

12/20/10

Revised
12/21/10



DEVAL L. PATRICK, GOVERNOR
TIMOTHY P. MURRAY, LT. GOVERNOR
JEFFREY B. MULLANE, SECRETARY & EXEC.
LUISA PAJCWONSKY, ADMINISTRATOR



October 27, 2010

Honorable Jennifer Benson
State Representative
State House
Room 130
Boston, MA 02133

Dear Representative Benson:

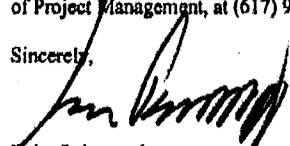
Thank you for your correspondence dated October 8, 2010 regarding design funding for Phase 2B of the Bruce Freeman Rail Trail in the Towns of Acton and Concord.

We agree with advancing the design of phase 2B separate from the Concord Rotary project, so as not to delay the design due the Rotary project's uncertain status. MassDOT agrees to fund the design of phase 2B of the trail, up to the 25% stage and Design Public Hearing.

The next steps would be for the municipalities of Concord and Acton to identify a lead community and work with MassDOT Districts 3 and 4 to submit a Project Information Form (PIF) for this revised project for consideration by the Project Review Committee.

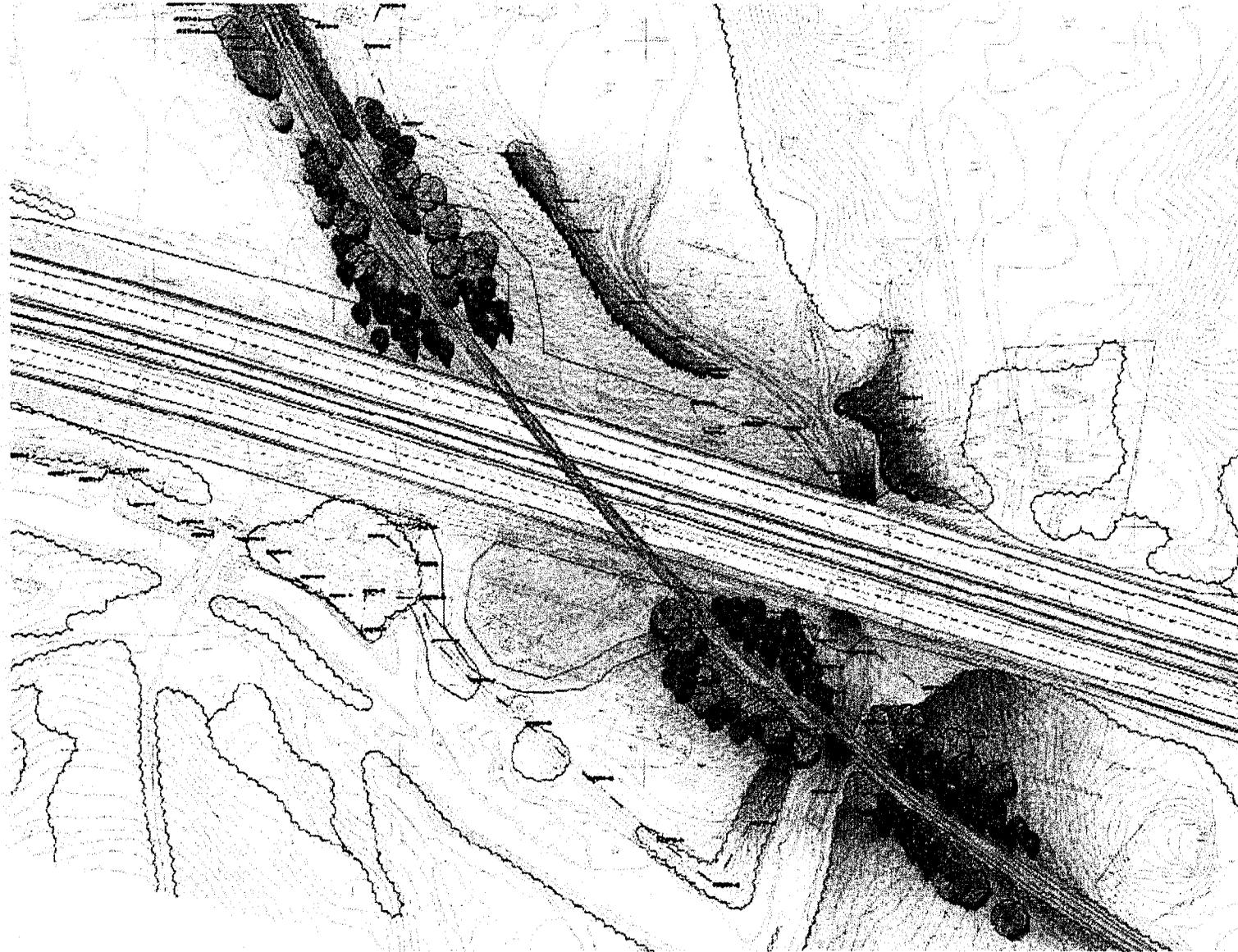
If you have any additional questions or concerns, please feel free to contact Marie Rose, Director of Project Management, at (617) 973-7427.

Sincerely,

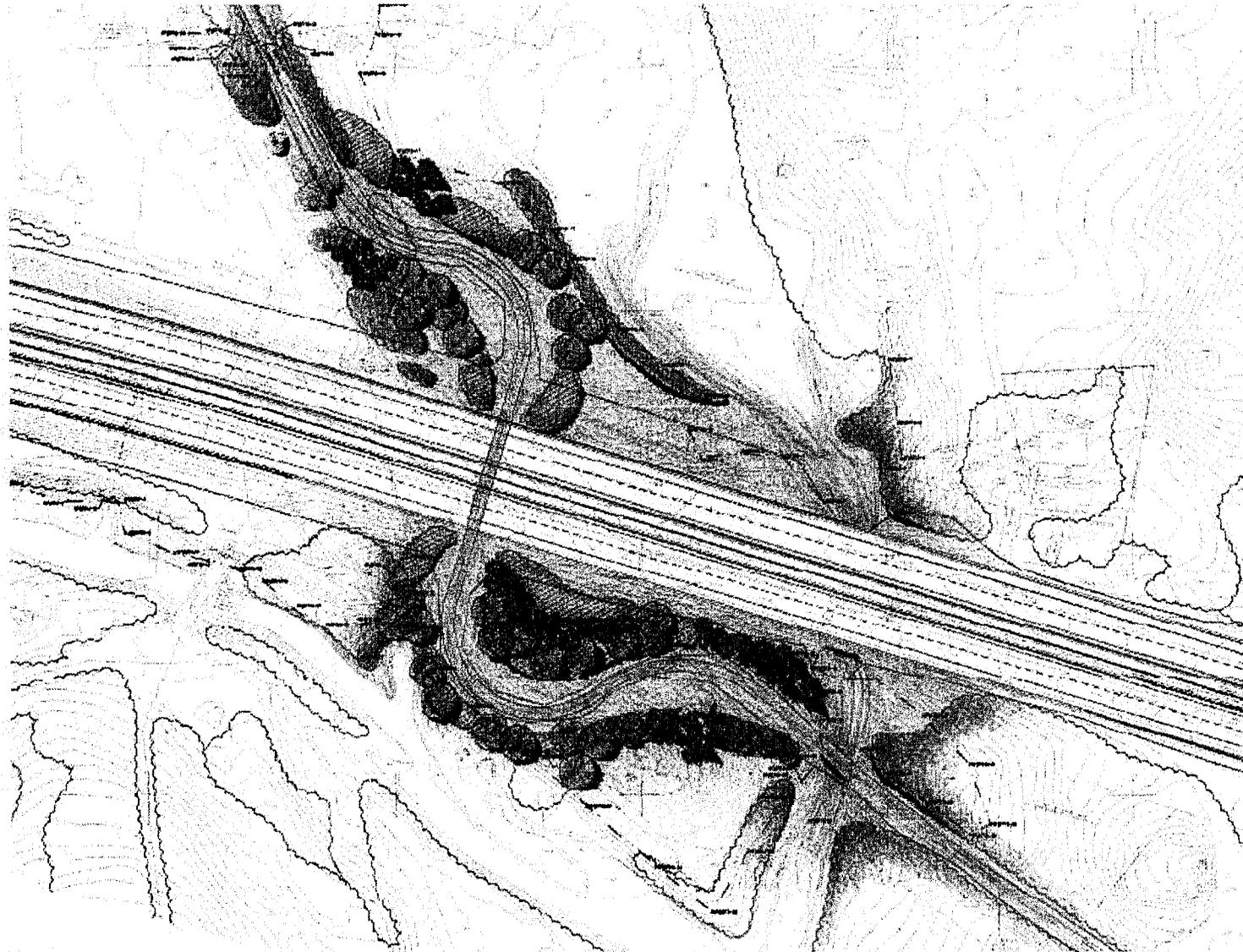

Luisa Paicwonsky
Highway Administrator

cc: Frank A. Tramontozzi, P.E. Chief Engineer
Honorable James Eldridge, State Senator, Room 213-A
Honorable Cory Atkins, State Representative, Room 166
Arthur Frost, District 3 Project Development Engineer
Frank Suszynski, District 4 Project Development Engineer
David Shedd, Project Management

Bruce Freeman Rail Trail Over Route 2



Bruce Freeman Rail Trail Under Route 2



Conceptual Design Costs - Estimates from 2009

- **Over option: +/- \$3.6 million to construct.**
- **Under option: +/- \$10.4 million to construct.**

Higher cost of the under option (tunnel) because:

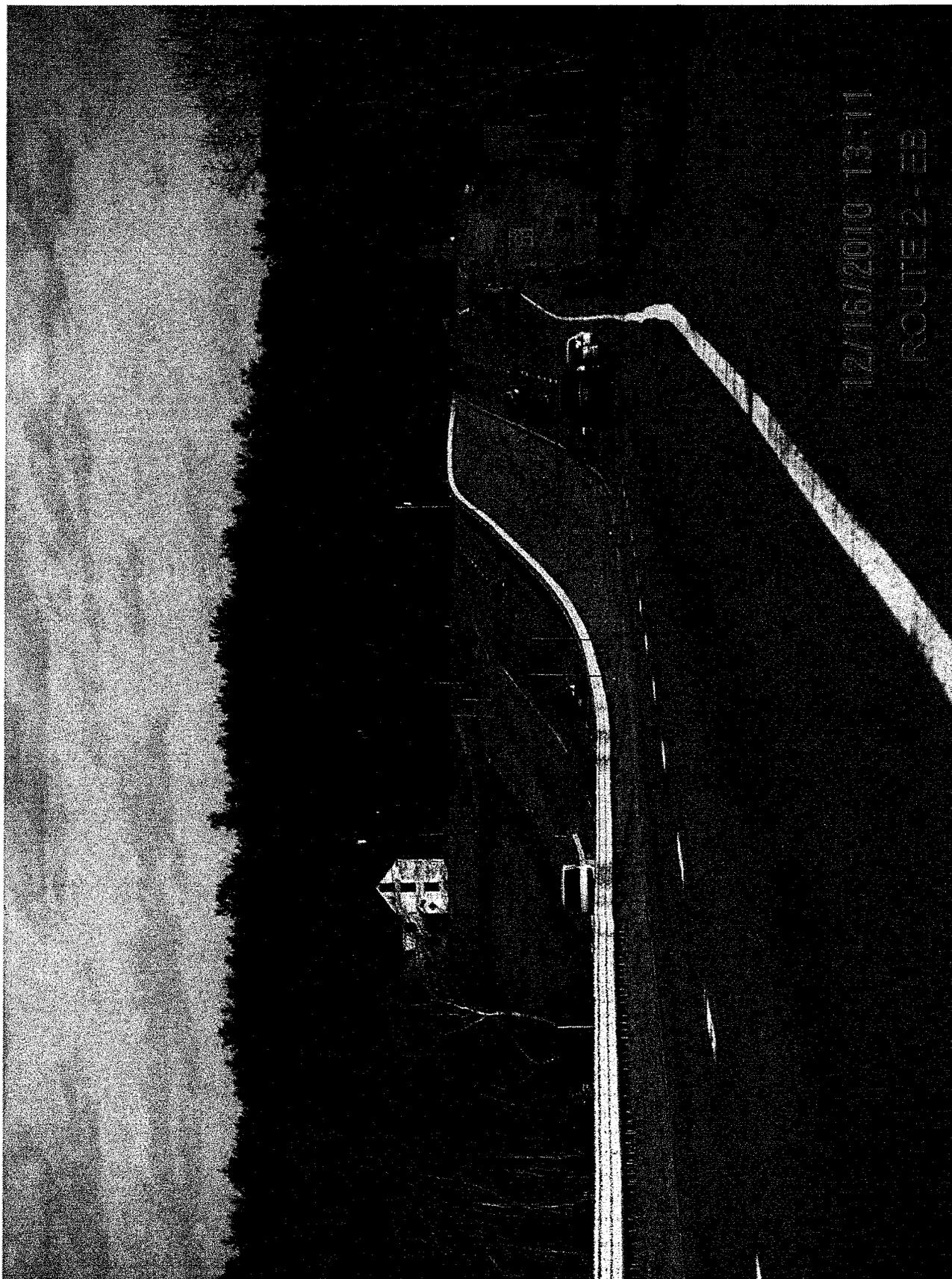
- **Requires raising Route 2 by 6-7 ft. at tunnel location to get bottom of tunnel out flood plain**
- **Requires reconstruction of Route 2 for distance of**
 - **nearly 2000 feet (0.4 miles)**
 - **mostly in a westerly (towards Acton) direction.**

Concord has expressed preference for the Over option/bridge (letter dated 12/06/2010).

Bridge Parameters:

- **Ramp up must comply with ADA.**
- **Minimum clearance: 16 feet.**
- **Plus height/thickness of bridge span.**
- **Plus railing and missile fence.**
- **Total height +/-24 feet.**

- **Possibly provide additional +/- 2 feet clearance for future “smoothing of dip” in Route 2 and bringing road surface higher above the floodplain.**



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ROUTE 2 - EB



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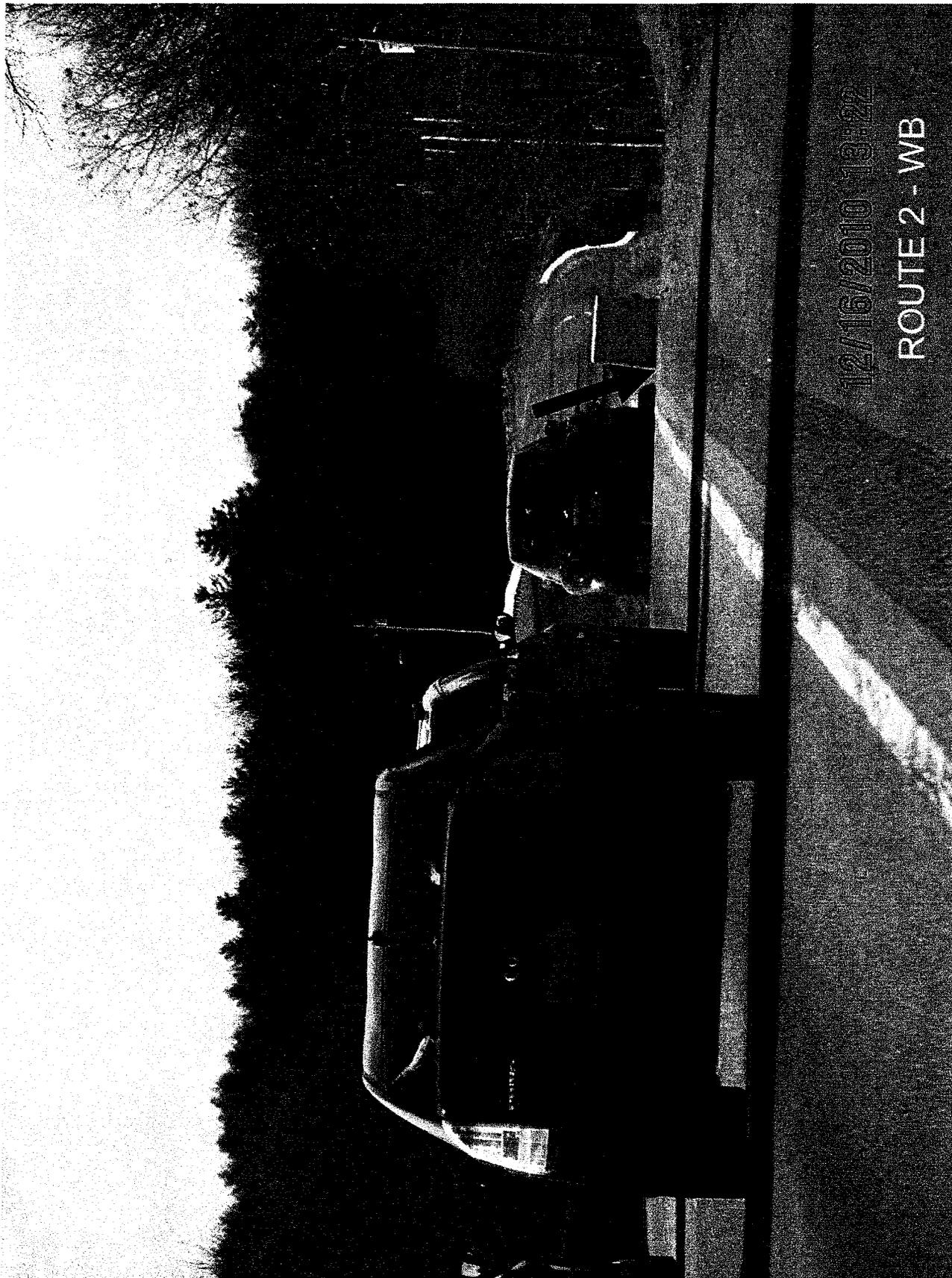
ROUTE 2 - EB





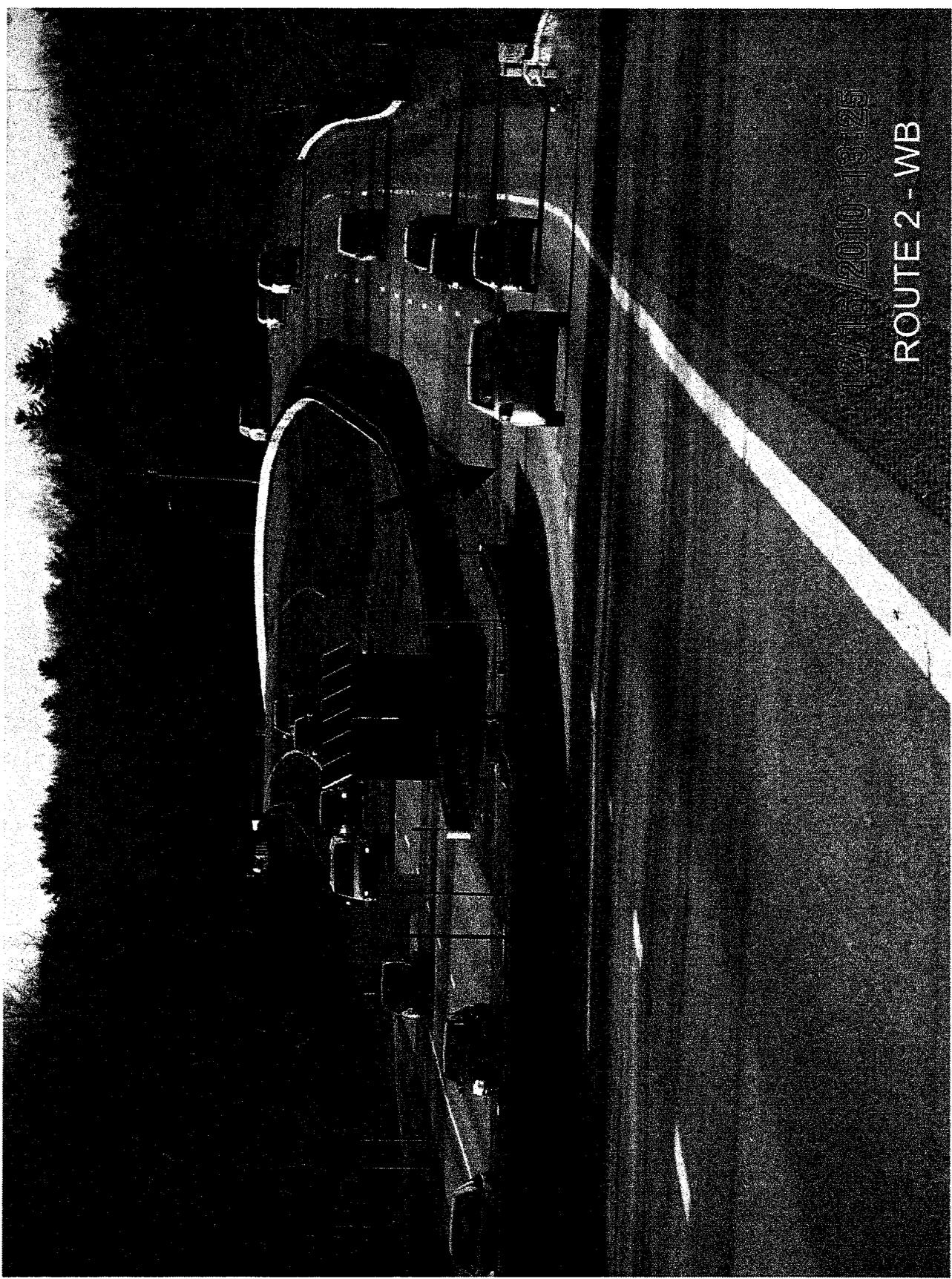
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ROUTE 2 - WB



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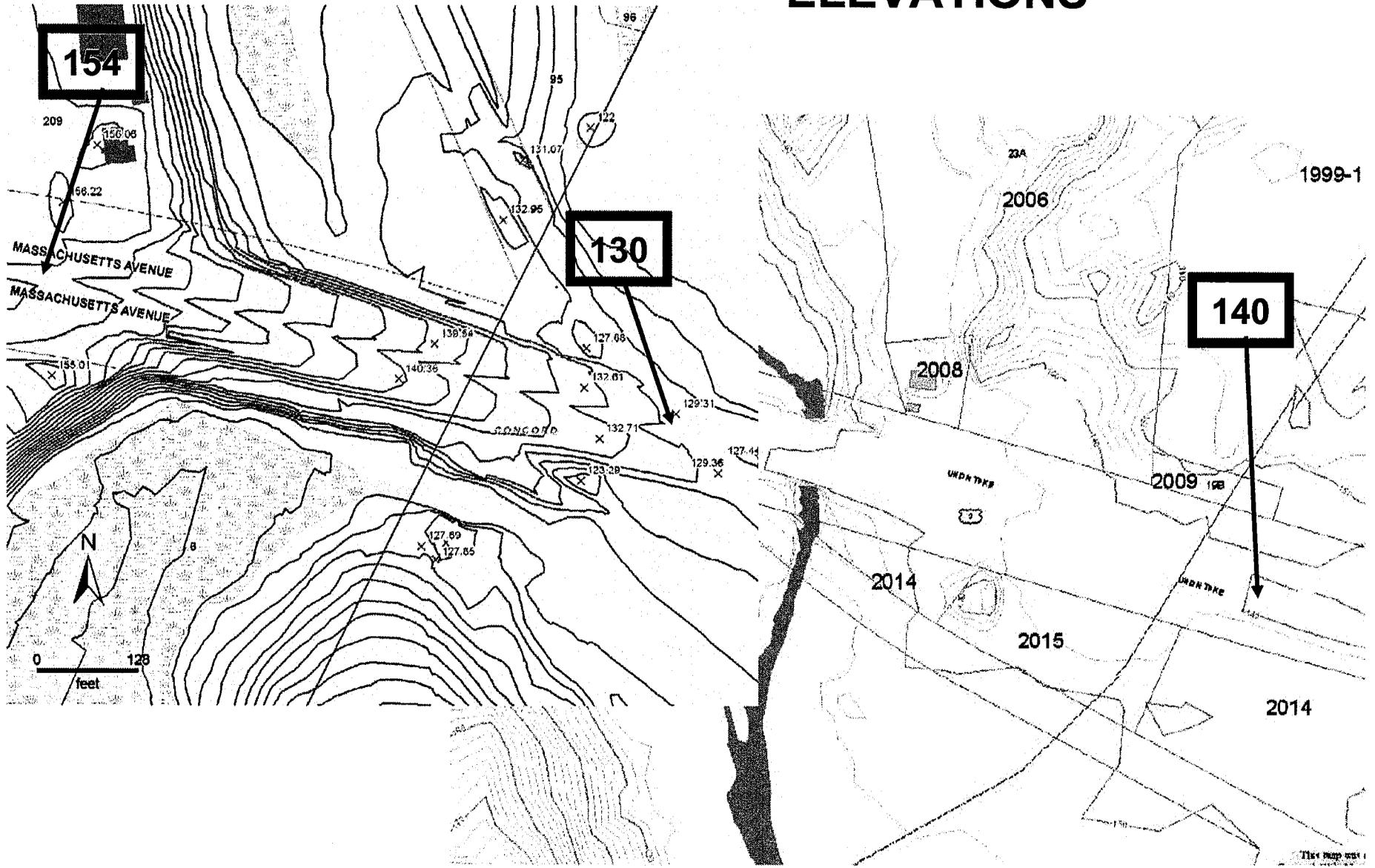
ROUTE 2 - WB



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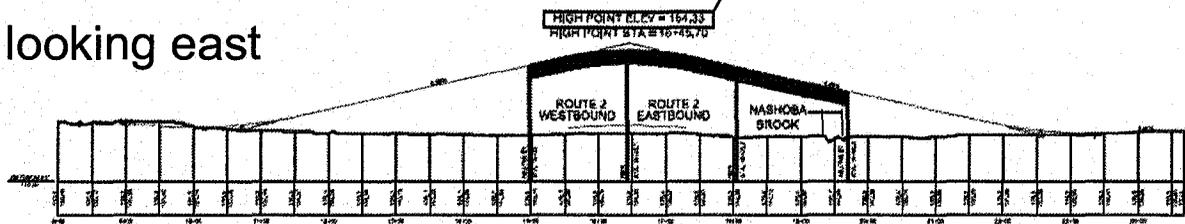
ROUTE 2 - WB

ELEVATIONS



HIGH POINT ELEV - BRIDGE = 154.33

looking east

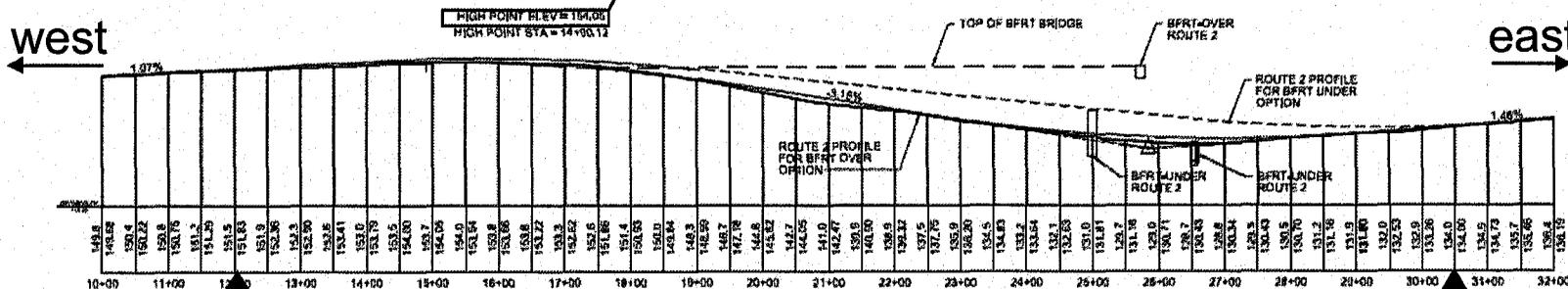


BRUCE FREEMAN RAIL TRAIL - OVER ROUTE 2
LOOKING EAST

HIGH POINT ELEV - RT. 2 west = 154.05

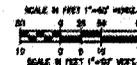
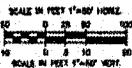
west

east



LENGTH OF ROUTE 2 AFFECTED BY UNDER OPTION

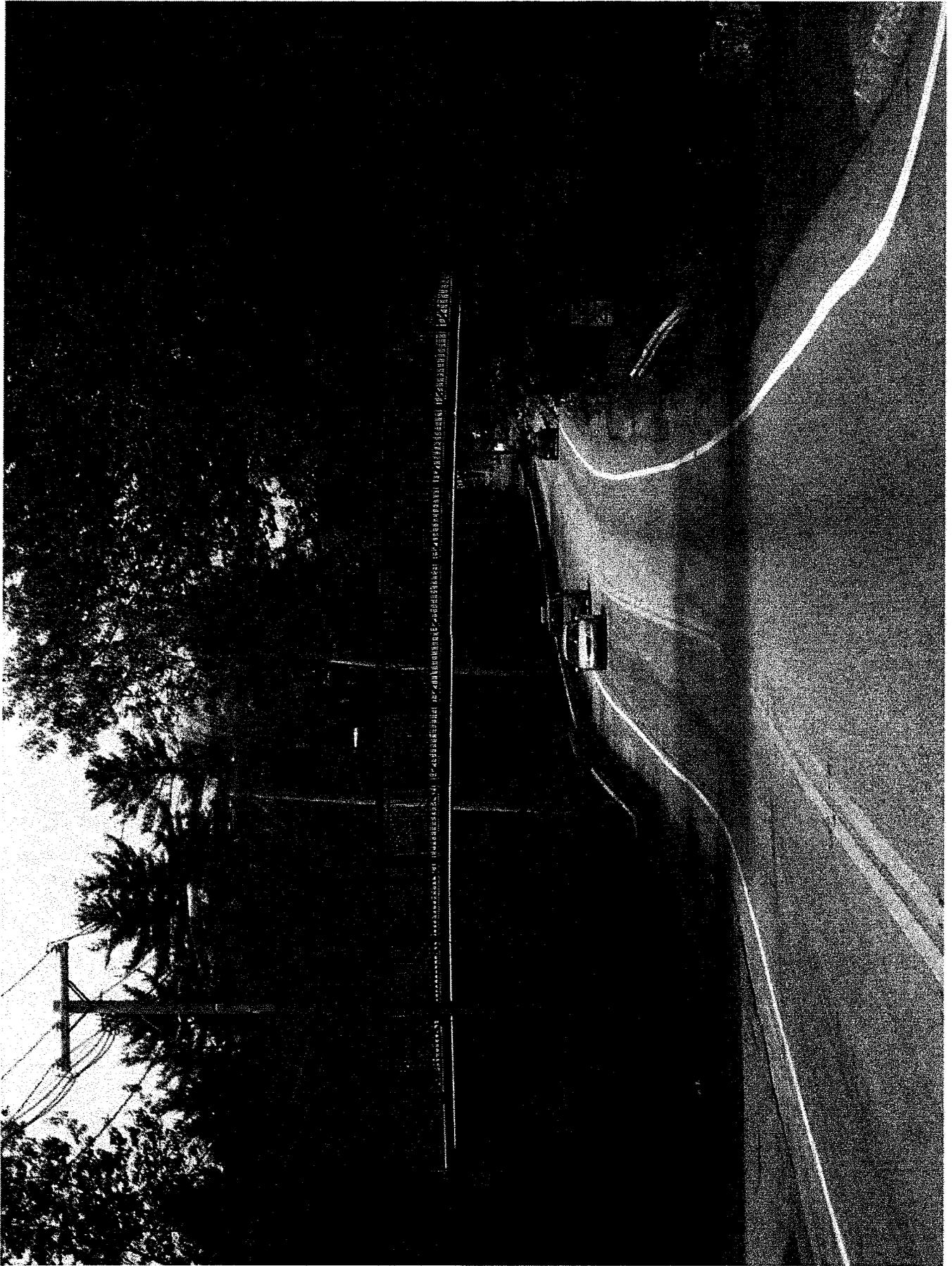
ROUTE 2 AT BRUCE FREEMAN RAIL TRAIL
LOOKING NORTH



Route 2 Reconstruction at Concord Rotary

Conceptual Profiles

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two of many bridge design types

