Bruce Freeman Rail Trail (BFRT)

PROJECT APPLICATION FORM

Applicant: **Town of Acton** **Submission Date:** **November 12, 2004**

Applicant's Address, Phone Number and Email

Don P. Johnson, Town Manager
472 Main Street, Acton, MA 01720
978-264-9612
manager@acton-ma.gov

Purpose: (Please select all that apply)

- **X** Open Space
- **O** Community Housing
- **X** Historic Preservation
- **X** Recreation

Town Committee (if applicable):

Project Name: **Bruce Freeman Rail Trail (BFRT) – Start-up Funding**

Project Location/Address: East Acton - Concord line to North Acton - Carlisle line

Amount Requested: **$ 75,000.00**

Project Summary: In the space below, provide a brief summary of the project.

The Bruce Freeman Rail Trail will run from the Concord line in East Acton to the Carlisle line in North Acton.

This application requests start-up funds for the 4.6-mile section of the Bruce Freeman Rail Trail in Acton. The funds would be used:

1. On right-of-way acquisition from the Massachusetts Executive Office of Transportation (EOT).
2. On a solution for a trail route around or through the Rex Lumber facility in North Acton.
3. On a feasibility study to ascertain with MassHighway a safe method by which the trail will cross Great Road (Route 2A/119).
4. Left-over funds, if any, will be used for survey work in the right-of-way, such as boundary certifications, elevations, etc.

Estimated Date for Commencement of Project: **Spring/Summer 2005**

Estimated Date for Completion of Project: **Fall 2006/Winter 2007**

Narrative:

1. Project Summary and Scope

The Bruce Freeman Rail Trail (BFRT) will be a multi-use path on the former Penn Central Railroad right-of-way, now owned by the Massachusetts Executive Office of Transportation (EOT, formerly EOTC). The BFRT is planned to extend 22 miles, from Sudbury to Lowell. In Acton, the trail will run from the Concord line in East Acton to the Carlisle line in North Acton (Figure 1). The Town has previously funded a feasibility study for the Acton portion. The executive summary of the feasibility study is attached (a full copy of the study can be provided upon request). Delivered by Fay, Spofford & Thorndike LLC in January 2004, the study does not find insurmountable obstacles to building the trail. North of Acton (Westford to Lowell), the trail is in design or under construction. East and south of Acton (Concord to South Sudbury), it is in various planning stages with a possible extension into Framingham.

The total cost of the Acton segment of the rail trail is presently estimated at $4.4 million, not including acquisition costs, and not including safe crossings at Great Road and Main Street. Most of the project funding will be obtained through the Federal Transportation Enhancement Grant Program (or similar). Currently, the federal funding level for design and construction is between 75% and 80%. Acton would be responsible for initial design costing about 15%. The State would make up the difference.

This application requests start up funding for the following:

a. **EOT right-of-way:** The right-of-way acquisition (or other forms of obtaining control or permission to build the rail trail) from EOT is assumed to be at a nominal cost, except for legal services to conduct negotiations over the terms of the deed, easement, license, or permission from EOT. In a comparable situation (ARRT - MBTA right-of-way), the Town has spent to date $16,531 on legal expenses for negotiations with the MBTA. Both, the MBTA and the EOT publicly express support for rail trails and both have a policy of making their abandoned rights-of-way available to Massachusetts communities for free for rail trail use. However, the Town's experience with the MBTA teaches that "free" would come with liability terms and indemnifications that would burden Acton tax payers with unacceptable financial risks. Negotiations with the MBTA over these issues have so far stretched over a 3-year period, and are not yet completed.

b. **Rex Lumber:** Some years ago in connection with the development of NARA, the Town had conceded to Rex Lumber as follows:

> "The Town shall use its best efforts to obtain permission from those authorities having jurisdiction over the railroad tracks which divide the Rex Premises allowing Rex to install and maintain gate so as to prohibit access over the railroad tracks to the Rex premises. It is the intention of the Town to invite and encourage any type or kind of future public access, path or trail that may be planned for the railroad right-of-way to be diverted through Locus *(i.e. Rex property)* and away from that portion of the right-of-way that divides the Rex Premises. The Town shall use its best efforts to cause such future public access, path or trail to be diverted through Locus, so long as said relocation remains within reasonable public policy to do so." (Agreement, July 16, 1996).

For a map of the Rex Lumber site area see Figure 2. The Town does not own or control all the land needed to bypass Rex Lumber. Significant legal costs for negotiations with Rex Lumber are expected to establish the precise trail route bypassing Rex Lumber or to negotiate trail accommodations on the right-of-way passing between two Rex Lumber properties. In addition, there will be costs for surveys and appraisals. In a comparable situation (ARRT - Wedgewood easement), the Town has spent to date $15,020 in legal costs for negotiations with the land owner, plus $15,720 for related surveys and appraisals. Negotiations over the terms and route of the easement have stretched over nearly 3 years with agreements signed in the summer of 2004.

c. **Great Road (Route 2A/119) crossing:** Although the Fay Spofford & Thorndike feasibility study recommends a signalized crosswalk arrangement for the rail trail crossing at Great Road, it foresees that the trail will at first have a simple unsignalized crosswalk. Once built the need for signalization or other safety measures would be ascertained using a warrant analysis, which is a traffic engineering

methodology for analyzing the need for traffic improvements. A like approach is recommended for the two Main Street crossings. Apparently, this expectation is consistent with MassHighway's thinking on traffic improvements along Great Road, but appears unacceptable in this case. The Town does not believe that simple crosswalks could ever be safe, even if they might be just temporary. The Town also has reservation whether or not a standard signalized crosswalk design would be sufficiently safe at Great Road. It is the Town's opinion that safe crossings are needed from the day the trail is opened for public use. It is therefore necessary to conduct a feasibility study for alternative crossing options at Great Road to be proposed to MassHighway (est. $15,000.00), including:

a. At-grade crossing with railroad-type gate and signal, push-button or sensor activated. This installation would cost approximately $250,000.

b. Fly-over crossing with +/-16 foot bridge and ramps to each side in compliance ADA standards. This installation would cost at least $1,000,000.

It appears that option a., or standard signalized crosswalk configurations may be needed for the two Main Street crossings.

d. Survey: Should any of the above efforts be easier than expected and accomplished at a lower than anticipated cost, any left-over funds would be used for a survey to establish/verify and stake the right-of-way boundaries, shoot elevations, etc.

Note: Future applications for CPA funding of the BFRT will total an estimated $660,000, or 15% of the current total cost estimate without acquisition. Safe Great Road and Main Street crossings will add additional costs.

2. Consistency with the Acton Community Preservation Plan Goals

The BFRT project meets several of Acton's Community Preservation Goals:

a. Open Space

The BFRT will preserve and make accessible for use a 4.6 mile open space corridor that ranges in width between 33 feet and 99 feet. The corridor starts at the Concord town line in East Acton near Route 2 and follows an abandoned railroad right-of-way in a northerly direction to the Carlisle town line near the Route 27/Route 225 intersection. The corridor runs more or less parallel to Great Road in East Acton and Main Street in North Acton and follows Nashoba Brook from most of its length. It was formerly a part of the Framingham and Lowell railroad but eventually became the Lowell Secondary Track of the Penn Central Transportation Company and is now owned by EOT. Between West Concord and Route 27, the right-of-way was also shared by the Nashua, Acton & Boston railroad for a time. Without the BFRT, the EOT could sell the right-of-way to abutting landowners. In some cases this would simply increase their yards; in other cases the additional land could create new building lots.

In East Acton where the railroad right-of-way intersects Concord Road is the Village Green with the former site of the East Acton depot. The plan is to recreate the green on this site to provide rail trail users and others a place to rest with views of Ice House Pond. Educational materials on East Acton's history and local natural resources will also be displayed in a kiosk at the green. The green will complement the rail trail and provide an additional 1.3 acres of open space.

Open Space and other environmental resources within and alongside the BFRT corridor are discussed in greater detail on pages 12 and 13 of the feasibility study (attached).

b. Recreation

The BFRT is a regional bike trail project as called for under Recreation Goals of Acton's FY 05 Community Preservation Plan. The BFRT will offer opportunities for recreational biking, walking, rollerblading, possibly horseback riding, cross-country skiing and snowshoeing in winter, and bird

watching and nature study on Nashoba Brook, Ice House Pond, Butter Brook, and along the swamps that the trail transects. Along its 22 miles through seven communities, the BFRT links existing recreation facilities, parks, conservation lands, historic villages and downtowns, and schools and colleges, with many neighborhoods, employment locations, and commuter rail service to Boston (in Lowell and Concord), and the Central Mass Rail Trail. In Acton alone, the BFRT connects multiple recreation areas and corridors. The BFRT runs through the proposed site of the EAV Green, just a short distance from the Morrison Property on Concord Road. It passes by the Veterans Memorial Field at Main Street and Great Road, then along the Nashoba Brook Conservation area in North Acton (which also abuts the Spring Hill Conservation area). Finally, it crosses Main Street at Ledge Rock Way, which is the access to the North Acton Recreation Area (NARA). In addition, it forms an element of the Bay Circuit Trail and Greenway[1] near Main Street and Carlisle Road. Since major funding will be coming from federal grant programs, the BFRT must comply with the Americans with Disabilities Act. Therefore, the BFRT will be handicapped accessible.

c. Historic Preservation

The BFRT will preserve the old railroad corridor, which is part of North and East Actons' agricultural, commercial, and industrial heritage. The right-of-way includes historic remnants such as old railroad devices, sections of the East Acton depot foundation, telegraph poles, and mill stones that could be restored as historic and educational landmarks along the trail. Additionally, the historic Isaac Davis Trail crosses the right-of-way near Brook Street and the BFRT is just a short walk from the 19th century Pencil Factory site in the Nashoba Brook Conservation area. Rail trails in general help stimulate and revitalize local economies through the recreation and commuter traffic that they bring to an area. Business and property owners in North and East Acton Villages will benefit from the existence of the BFRT, and with that will be better able to maintain and restore their historic properties near the trail.

3. Consistency with Town Planning Documents

The BFRT is consistent with all relevant Town of Acton planning documents:

a. 1998 Master Plan Update

The BFRT implements the following broad Master Plan goals and objectives:

- strengthen Acton's traditional pattern of village centers
- preserve natural and human-made features that contribute to Acton's character
- promote pedestrian circulation
- create green belts
- provide recreational opportunities for families with young children
- provide facilities that will encourage walking and bicycling
- regional ... cooperation in transportation planning
- reduce dependency on the automobile
- improve connectivity and circulation

For the most part, the above are carried over from the 1990 Master Plan and thus are long-standing Acton planning goals. The Master Plan Update specifically discusses the status of the BFRT in 1998 and includes in its action recommendations to "lobby for an extension of the Lowell-Sudbury Rail Trail through Acton" (p. 173).

b. 2002-2007 Open Space and Recreation Plan

The Open Space and Recreation Plan dedicates an entire section of its Inventory of Lands of Conservation and Recreation Interest to two planned rail trails in Acton, one of them being the BFRT (referred to as the Bruce N. Freeman Memorial Bicycle Path, BFBP, p. 100).

[1] The Bay Circuit Trail and Greenway is one of the State's recreation priorities. It provides an "outer emerald necklace" around Boston by connecting publicly accessible open spaces from Duxbury to Ipswich. The Acton segment is completed from the Stoneymeade Conservation land to the Robbins Mill Estates land. The Robbins Mill Estates segment is planned for construction within the next few years. The BFRT will complete the Bay Circuit Trail in Acton.

The authors of the Open Space and Recreation plan conducted a survey of Acton residents. The plan reports that the answers to the question: "what are the top-five recreational facilities most needed in Acton", returned bike trails as the overwhelming top preference (p. 111). Accordingly, the development of the rail trails is a fundamental tenet of the Open Space and Recreation Plan. "Promote the development of the two regional bike trails planned to run through Acton" is one of its five recreation goals (p. 122). The rail trails also were mentioned in the 1996-2001 Open Space and Recreation Plan.

c. 2004 East Acton Village Plan

Among the East Acton Village Plan goals are to preserve historic, cultural and recreational resources; improve bicycle access and safety; enhance outdoor recreation opportunities; protect, enhance, and manage open spaces that have value as aesthetic, agricultural, recreational, wetland, flood control and/or wildlife resources; and protect and promote air quality. A high priority strategy, which is reiterated numerous times throughout the document under each of these goals, is to "construct the Bruce Freeman Rail Trail (BFRT)." Pages 169-171 are devoted solely to the Bruce Freeman Rail Trail.

4. Feasibility

The Fay, Spofford & Thorndike study found the BFRT project physically feasible. Various approvals for constructing the trail near wetlands and waterways, at and over State-owned roads, and across the Isaac Davis Trail will be required. Fay, Spofford & Thorndike state in the study that based on their "site walk and experience on previous projects, it is unlikely that the existing conditions in the study area would prevent construction of the bicycle path" (Executive Summary, page i., attached) funding for the project to date and demonstrated progress on acquisition, design, and construction in other towns has proven its feasibility, including financial feasibility. The entire BFRT has also been listed as one of eight regional proposed trails in the Boston MPO Regional Transportation Plan 2000-2025, the guidance document for future transportation program and project investments in the Boston region. Positive responses from Townspeople to BFRT-related survey questions (see section 5 below) and support from the Friends of the Bruce Freeman Rail Trail, Acton Stream Teams, and the EOT (see attached support letters) will prove helpful as the project moves forward.

5. Population Served

At present, there are no off-road or on-road bicycle ways in Acton. The Town is working on the Assabet River Rail Trail (ARRT), but it will probably take a few more years to complete. Narrow streets and high traffic volumes make bicycling for commuting and recreation a dangerous proposition. A survey in the 2002-2007 Open Space and Recreation Plan reports that respondents considered bicycle ways by far the most needed recreational facilities in Acton. A survey conducted as part of the East Acton Village planning process in 2001 found that most respondents would use the BFRT occasionally to very frequently (East Acton Village Plan, Appendix H).

6. Serving Multiple Needs and Populations / CPA Focus Areas

The BFRT will be used by recreation seekers and commuters between Framingham and Lowell and eventually commuters using rail service to Boston. In addition to bicycling, the BFRT is available for walking, rollerblading, cross-country skiing and snowshoeing in the winter, observing wildlife, and enjoying nature. Motorized vehicles will not be allowed except for emergencies and maintenance. The BFRT will be accessible to persons with disabilities in compliance with the Americans with Disabilities Act.

The BFRT addresses three CPA focus areas:

- Open Space
- Recreation
- Historic Preservation

(see section 2 of this Narrative)

7. Other Funds

To date, the Acton portion of the BFRT has received roughly $25,000 in town appropriations (see section 9 below). In the future, it is hoped that the Town will be able to contribute its 15% share ($660,000) to leverage an additional $3.52 million in federal funds and $440,000 in State funds for a total estimated project cost of $4.4 million to complete the BFRT in Acton. Any funding Acton contributes to the project puts Acton in an advantaged position to apply for federal grants in a highly competitive funding program.

8. Relationship to Other Town-Owned Assets

Ownership and development of the BFRT along Nashoba Brook and Ice House Pond enhances the Nashoba Brook Greenbelt. The Town of Acton already owns the East Acton Village Green site, the land along Ice House Pond, and several large tracts of conservation land along the right-of-way.

9. Consistency with Recent Town Meeting Action

In 2000, Town Meeting authorized the Town to raise and appropriate $25,000 to be expended by the Town Manager for the purpose of a feasibility study for the creation of a rail trail in North and East Acton. In 2003, Town Meeting voted that the Town accept a parking easement gift from Acton Garage Storage, Inc. for parking purposes at 1009-1015 Main Street to serve the BFRT.

10. Competency

The Town of Acton has a proven ability to implement the proposed project.

11. Site Control

EOT owns the right of way. EOT has expressed support for the Bruce Freeman Rail Trail project. The Town and Rex Lumber have some understanding on the process by which trail rout options in the Rex Lumber site vicinity will be pursued. The requested funds are in part intended to establish firm site control of the right of way.

12. Cost Estimates

Cost estimates are based on previous work experience on similar matters and in dealing with comparable circumstances. See Part 1 – Project Summary and Scope above.

Estimated cost summary:

EOT right-of-way acquisition:	+/-$20,000.00
Rex Lumber negotiations, surveys, appraisals:	+/-$30,000.00
Road crossings – feasibility study:	+/-$15,000.00
Begin right-of-way survey in preparation for Design and construction:	+/-$10,000.00
Total amount not to exceed:	**$75,000.00**

Attachments

Supporting Documents:

1. **Bruce Freeman Rail Trail Feasibility Study – Executive Summary**
2. **Bruce Freeman Rail Trail Feasibility Study – pp. 12-13 (open space and natural resources)**
2. **Deed to the Executive Office of Transportation (EOT) for the Right-of-Way**

Letters of Support:

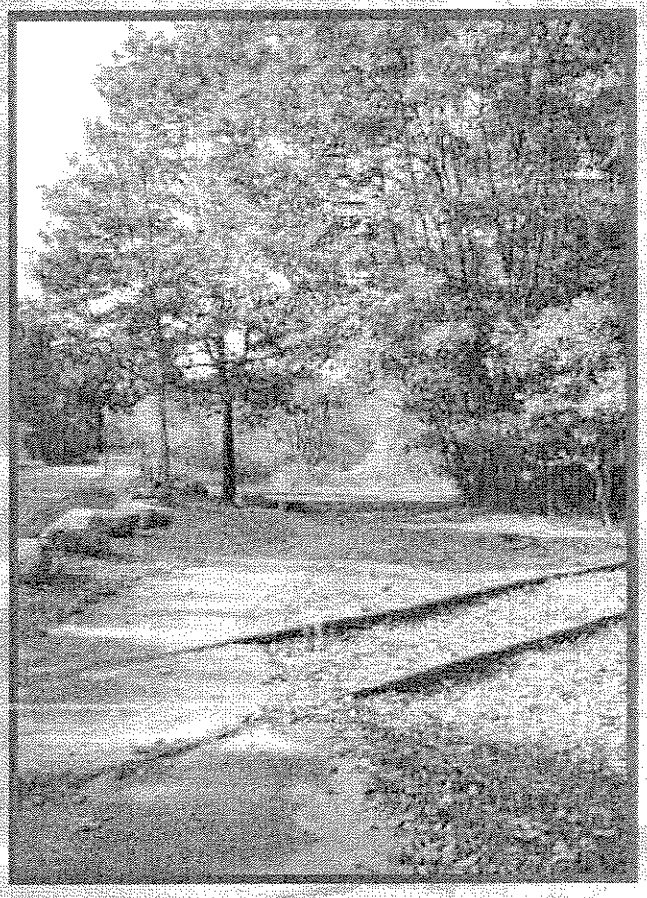
1. **Executive Office of Transportation (EOT)**
2. **Friends of the Bruce Freeman Rail Trail**
3. **Acton Stream Teams**

Maps and Plans:

1. **Bruce Freeman Bicycle Trail Study Area Map (Figure 1)**
2. **Rex Lumber Site Area Map (Figure 2)**
3. **USGS Map**
2. **Assessors Maps**
   Attached are copies of the assessors maps. The right-of-way is shown as Penn Central Co.
3. **Wetlands and Flood Plain Maps**
   Attached are copies of the wetlands and floodplain maps for assessors map sheets. The right-of-way is shown as Penn Central Co. Wetlands are shown in horizontal crosshatch; flood plains are depicted in gray tone or between arrowed lines.
4. **Zoning Map**
   Attached is a map showing the zoning in the area surrounding the BFRT route. The zoning map legend is on a separate sheet.
5. **Record Plans**
   Attached is a copy of the EOT's right-of-way plan.

Photographs

Bruce N. Freeman Memorial Bicycle Path
Acton, MA



Feasibility Study
Final Report

Prepared for
Town of Acton, Massachusetts

Prepared by
Fay, Spofford & Thorndike LLC

January 2004

EXECUTIVE SUMMARY

The Town of Acton is at a critical point in the planning process for a proposed Alternative Transportation Facility / Bicycle Path. Construction of the northern 7-mile segment of the Bruce N. Freeman Memorial Bicycle Path in Lowell, Chelmsford, and Westford will begin in 2004. The Town has undertaken an East Acton Village Planning and Transportation Study to assess existing conditions and outline future improvements to the East Acton Village area. State planning efforts are underway for the redesign of the Concord Rotary and the stretch of Route 2 extending to Route 111, both of which have the potential to affect the bicycle path route through the towns of Acton and Concord. In Sudbury, a task force has been appointed to study and make recommendations to town officials on the bicycle path. The Friends of the Bruce Freeman Rail Trail, an ad-hoc group of residents representing towns along the corridor, are gaining momentum as they educate themselves and continue their outreach activitie s in an effort to make the 22-mile bicycle path a reality.

The goal of the study effort for the Acton portion of the Bruce N. Freeman Memorial Bicycle Path was to assess the feasibility of constructing a 4.6-mile shared use bicycle path along the Commonwealth of Massachusetts owned railroad right-of-way within Acton. The study area extends from the Concord Town Line near Route 2 north to the Carlisle Town Line near the junction of Route 27 and Route 225. Town officials and residents have taken a proactive approach to bicycle path development by appropriating funds at Town Meeting to complete this feasibility study. Further, the Town allocated municipal staff time for representation on the Rail Trail Committee and extended the scope of the draft feasibility study from the 2.8-mile segment to the entire 4.6-mile corridor. The Town recognizes that the bicycle path will be a strong addition to the local transportation network and will help expand the Town's pedestrian and bicyclist facilities. At the regional level, the proposed bicycle path will also serve to connect communities north and south of Acton and provide an important link in the region's intermodal transportation network.

The feasibility study builds a compelling case for constructing the 4.6-mile bicycle path within Acton. The study was conducted in three phases: field investigation / analysis of existing conditions, bicycle path conceptual design, and development of an implementation plan. Beyond the physical design and construction aspects, the justification for the project was further strengthened by the existing and future demand for the bicycle path based on local and regional demographic and development trends.

Existing conditions in the project area were evaluated using on-site visual inspection, discussions with local officials, and a review of available State and Town records. The segment of railroad right-of-way running parallel to Great Road (Route 2A/119) and along Route 27 in North Acton is bordered by primarily commercial and some residential uses. The remainder of the right-of-way is primarily located adjacent to conservation and wetland areas. The railroad right-of-way travels through several environmentally sensitive areas. Based on the Consultant's site walk and experience on previous projects, it is unlikely that the existing conditions in the study area would prevent construction of the bicycle path. Permitting and environmental impacts can be either avoided or mitigated and it is unlikely that

any of the environmental contamination issues located in the vicinity of the study area would preclude construction of the bicycle path.

A conceptual bicycle path design was developed for the 4.6-mile railroad right-of-way that includes six at-grade crossings, five bridge crossings over Nashoba Brook, and one crossing over Butter Brook. The goal of the conceptual design was to minimize or eliminate impacts to environmental resources, improve safety conditions at bicycle path / roadway crossings, and reduce project costs where possible. It is recommended that the bicycle path be designed as a 10-foot wide bituminous concrete paved surface with 2 to 4 foot shoulders, varying in width depending upon the width of the rail bed and location of adjacent environmental resources. Also, it is recommended that the existing bridge structures be removed and replaced with pre-engineered bridge structures for cost and maintenance considerations. The preliminary cost estimate places the cost of the project at approximately $4.4 million at the time of construction.

An implementation plan was drafted to outline the steps necessary to proceed forward with the design and construction of the project. Funding for the design and construction of the bicycle path will need to be secured from local, state, or federal sources. The Town needs to evaluate the project's eligibility under the policy and program provisions of each potential funding source. Once construction of the bicycle path is complete, the Town will be responsible for the routine maintenance and policing of the path. Therefore, it will be important for the Town to program future fiscal expenditures over the lifetime of the project.

A number of strategic planning issues need to be discussed among local officials and appropriate state agencies early in the project planning and development stages. These issues mainly relate to Town and private use of the EOTC managed right-of-way and bicycle path access across state-owned roadways. Tackling the difficult issues early on will help streamline the process as the bicycle path proceeds to design and construction. The Town should establish a realistic timeframe over which to advance the project and assign responsibilities to carry out the necessary tasks. The Town should take a leadership role in launching a community-wide marketing and promotional campaign to gain solid support and resources, both human and capital, for the Acton portion of the Bruce N. Freeman Memorial Bicycle Path. Gaining community support and addressing concerns at the outset of the project will lead to the successful implementation and long-term sustainability of the bicycle path.

2.3 Project Area Physical Description

2.3.1 Length & Width

The study area of the Acton portion of the Bruce Freeman Bicycle Path extends from the Concord Town line north to the Carlisle Town line. The Lowell Secondary Track right-of-way is 66 feet wide for most of its length. In North Acton, the right-of-way narrows to a width of 53 to 60 feet for a stretch of approximately 470 feet. The right-of-way is also wider than 66 feet in some locations along the railroad and includes a few outcrops of land to the east and west of the right-of-way. The approximate centerline of the existing track is the established baseline for the right-of-way. The proposed bicycle path will be located along the alignment of the existing track. The rail bed varies in width depending upon the adjacent cut and fill slopes and bordering wetlands.

2.3.2 Topography

The corridor is lined with thick vegetation and includes significant cut and fill slopes, drainage swales, culverts, wetlands, and other obstructions. Nashoba Brook and bordering wetlands align most of the right-of-way. The segments of right-of-way running parallel to Great Road (Route 2A/119) and Route 27 are bordered by primarily commercial and some residential uses. The remainder of the right-of-way is primarily located adjacent to conservation and wetland areas.

2.3.3 Presence of Environmental Resources

The proposed bicycle path is located in an environmentally sensitive area characterized by the meandering Nashoba Brook, an abundance of wetlands and floodplain, and the Zone II aquifer recharge area. The Nashoba Brook greenbelt extends for the full length of Nashoba Brook and encompasses the rail corridor. Many parcels alongside of the rail corridor have high conservation and recreation potential.

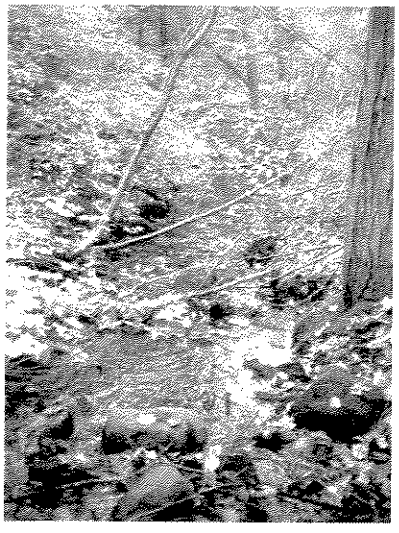


Figure 3: Nashoba Brook

Nashoba Brook and Ice House Pond Drainage Basin Ecosystem [8]

The proposed bicycle path is entirely located within the Nashoba Brook Drainage Basin. Approximately 75% of the watershed area for Nashoba Brook is located in Acton. The basin serves as a critical habitat for many common wildlife species, both mammal and bird, and is characterized by native red maple swamp forest type. The Nashoba Brook Basin is a crucial part of the unbroken chain of open space parcels producing one of the most significant contiguous natural land and riparian corridors in Acton. As shown in Figure 3, the blend of both stream corridor and forested parcels in the Nashoba Brook Greenbelt create a habitat suited for a variety of wildlife.

Nashoba Brook and Butter Brook converge in North Acton and flow south. The section of Nashoba Brook running south towards Great Road (Route 2A/119) has open marsh and floodplains that have been cited as critical habitat for wood turtles. The wetlands habitat running north from Route 2A, near the Veterans Memorial Field complex, is an established wood turtle habitat included in the 2000-2003 Natural Heritage and Endangered Species Map. The Brook and its surrounding wetlands are home to a variety of wildlife including beaver, otter, mink, and fisher.

Between Great Road/Route 2A and Ice House Pond, the Nashoba Brook riverine ecosystem forms a series of deep pools with steep banks and broad floodplains that are known for their trout population. This section of Nashoba Brook and its surrounding wetlands are populated by both beaver and otter. South of the Brook Street crossing, the western side of the railroad right-of-way is a mix of forested uplands, open pastureland and floodplain/marsh. Nashoba Brook meanders southwards alongside the railroad right-of-way to Ice House Pond.

Ice House Pond, an impoundment of Nashoba Brook, and its drainage basin and connected open marsh represent important wildlife habitat for a variety of migratory ducks, as well as nesting habitat for fowl species. The Ice House Pond Basin, in combination with the adjacent Morrison Farm and Woodlawn Cemetery property, create a contiguous natural land corridor to the Acton Arboretum. This wildlife corridor is used by white-tailed deer, coyote, red fox and fisher.

Beyond Ice House Pond, Nashoba Brook continues in a southerly direction towards the Assabet River, crossing the railroad right-of-way between Concord Road and Wetherbee Street. The Assabet River flows through the southeast corner of Acton and Acton's waters all drain into the Assabet. Acton is one of the fourteen towns located in the Sudbury-Assabet-Concord (SuAsCo) River Basin.

Groundwater [9]

The state has classified all of Acton's surface waters, with the exception of Nagog Pond, as Class B waters. This classification indicates the waters may be used for water supply with appropriate treatment. Acton relies solely on Town wells and pumps its water from groundwater aquifers. Acton's streams and associated wetlands provide an estimated average of 65% of the recharge of the aquifers. The majority of the bicycle path project study area is located in the Zone 2 aquifer recharge area for Conant Wells I & II, which are located in close proximity to the rail corridor.

BK 14609 PG 302

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KNOW ALL MEN BY THESE PRESENTS

That THE PENN CENTRAL CORPORATION, a Pennsylvania corporation, having an office at 1700 Market Street, Philadelphia, Pennsylvania 19103, hereinafter referred to as the Grantor, for consideration of TWO MILLION THREE HUNDRED FIVE THOUSAND FOUR HUNDRED FORTY-NINE DOLLARS ($2,305,449.00) paid, does hereby grant and release to COMMONWEALTH OF MASSACHUSETTS, acting through the Executive Office of Transportation and Construction, pursuant to MGL, Chapter 161C, Section 4, hereinafter referred to as the Grantee, all the right, title and interest of the said Grantor of, in and to the premises described in Schedule "A" attached hereto and made a part hereof.

SCHEDULE A

ALL THAT PROPERTY situate in the Towns of West Bridgewater and East Bridgewater, County of Plymouth and Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation, of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the East Bridgewater Secondary Track, United States Railway Association Line Code 4191, said portion being described as follows:

BEGINNING at Westdale at the lateral cut line described on Page B-25 of the deed from the Trustees of the property of Penn Central Transportation Company to Consolidated Rail Corporation dated March 30, 1976 and recorded in the Office of the Register in and for said Plymouth County in Deed Book 4584, Page 337, said lateral cut line being the Easterly right of way line of the Middleboro Branch of said Consolidated Rail Corporation and being parallel with and 28.88 feet Eastwardly, radially and at right angles from the monumented centerline of said Middleboro Branch, which is shown on Railroad Valuation Map No. 500-9104-0-33B14-1; thence extending in a general Northeasterly direction, along said right of way of East Bridgewater Secondary Track, approximately 1.96 miles, which is shown on Railroad Valuation Map Nos. 500-9104-020B-6-1, 500-9104-020B-5-1, and 500-9104-020B4-1, to the Southwesterly line of the parcel of land conveyed by the Trustees of The New York, New Haven and Hartford Railroad Company to Astrid L. Mondeau by deed dated May 14, 1940 and recorded in the aforesaid Office of Register in Deed Book 1797, Page 222, the place of ending.

TOGETHER with bridges, culverts, buildings and other appurtenances and improvements located thereon.

ALSO ALL THAT PROPERTY situate in the Towns of Abington, Rockland and Hanover, County of Plymouth and Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the West Hanover Secondary Track, United States Railway Association Line Code 4179, said portion being described as follows:

BEGINNING at North Abington at the lateral cut line described on Page B-14 of the deed from the Trustees of Penn Central Transportation Company to Consolidated Rail Corporation dated March 30, 1976 and recorded in the Office of the Register in and for said County of Plymouth in Deed Book 4584, Page 337, said lateral cut line being the Northerly line of Birch Street, which is shown on Railroad Valuation Map No. 500-9104-016B-18-1; thence extending in a general Easterly direction, along said right of way of West Hanover

Secondary Track, approximately 3.49 miles, which is shown on Railroad Valuation Map Nos. 500-9104-022B-1-1, 500-9104-022B-2-1, 500-9104-022B-3-1, and 500-9104-022B-4-1, to the North-westerly line of the parcel of land which has been conveyed by the Trustees of the property of The New York, New Haven and Hartford Railroad Company to National Fireworks Company, Inc. by deed dated June 3, 1941 and recorded in the aforesaid Office of the Register in Deed Book 1810, Page 24, the place of ending in West Hanover.

TOGETHER with roadbed, tracks, bridges, culverts, buildings, ties and other track materials, and other appurtenances and improvements located thereon.

ALSO ALL THAT PROPERTY situate in the Town of Millbury, County of Worcester and Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the Millbury Secondary Track, United States Railway Association Line Code 4136, said portion being described as follows:

BEGINNING at Millbury Junction at the lateral cut line described on page B-30 of the deed from the Trustees of the property of Penn Central Transportation Company to Consolidated Rail Corporation dated March 30, 1976 and recorded in the Office of the Register in and for said County of Worcester in Deed Book 6573, Page 307, said lateral cut line being the Southerly right of way line of the former Boston and Albany Maine Line, which is shown on Railroad Valuation Map No. 500-0010-F-1-1; thence extending in a Southerly direction 2.77 miles, which is shown on Railroad Valuation Map Nos. 500-0010-F-2-1 and 500-0010-F-3-1, to the Northerly line of the parcel of land containing 7.15 acres, more or less, which has been conveyed by Penn Central Company to New England High Carbon Wire Corp. by deed dated May 11, 1968 and recorded in the Office of the Register in and for said County of Worcester in Deed Book , Page , the place of ending, said place of ending being approximately 320 feet South of the Southerly line of Millbury Avenue.

TOGETHER with bridges, culverts, buildings and other appurtenances and improvements located thereon.

ALSO, ALL THAT PROPERTY situate in the Towns of Concord and Acton, County of Middlesex and Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the Lowell Secondary Track, United States Railway Association Line Code 4130, said portion being described as follows:

BEGINNING at West Concord at the Northerly line of the right of way of the railroad of the Boston and Maine Corporation running from Boston to Fitchburg, Massachusetts, which is shown on Railroad Valuation Map No. 500-9104-039D-12-1; thence extending in a general Northerly direction, along said right of way of Lowell Secondary Track, approximately 5.30 miles, which is shown on Railroad Valuation Map Nos. 500-9104-039D-12-1, 500-9104-040D-13-1, 500-9104-040D-14-1, 500-9104-040D-15-1, 500-9104-040D-16-1, 500-9104-040D-17-1, to a line drawn perpendicularly across said right of way of

Lowell Secondary Track through the centerline of bridge no. 9.83, the place of ending, said bridge no. 9.83 carries the track of railroad over Nashoba Creek.

TOGETHER with roadbed, tracks, bridges, culverts, buildings, ties and other track materials and other appurtenances and improvements located thereon.

AND ALSO ALL THAT PROPERTY situate in the Town of Palmer in the County of Hampden, the Town of Ware in the County of Hampshire and the Towns of West Brookfield, Hardwick, New Braintree and Barre in the County of Worcester, all in the Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the Ware River Secondary Track, United States Railway Association Line Code 4139, said portion being described as follows:

BEGINNING at the lateral cut line described on page B-15 revised of the deed from the Trustees of the property of Penn Central Transportation Company dated March 30, 1976 and recorded in the Office of the Register in and for said County of Hampden in Deed Book 4672, Page 11, said line being along the Easterly abutment line of the Massachusetts Turnpike Bridge in Palmer, which is shown on Railroad Valuation Map No. 500-0050-0-2-4; thence extending in a general Northeasterly direction, along said right of way of Ware River Secondary Track, approximately 23.35 miles, which is shown on Railroad Valuation Map Nos. 500-0050-0-3-4, 500-0050-0-4-4, 500-0050-0-5-4, 500-0050-0-6-4, 500-0050-0-7-4, 500-0050-0-8-4, 500-0050-0-9-4, 500-0050-0-10-4, 500-0050-0-11-4, 500-0050-0-12-4, 500-0050-0-13-4, 500-0050-0-14-4, 500-0050-0-15-4, 500-0050-0-16-4, 500-0050-0-17-4, 500-0050-0-18-4, 500-0050-0-19-4, 500-0050-0-20-4, 500-0050-0-21-4, 500-0050-0-22-4, 500-0050-0-23-4, 500-0050-0-24-4, and 500-0050-0-25-4, to a line drawn perpendicularly across said right of way through Mile Post 25, the place of ending at South Barre.

TOGETHER with roadbed, tracks, bridges, culverts, buildings, ties and other track materials and other appurtenances, and improvements located thereon.

EXCEPTING AND RESERVING, however, to Grantor the following identified excess parcels lying adjacent to the lines of railroad herein conveyed.

<u>East Bridgewater Secondary Track 4191</u>:

PARCEL NO. MAD100 38-2 on Railroad Valuation Map number 500-9104-20B-4-1, the westerly line of said parcel is parallel with and 24.75 feet eastwardly at right angles from the centerline of location of said Track;

PARCEL NO. MAD100 F7-3 on Railroad Valuation Map number 500-9104-20B-6-1, the northerly line of said parcel is parallel with and 41.25 feet southwardly and radially from said centerline of location;

PARCEL NO. MAD100 F8-5 on Railroad Valuation Map numbers 500-9104-20B-6-1 and 500-9104-33B-14-1, the southerly line of said parcel is parallel with and 41.25 feet northwardly and radially from said centerline of location; and

PARCEL NO. MAD100 F6-1 on Railroad Valuation Map number 500-9104-33B-14-1, the northeasterly line of said parcel is parallel with and 41.25 feet southwestwardly and radially from said centerline of location.

LSO excepting thereout and therefrom the following easements for facilities covered by the following licenses with:

Lowell Secondary Track 4130

	Licensee	Date of Agreement	Location	Type of Occupation
(1)	Tennessee Gas Pipeline Co.	4/30/68	West Concord at Sta 660+25	36" gas line in steel casing
(2)	New England Telephone & Telegraph Co.	8/18/26	North Acton Groton Road	guy wire and anchor
(3)	Boston Edison and New England Telephone & Telegraph Co.	11/17/48	North Acton Main Street	aerial power line
(4)	Boston Edison Co.	10/4/61	Acton at Sta 875+20	aerial power line with appurtenances
(5)	Boston Edison Co.	8/21/50	Acton at Sta 875+20	aerial power line

Ware River Secondary Track 4139

	Licensee	Date of Agreement	Location	Type of Occupation
(1)	American Telephone & Telegraph Co.	9/21/56	Palmer at Sta 88+59.5	aerial cable with appurtenances-2 locations
(2)	Stryzemienski Dairy Farms	8/1/27	Thorndike at Sta 122+64.9	1" water pipe
(3)	Massachusetts Electric Co.	11/1/46	Palmer ½ mile SE of Thorndike depot	3 aerial power lines
(4)	Massachusetts Electric Co.	12/14/61	Ware	aerial power line with appurtenances
(5)	Pioneer Valley Cablevision	9/8/65	Ware at East St.	communications line with appurtenances
(6)	New England Telephone & Telegraph Co.	9/29/60	Ware at Dunham Avenue	communication line with appurtenances
(7)	Massachusetts Electric Co.	8/14/47	Ware 1½ miles N of Ware Sta	3 aerial power lines

(8) New England Power Co.	9/8/48	Ware 1,900 ft N of MP 13	6 aerial power lines, 1 underground wire

Licensee	Date of Agreement	Location	Type of Occupation
(9) New England Telephone Co.	1/28/75	Ware 610 feet N of MP 14	3 power lines and 2 telephone wires
(10) New England Telephone Co.	4/7/75	Gilbertville Saw-Mill Rd	aerial communication line with appurtenances
(11) Massachusetts Electric Co.	2/14/75	Gilbertville 2680 feet N of MP 15	aerial power line with appurtenances
(12) New England Telephone & Telegraph Co.	1/2/70	Hardwick	aerial communication line with appurtenances
(13) Massachusetts Electric Co.	6/10/46	Gilbertville at Station 832	aerial power line with appurtenances
(14) G. H. Gilbert Manufacturing	8/1/12	Gilbertville 248 ft. S of Bridge	8 inch underground sewer line
(15) G. H. Gilbert Manufacturing	9/10/02	Hardwick	10" underground water line
(16) Town of Palmer	4/15/38	Thorndike at Sta 187 + 95	18" sewer pipe
(17) Massachusetts Electric Co.	10/30/46	Thorndike	aerial power line with appurtenances
(18) Diamond Gardner Corp.	4/17/58	Thorndike 60 ft. W of Church St.	underground power line with appurtenances
(19) Massachusetts Electric Co.	9/23/57	Palmer at Station 237 + 02	power line with appurtenances, 4 aerial electric wires
(20) Thorndike Fire & Water Dist.	6/1/27	Thorndike SW of Church St.	water line
(21) New England Power Co.	7/22/66	Palmer	aerial power line with appurtenances
(22) New England Power Co.	6/9/58	Palmer 5 miles N of Palmer Sta	3 aerial power lines with appurtenances
(23) New England Telephone & Telegraph Co.	2/1/38	Palmer	guy wire
(24) New England Telephone & Telegraph Co.	12/31/36	Palmer at Wipples Crossing	anchor guy

Licensee	Date of Agreement	Location	Type of Occupation
(25) Town of Ware	11/23/40	Ware at Gibbs Crossing	6" underground water pipe
(26) Massachusetts Electric Co.	3/3/17	Ware 240 ft. N of MP 11	3 aerial power lines with appurtenances
(27) Town of Ware	12/2/35	Ware 300 ft. W of RR Sta	water line
(28) Massachusetts Electric Co.	12/1/26	Gilbertville at Bridge St.	aerial power line with appurtenances - 4 power lines
(29) G. H. Gilbert Manufacturing	10/1/07	Hardwick S side-Bridge St.	underground sewer line
(30 Massachusetts Electric Co.	1/1/15	Hardwick at Hardwick Road	aerial power line
(31) Town of Barre	11/17/13	Barre near Barre Sta	10" tile drain
(32) Massachusetts Electric Co.	12/1/53	Barre	aerial power line with appurtenances
(33) Barre Wool Combing Co., Ltd.	1/8/60	Barre 0.82 miles N of Sta	(1) 21" culvert pipe
(34) Massachusetts Electric Co.	4/25/75	South Barre at South Barre Sta	aerial power line with appurtenances

Millbury Secondary Track 4136

Licensee	Date of Agreement	Location	Type of Occupation
(1) New England Power Co.	7/1/26	Millbury NE of Millbury Avenue	power line
(2) New England Power Co.	5/1/24	Millbury at Sta 141 + 20 and 141 + 85	power line with appurtenances
(3) New England Power Co.	11/21/58	Millbury at Sta 141 + 30	power line with appurtenances
(4) Massachusetts Electric Co.	8/1/34	Millbury 1 mile N of Millbury Sta	power line with appurtenances

West Hanover Secondary Track 4179

Licensee	Date of Agreement	Location	Type of Occupation
(1) Brockton Edison Co.	1/11/37	North Abington S of Birch St and E of Monroe St.	guy wires and anchors
(2) Town of Rockland	7/29/37	North Abington 750 ft. E of Plain Street	sewer lines
(3) Brockton Edison Co.	12/13/66	North Abington 460 ft. E of Charles Street	power lines and appurtenances

(4)	New England Telephone Co.	12/1/26	North Abington at Monroe Street	guy wires and anchors
(5)	New England Telephone Co.	11/10/26	Rockland S of Howard Street	guy wires and anchors
(6)	New England Telephone Co.	12/31/26	Rockland N of Howard Street	guy wires and anchors
(7)	Brockton Edison Co.	6/5/59	North Abington Sta 125+55	power line with appurtenances
(8)	Boston Gas Co.	1/4/66	Rockland Sta 126+40	underground gas line in 3" steel sleeve
(9)	Town of Hanover	8/19/38	West Hanover near intersection of Circuit 2nd & Hanover Sts.	electric line
(10)	Brockton Gas Co.	5/14/28	West Hanover at Circuit St.	3" gas line
(11)	Town of Hanover	8/11/30	West Hanover at Circuit St.	10" underground water pipe

East Bridgewater Secondary Track 4191

	Licensee	Date of Agreement	Location	Type of Occupation
(1)	Thomas Burba	5/6/63	E. Bridgewater 135 ft. SW of Union Street	wire line and appurtenances
(2)	Brockton Edison Co.	9/13/51	E. Bridgewater at Matfield River	power line and appurtenances
(3)	Brockton Edison Co.	12/1/48	E. Bridgewater 330 ft. SW 280 and Matfield River	power line and appurtenances
(4)	Brockton Edison Co.	1/12/62	E. Bridgewater at Sta 253+13	aerial power line and appurtenances

TOGETHER with the right to convey such easement to the occupant provided the Grantor ensures that the Grantee is afforded by the conversion at least as great rights and protections as the Grantor presently enjoys under the existing license agreements. Grantor specifically reserves and retains all rentals, fees and considerations resulting from such agreements, occupancies, licenses and easement conveyances. ~~Copies of said agreements are recorded herewith~~ and ~~incorporated by references in this deed~~.

THE INSTRUMENT is executed, delivered and accepted upon the understanding and agreement: (1) that the within conveyance is made without covenants of title or warranties, express or implied; and (2) that should a claim to the Premises, or any part thereof, adverse to that of the Grantor be asserted or proved, no recourse shall be had against the Grantor.

TITLE to the premises hereinabove described became vested in the said Grantor on October 24, 1978, pursuant to Consummation Order No. 3708 of the United States District Court for the Eastern District of Pennsylvania, in Proceedings for the Reorganization of a Railroad, Cause No. 70-347.

THE PROVISIONS of a purchase and sale agreement dated April 29, 1982, between the parties hereto, to the extent not satisfied at closing, shall survive the execution and delivery of this deed.

MASSACHUSETTS

THE words "Grantor" and "Grantee" used herein shall be construed as if they read "Grantors" and "Grantees", respectively, whenever the sense of this Indenture so requires and whether singular or plural, such words shall be deemed to include in all cases the heirs or successors and assigns of the respective parties.

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed this [illegible] day of [illegible], A.D. 1982.

THE PENN CENTRAL CORPORATION

By: [illegible]
PAUL W. OLSON, Director
Rail Corridor Sales and Marketing

Attest: [illegible]
ASSISTANT SECRETARY

COMMONWEALTH OF MASSACHUSETTS
Approved:

Deputy Commissioner of Capital Planning and Operations

Approved as to Form:
J. Paul Rattigan
Department of the Attorney General

MASSACHUSETTS - Acknowledgment

STATE OF PENNSYLVANIA :
:ss
COUNTY OF PHILADELPHIA:

ON THIS [illegible] day of [illegible], 1982, before me appeared PAUL W. OLSON, , to me personally known, who, being by me duly sworn, did say that he is the Director, Rail Corridor Sales and Marketing of THE PENN CENTRAL CORPORATION, a Pennsylvania corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors and said PAUL W. OLSON acknowledged said instrument to be the free act and deed of said corporation.

[illegible]
Notary Public

[illegible]
My Commission [illegible]

OLIN S. SHOCKLEY
COMMONWEALTH OF PENNSYLVANIA
NOTARY PUBLIC

THE PENN CENTRAL CORPORATION

I, G. C. HOLPP, Senior Assistant Secretary of THE PENN CENTRAL CORPORATION, HEREBY CERTIFY the document attached hereto identified as Exhibit A to be a true and correct copy of Chief Executive Order No. 13 issued by the Chairman of the Board and Chief Executive Officer of this Corporation, and that said document has not been amended, modified or rescinded and remains in full force and effect as of the date of this certification.

WITNESS my hand and the corporate seal of said THE PENN CENTRAL CORPORATION at Philadelphia, PA, this 3rd day of May, 1982.

Exhibit A

THE PENN CENTRAL CORPORATION

Chief Executive Order No. 13

Dated March 26, 1981

In the exercise of the powers granted by Resolution No. PRC 81-4 adopted by the Property Committee of the Board of Directors on March 26, 1981, and superseding Chief Executive Order No. 3, I hereby delegate authority, with respect to rail assets to:

(a) Edward L. Claypole, Chief Sales and Engineering Officer,

(1) to authorize, on behalf of the Corporation, sales of rail, other track material, signals, bridges, rolling stock, marine equipment and rail transportation corridors, or any interest therein, in an amount not exceeding $50,000 in any given case:

(2) to authorize, on behalf of the Corporation, leases of rail, other track material, signals, bridges, rolling stock, marine equipment and rail transportation corridors, or any interest therein, for a term not to exceed twelve months, wherein the monthly rental does not exceed $500;

provided that authorizations under subsection (1) above shall not in the aggregate exceed $2,500,000 in any period between meetings of the Property Committee.

(b) Any Vice President, the Chief Sales and Engineering Officer and the Director-Rail Corridor Sales and Marketing to execute, on behalf of the Corporation, any agreements, contracts, deeds, bills of sale, leases, licenses or other documents necessary or desirable to effectuate transactions authorized by the Board of Directors, the Property Committee, the Chairman of the Board and Chief Executive Officer or authorized pursuant to paragraph (a) above otherwise authorized;

Edward L. Claypole, Chief Sales and Engineering Officer is hereby directed to submit a report to the Chief Executive Officer as to the transactions authorized under paragraph (a) above and to prepare a report on such transactions for each meeting of the Property Committee for the period from the prior report.

Richard Dicker

RICHARD DICKER
Chairman of the Board and
Chief Executive Officer

THE PENN CENTRAL CORPORATION

BOARD OF DIRECTORS: FRIDAY, FEBRUARY 27, 1981

RESOLVED that there is hereby created a Property Committee of the Board of Directors, whose membership shall consist of the directors ..... designated by the Board of Directors. .....

Subject to any provisions of law or of any agreement or instrument to which the Corporation is a party, the Committee shall have and exercise all of the powers and authority of the Board of Directors concerning the sale, lease or other disposition, or the development of (i) the real estate, coal and rail assets of the Corporation. .....

All sales, leases, or disposition of assets or stock, and all developments of assets, authorized by the Committee as above provided shall be the act of the Corporation and no further approval or authorization of the Board of Directors shall be required to effectuate any such sale, lease, disposition or development. .....

I, G. C. HOLPP, Senior Assistant Secretary of THE PENN CENTRAL CORPORATION, HEREBY CERTIFY the foregoing to be true and correct excerpts from a resolution duly adopted by the Board of Directors of said Corporation, on Friday, the 27th day of February, 1981, and that said resolution has not been amended or rescinded and remains in full force and effect.

WITNESS my hand and the coporate seal of said THE PENN CENTRAL CORPORATION at Philadelphia, PA, this 5th day of May, 1982

G. C. Holpp

SCHEDULE A

ALL THAT PROPERTY situate in the Towns of West Bridgewater and East Bridgewater, County of Plymouth and Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation, of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the East Bridgewater Secondary Track, United States Railway Association Line Code 4191, said portion being described as follows:

BEGINNING at Westdale at the lateral cut line described on Page B-25 of the deed from the Trustees of the property of Penn Central Transportation Company to Consolidated Rail Corporation dated March 30, 1976 and recorded in the Office of the Register in and for said Plymouth County in Deed Book 4584, Page 337, said lateral cut line being the Easterly right of way line of the Middleboro Branch of said Consolidated Rail Corporation and being parallel with and 28.88 feet Eastwardly, radially and at right angles from the monumented centerline of said Middleboro Branch, which is shown on Railroad Valuation Map No. 500-9104-0-33B14-1; thence extending in a general Northeasterly direction, along said right of way of East Bridgewater Secondary Track, approximately 1.96 miles, which is shown on Railroad Valuation Map Nos. 500-9104-020B-6-1, 500-9104-020B-5-1, and 500-9104-020B4-1, to the Southwesterly line of the parcel of land conveyed by the Trustees of The New York, New Haven and Hartford Railroad Company to Astrid L. Mondeau by deed dated May 14, 1940 and recorded in the aforesaid Office of Register in Deed Book 1797, Page 222, the place of ending.

TOGETHER with bridges, culverts, buildings and other appurtenances and improvements located thereon.

ALSO ALL THAT PROPERTY situate in the Towns of Abington, Rockland and Hanover, County of Plymouth and Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the West Hanover Secondary Track, United States Railway Association Line Code 4179, said portion being described as follows:

BEGINNING at North Abington at the lateral cut line described on Page B-14 of the deed from the Trustees of Penn Central Transportation Company to Consolidated Rail Corporation dated March 30, 1976 and recorded in the Office of the Register in and for said County of Plymouth in Deed Book 4584, Page 337, said lateral cut line being the Northerly line of Birch Street, which is shown on Railroad Valuation Map No. 500-9104-016B-18-1; thence extending in a general Easterly direction, along said right of way of West Hanover

Secondary Track, approximately 3.49 miles, which is shown on Railroad Valuation Map Nos. 500-9104-022B-1-1, 500-9104-022B-2-1, 500-9104-022B-3-1, and 500-9104-022B-4-1, to the North-westerly line of the parcel of land which has been conveyed by the Trustees of the property of The New York, New Haven and Hartford Railroad Company to National Fireworks Company, Inc. by deed dated June 3, 1941 and recorded in the aforesaid Office of the Register in Deed Book 1810, Page 24, the place of ending in West Hanover.

TOGETHER with roadbed, tracks, bridges, culverts, buildings, ties and other track materials, and other appurtenances and improvements located thereon.

ALSO ALL THAT PROPERTY situate in the Town of Millbury, County of Worcester and Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the Millbury Secondary Track, United States Railway Association Line Code 4136, said portion being described as follows:

BEGINNING at Millbury Junction at the lateral cut line described on page B-30 of the deed from the Trustees of the property of Penn Central Transportation Company to Consolidated Rail Corporation dated March 30, 1976 and recorded in the Office of the Register in and for said County of Worcester in Deed Book 6573, Page 307, said lateral cut line being the Southerly right of way line of the former Boston and Albany Maine Line, which is shown on Railroad Valuation Map No. 500-0010-F-1-1; thence extending in a Southerly direction 2.77 miles, which is shown on Railroad Valuation Map Nos. 500-0010-F-2-1 and 500-0010-F-3-1, to the Northerly line of the parcel of land containing 7.15 acres, more or less, which has been conveyed by Penn Central Company to New England High Carbon Wire Corp. by deed dated May 11, 1968 and recorded in the Office of the Register in and for said County of Worcester in Deed Book , Page , the place of ending, said place of ending being approximately 320 feet South of the Southerly line of Millbury Avenue.

TOGETHER with bridges, culverts, buildings and other appurtenances and improvements located thereon.

ALSO, ALL THAT PROPERTY situate in the Towns of Concord and Acton, County of Middlesex and Commonwealth of Massachusetts, being all the right, title and interest of The Penn Central Corporation of, in and to all those pieces or parcels of land and premises, easements, rights of way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along a portion of the railroad of said Corporation known as the Lowell Secondary Track, United States Railway Association Line Code 4130, said portion being described as follows:

BEGINNING at West Concord at the Northerly line of the right of way of the railroad of the Boston and Maine Corporation running from Boston to Fitchburg, Massachusetts, which is shown on Railroad Valuation Map No. 500-9104-039D-12-1; thence extending in a general Northerly direction, along said right of way of Lowell Secondary Track, approximately 5.30 miles, which is shown on Railroad Valuation Map Nos. 500-9104-039D-12-1, 500-9104-040D-13-1, 500-9104-040D-14-1, 500-9104-040D-15-1, 500-9104-040D-16-1, 500-9104-040D-17-1, to a line drawn perpendicularly across said right of way of

The Commonwealth of Massachusetts
Executive Office of Transportation and Construction
Ten Park Plaza, Boston, MA 02116-3969

Mitt Romney
Governor

Kerry Healey
Lieutenant Governor

Daniel A. Grabauskas
Secretary of Transportation

December 23, 2003

Mr. Tom Tidman
Director, Natural Resources
Town of Acton
472 Main Street
Acton, MA 01720

RE: Proposed Bruce Freeman Memorial Bicycle Path
Town of Acton

Dear Mr. Tidman:

I am writing on behalf of the Executive Office of Transportation and Construction to confirm our support for the Town's proposed development of the 4.6 mile segment of the Bruce Freeman Memorial Bicycle Path, an alternative transportation facility, through the Town of Acton.

EOTC has been working cooperatively with the Massachusetts Highway Department, the Department of Conservation and Recreation, municipal governments and funding agencies over the past several years to forward the development of the Bicycle Path through the cities and towns along the 22-mile portion of the Lowell Secondary owned by the Commonwealth / EOTC. We have recently completed our review of the final draft Feasibility Study related to this project, and appreciate the opportunity to review and comment on the study during its development.

EOTC looks forward to working with the Town of Acton, MHD, and various state and federal agencies to develop appropriate documents for the development and operation of the Acton portion of the Bicycle Path and secure funding for its construction. We anticipate the continuation of our cooperative efforts in order to resolve outstanding issues relating to the design and construction of the Bicycle Path in the coming months.

Sincerely,

Maeve Vallely Bartlett

Maeve Vallely - Bartlett
Manager of Rail

Friends of the Bruce Freeman Trail
c/o Tom Michelman
6 Magnolia Drive
Acton, MA 01720
www.BruceFreemanRailTrail.org

May 30, 2003

Mr. Tom Tidman
Natural Resources Director
Acton Town Hall
472 Main Street
Acton, MA 01720

Dear Mr. Tidman:

Congratulations on an outstanding feasibility study for a portion of the Bruce Freeman Rail Trail in Acton. Our group will back you up in getting public support to make the trail a reality.

The Friends of the Bruce Freeman Rail Trail is a citizens action group formed in late 2002 to help make the rail trail concept a reality. There are chapters in each of the towns involved in Phases 2 and 3 of the trail: Acton, Concord, Sudbury, and Framingham. Our primary goals are twofold:

- Help reduce the time needed to convert the right of way to trail. Goals are 5-10 years for Phase 2 (Acton, Concord, and north Sudbury) and 10-15 years for Phase 3 (south Sudbury and north Framingham).
- When the trail is designed and built, make sure it satisfies the desires of residents of the towns that it passes through. There are competing interests that need to be resolved. We are giving special attention to people who live on or near the trail.

Our efforts so far have been concentrated on learning about trail issues and holding discussions with homeowners whose properties abut the railroad right-of-way. Each town's chapter is undertaking these tasks in its own way. For example, Acton is out in front with the comprehensive feasibility study done by Fay, Spofford, and Thorndike (FST), which is an excellent foundation for future efforts. Given this groundwork, we have put our efforts into complementary efforts. Recently as you know, the Acton chapter disseminated information including displaying the feasibility study, and the FST poster used at the February 2003 public meeting on the feasibility study, as well as our pamphlet to build public support at Acton's "Earth Day." We hope we can continue to coordinate future efforts with you and other town staff.

We have great enthusiasm for the rail trail, and look forward to working with the town on the hurdles of rail trail construction. Possibilities include, public education and activities such as group rides or walks on nearby trails, attendance and comment at public meetings and reports, assistance in grant applications, donation of in-kind services (e.g.,

participating in a trail clearing), fund-raising, participating in an appropriate town forum or committee.

In that regard, the model used for the Assabet River Rail Trail (ARRT, Inc.) intrigues us, in which an official multi-town committee works on the negotiations with MassHighway, MAPC, and other state and Federal organizations, while the "friends" group (ARRT, Inc.) mobilizes public support. We believe this may provide a good model for proceeding with the Bruce Freeman Rail Trail, and devoted our May meeting (Tuesday, May 27, 7-9:30 pm at Pedal Power in Acton) to this topic.

Going forward we believe one of the most critical areas for multi-town coordination is the Route 2 crossing. Acton and Concord must work very closely on this, as the crossing is very close to the boundary between the two towns. We worked to make MassHighway and the Route 2 Citizens' Advisory Committee aware of the importance of the trail and having its crossing of Route 2 considered in design of the Route 2 Concord Rotary Replacement Project by writing and speaking with selectman, attending meetings, and submitting comments to MassHighway. Selectmen and town staffs from Acton and Concord will need to make the formal agreements and obtain the funding to get a bridge or tunnel constructed.

Again, I would like to congratulate you, the rest of the Acton Rail Trail Committee, and FST on the excellent feasibility study covering the 2.8 mile mid-section portion of the Bruce Freeman Rail Trail in Action, and on moving ahead with the town-wide feasibility study.

Sincerely,

Friends of the Bruce Freeman Rail Trail - Acton Chapter Steering Committee

Betsy Comstock, 127 Concord Road

Tom Michelman, 6 Magnolia Drive

Susan Mitchell-Hardt, 328 Pope Road

Joyce Reishutz, Pedal Power, 176 Great Road

cc:
Acton Board of Selectman (BOS@town.acton.ma.us)

Acton Stream Teams

6 Magnolia Drive
Acton, MA 01720
June 2, 2003

Mr. Tom Tidman, Director
Natural Resources Department
Town of Acton
472 Main Street
Acton, MA 01720

Dear Mr. Tidman,

As Coordinator of the Acton Stream Teams, I am writing this letter in enthusiastic support of the Rail Trail Project proposed as the Acton portion of the Bruce Freeman Bike Path. As part of this project, appropriate design and construction are needed to provide maximum protection of Nashoba Brook and surrounding resource areas. Given that protection, the proposed trail, which parallels Nashoba Brook, will be compatible with, and may enhance the Acton Stream Teams mission. "Through public education the Acton Stream Teams seek to reduce sources of pollution and excessive nutrients to Acton waterways, and to raise awareness of the wildlife habitat and recreational opportunities provided by Acton's streams."

The Acton Stream Teams have been interested in the conversion of the Acton portion of the rail line to a rail trail since the Stream Teams group first formed in 1998. At that time, over 120 volunteers conducted a visual shoreline survey of approximately 25 miles of streams in Acton. After the survey, the group developed an action plan that included short and long term goals. The development of the rail trail was one of the goals cited.

In anticipation of the rail trail project, a cleanup of abandoned railroad batteries was prompted by the persistence of a member of the Acton Stream Teams. The presence of these batteries, that posed potential environmental, health, and safety hazards, was first noted in the 1998 survey. In 2000, under the guidance of EOTC, Clean Harbors employees removed approximately 22 lead acid and two dozen nickel-cadmium batteries along the rail line.

The proposed rail trail project has the added benefit of helping to link local recreation and resource areas so that they can be reached without the need to use motorized transportation. Pedestrians, cyclists, etc. will be able to travel along the rail trail from Ice House Pond in East Acton to NARA Park in North Acton. The trail in Acton will also be part of a larger regional rail trail. Trails and trail linkages were cited as a priority in the Acton Stream Teams action plan.

The completion of the Feasibility Study is a great first step in a very worthwhile project which will provide a valuable community asset.

Sincerely,

Mary S. Michelman

Mary S. Michelman
Acton Stream Teams Coordinator

cc: Acton Board of Selectmen

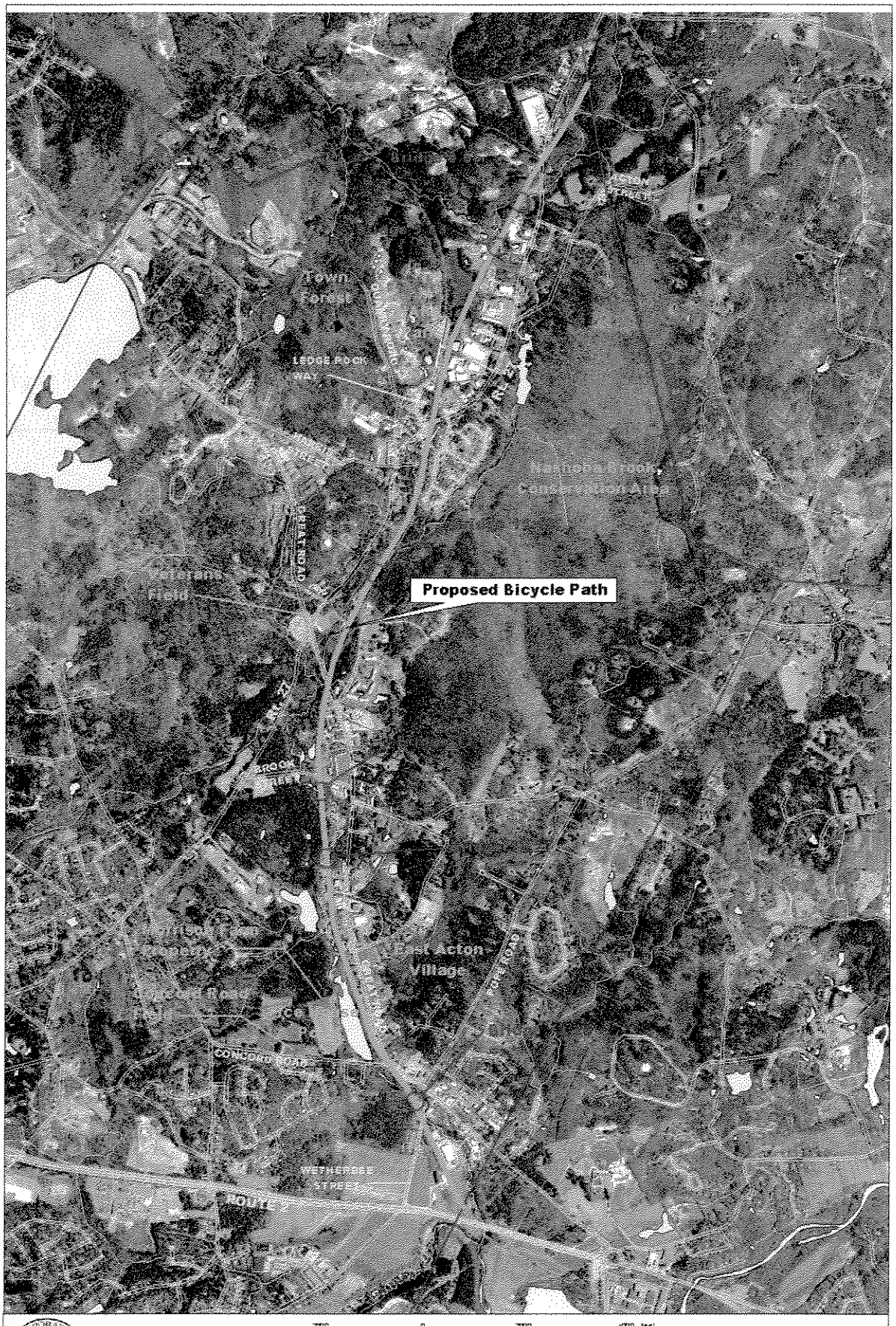
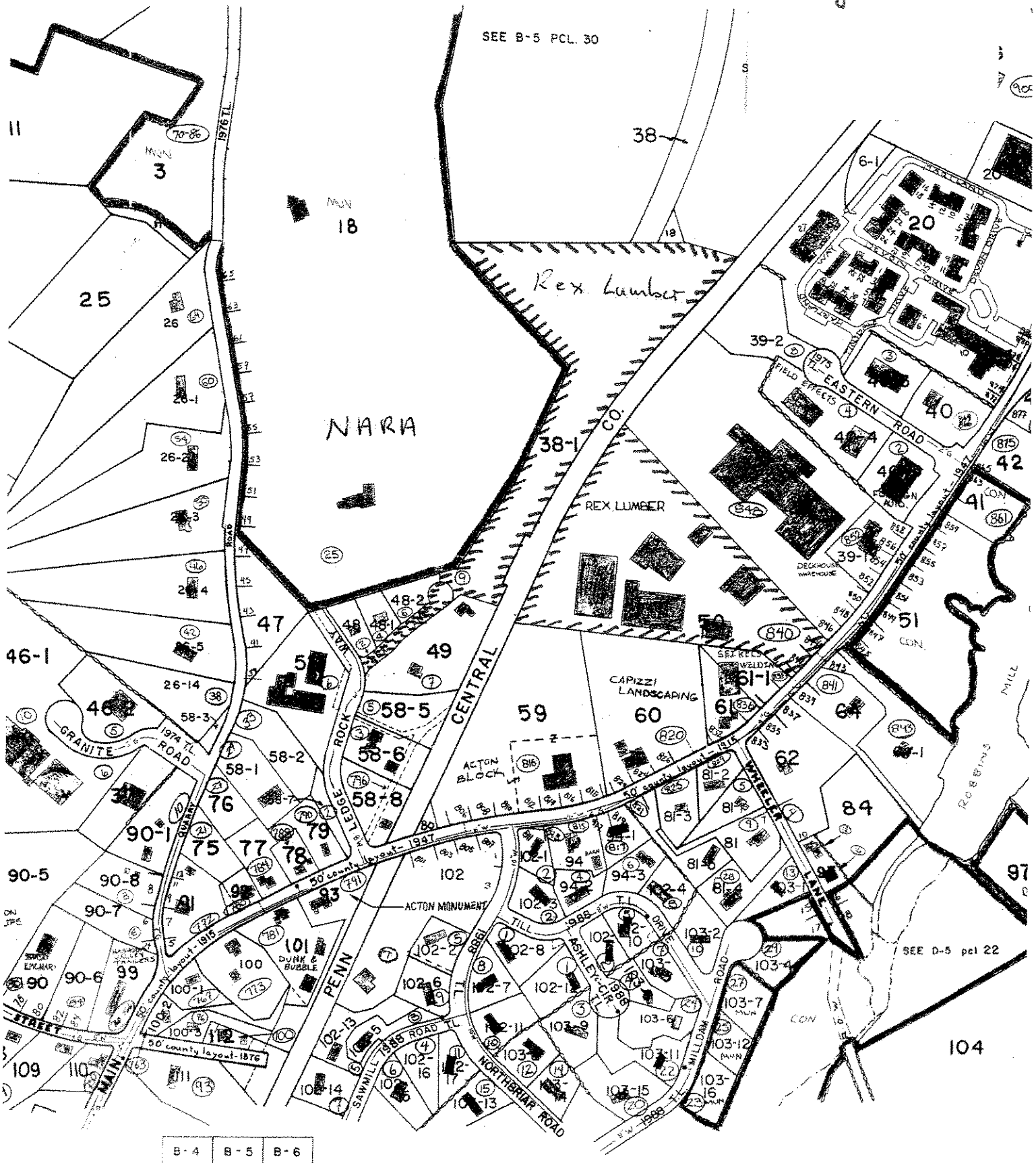


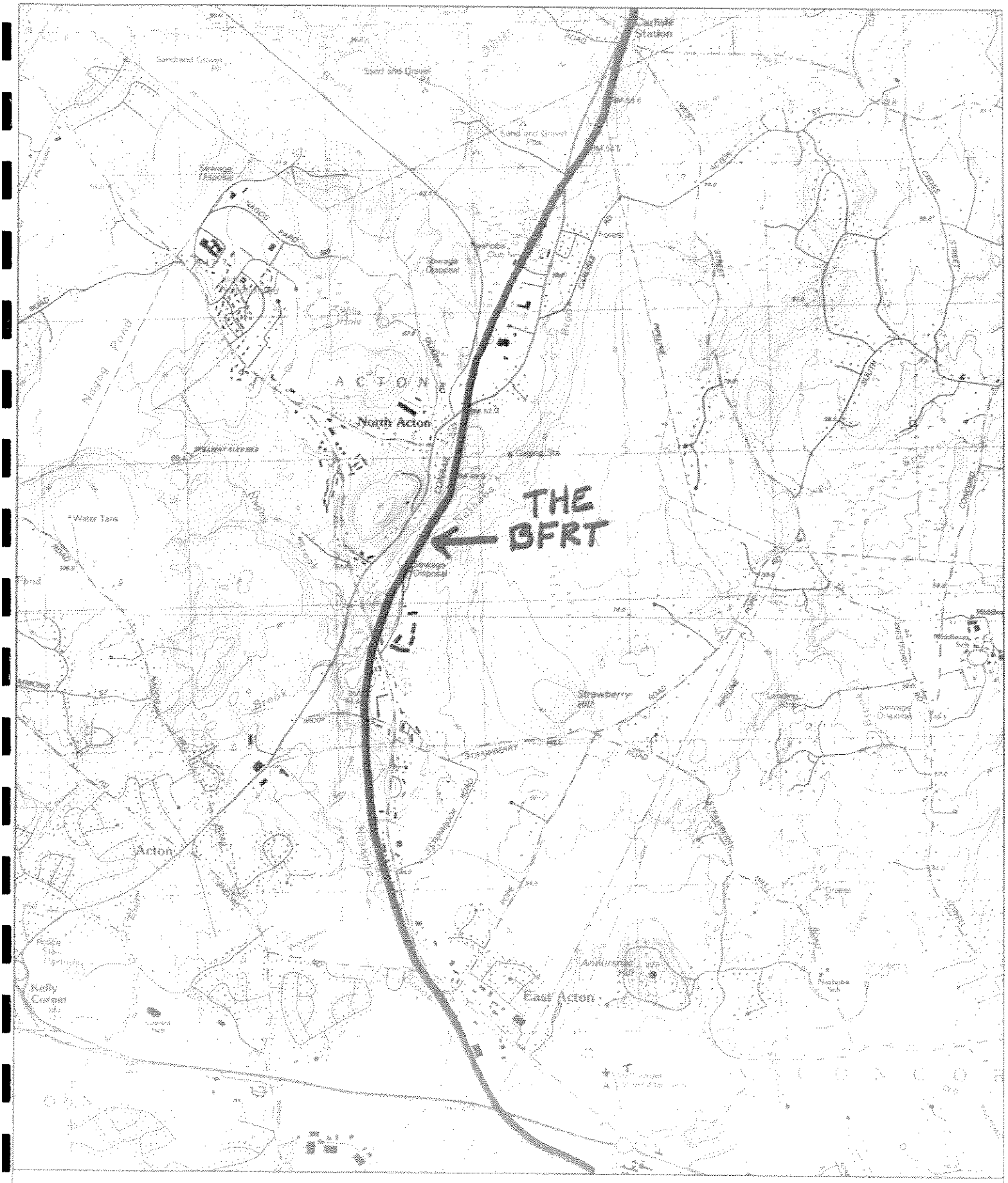
FIGURE 1:
BRUCE FREEMAN BICYCLE PATH
TOWN OF ACTON STUDY AREA

Fay, Spofford & Thorndike LLC
Engineers · Planners · Scientists · Landscape Architects · Surveyors

Figure 2



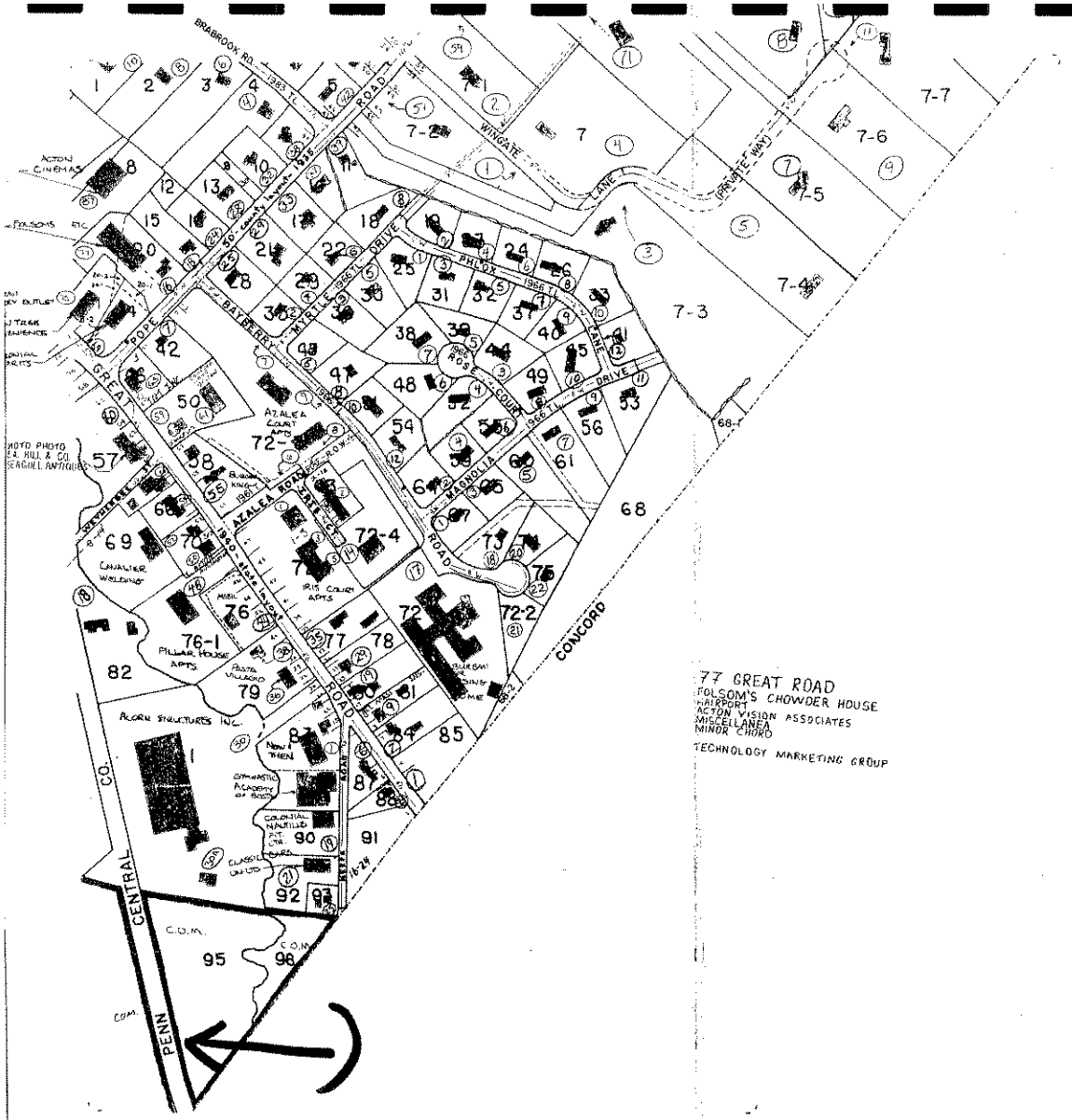
TOWN of ACTON



Name: BILLERICA
Date: 1/15/2004
Scale: 1 inch equals 2777 feet

Location: 042° 30' 08.1" N 071° 24' 26.8" W
Caption: Bruce Freeman Rail Trail - Acton, MA

Copyright © '93 Microsoft Inc.



77 GREAT ROAD
FOLSOM'S CHOWDER HOUSE
HAIRPORT
ACTON VISION ASSOCIATES
MISCELLANEA
MINOR CHORD

TECHNOLOGY MARKETING GROUP

0 200 400 600 800 1000

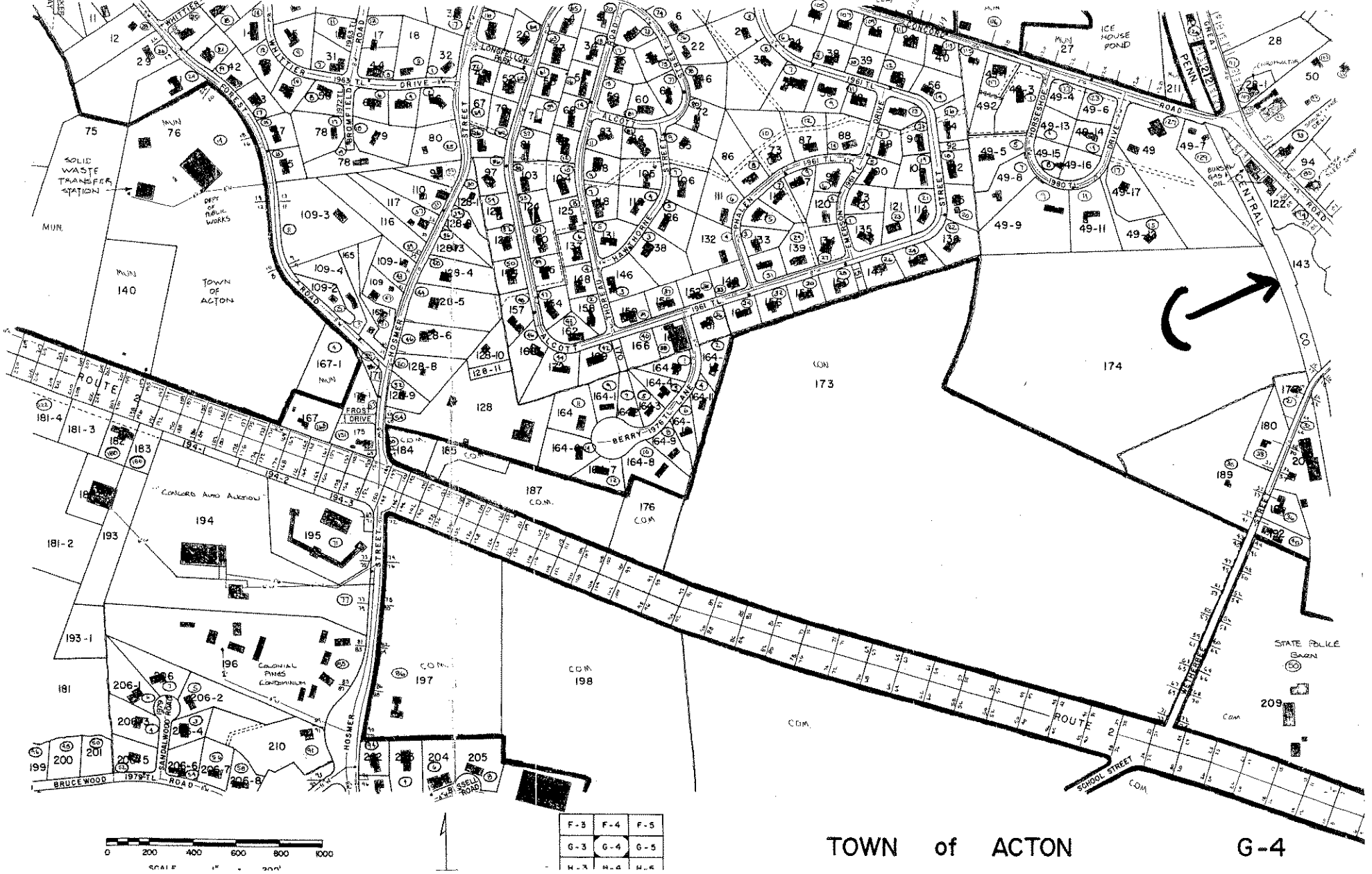
SCALE 1" = 200'

F-4	F-5	F-6
G-4	G-5	
H-4	H-5	

TOWN of ACTON

G-5

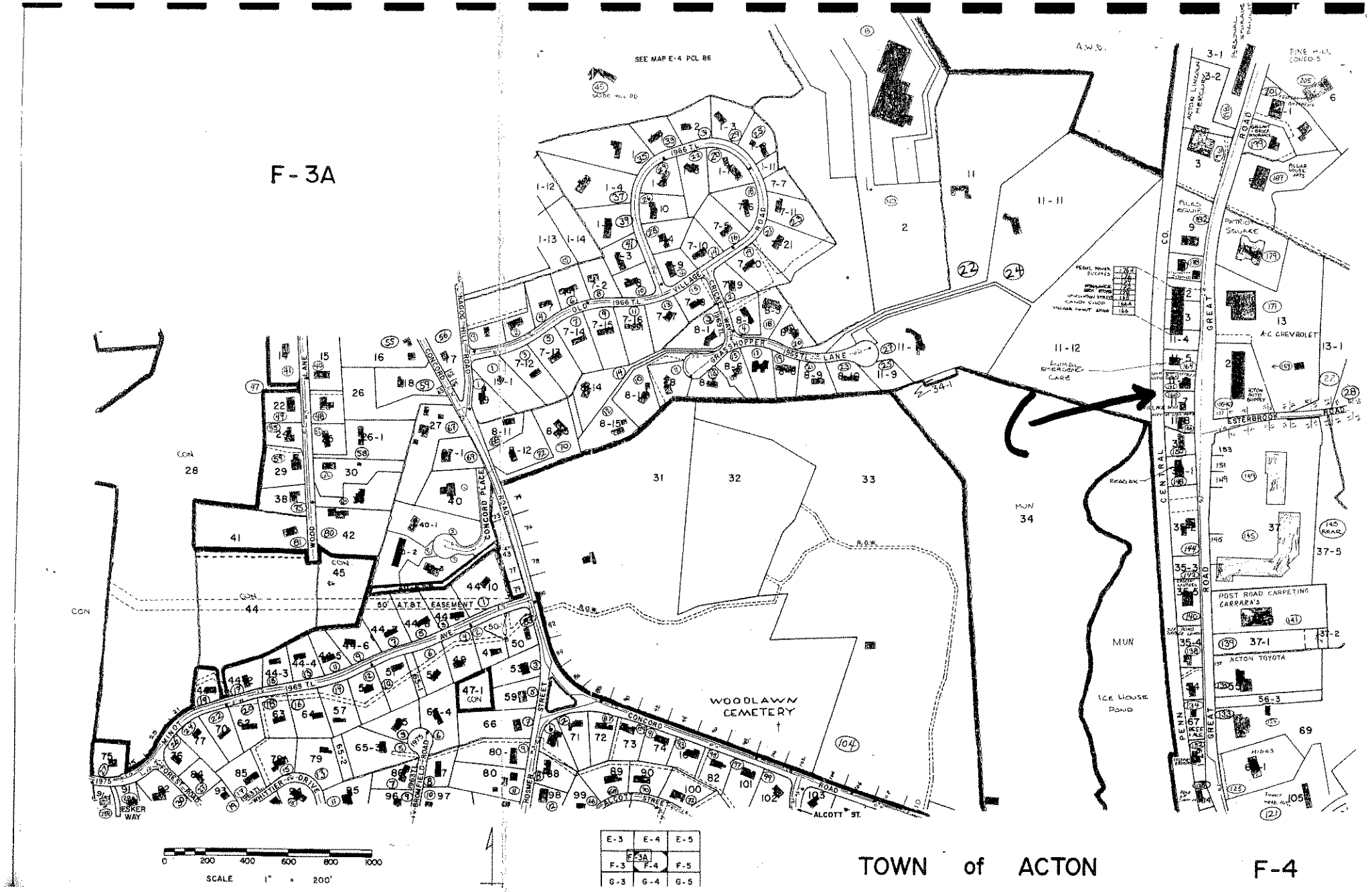
SHEET 1 of 9



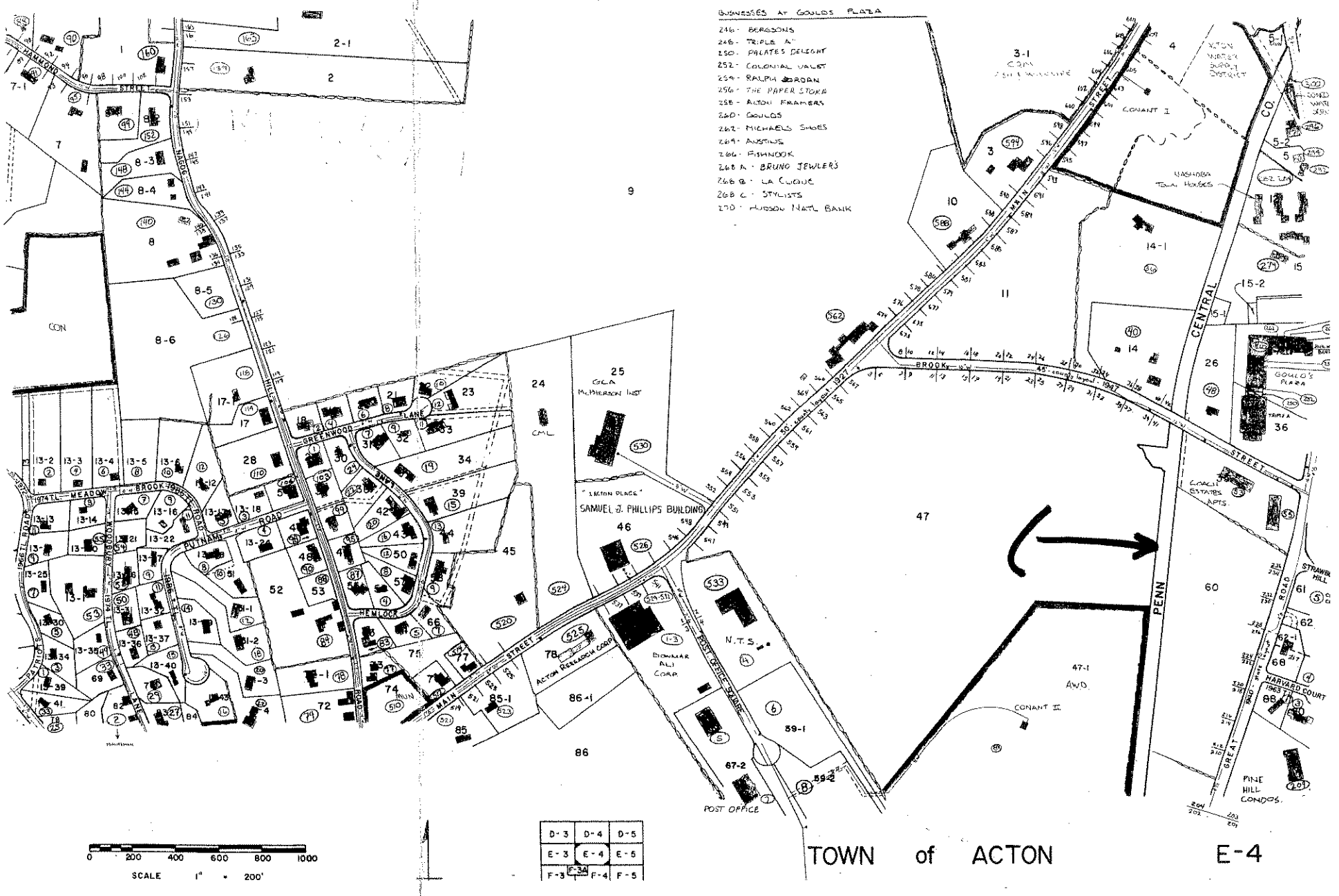
F-3	F-4	F-5
G-3	G-4	G-5
H-3	H-4	H-5

TOWN of ACTON G-4

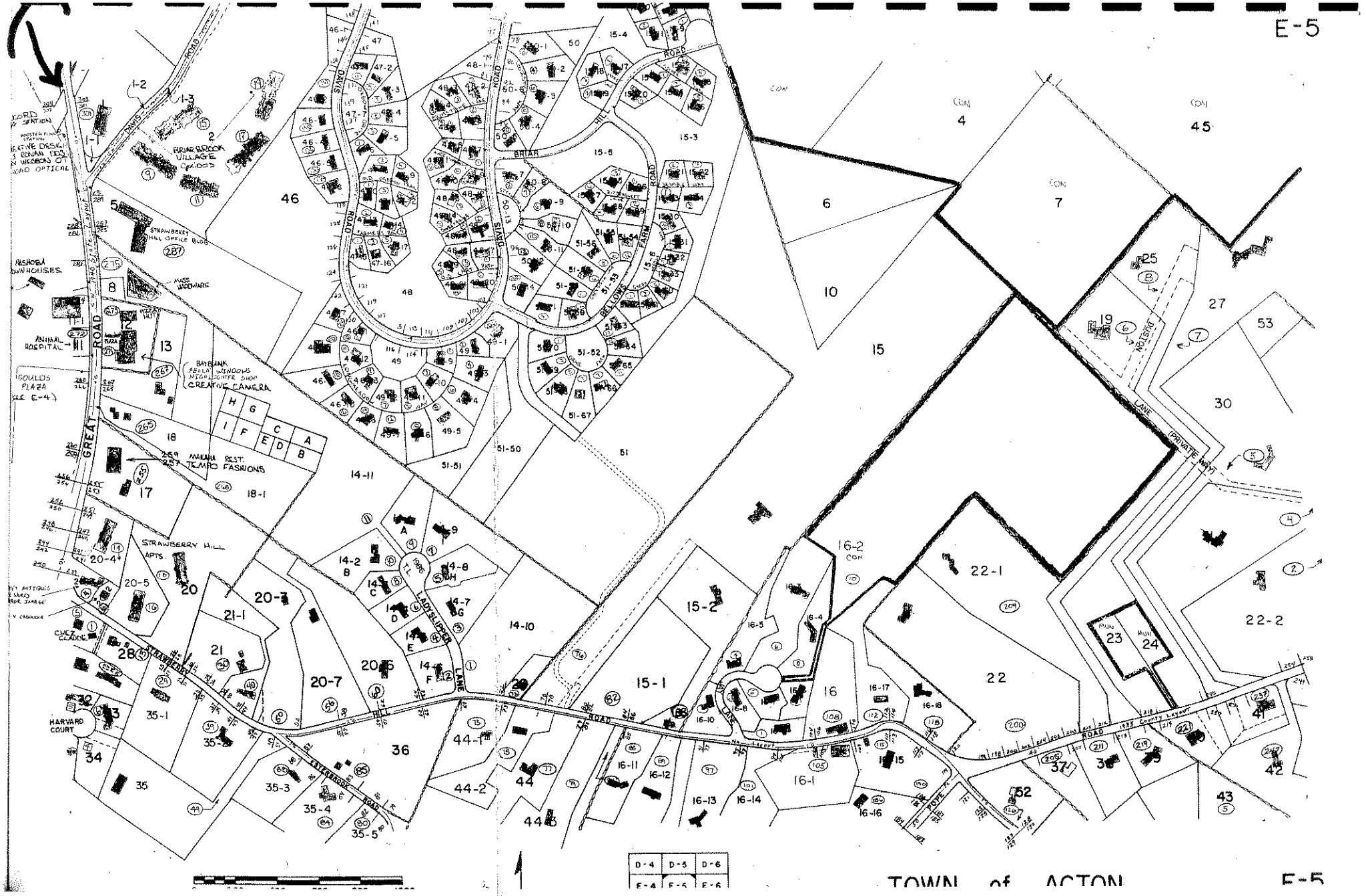
SHEET 2 of 9


F-3A
SEE MAP E-4 PCL 86
WOODLAWN CEMETERY
CONCORD PLACE
CONCORD ROAD
ALCOTT ST.
ESKER WAY
WHITTIER DRIVE
BIRCHFIELD ROAD
ROSMER STREET
GRASSHOPPER LANE
OLD VILLAGE ROAD
MAGGS HILL ROAD
WOOD LANE
50' A.T.&T. EASEMENT
ICE HOUSE POND
ESTERBROOK ROAD
CENTRAL AVE.
GREAT ROAD
PENN
POST ROAD CARPETING CARRARA'S
ACTON TOYOTA
A-C CHEVROLET
PATRIOT SQUARE
MUN
CON
SCALE 1" = 200'
0 200 400 600 800 1000
E-3 E-4 E-5
F-3 F-3A F-4 F-5
G-3 G-4 G-5
TOWN of ACTON
F-4

SHEET 3 of 9


BUSINESSES AT GOULDS PLAZA
246 - BERGSONS
248 - TRIPLE A
250 - PALATES DELIGHT
252 - COLONIAL VALET
254 - RALPH JORDAN
256 - THE PAPER STORE
258 - ACTON FRAMERS
260 - GOULDS
262 - MICHAELS SHOES
264 - AUSTILS
266 - FISHNOOK
268 A - BRUNO JEWELERS
268 B - LA CLIQUE
268 C - STYLISTS
270 - HUDSON NATL BANK
PARKMOND STREET
NAGOG
HILL
GREENWOOD LANE
BROOK
MEADOW
BROOK ROAD
BUTNAM ROAD
HEMLOCK
MAIN STREET
POST OFFICE SQUARE
CENTRAL
PENN
STREET
GREAT ROAD
STRAWBERRY HILL ROAD
HARVARD COURT
PINE HILL CONDOS
GOULD'S PLAZA
COACH ESTATES APTS.
ACTON WATER SUPPLY DISTRICT
WASHOBA TOWN HOUSES
CONANT I
CONANT II
AWD.
CON
CML
GCA McPHERSON INST
"ACTON PLACE"
SAMUEL J. PHILLIPS BUILDING
ACTON RESEARCH CORP
BIOMAR ALI CORP.
N.T.S.
POST OFFICE
0 200 400 600 800 1000
SCALE 1" = 200'
D-3 D-4 D-5
E-3 E-4 E-5
F-3 F-4 F-5
TOWN of ACTON
E-4

SHEET 4 of 9



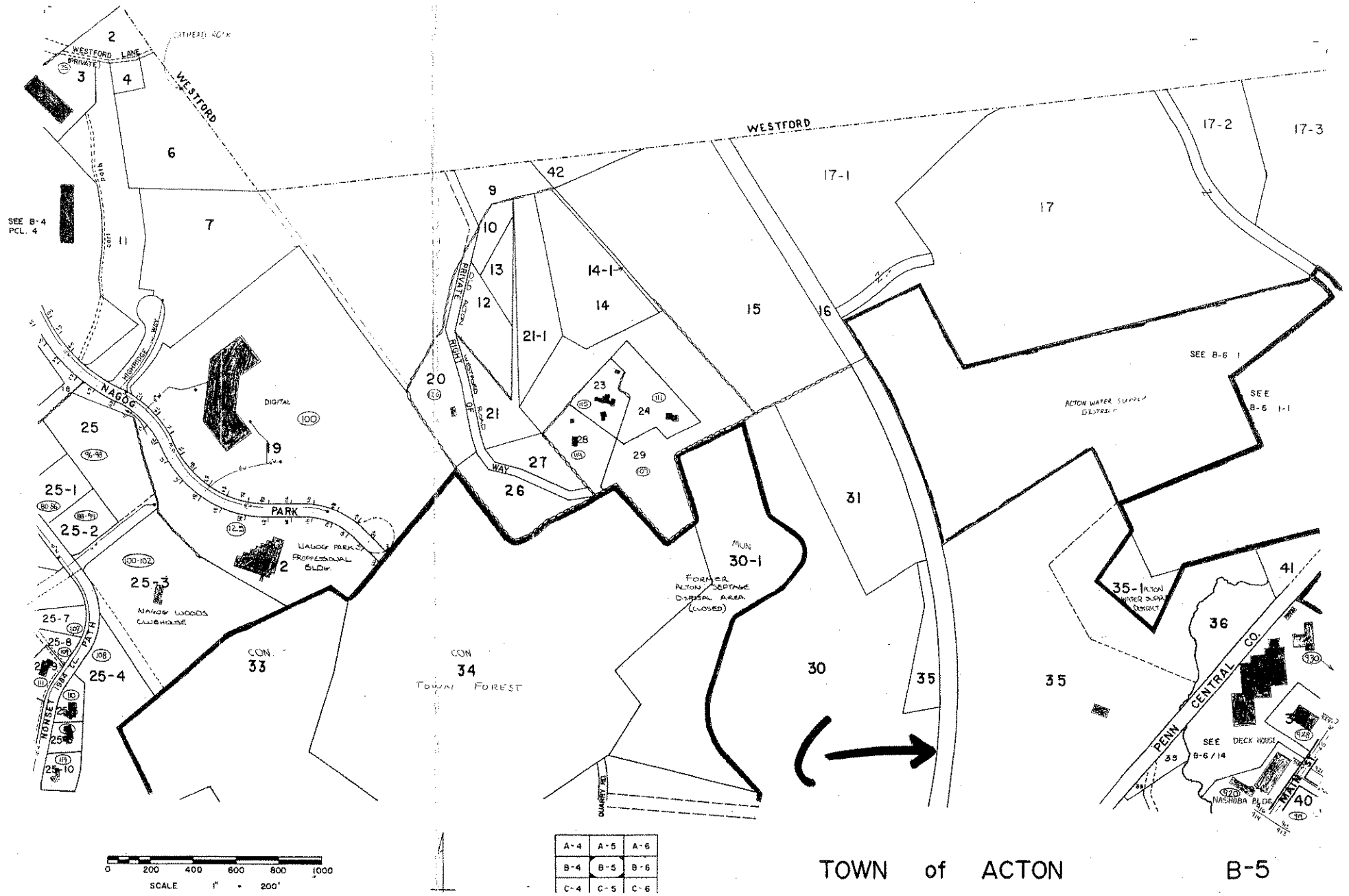
TOWN of ACTON

TOWN of ACTON D-5

SHEET 6 of 9

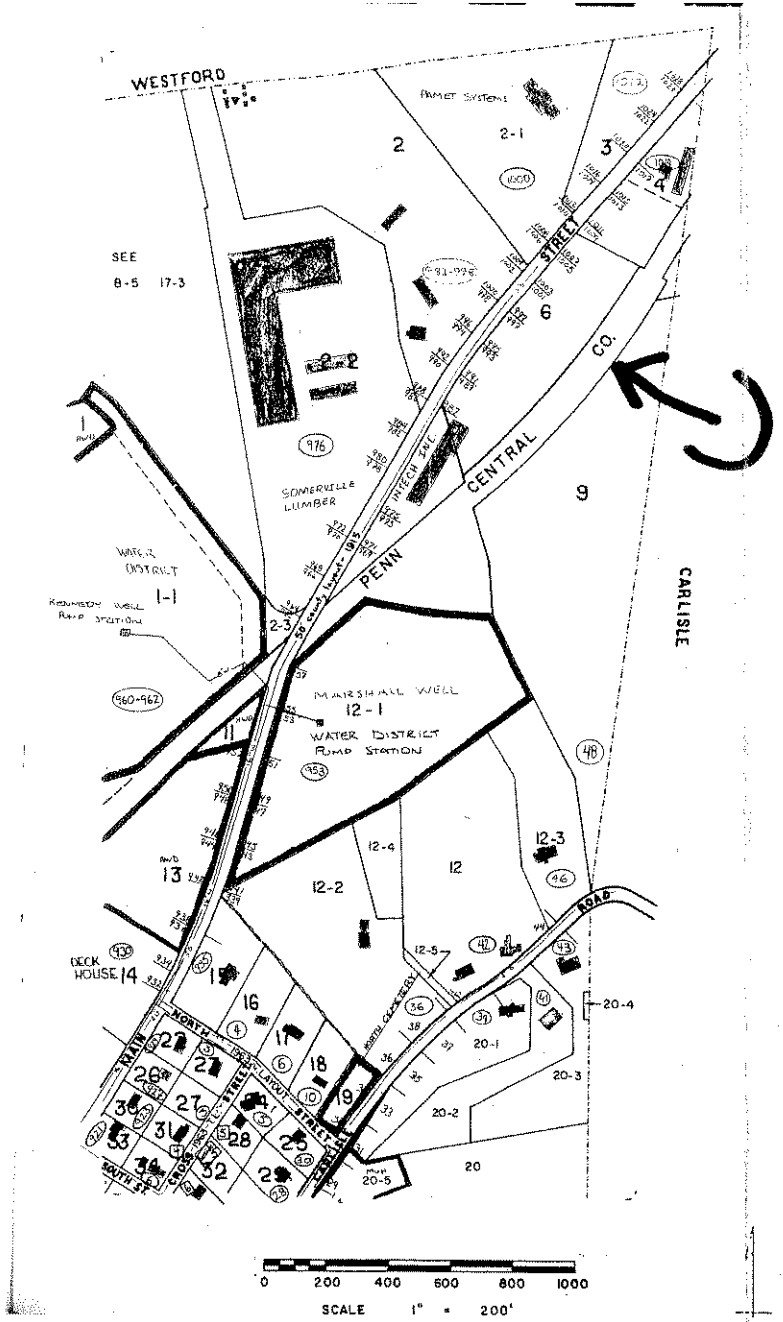
TOWN of ACTON C-5

SHEET 7 of 9



TOWN of ACTON B-5

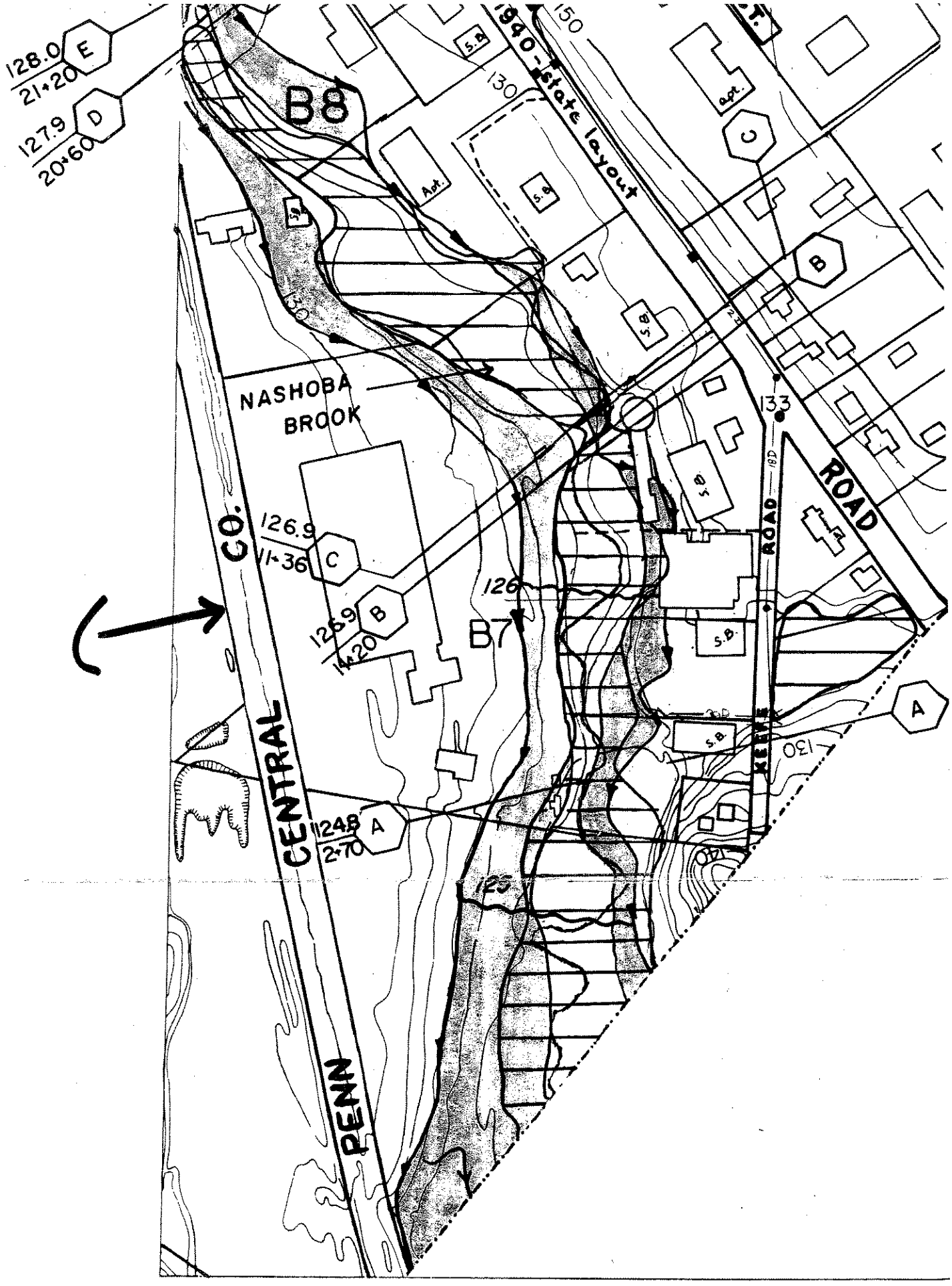
SHEET 8 of 9



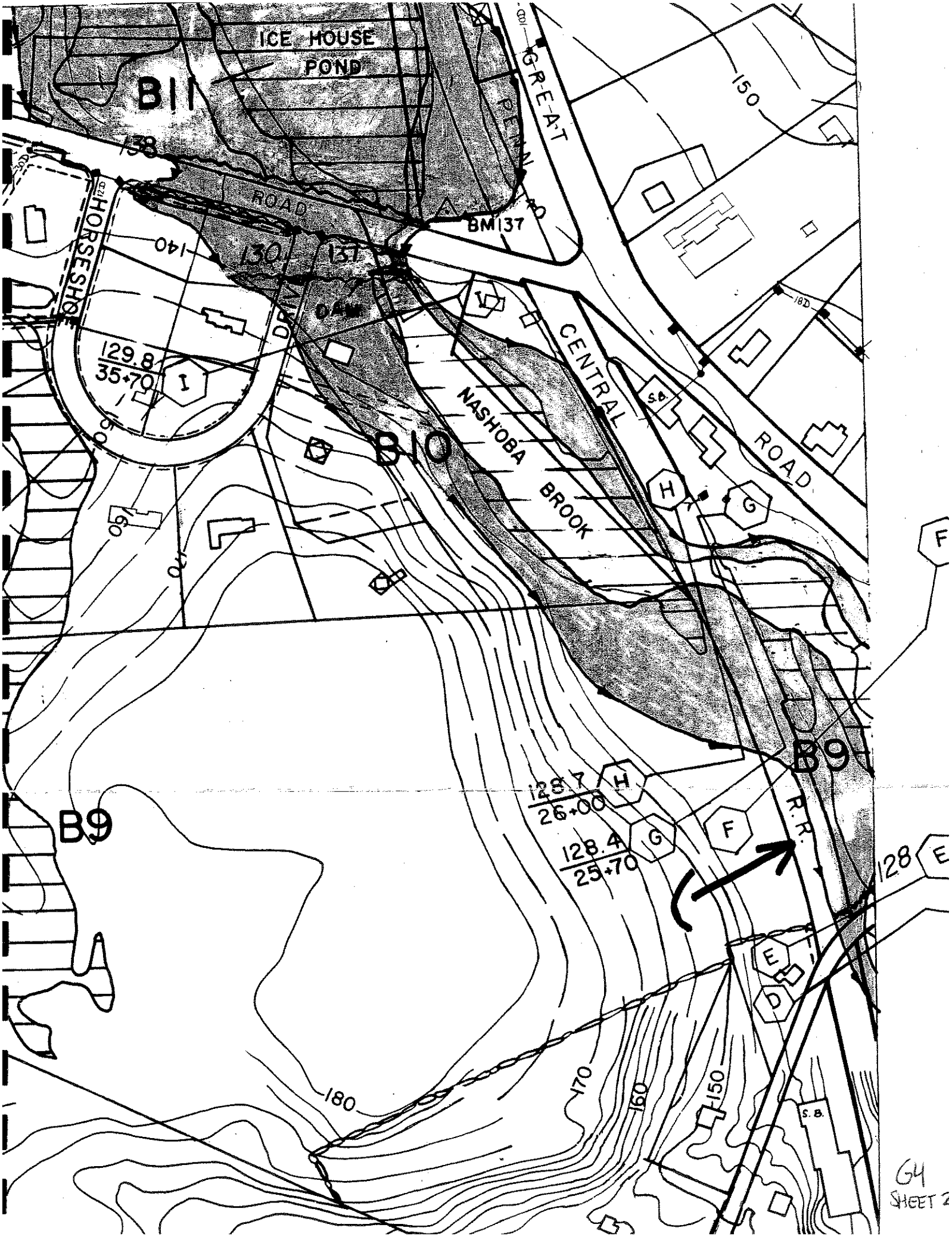
A-5	A-6	
B-5	B-8	
C-5	C-6	

TOWN of ACTON B-6

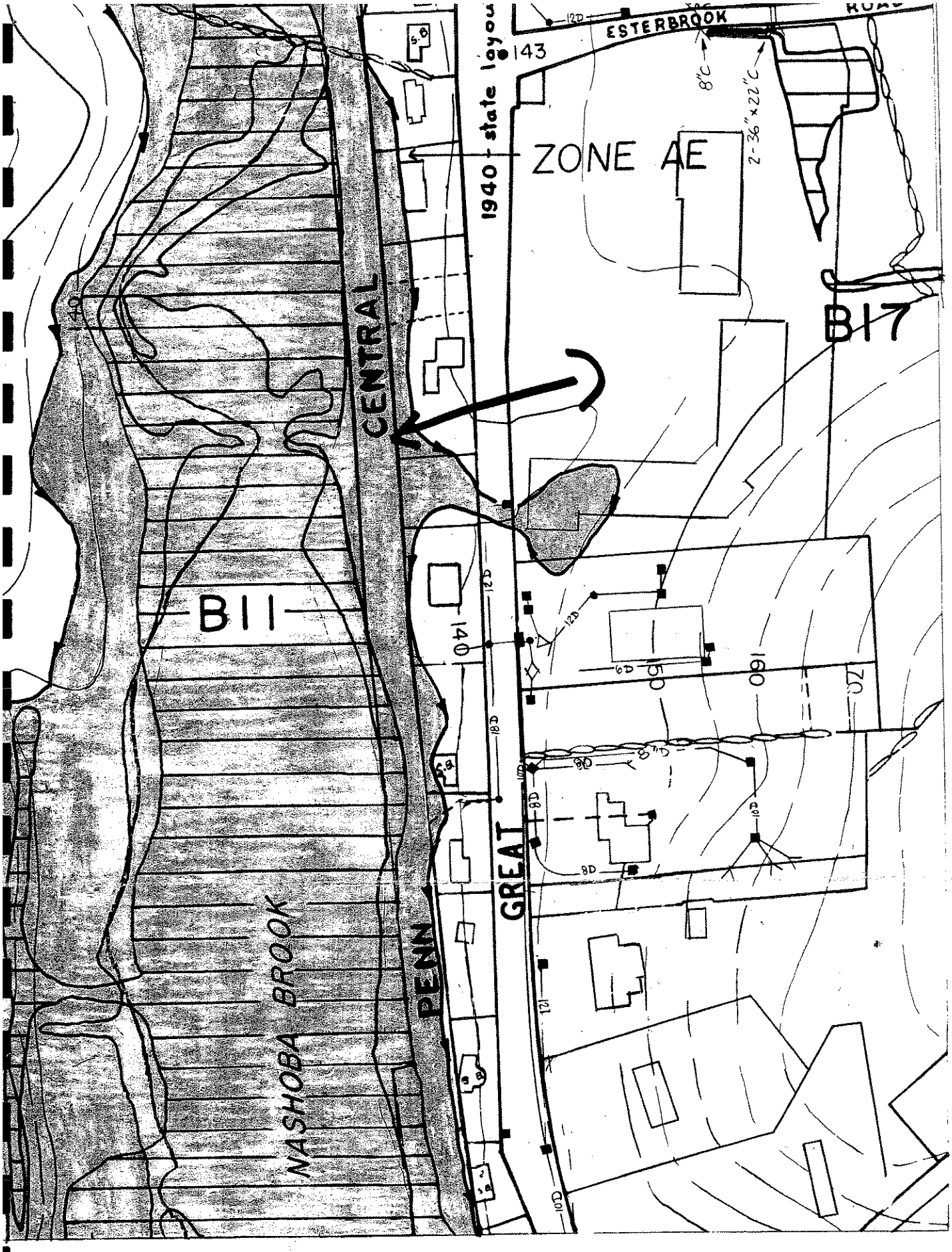
SHEET 9 of 9


128.0
21+20
E
127.9
20+60
D
B8
1940-state layout
150
130
S.B.
Apt.
C
B
NASHOBA
BROOK
133
ROAD
126.9
11+36
C
126.9
14+20
B
126
B7
CO.
CENTRAL
PENN
124.8
2+70
A
125
KEEFE
ROAD
A
130
140

G5
SHEET 1


ICE HOUSE
POND
B11
138
ROAD
HORSESHOE
140
130
137
DRIVE
DAM
BM137
GREAT
PENN
150
CENTRAL
ROAD
NASHOBA
BROOK
B10
129.8
35+70
I
H
G
F
B9
128.7
26+00
128.4
25+70
R.R.
128
E
D
180
170
160
150
S.B.

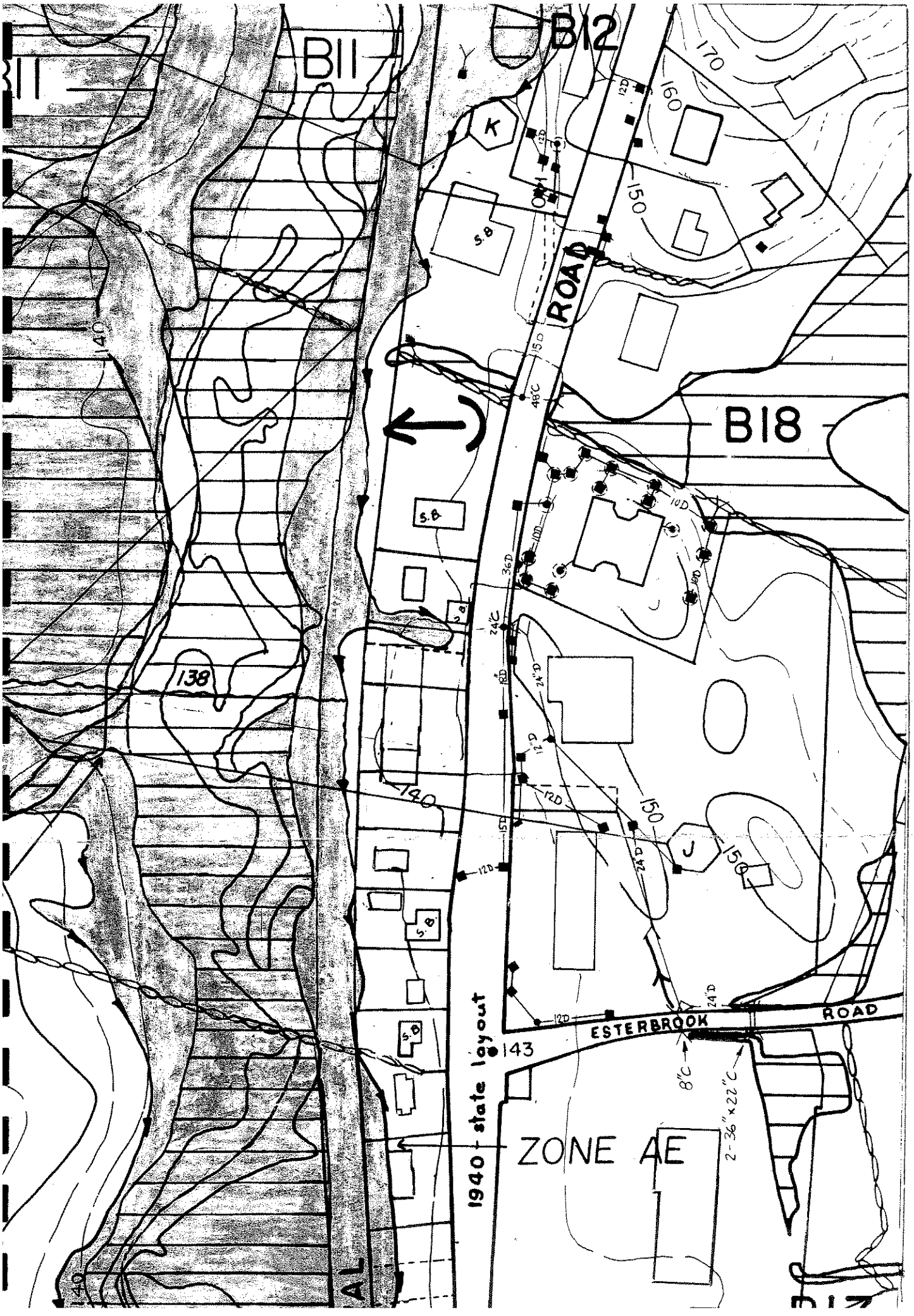
G4
SHEET 2



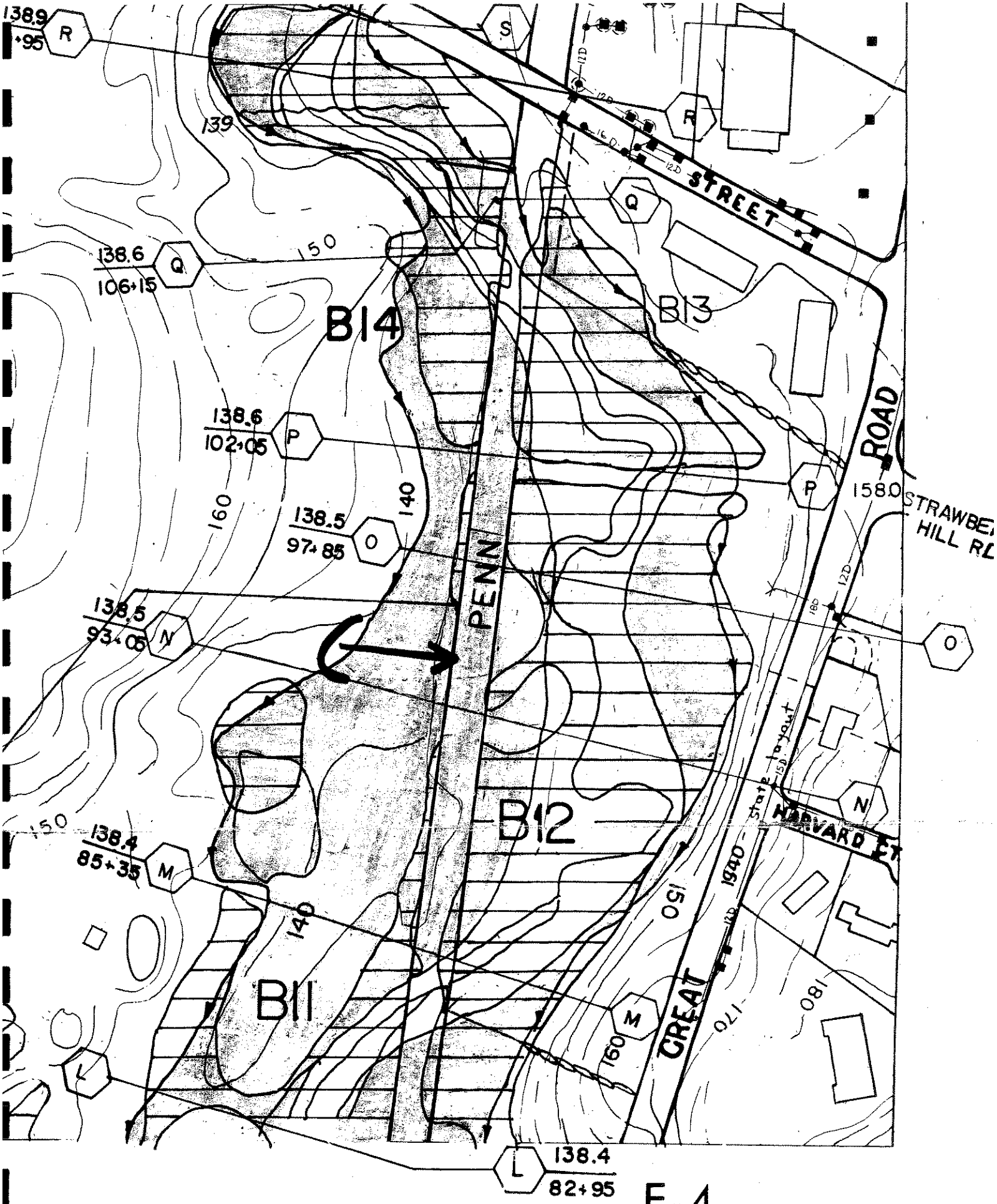
F-4

TOWN OF ACTON
MASSACHUSETTS

F4
SHEET 3


B11
B12
B18
K
J
ROAD
ESTERBROOK ROAD
1940 - state layout
ZONE AE
143
138
140
150
160
170
S.B.
12D
15D
24"D
36D
48"C
24"C
8"C
2-36"x22"C

F4
SHEET 4



E-4

TOWN OF ACTON
MASSACHUSETTS

E4
SHEET 5

:MA, Federal
ry 6, 1988.

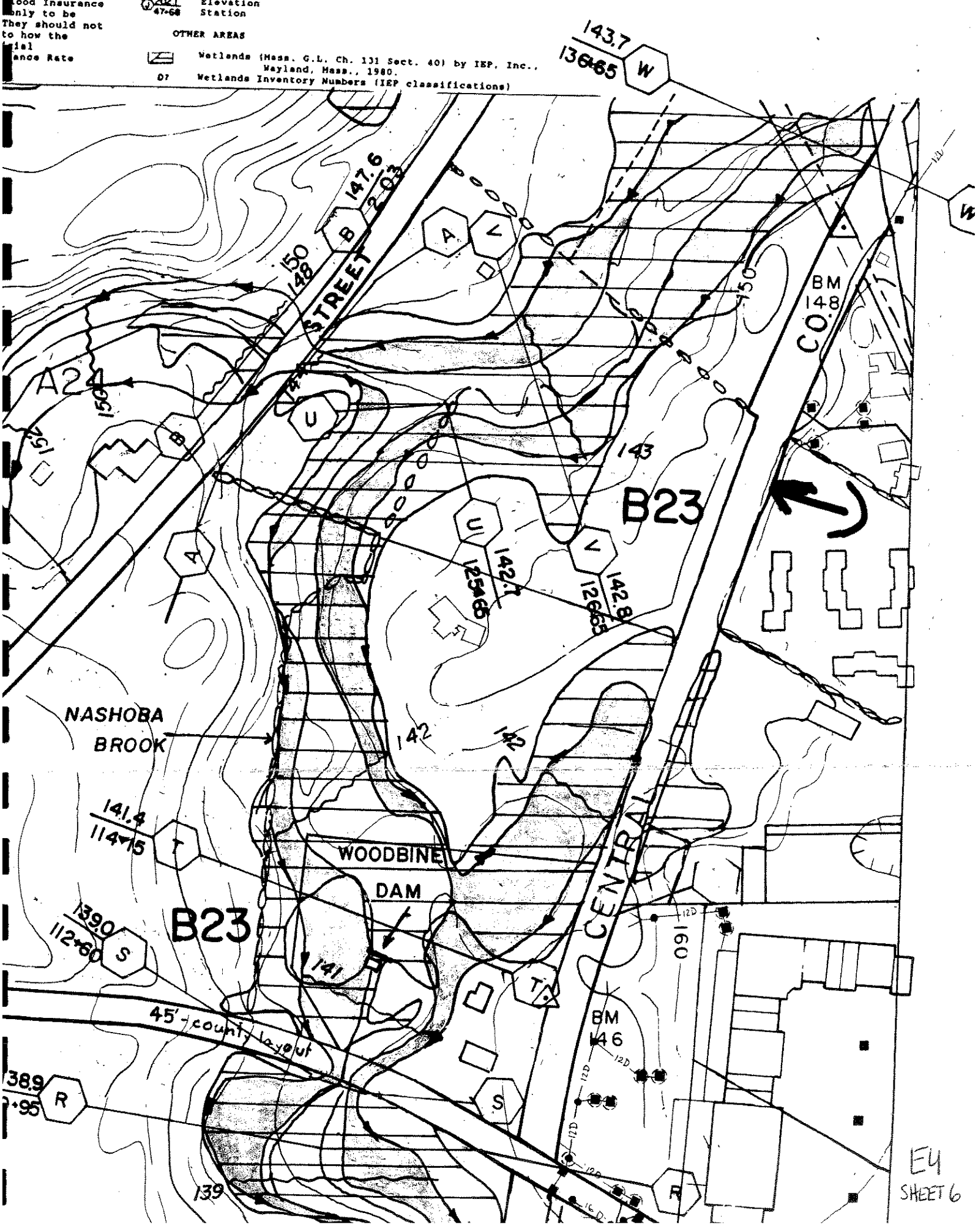
ood Insurance
nly to be
They should not
to how the
ial
ance Rate

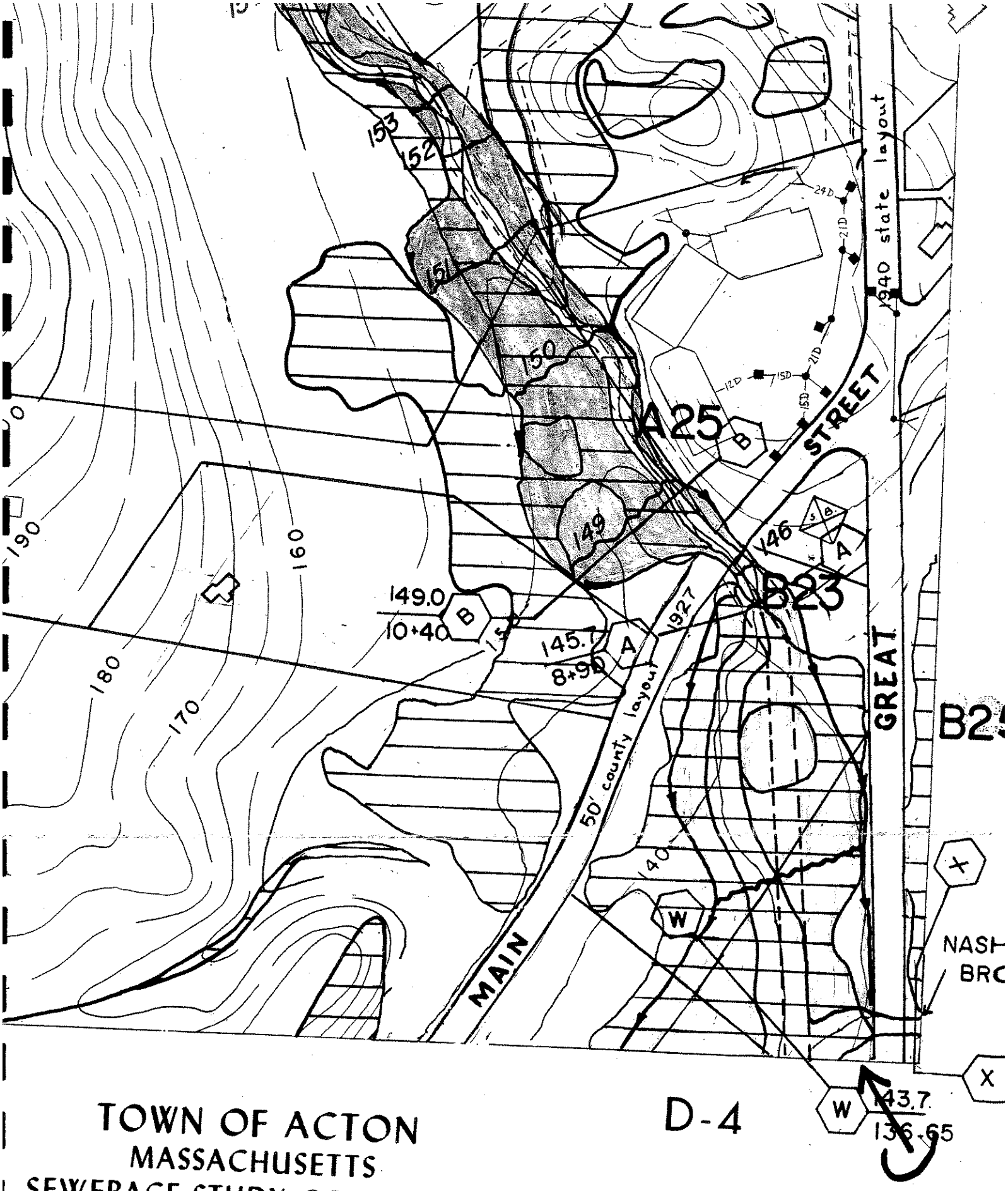
referenced to the National Geodetic Vertical Datum of 1929)

Cross Section Line
Elevation
Station

OTHER AREAS

Wetlands (Mass. G.L. Ch. 131 Sect. 40) by IEP, Inc., Wayland, Mass., 1980.
D? Wetlands Inventory Numbers (IEP classifications)





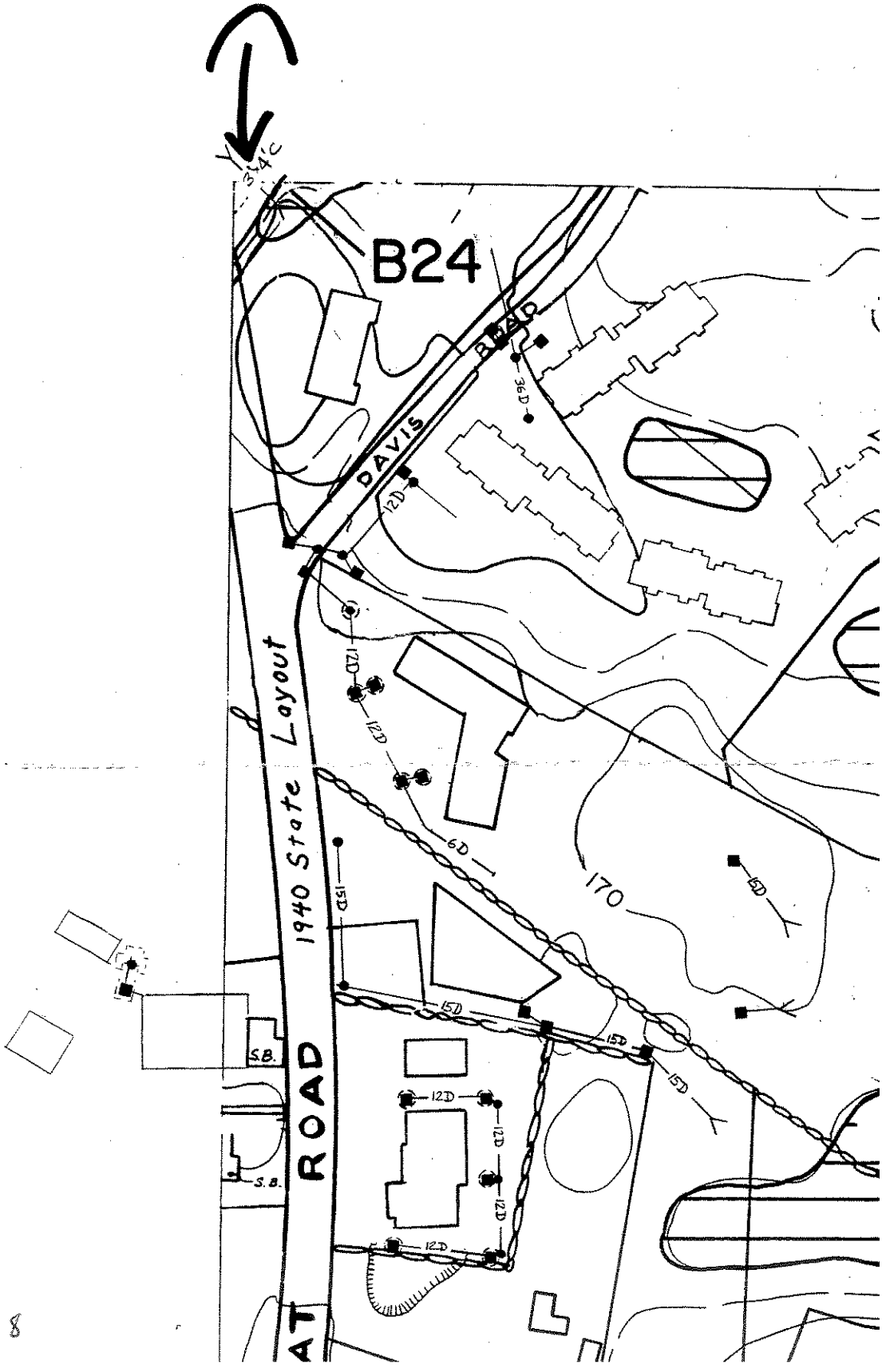
TOWN OF ACTON
MASSACHUSETTS
SEWERAGE STUDY COMMITTEE

D-4

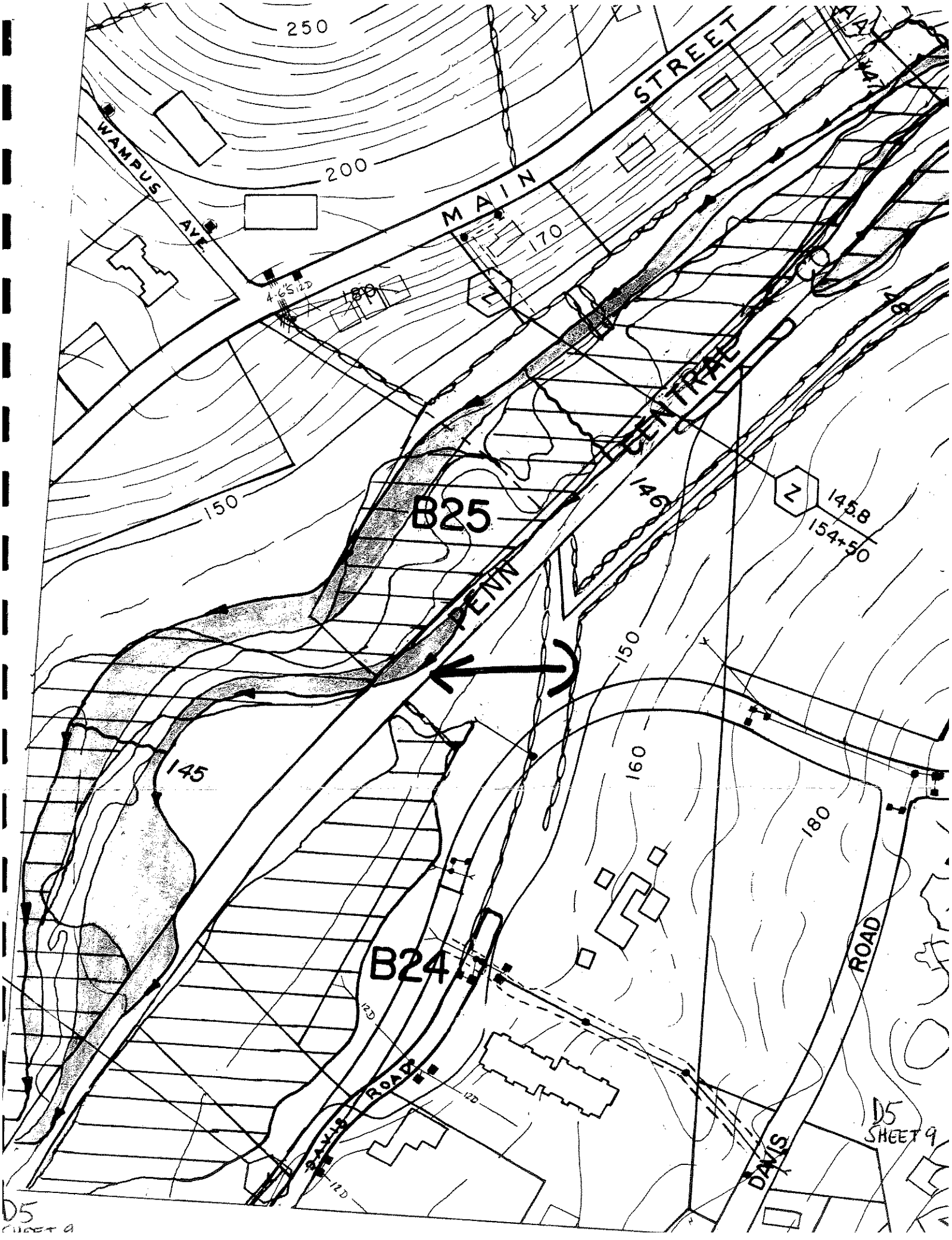
Topographical and Building Data
prepared by
R. Crudale and S. Bemis

D4
SHEET 7

E5
SHEET 8

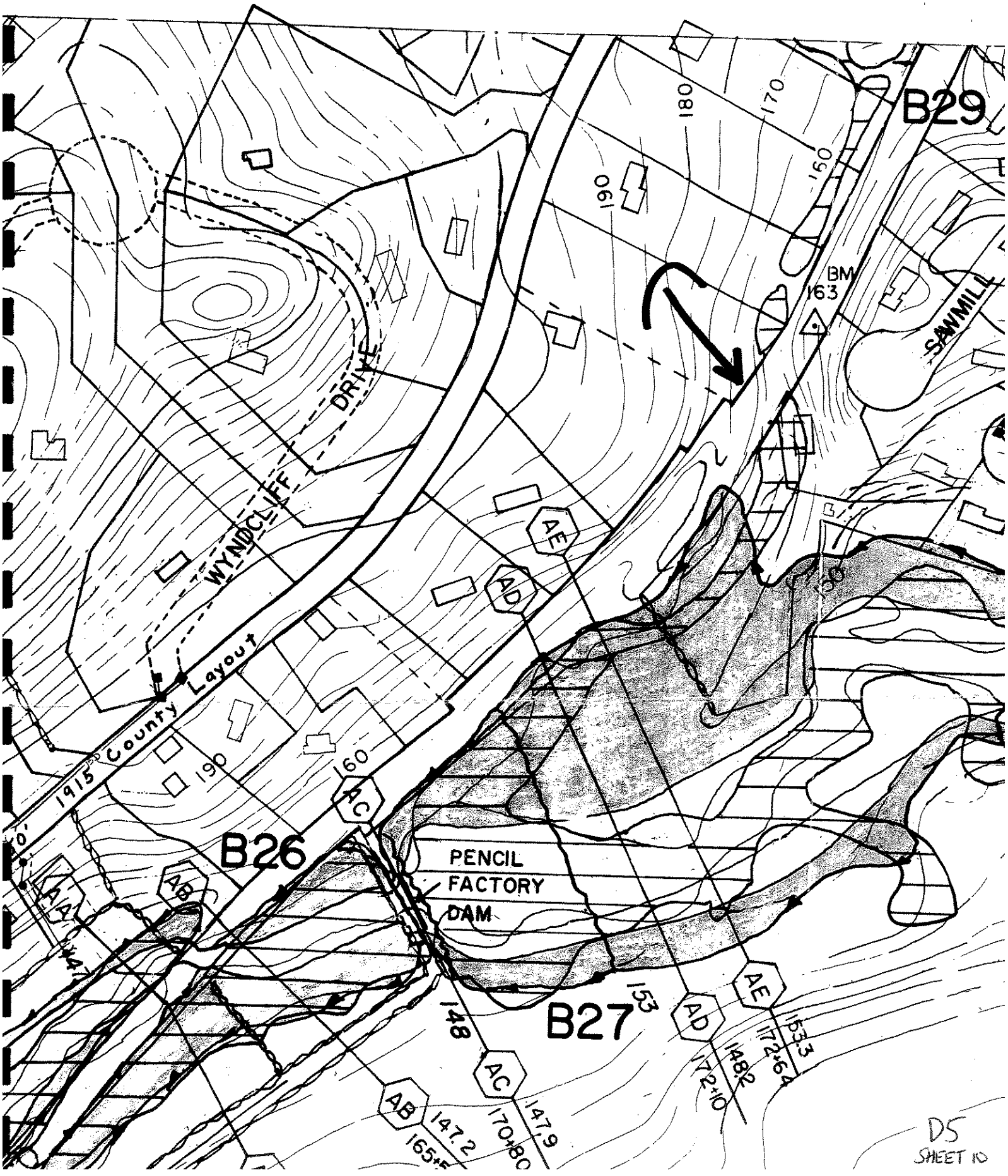


E5
SHEET 8

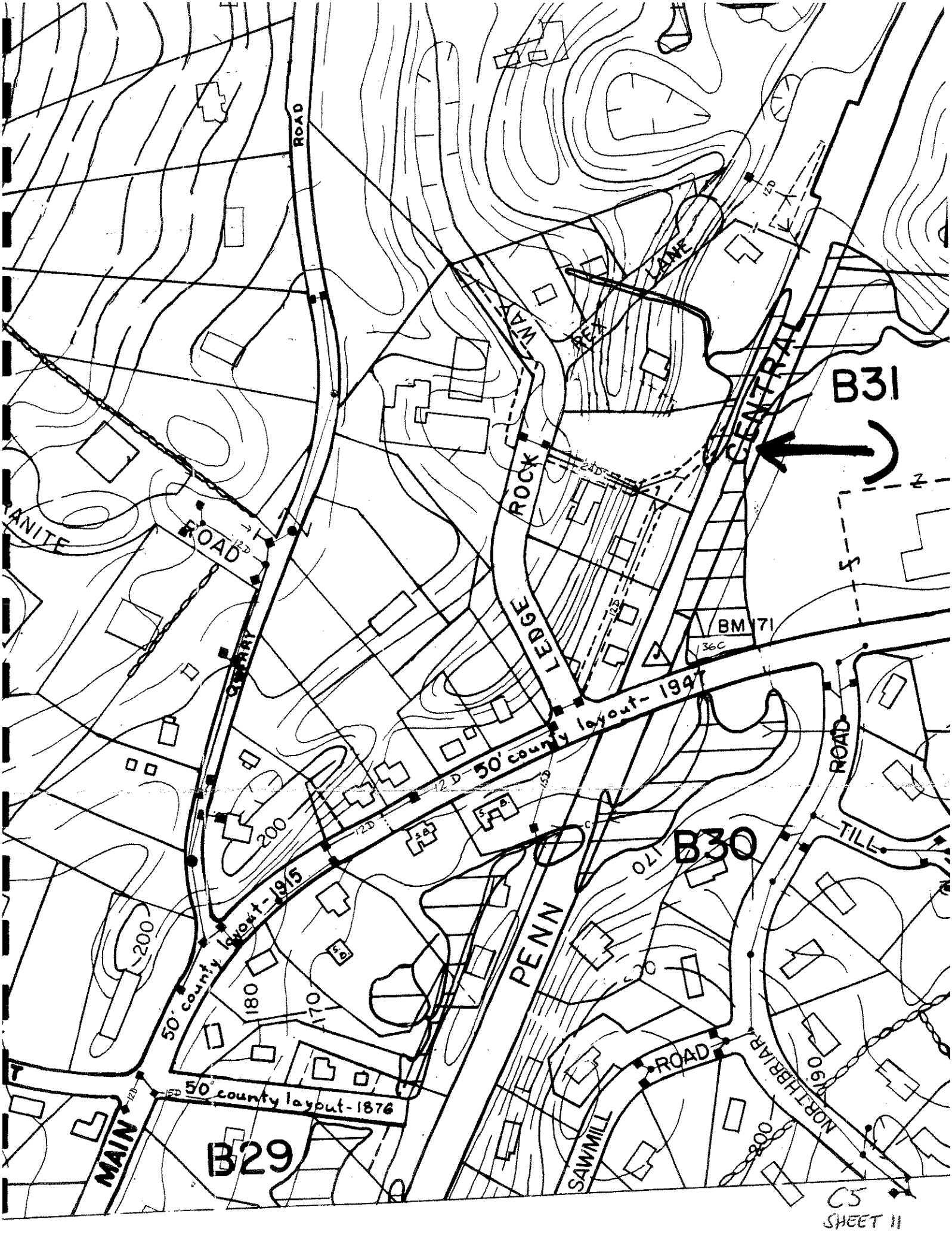


250
200
170
180
150
146
145
160
180
WAMPUS AVE.
MAIN STREET
PENN CENTRAL
B25
B24
Z
145.8
154+50
DAVIS ROAD
12D
D5
SHEET 9

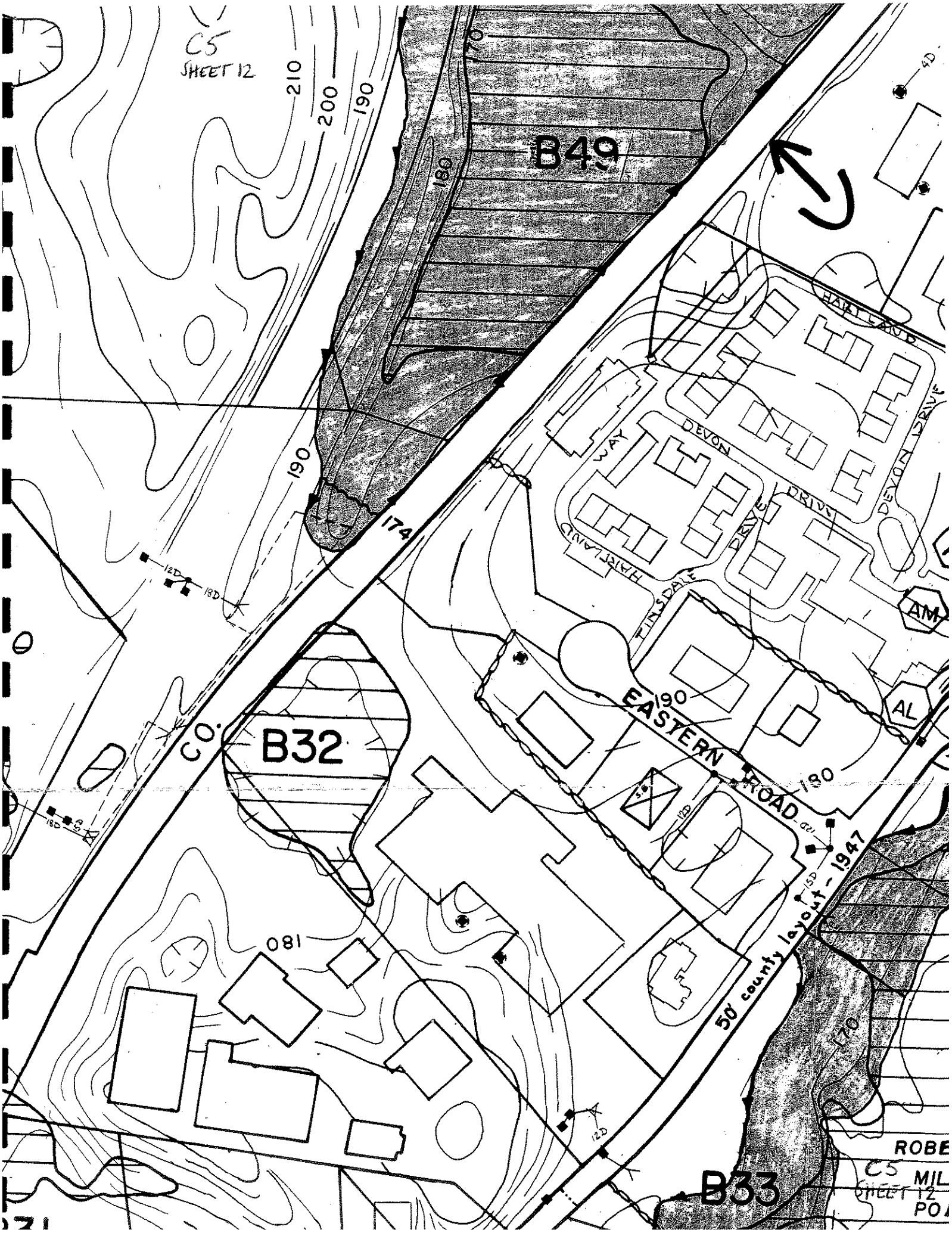
D5
SHEET 10

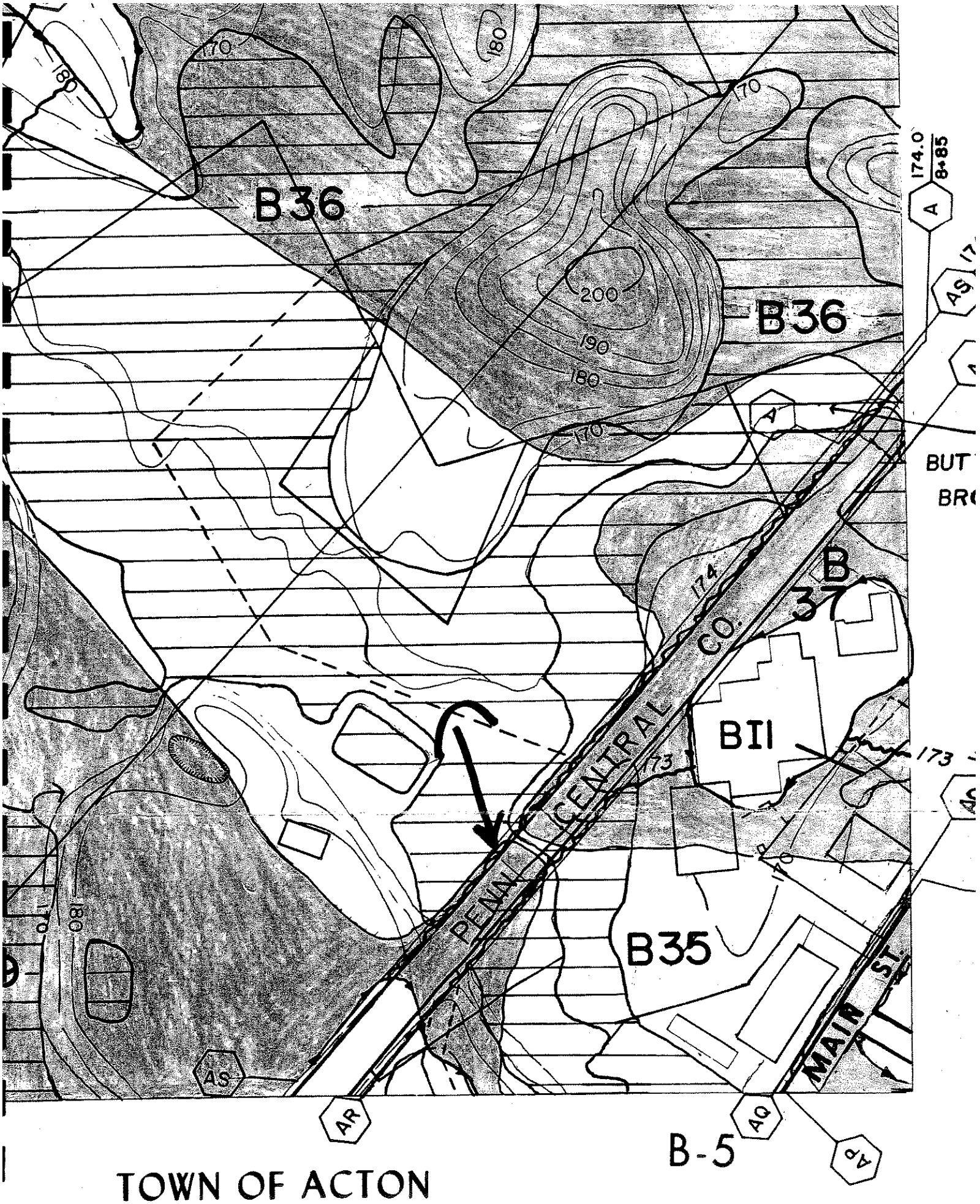


D5
SHEET 10


ROAD
LANE
REX
WAY
CENTRAL
B31
ROCK
LEDGE
ROAD
QUARRY
BM 171
50' county layout- 1947
50' county layout- 1915
50' county layout- 1876
PENN
B30
ROAD
TILL
ROAD
NORTHBRIAR
SAWMILL
MAIN
B29
200
180
170
190

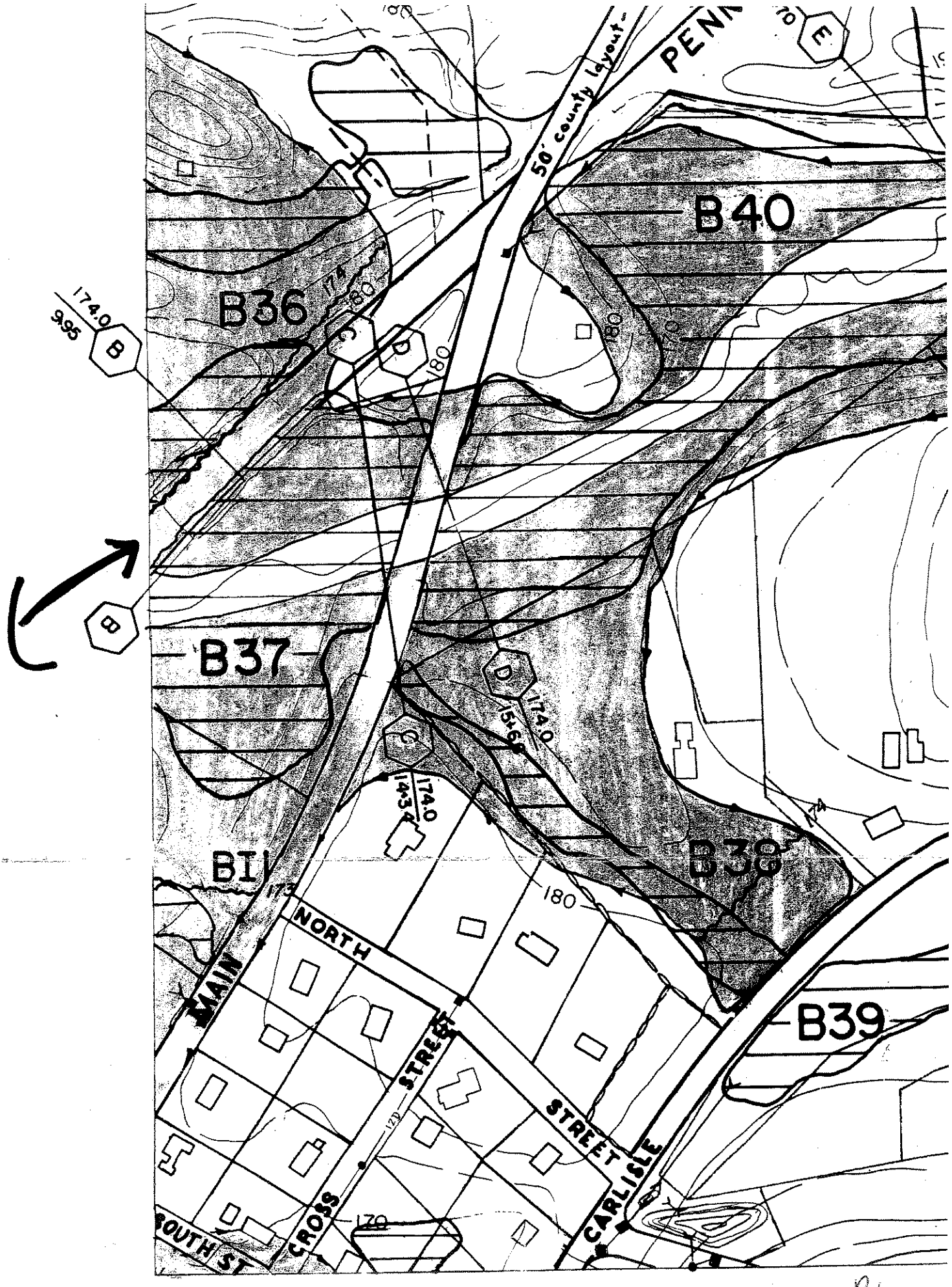
C5
SHEET 11


C5
SHEET 12
210
200
190
180
170
B49
190
174
12D
18D
CO.
B32
180
HARTLAND
DEVON
DRIVE
WAY
TINSDALE
DRIVE
DEVON DRIVE
AM
AL
190
EASTERN ROAD
180
12D
15D
50' county layout - 1947
170
12D
B33
ROBE
C5
MIL
SHEET 12
PO



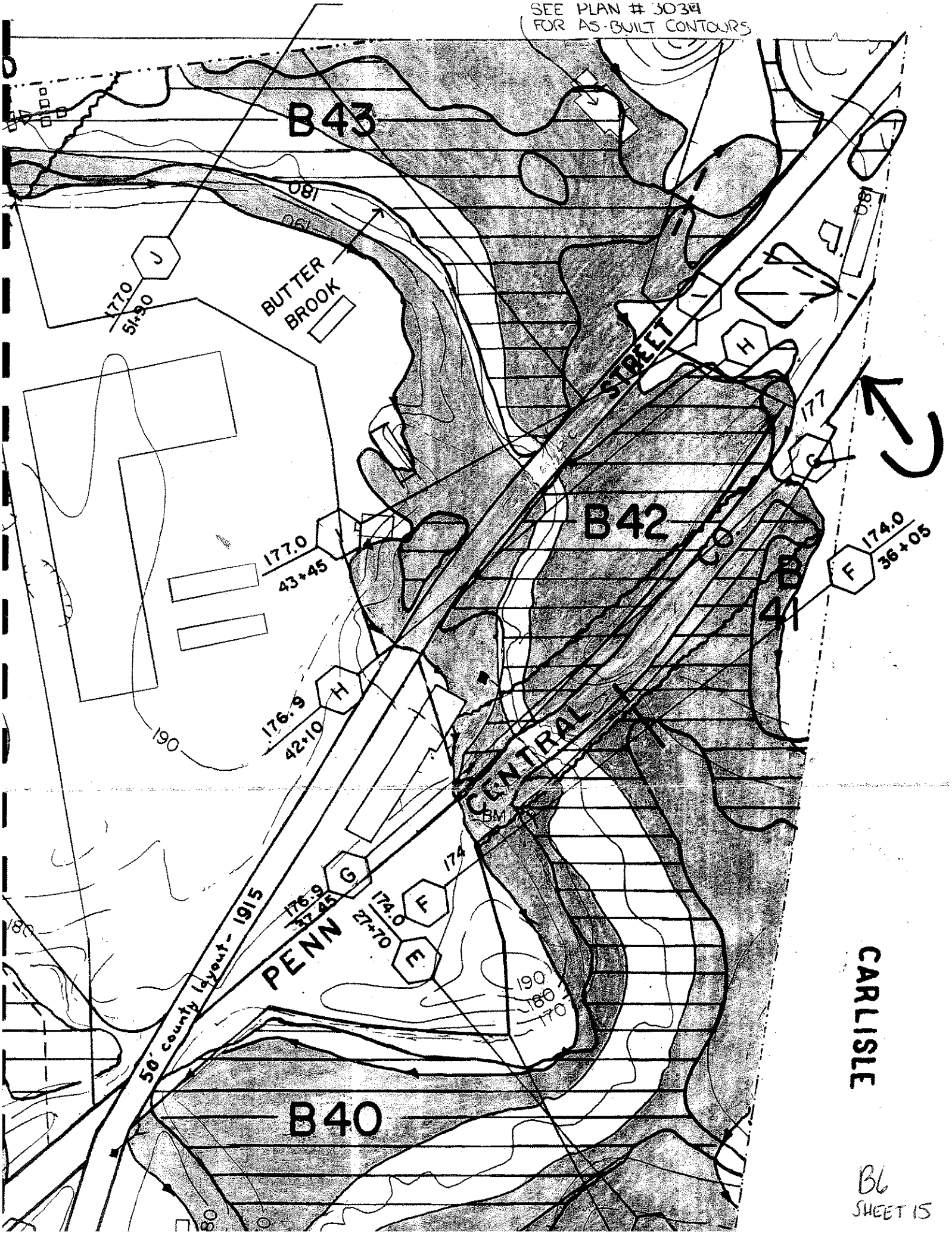
TOWN OF ACTON
MASSACHUSETTS
SEWERAGE STUDY COMMITTEE

B5
SHEET 13

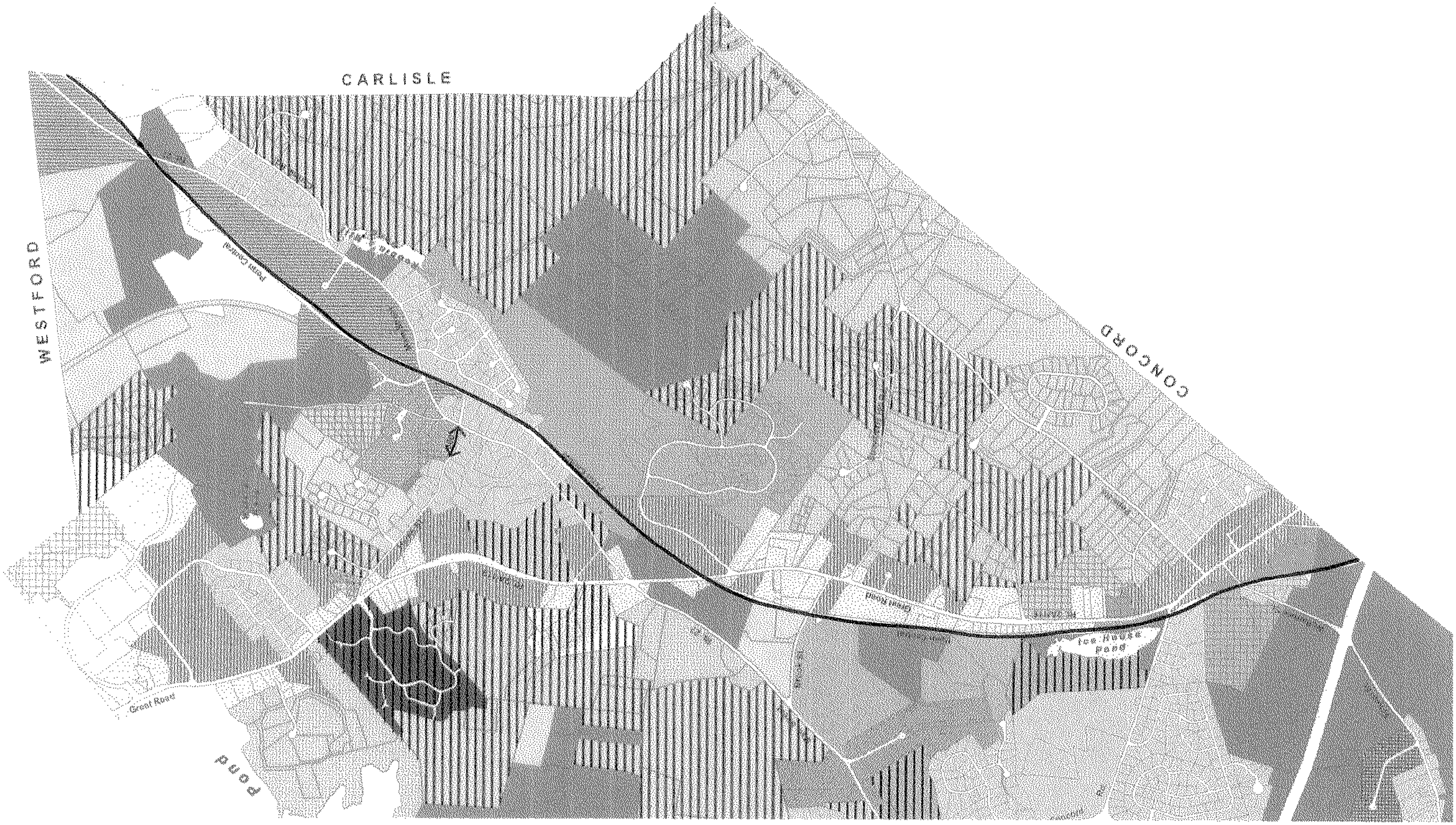


PENN
50' county layout
B40
B36
B37
B38
B39
B11
174.0
9.95
174.0
15+60
174.0
14+34
180
170
NORTH
MAIN
STREET
STREET
CARLISLE
CROSS
SOUTH ST

B6
SHEET 14


SEE PLAN # 3039
FOR AS-BUILT CONTOURS
B43
B42
B41
B40
BUTTER BROOK
STREET
CENTRAL
PENN
CARLISLE
50' county layout - 1915
J
177.0
51+90
H
177.0
43+45
H
176.9
42+10
G
176.9
37+45
F
174.0
27+70
E
F
174.0
36+05
C
177
180
190
174
170
BM

B6
SHEET 15

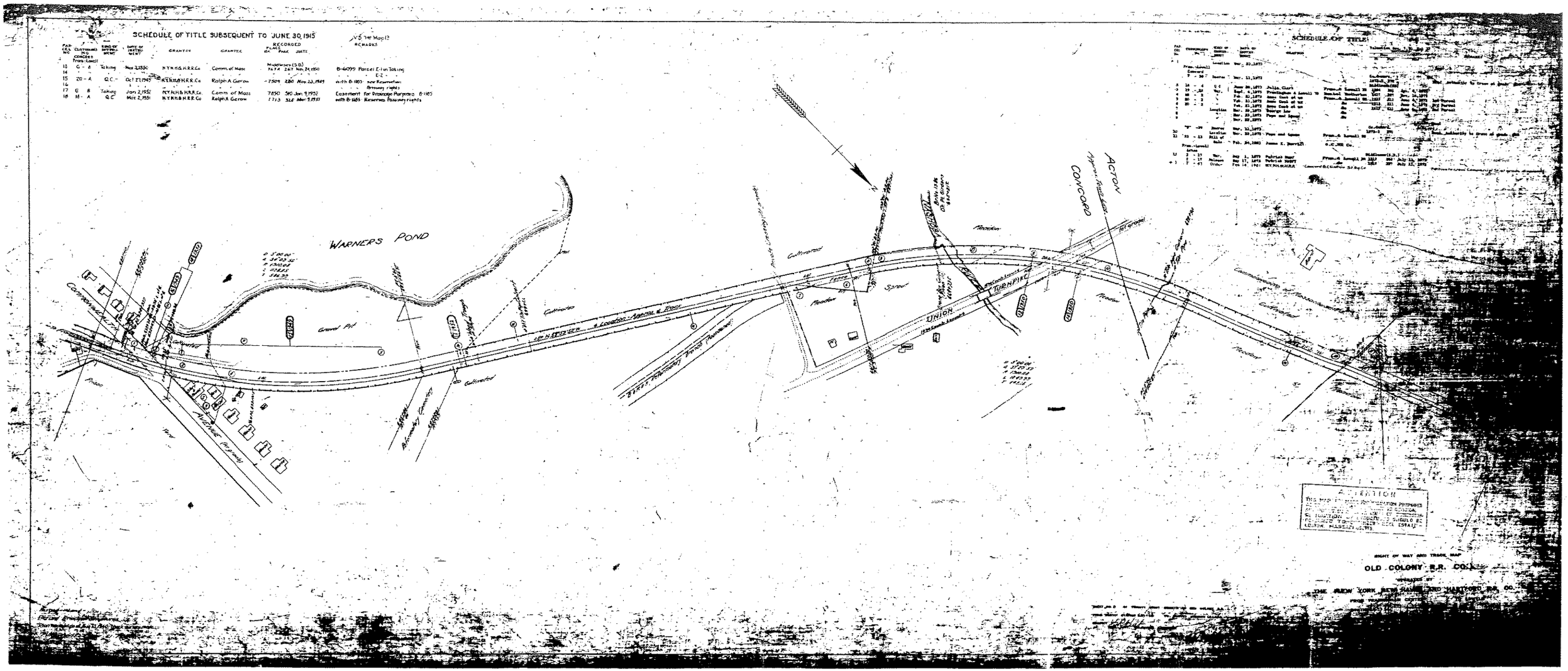

CARLISLE
WESTFORD
CONCORD
Pond
Great Road
Penn Central
Great Road
Ice House Pond

AFFORDABLE HOUSING OVERLAY DISTRICT

- Sub-District A
- Sub-District B

ZONING DISTRICTS

- ARC (Agriculture Recreation Conservation)
- EAV (East Acton Village)
- EAV-2 (East Acton Village 2)
- GI (General Industrial)
- KC (Kelley's Corner)
- LB (Limited Business)
- LI (Light Industrial)
- LI-1 (Light Industrial 1
- NAV (North Acton Village)
- OP-1 (Office Park 1)
- OP-2 (Office Park 2)
- PCRC (Planned Conservation Residential Community)
- PM (Powder Mill)
- R-10 (Residence 10)
- R-10/8 (Residence 10/8)
- R-2 (Residence 2)
- R-4 (Residence 4)
- R-8 (Residence 8)
- R-8/4 (Residence 8/4)
- R-A (Residenc A)
- R-AA (Residence AA)
- SAV (South Acton Village)
- SM (Small Manufacturing)
- TD (Technology District)
- VR (Village Residential)
- WAV (West Acton Village)


SCHEDULE OF TITLE SUBSEQUENT TO JUNE 30, 1915
V5 The Map 13
REMARKS
WARNERS POND
Gravel Pit
Cultivated
Meadow
Sprout
UNION
TURNPIKE
ACTON
CONCORD
AVENUE (Proposed)
SCHEDULE OF TITLE
ATTENTION
RIGHT OF WAY AND TRACK MAP
OLD COLONY R.R. CO.
OPERATED BY
THE NEW YORK NEW HAVEN AND HARTFORD R.R. CO.

V7 40
13

SCHEDULE OF TITLE SUBSEQUENT TO JUNE 30, 1915

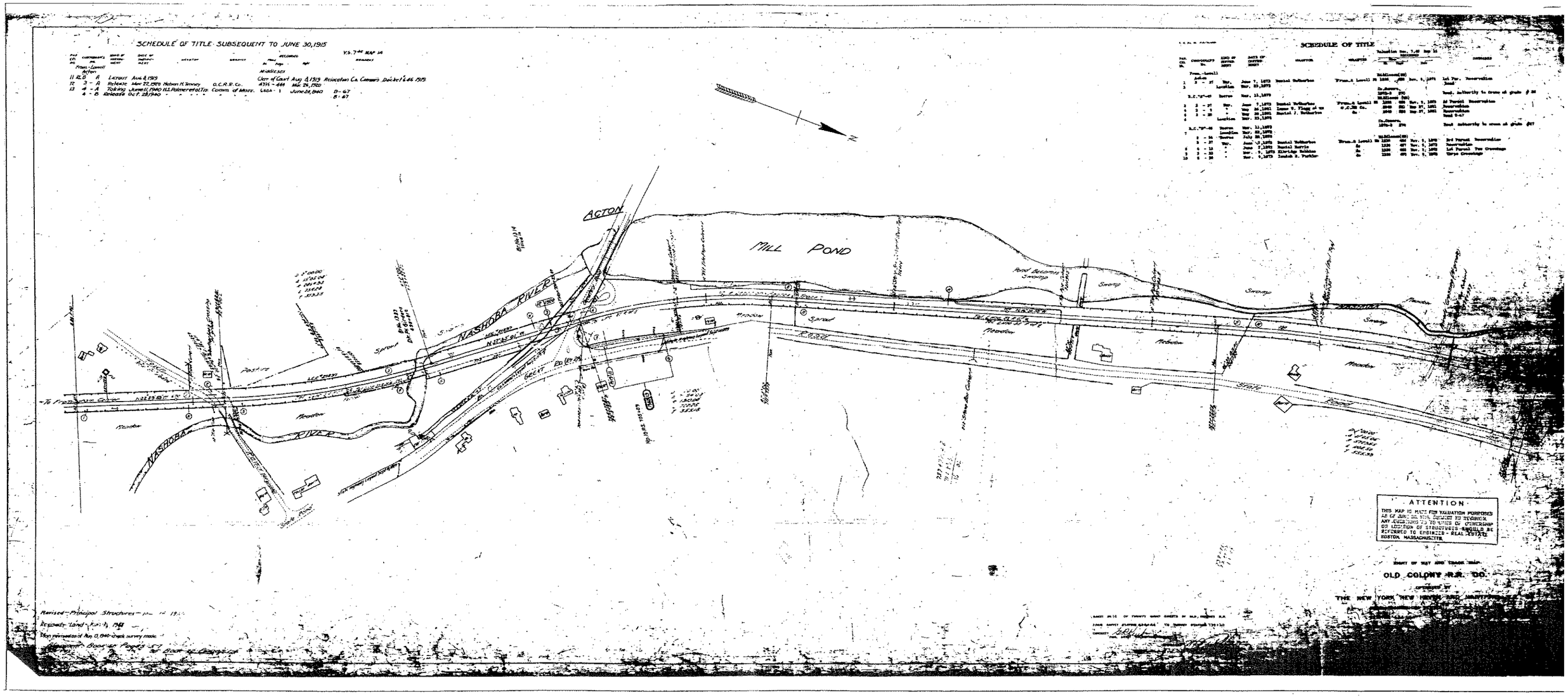
V.S. 7[44] MAP 14

Tab. No.	Component Parts	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded In Book	Page	Remarks
	Town - Lowell Acton					Middlesex		
11 12.0	6	Layout	Aug. 8, 1913			Decr. of Court	Aug. 8, 1913	Relocation Co. Commrs. Docket 8446 1913
12	3 - A	Release	Mar. 22, 1915	Hobson H. Tenney	O.C.R.R. Co.	4314 - 444	Mar. 26, 1920	
13	4 - A	Taking	June 11, 1940	U.S. Palmer et al Tr.	Comm. of Mass.	4604 - 1	June 24, 1940	D - 67
	4 - B	Release	Oct. 28, 1940					B - 67

SCHEDULE OF TITLE

Schedule No. 7.40 Map 14

Tab. No.	Component Parts No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded In Book	Page	Remarks
	Town - Lowell Acton					Middlesex (SD)		
1	3 - 27	Tax	June 7, 1872	Daniel Sullivan	Town of Lowell	M 1226	488	Dec. 1, 1875	1st Tr. Reservation
2		Location	Mar. 23, 1875						Road
						Dockets			
	N.C."N"-49	Survey	Nov. 11, 1879			1890-3	276		Road. Authority to cross at grade
						Middlesex (SD)			
3	3 - 27	Tax	June 7, 1872	Daniel Sullivan	Town of Lowell	M 1226	488	Dec. 1, 1875	2d Parcel Reservation
4	3 - 1	"	May 24, 1881	James V. Flagg et ux	O.C.R.R. Co.	" 1226	492	Dec. 27, 1881	Reservation
5	3 - 28	"	May 24, 1881	Rachel J. Sullivan	"	" 1226	494	Dec. 27, 1881	Reservation
6		Location	Nov. 23, 1896						Road 0-7
						Dockets			
	N.C."N"-49	Survey	Nov. 11, 1879			1890-3	276		Road. Authority to cross at grade
7		Location	Nov. 23, 1896						
	3 - 14	Survey	July 28, 1899			Middlesex (SD)			
8	3 - 27	Tax	June 7, 1872	Daniel Sullivan	Town of Lowell	M 1226	488	Dec. 1, 1875	3rd Parcel Reservation
9	3 - 13	"	June 8, 1872	Daniel Harris	"	" 1226	487	Dec. 1, 1875	Reservation
10	3 - 15	"	Dec. 1, 1875	Elbridge Bubier	"	" 1226	48[illegible]	Dec. 1, 1875	1st Parcel Tax Overcharge
	3 - 16	"	Dec. 1, 1875	Josiah S. Parker	"	" 1226	49[illegible]	Dec. 1, 1875	Tax Overcharge



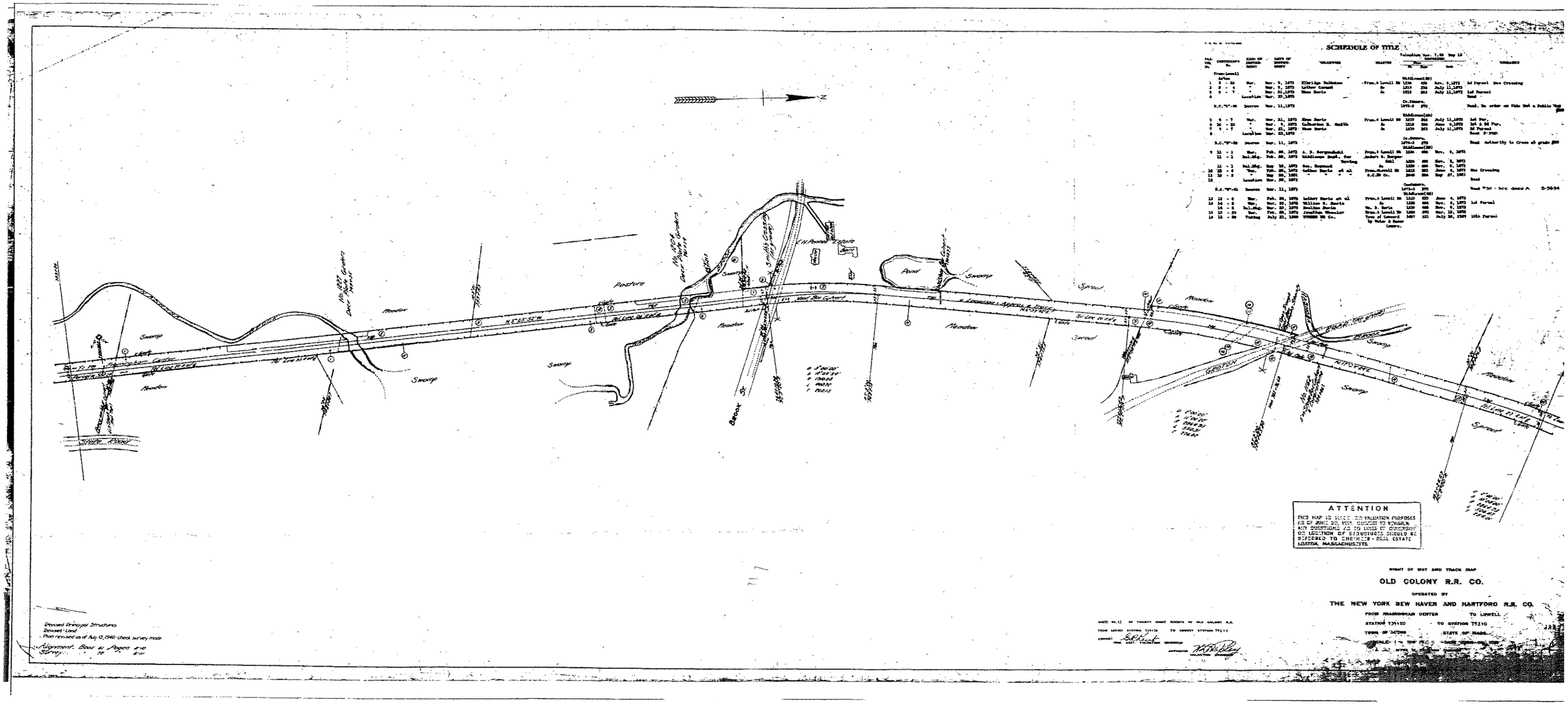
Revised - Principal Structures - [illegible]

Recently land - [illegible]

Non-revised as of Aug. 12, 1940 - check survey made.

Alignment Block on Plans of Base of Operation

V7[illegible]



SCHEDULE OF TITLE
Swamp
Meadow
Pasture
Pond
Sprout
Brook St.
State Road
GROTON
ATTENTION
THIS MAP IS MADE FOR VALUATION PURPOSES AS OF JUNE 30, 1915. SUBJECT TO REVISION. ANY QUESTIONS AS TO LINES OF OWNERSHIP OR LOCATION OF STRUCTURES SHOULD BE REFERRED TO CHEMICAL - REAL ESTATE BOSTON, MASSACHUSETTS.
RIGHT OF WAY AND TRACK MAP
OLD COLONY R.R. CO.
OPERATED BY
THE NEW YORK NEW HAVEN AND HARTFORD R.R. CO.
FROM FRAMINGHAM CENTER TO LOWELL
STATION 735120 TO STATION 79210
TOWN OF ACTON STATE OF MASS.
Revised Principal Structures
Revised Land
Plan revised as of Aug 13, 1940 check survey made
Alignment. Book 41 Pages 8-10
Survey 77 6-11

V7 15

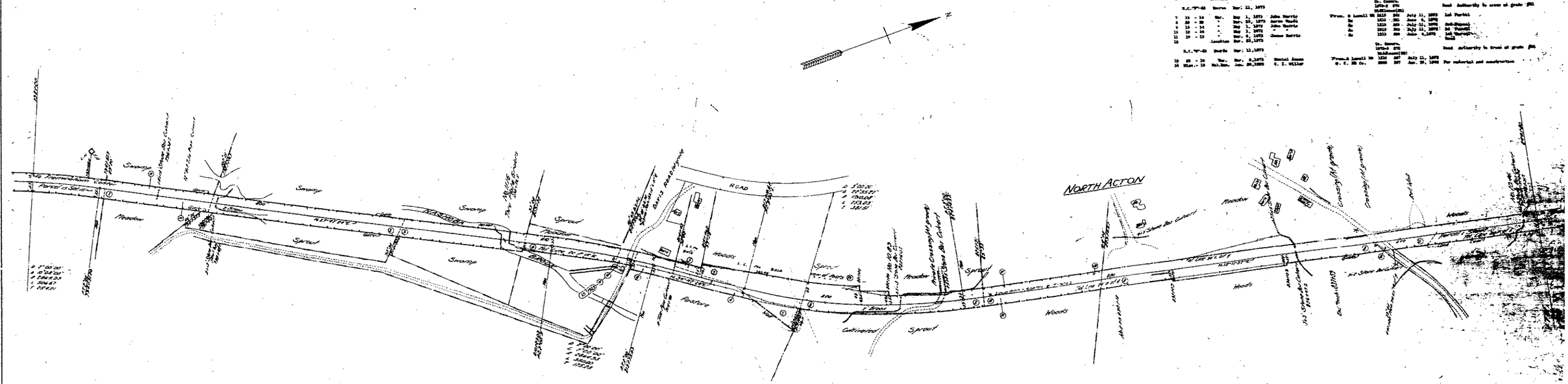
SCHEDULE OF TITLE SUBSEQUENT TO JUNE 30, 1915

Y.S. 7 map 16

PAR. CEL. NO.	CONTRAINS NO.	KIND OF INSTRUMENT	DATE OF INSTRUMENT	GRANTOR	GRANTEE	RECORDED PLACE	BK.	PAGE	DATE	REMARKS
From—Lowell Acton						Middlesex Co. (S.D.)				
15	R.C.T.	A	Order	Mar. 12, 1923	Town of Acton	O.C. RR				Road discontinued, Town Rec. No. 7 Pg. 259, 8-9-58

SCHEDULE OF TITLE

PAR. CEL. NO.	CONTRAINS NO.	KIND OF INSTRUMENT	DATE OF INSTRUMENT	GRANTOR	GRANTEE	Valuation Sec. 7, Ch. 164 Acts of 1906 Book	Page	Date	REMARKS
From—Lowell Acton									
1	14 - 0	War.	Nov. 22, 1873	William H. Harris	From & Lowell RR	1239	466	Nov. 7, 1873	1st Parcel
2	14 - 2	Sal. Mag.	Nov. 22, 1873	Benjamin Harris	Wm. H. Harris	1239	465	Nov. 7, 1873	
3	9 - 1	War.	Nov. 22, 1873	Rhea Harris	From & Lowell RR	1239	464	July 7, 1873	2nd Parcel Gas Crossing
4	14 - 2	"	Nov. 22, 1873	William H. Harris	" "	1239	463	Nov. 7, 1873	3rd Parcel
5	14 - 3	Sal. Mag.	Nov. 22, 1873	Benjamin Harris	Wm. H. Harris	1239	462	Nov. 7, 1873	
6	15 - 1	War.	Feb. 2, 1872	Hugh Cook	From, & Lowell RR	1201	48	Nov. 11, 1872	
7	15 - 11	"	Nov. 4, 1872	Moses Harris	" "	1211	28	June 4, 1873	4th Parcel
		Location	Nov. 25, 1872						Road Order
	R.C.T.-A	Decree	Nov. 11, 1873						Road Authority to cross at grade
						Middlesex (SD)			
7	15 - 14	War.	Sep. 1, 1873	John Harris	From, & Lowell RR	1213	261	July 11, 1873	1st Parcel
8	20 - 20	"	Nov. 22, 1873	Aaron Hosmer	" "	1213	261	June 6, 1873	
9	15 - 14	"	Sep. 1, 1873	John Harris	" "	1213	260	July 11, 1873	2nd Parcel
10	15 - 14	"	Sep. 1, 1873	" "	" "	1213	260	July 11, 1873	3rd Parcel
11	15 - 13	"	Nov. 6, 1873	Moses Harris	" "	1213	260	June 4, 1873	4th Parcel
12		Location	Nov. 25, 1872						Road
	R.C.T.-A	Decree	Nov. 11, 1873						Road Authority to cross at grade
						Middlesex (SD)			
13	15 - 15	War.	Nov. 6, 1873	Daniel Jones	From, & Lowell RR	1214	207	July 11, 1873	
14	15,16 - 15	Rel. Dam.	Jan. 20, 1888	E. T. Miller	O. C. RR Co.	2068	207	Jan. 20, 1888	For material and construction



Record - Land - 13
Revised Principal Structures - 25
Plan revised as of Aug 0, 1940 check survey made.

Alignment: Book & Pages 1013
Survey: " " 1917

ATTENTION

THIS MAP IS SOLELY FOR VALUATION PURPOSES AS OF JUNE 30, 1915 AND PERTAINS TO NOTHING OR LOCATION OF STRUCTURES SHOULD BE REFERRED TO CUBICLE - REAL ESTATE BOSTON, MASSACHUSETTS.

RIGHT OF WAY AND TRACK MAP

OLD COLONY R.R. CO.

OPERATED BY

THE NEW YORK NEW HAVEN AND HARTFORD R.R. CO.

FROM FRAMINGHAM - CORNER TO LOWELL

STATION 77+70 TO STATION 54+100

SHEET NO. 15 OF TRACK MAP SHEETS OF OLD COLONY R.R.

FROM INDEX STATION 77+70 TO INDEX STATION 54+100

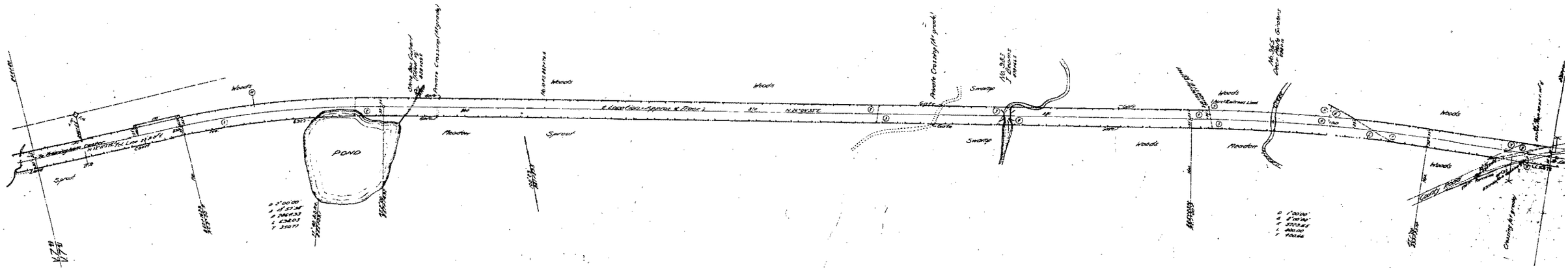
CHECKED: [signature] CHIEF ASST. VALUATION ENGINEER

APPROVED: [signature] VALUATION ENGINEER

V7 40

SCHEDULE OF TITLE

Type Ch. No.	Conveyance's No.	Zone of Section	Date of Instrument	Grantor	Grantee	Valuation Sheet Book	Page	Date	Remarks
	From Lowell Line								
1		Location	Nov. 23, 1872	Francis Robbins	From & Lowell RR				
	34 - 35	Award	Nov. 16, 1872	Francis Robbins	do	Co. Comrs. 1872-3	283		
						30.Allowed (RR)			
3	36 - 40	War.	Nov. 4, 1872	Simon Tuttle	do	1212	512	June 4, 1872	NE to Fence
3	24 - 25	War.	Nov. 9, 1872	Amos & Tuttle	do	1212	523	June 4, 1872	
3	27 - 33	War.	Nov. 9, 1872	Charles C. Robbins	do	1230	236	July 17,1872	
	From Lowell Road Part					30.Allowed(P.R)			
3	3 - 6	War.	Nov. 23, 1872	Alfred Bachelé	From & Lowell RR	26	578	Aug. 27,1872	Lot and Bd Parcels
	From Lowell Below					30.Allowed(RR)			
6	28 - 32	War.	June 13, 1872	Patrick Gallagher	From & Lowell RR	1110	673	July 11, 1872	Lot Parcel
7	26 - 33	War.	Nov. 13, 1872	E. S. Parker	do	1224	464	Nov. 9, 1872	Lot Parcel
6	28 - 30	War.	June 12, 1872	Patrick Gallagher	do	1139	271	July 11, 1872	Bd Parcel
9		Location	Nov. 23, 1872						Road
R.C.'72-54		Survey	Nov. 11, 1872			Co. Comrs. 1872-3	276		Road Authority to Cross at grade 200



ATTENTION

THIS MAP IS ISSUED FOR VALUATION PURPOSES ONLY AND IS NOT SUBJECT TO REVISION. ANY QUESTIONS AS TO LINES OF OWNERSHIP OR LOCATION OF STRUCTURES SHOULD BE ADDRESSED TO FINANCE - REAL ESTATE COSTON, MASSACHUSETTS.

Revised - Land -
Revised Structures
Plan revised as of Aug 13, 1940 check survey made

Alignment: Boon & Pogue, 1914
Survey: 1913

SHEET NO. 17 OF TWENTY SHEET SHEETS OF OLD COLONY R.R.
FROM SURVEY STATION 244+30 TO SURVEY STATION 257+50
CHECKED: [illegible]
FOR ASST. VALUATION ENGINEER
APPROVED: [illegible]
VALUATION ENGINEER

RIGHT OF WAY AND TRACK MAP

OLD COLONY R.R. CO.

OPERATED BY

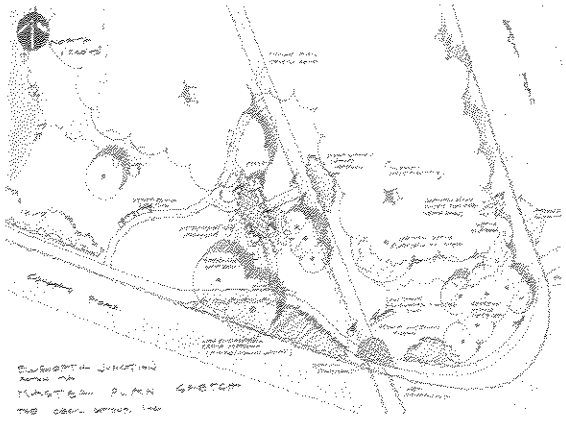
THE NEW YORK NEW HAVEN AND HARTFORD R.R. CO.

FROM FRAMINGHAM CENTER TO LOWELL
STATION 244+30 TO STATION 257+50
TOWN OF ACTON STATE OF MASS.

V79
17

Figure 20: Looking South
Towards Route 2

Figure 42: East Acton
Village Green



East Acton Village Green

Figure 44: Historic Isaac Davis
Trail

Figure 45: Veterans Memorial Field

Figure 47:
Old Stone Mill Foundation -
Pencil Factory Dam Site

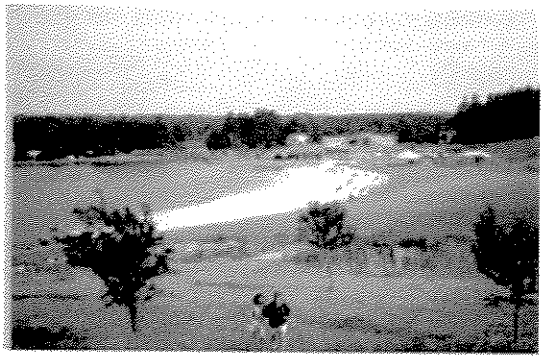


Figure 48: NARA Park

Figure 11: Rex Lumber Encroachment
Looking North Along the Right-of-Way

Figure 12: Rex Lumber Encroachment
Fencing Across the Right-of-Way

Figure 14: Looking North on Railbed

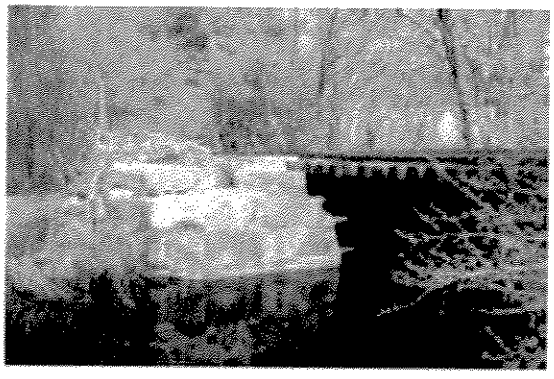


Figure 37: Bridge No. 9.83

Figure 35: Bridge No. 12.04