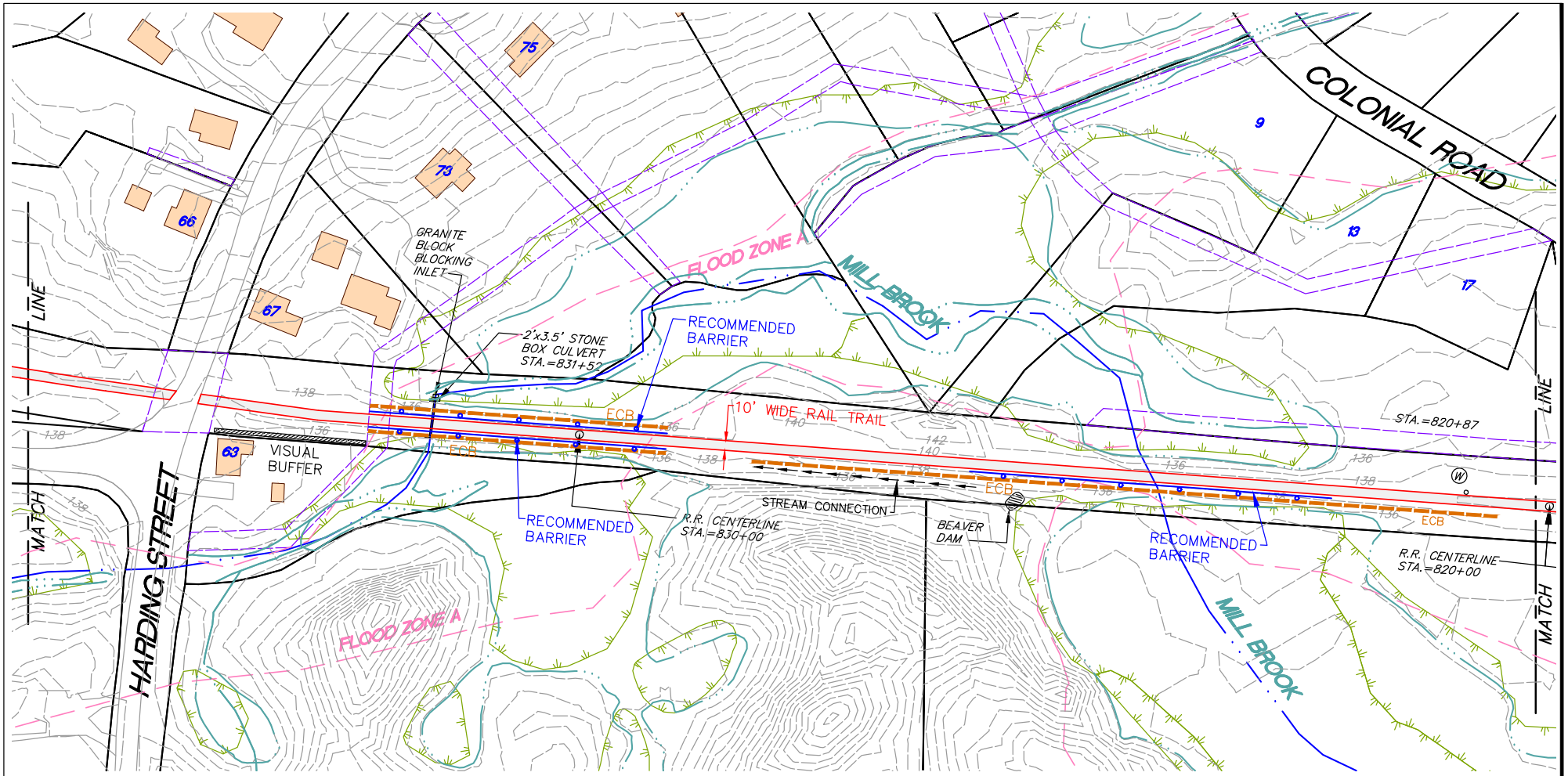
BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: 1"=100' Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P002A-002

2

BEALS AND THOMAS, INC.



CONCEPTUAL DESIGN PLAN

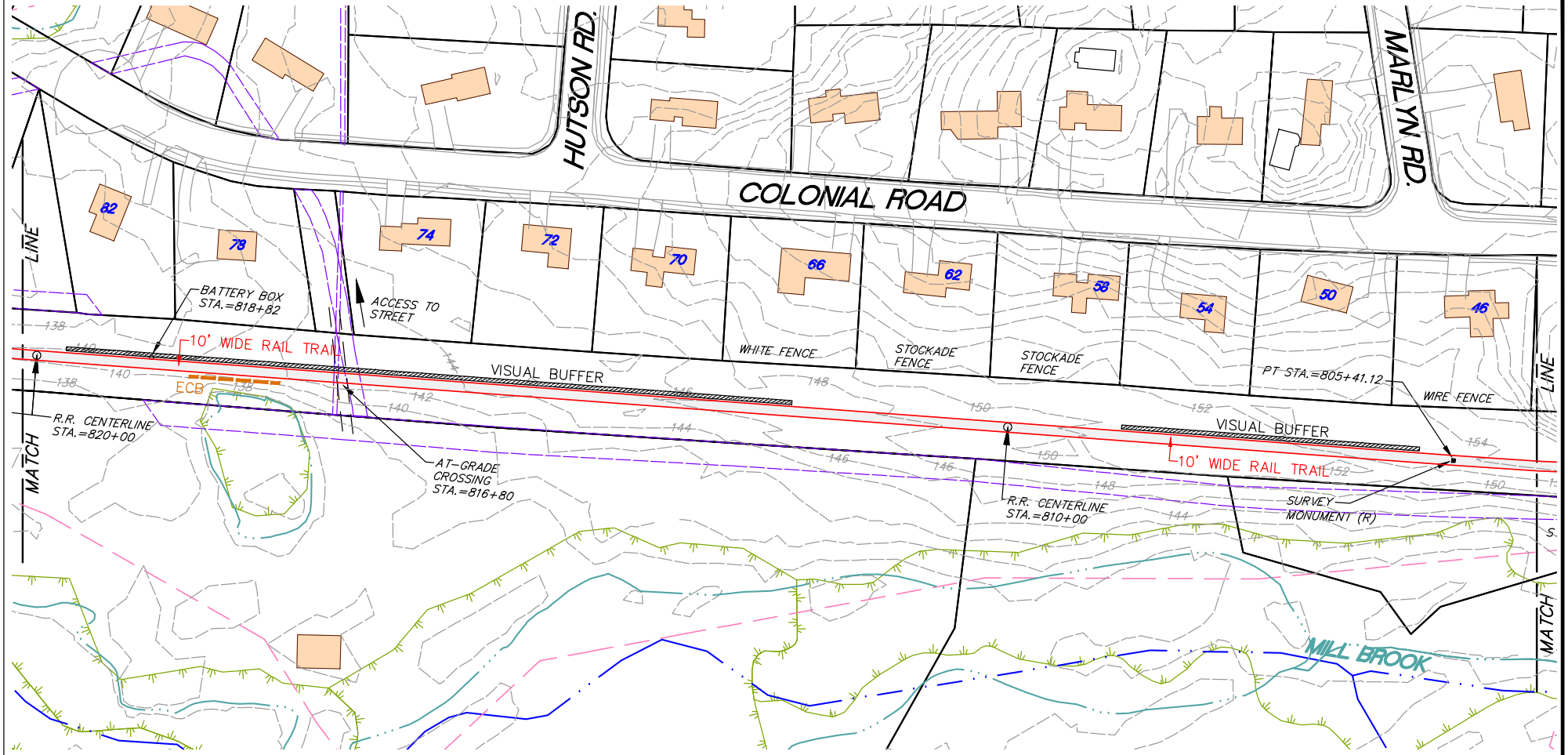
BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: 1"=100' Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P002A-003

3

BEALS AND THOMAS, INC.



CONCEPTUAL DESIGN PLAN

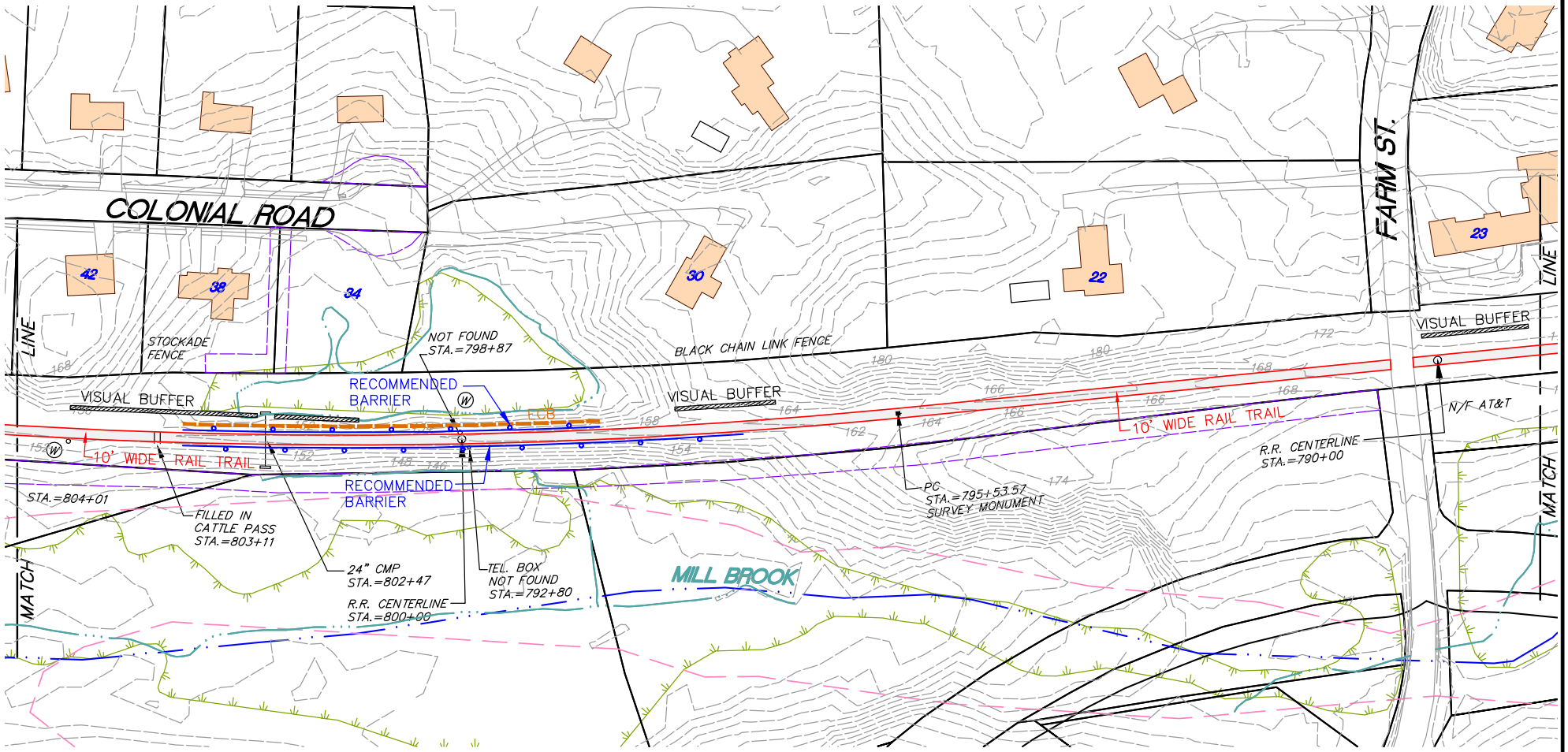
BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: 1"=100' Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P002A-004

4

BEALS AND THOMAS, INC.



CONCEPTUAL DESIGN PLAN

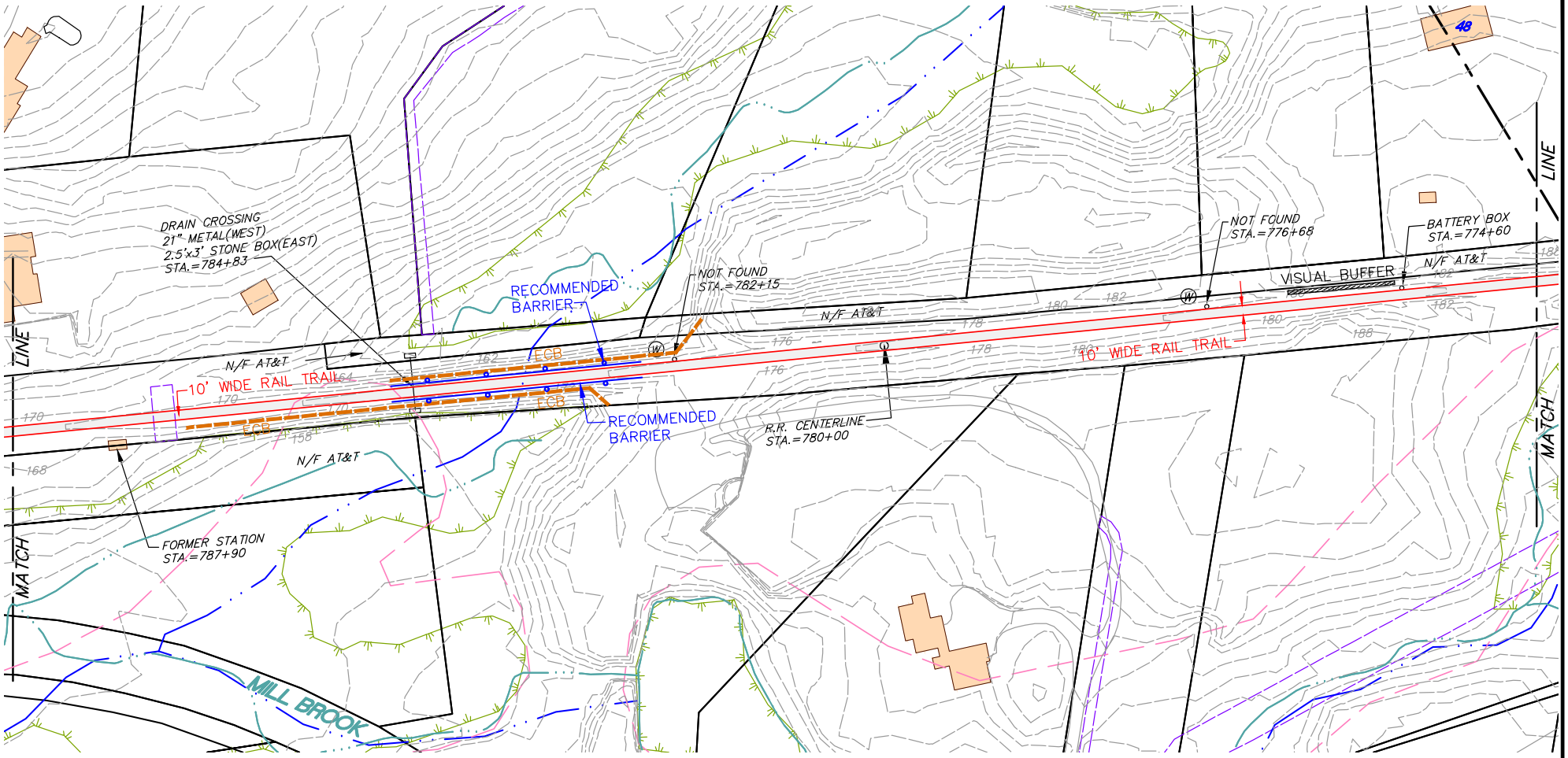
BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: 1"=100' Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P002A-005

5

BEALS AND THOMAS, INC.



MASSACHUSETTS COORDINATE SYSTEM

METERS
0 10 25 50 75
0 50 100 200 300
FEET

CONCEPTUAL DESIGN PLAN

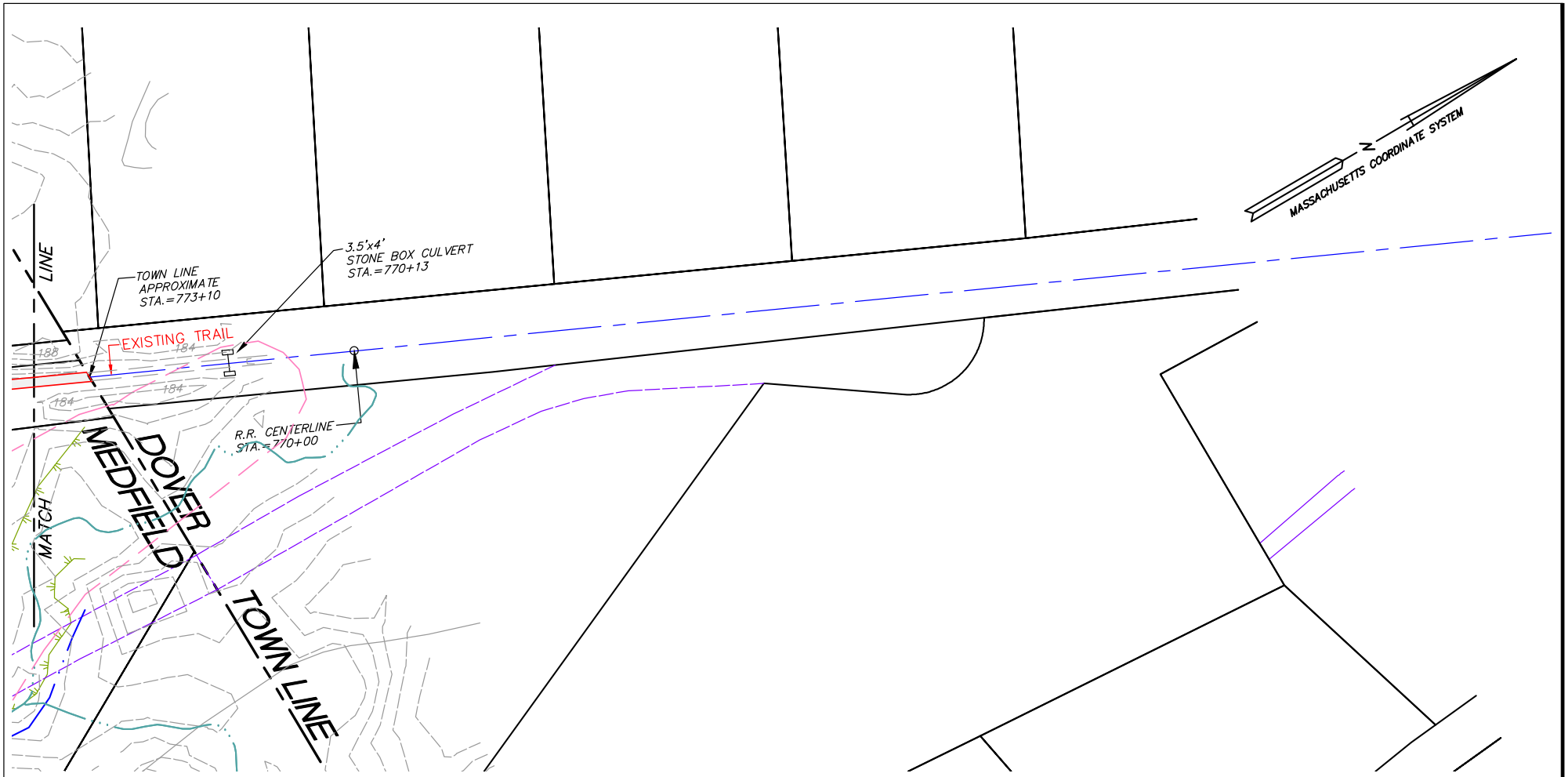
BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: 1"=100' Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P002A-006

6

BEALS AND THOMAS, INC.



CONCEPTUAL DESIGN PLAN

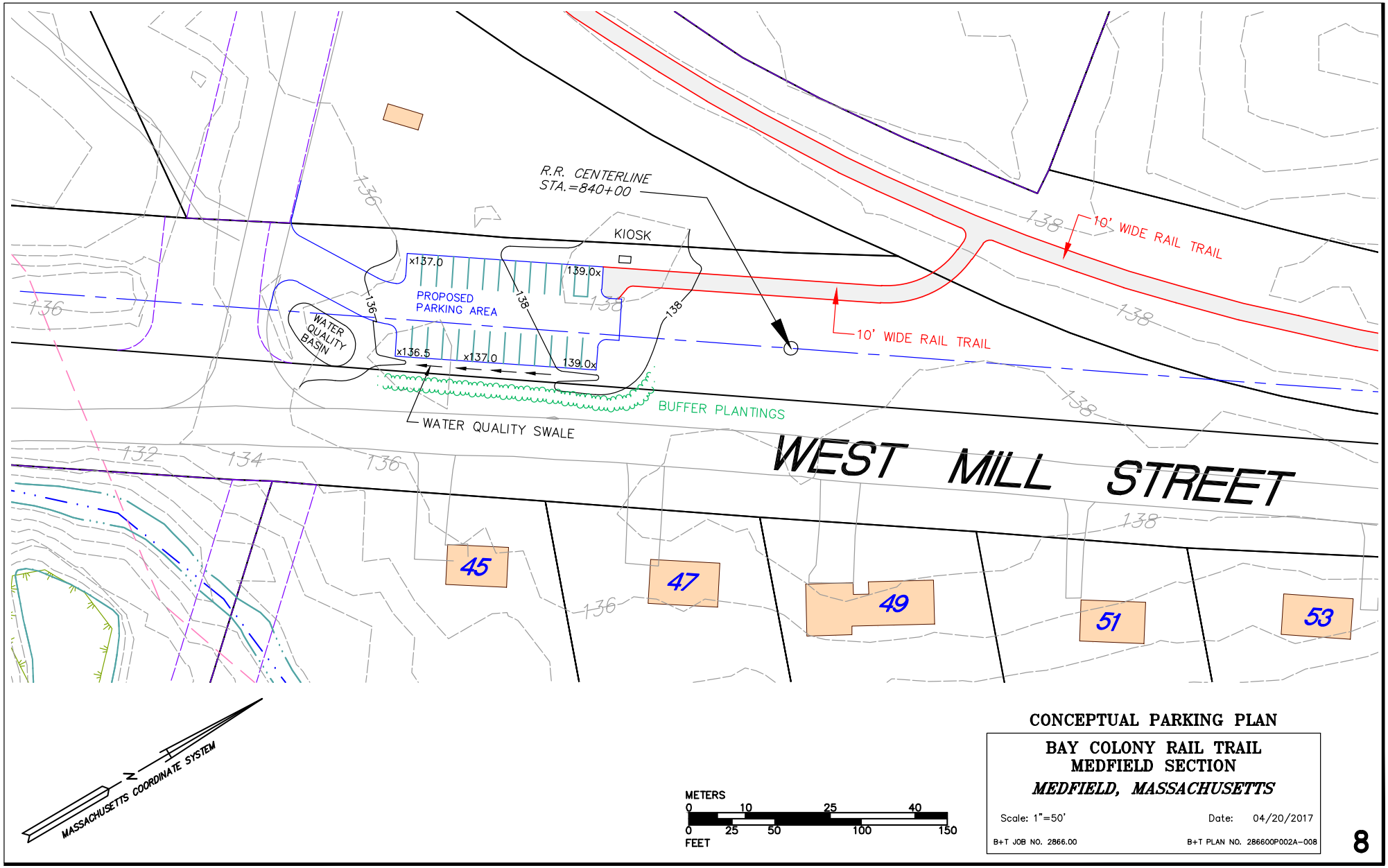
BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: 1"=100' Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P002A-007

7

BEALS AND THOMAS, INC.



CONCEPTUAL PARKING PLAN

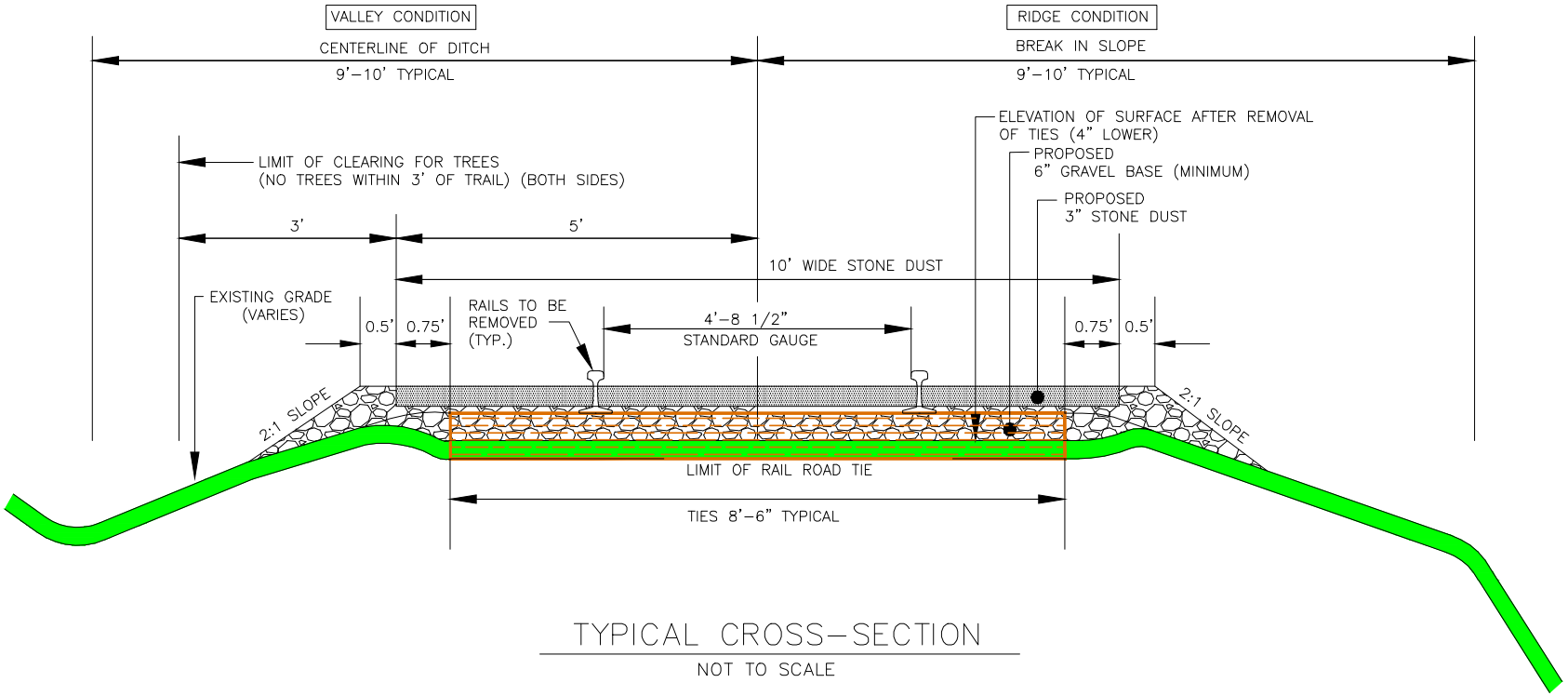
BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: 1"=50' Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P002A-008

8

BEALS AND THOMAS, INC.



TYPICAL CROSS–SECTION

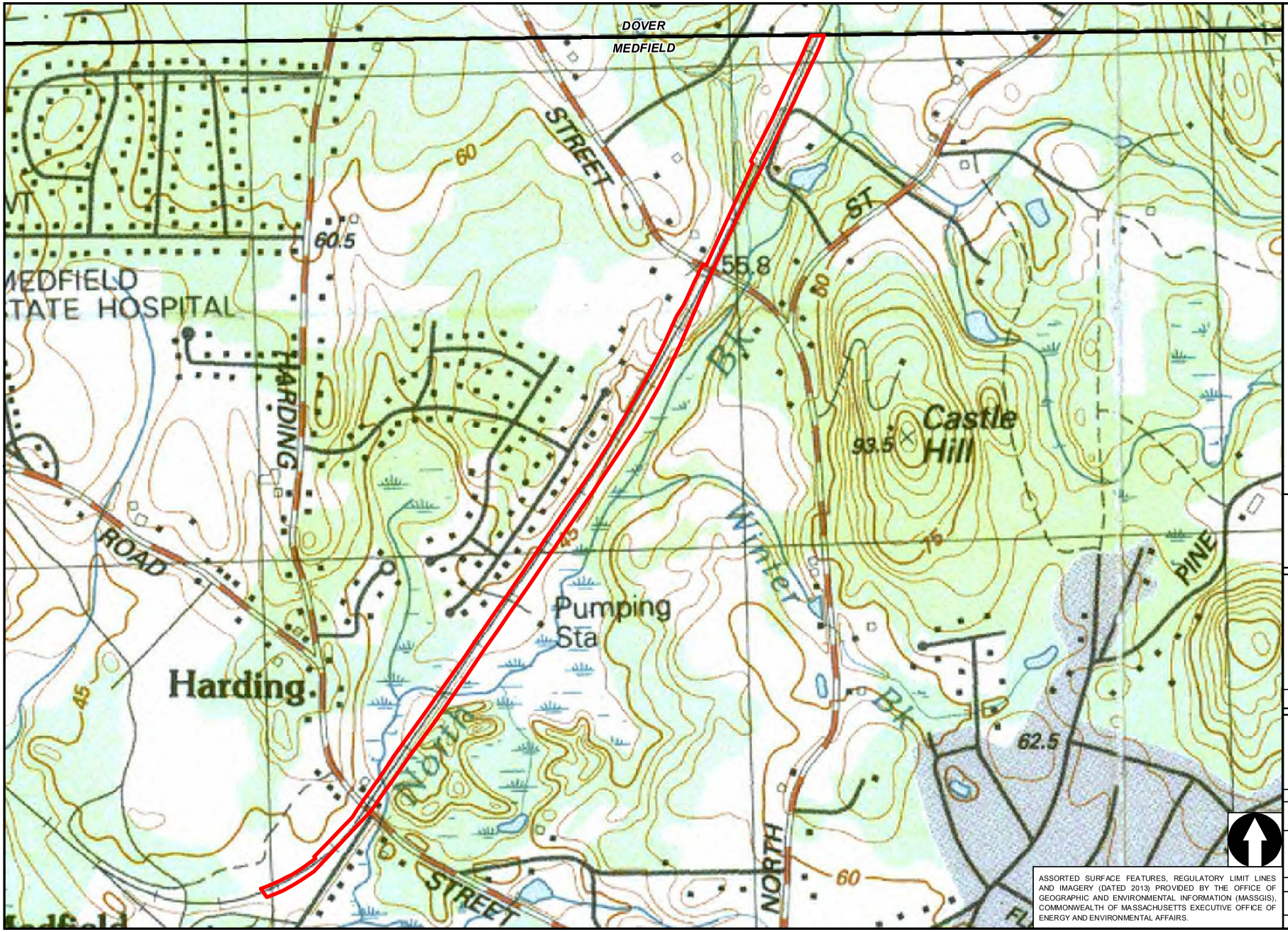
NOT TO SCALE

CROSS SECTION DETAIL

BAY COLONY RAIL TRAIL
MEDFIELD SECTION
MEDFIELD, MASSACHUSETTS

Scale: AS NOTED Date: 04/20/2017

B+T JOB NO. 2866.00 B+T PLAN NO. 286600P003A–001


DOVER
MEDFIELD
STREET
60
60.5
55.8
ST
80
EDFIELD
TATE HOSPITAL
HARDING
ROAD
Castle
Hill
93.5
Pumping
Sta
Harding
45
Winter
PINE
15
North
STREET
NORTH
60
62.5
Legend
Subject Property
Town Line
PREPARED FOR:
FRIENDS OF MEDFIELD
RAIL TRAIL
MEDFIELD, MASSACHUSETTS
PREPARED BY:
BEALS+THOMAS
Civil Engineers + Landscape Architects + Land Surveyors + Planners + Environmental Specialists
BEALS AND THOMAS, INC.
144 Turnpike Road
Southborough, Massachusetts 01772
T508.366.0560 | www.bealsandthomas.com
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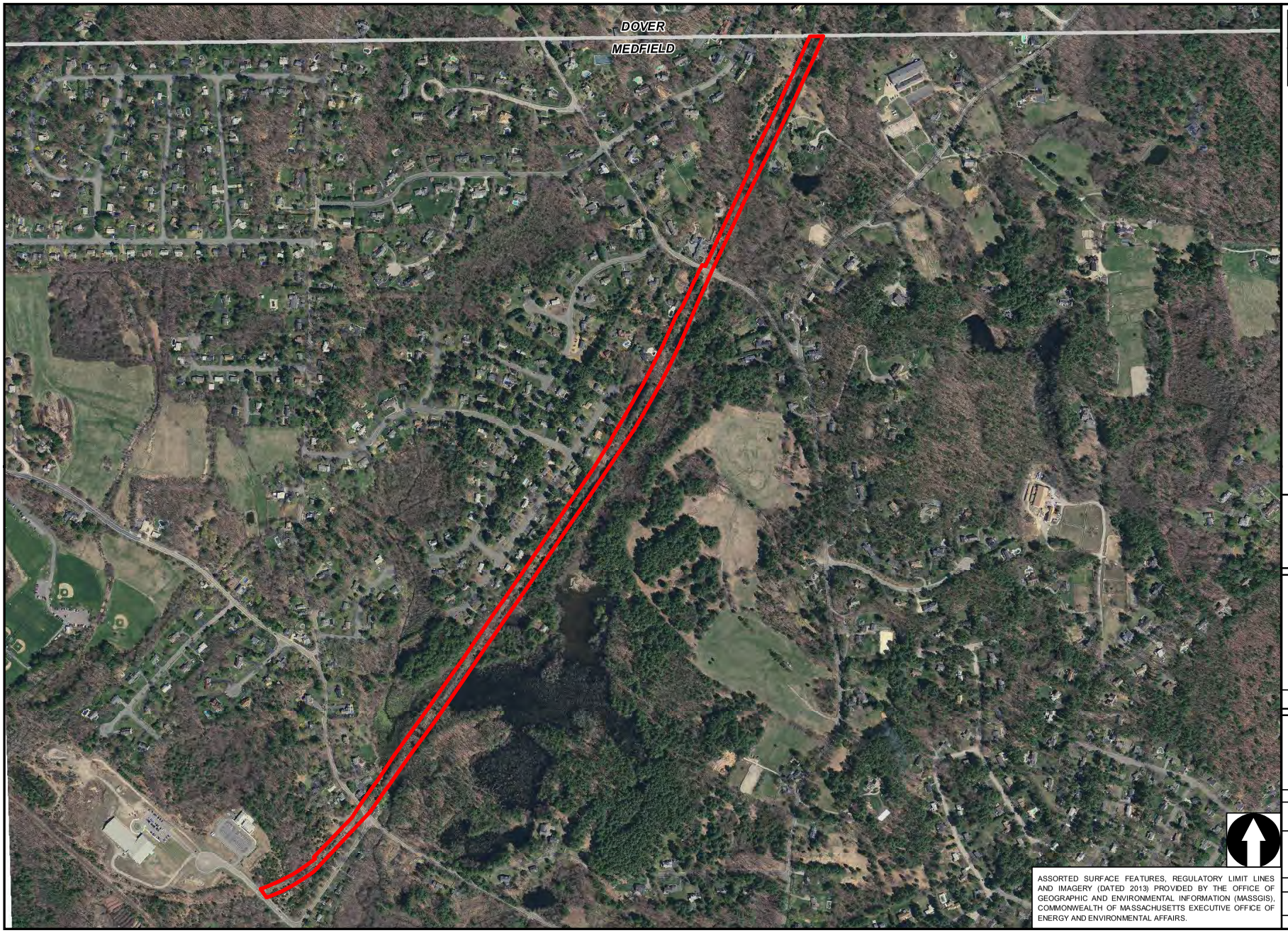
PROJECT:
BAY COLONY RAIL TRAIL
MEDFIELD, MASSACHUSETTS
SCALE: 1" = 600'
DATE: FEBRUARY 23, 2017
0
300
600
900
FEET
USGS MAP
B+T JOB NO. 2866.00
B+T PLAN NO. 28660P001A -001
FIGURE
1
ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

Appendix B-1



Legend

- Subject Property
- Town Line

PREPARED FOR:

FRIENDS OF MEDFIELD RAIL TRAIL

MEDFIELD, MASSACHUSETTS

PREPARED BY:

B E A L S + T H O M A S
Civil Engineers + Landscape Architects + Land Surveyors + Planners + Environmental Specialists

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PROJECT:

BAY COLONY RAIL TRAIL

MEDFIELD, MASSACHUSETTS

SCALE: 1" = 600' DATE: FEBRUARY 23, 2017

0 300 600 900
FEET

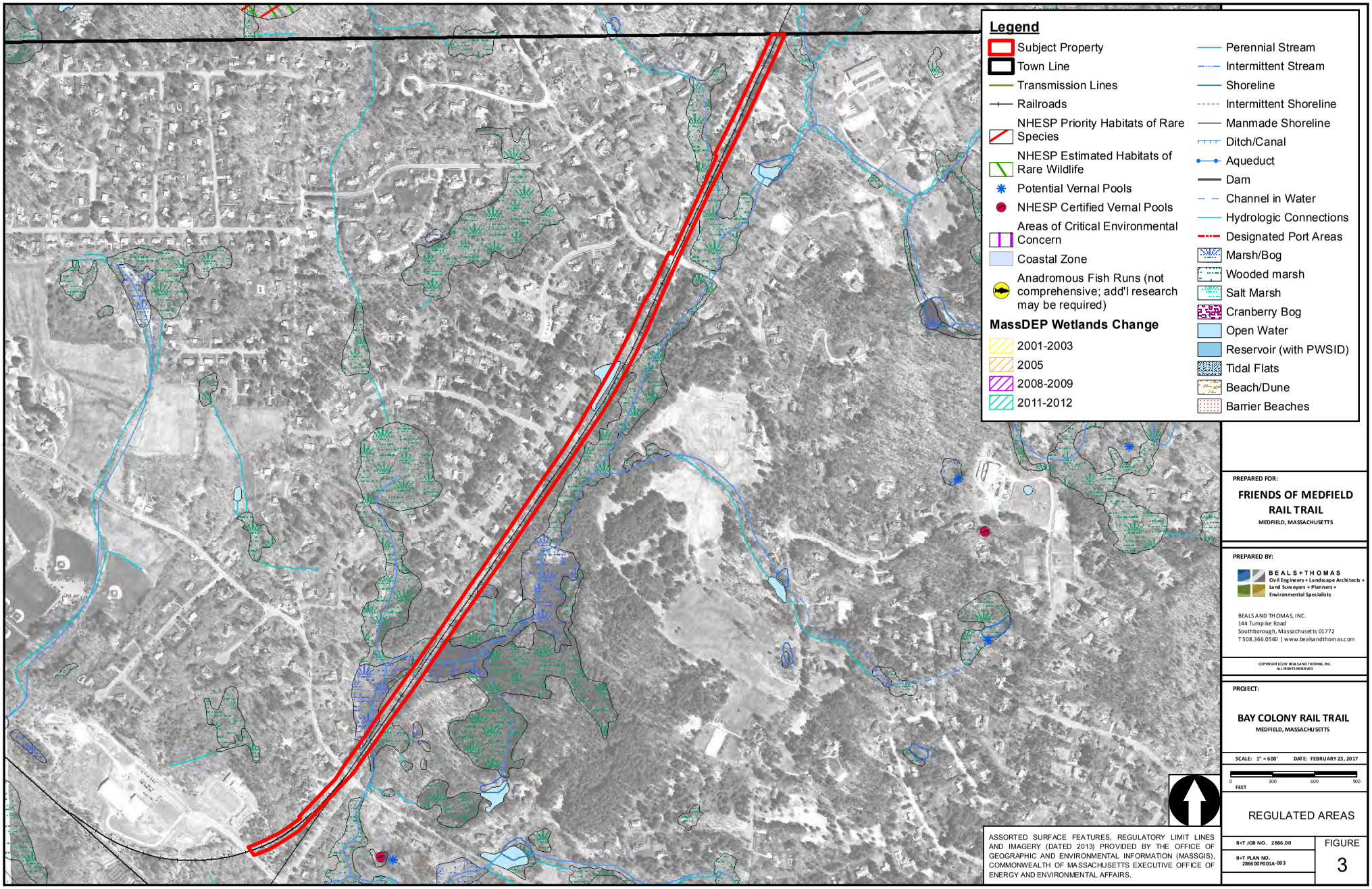
2013 AERIAL PHOTO

ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

B+T JOB NO. 2866.00

B+T PLAN NO. 2866OP001A-002

FIGURE 2



ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

PREPARED FOR:

FRIENDS OF MEDFIELD RAIL TRAIL

MEDFIELD, MASSACHUSETTS

PREPARED BY:

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PROJECT:

BAY COLONY RAIL TRAIL

MEDFIELD, MASSACHUSETTS

SCALE: 1" = 600' DATE: FEBRUARY 23, 2017

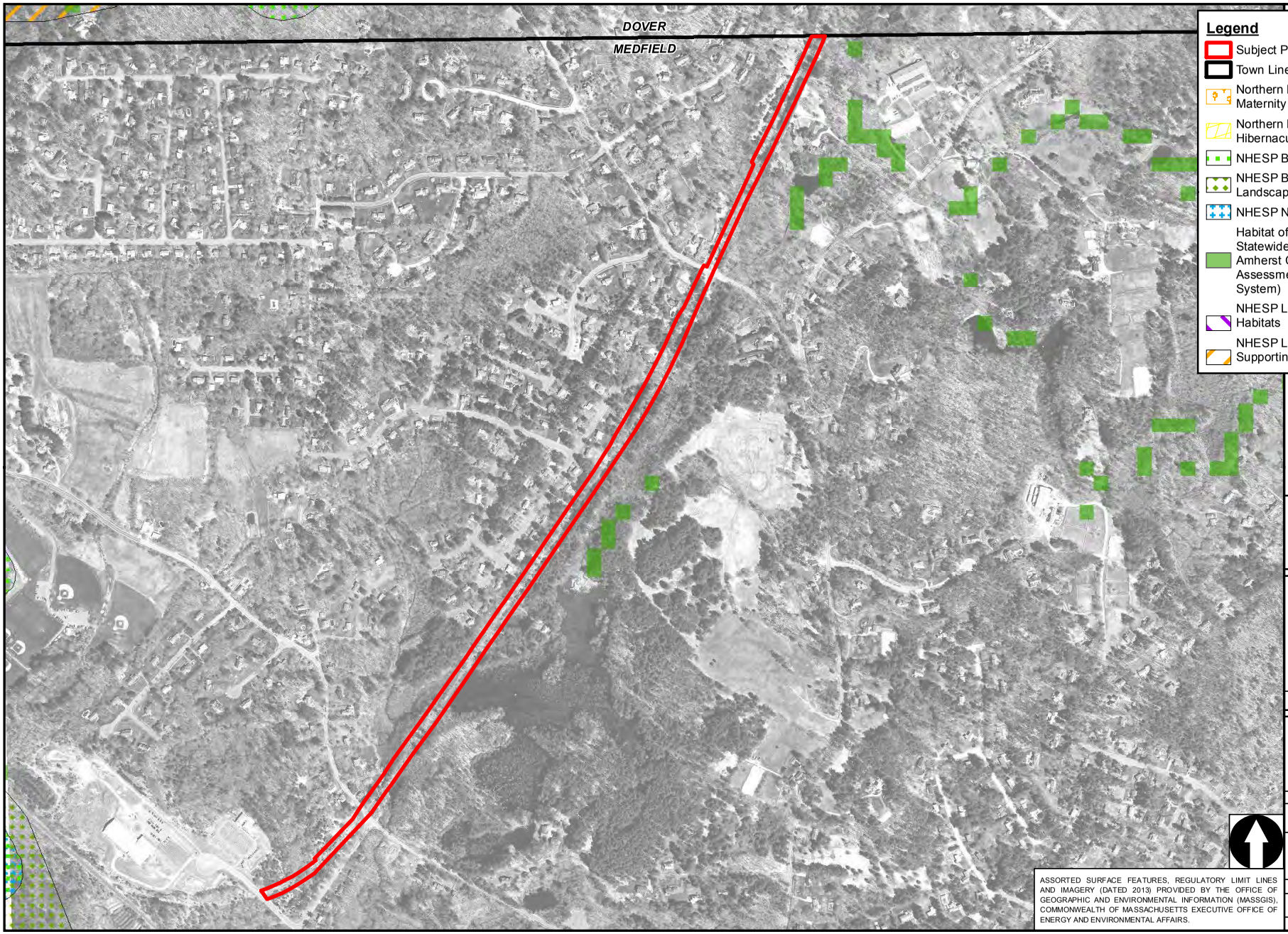
0 300 600 900
FEET

REGULATED AREAS

B+T JOB NO. 2866.00

B+T PLAN NO. 2866OP001A-003

FIGURE 3



ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

PREPARED FOR:

FRIENDS OF MEDFIELD RAIL TRAIL

MEDFIELD, MASSACHUSETTS

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PROJECT:

BAY COLONY RAIL TRAIL

MEDFIELD, MASSACHUSETTS

SCALE: 1" = 600' DATE: FEBRUARY 23, 2017

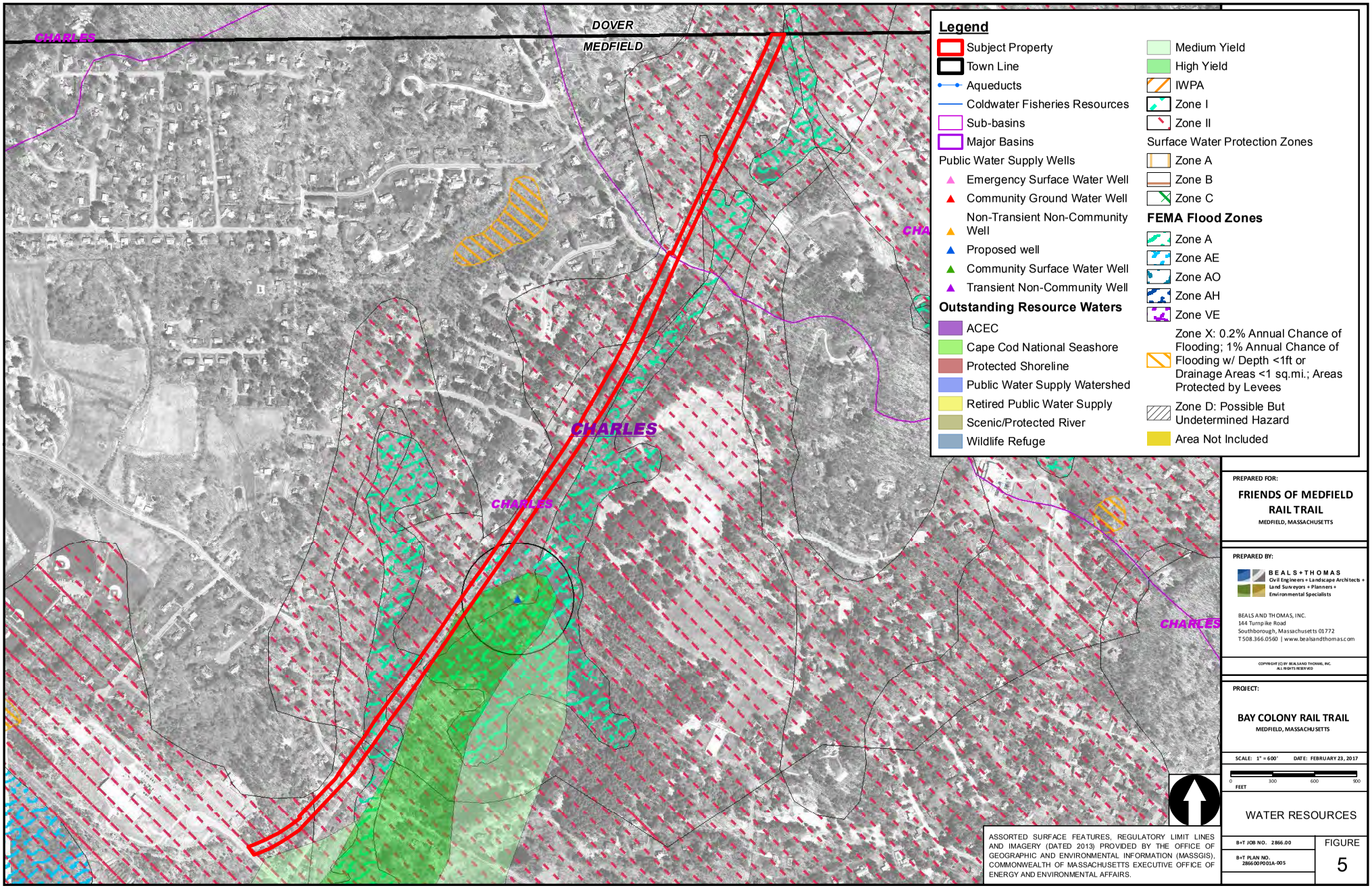
0 300 600 900
FEET

OTHER HABITAT

B+T JOB NO. 2866.00

B+T PLAN NO. 2866OP001A-004

FIGURE 4


CHARLES
DOVER
MEDFIELD
CHARLES
CHARLES
CHARLES
Legend
Subject Property
Town Line
Aqueducts
Coldwater Fisheries Resources
Sub-basins
Major Basins
Public Water Supply Wells
Emergency Surface Water Well
Community Ground Water Well
Non-Transient Non-Community Well
Proposed well
Community Surface Water Well
Transient Non-Community Well
Outstanding Resource Waters
ACEC
Cape Cod National Seashore
Protected Shoreline
Public Water Supply Watershed
Retired Public Water Supply
Scenic/Protected River
Wildlife Refuge
Medium Yield
High Yield
IWPA
Zone I
Zone II
Surface Water Protection Zones
Zone A
Zone B
Zone C
FEMA Flood Zones
Zone A
Zone AE
Zone AO
Zone AH
Zone VE
Zone X: 0.2% Annual Chance of Flooding; 1% Annual Chance of Flooding w/ Depth <1ft or Drainage Areas <1 sq.mi.; Areas Protected by Levees
Zone D: Possible But Undetermined Hazard
Area Not Included
PREPARED FOR:
FRIENDS OF MEDFIELD RAIL TRAIL
MEDFIELD, MASSACHUSETTS
PREPARED BY:
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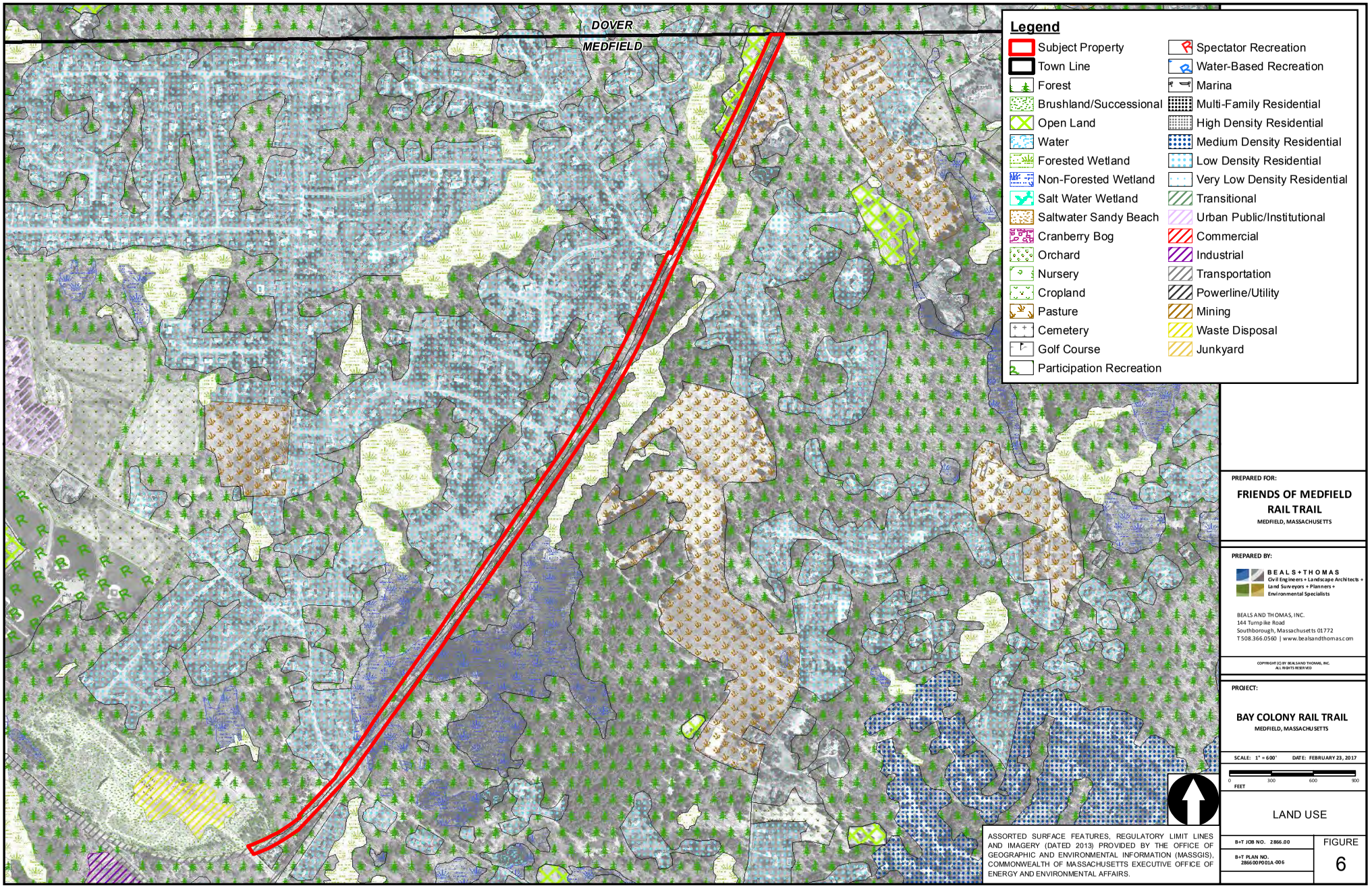
PROJECT:
BAY COLONY RAIL TRAIL
MEDFIELD, MASSACHUSETTS
SCALE: 1" = 600'
DATE: FEBRUARY 23, 2017
0
300
600
900
FEET
WATER RESOURCES
B+T JOB NO. 2866.00
B+T PLAN NO. 2866OP001A-005
FIGURE
5
ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.



ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

PREPARED FOR:

FRIENDS OF MEDFIELD RAIL TRAIL

MEDFIELD, MASSACHUSETTS

PREPARED BY:

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PROJECT:

BAY COLONY RAIL TRAIL

MEDFIELD, MASSACHUSETTS

SCALE: 1" = 600' DATE: FEBRUARY 23, 2017

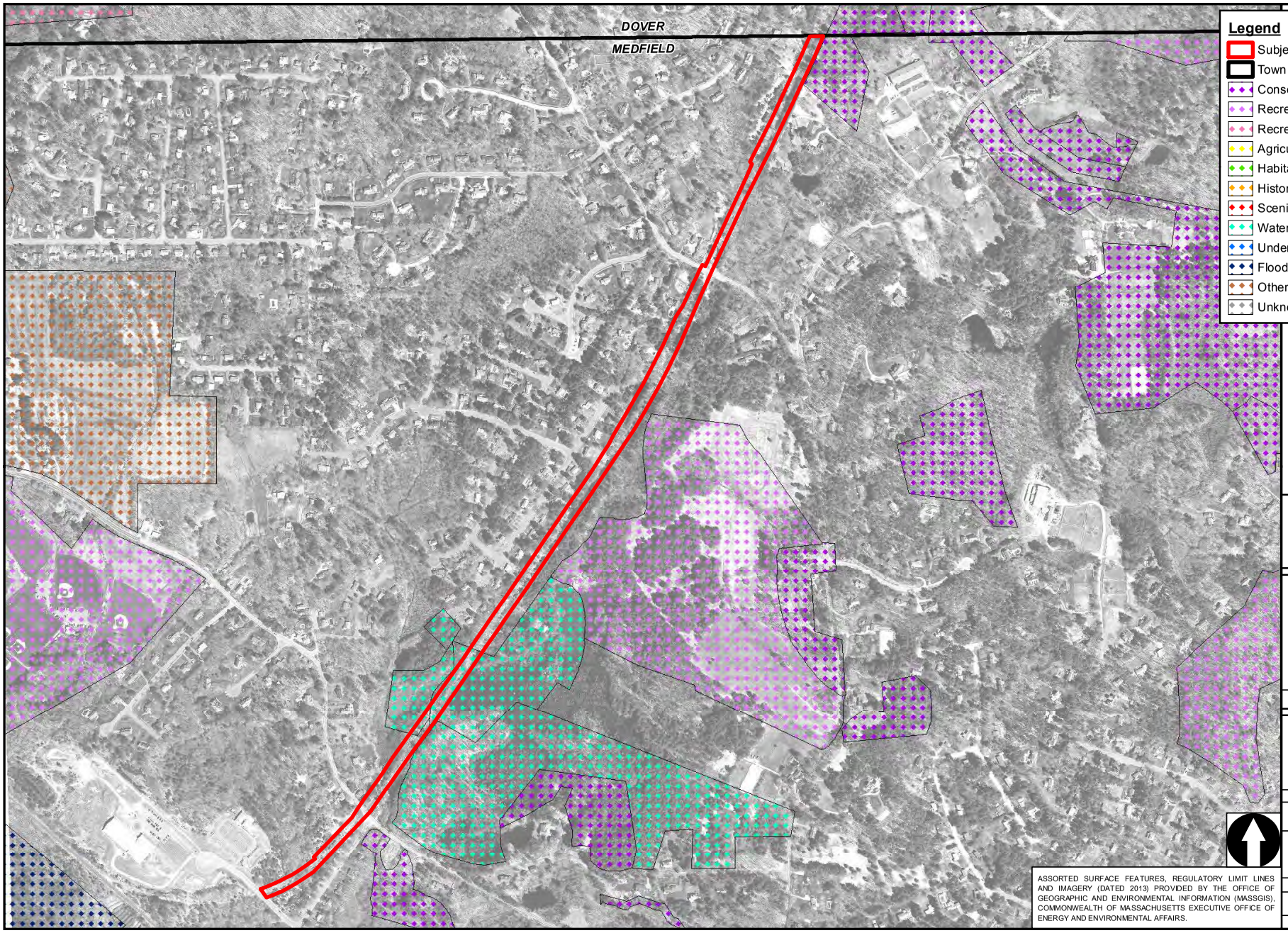
0 300 600 900
FEET

LAND USE

B+T JOB NO. 2866.00

B+T PLAN NO. 2866 00P001A-006

FIGURE 6



ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

PREPARED FOR:

FRIENDS OF MEDFIELD RAIL TRAIL

MEDFIELD, MASSACHUSETTS

PREPARED BY:

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PROJECT:

BAY COLONY RAIL TRAIL

MEDFIELD, MASSACHUSETTS

SCALE: 1" = 600' DATE: FEBRUARY 23, 2017

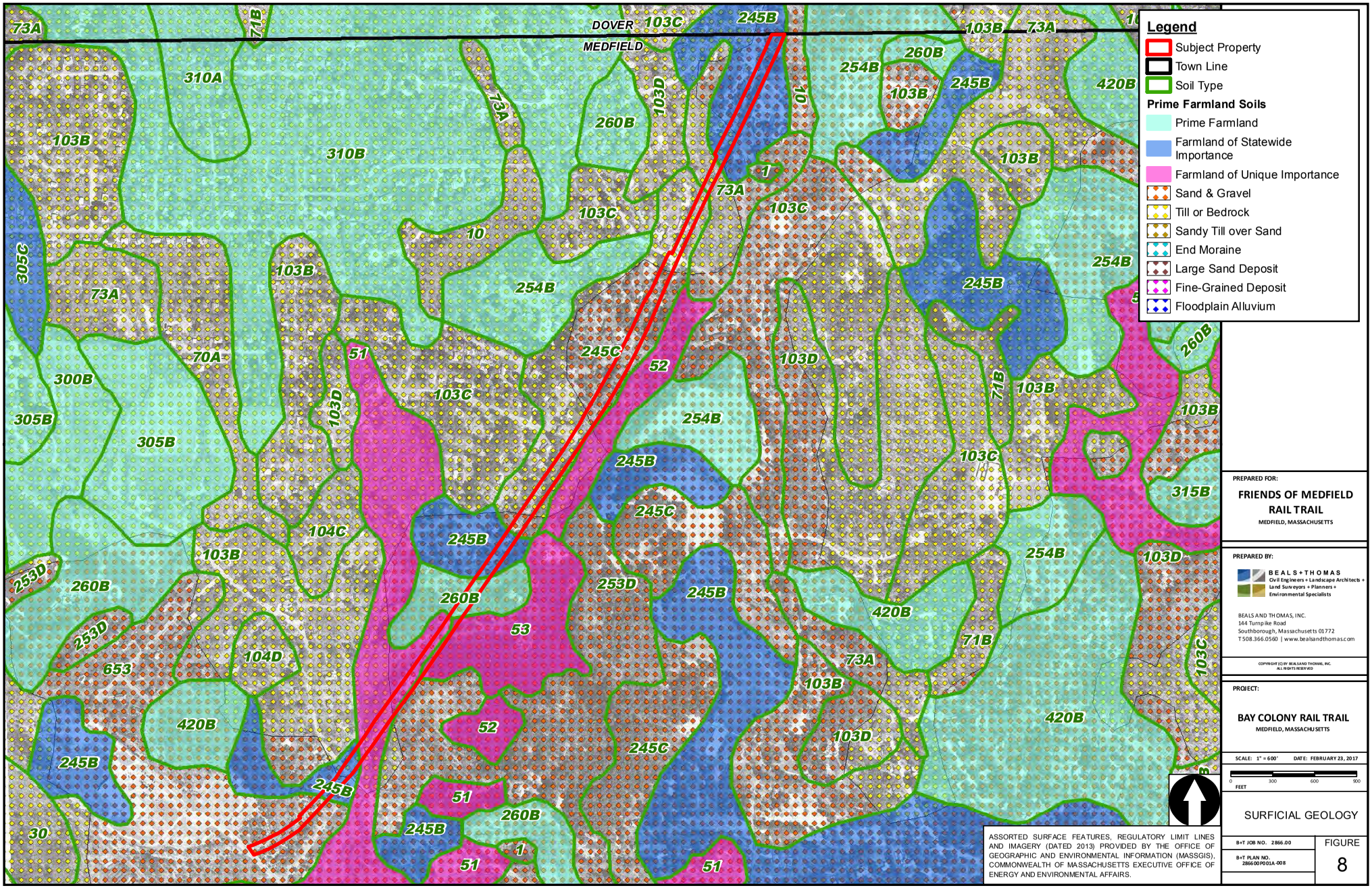
0 300 600 900
FEET

OPEN SPACE

B+T JOB NO. 2866.00

B+T PLAN NO. 2866 00P001A-007

FIGURE 7


DOVER
MEDFIELD
73A
71B
310A
103C
245B
103B
260B
254B
103D
10
420B
310B
1
305C
245C
52
70A
300B
305B
104C
253D
653
104D
53
51
315B
Legend
Subject Property
Town Line
Soil Type
Prime Farmland Soils
Prime Farmland
Farmland of Statewide Importance
Farmland of Unique Importance
Sand & Gravel
Till or Bedrock
Sandy Till over Sand
End Moraine
Large Sand Deposit
Fine-Grained Deposit
Floodplain Alluvium
ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.
PREPARED FOR:
FRIENDS OF MEDFIELD RAIL TRAIL
MEDFIELD, MASSACHUSETTS
PREPARED BY:
BEALS+THOMAS
Civil Engineers + Landscape Architects + Land Surveyors + Planners + Environmental Specialists
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PROJECT:
BAY COLONY RAIL TRAIL
MEDFIELD, MASSACHUSETTS
SCALE: 1" = 600' DATE: FEBRUARY 23, 2017
0 300 600 900
FEET
SURFICIAL GEOLOGY
B+T JOB NO. 2866.00
B+T PLAN NO. 2866.00P001A-008
FIGURE
8

Appendix B-8

PREPARED FOR:

FRIENDS OF MEDFIELD RAIL TRAIL

MEDFIELD, MASSACHUSETTS

PREPARED BY:

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PROJECT:

BAY COLONY RAIL TRAIL

MEDFIELD, MASSACHUSETTS

SCALE: 1" = 600' DATE: FEBRUARY 23, 2017

0 300 600 900
FEET

HAZARDOUS MATERIALS

ASSORTED SURFACE FEATURES, REGULATORY LIMIT LINES AND IMAGERY (DATED 2013) PROVIDED BY THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

B+T JOB NO. 2866.00

B+T PLAN NO. 2866OP001A009

FIGURE 9

SCOUTING... A BRIDGE TO THE FUTURE
BOY SCOUTS OF AMERICA

Boy Scout Troop 89, Medfield, MA 02052
Chartered by American Legion Post 110, Medfield, MA

October 1, 2020

Board of Selectmen
Town of Medfield
459 Main Street
Medfield, MA 02052

Dear Mr. Peterson, Mr. Marcucci and Mr. Murby,

This letter is a request for permission for Boy Scout Troop 89 to place a sign at the town Transfer Station to announce our annual Christmas Tree Pick-Up & Recycling Program and to use trailers and large trucks to transport the trees to the Transfer Station for recycling. This recycling event will be the 25th year of our program. Last year we collected trees from over 600 families in town, providing a tremendous boost to our fund-raising efforts and a valuable service to the community. Christmas Tree pickups fund Troop 89-without this source of funding, there will be a significant impact on scouting in Medfield.

Adult volunteers from Troop 89 have served on the reopening plans for many communities and organizations-prioritizing Scout, Medfield and Community safety with regards to COVID-19 has been integral to our planning for this activity. With safety in mind, Troop 89 will adhere to the same state, local and CDC guidelines set forth currently and at the time of the scheduled program. We will follow social gathering and distancing guidelines, as well as, PPE guidance used for schools on masking, ventilation and hand cleaning.

We are planning to provide the recycling pick-up services on Saturday, January 2, and Saturday, January 9, 2021. Our thanks to you and Ms. Trierweiler for your support of this community service by the Boy Scouts of Troop 89, Medfield.

Respectfully,

José L. Lozano
Medfield Boy Scout Troop 89
78 Granite Street
Medfield, MA 02052

RECEIVED
OCT 09 2020
MEDFIELD SELECTMEN

cc: Ms. Kristine Trierweiler, Town Administrator