



TOWN OF NORWELL

345 MAIN STREET
NORWELL, MASSACHUSETTS 02061

March 27, 1996

Mr. David Soule, Executive Director
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

TOWN OF NORWELL

APR 11 1996

TOWN OF NORWELL
ANICE M. DE SOUZA

Dear Mr. Soule:

Thank you for the opportunity to submit this proposal for a pathway system linking economic, education, recreation and conservation areas, and mass transportation in Norwell. What began as a mandate to improve health and safety via intermodal transportation enhancement has developed into a broadbased community building project. The remarkable spirit of cooperation in solving public/private access issues as this unique pathway winds its way through town demonstrates tremendous commitment to the success of the project.

Norwell is a community of approximately 9,000 residents located on the South Shore. Though it is a beautiful, bucolic setting, there is little public transportation available, and the roads are narrow and winding, discouraging bicycle or walking traffic. The town is managed by a part-time board of three selectmen who oversee a small highway department. There are no town engineers or town planners in the annual budget. That is why the Transportation Enhancement Committee is applying for funds in the amount of \$390,000 to carry this project to the 100% design stage, making it eligible for future construction funding consideration. With careful planning, this could provide a cutting edge model for other towns who do not have a rails to trails option either. This entire proposal - from trail design to cartography to engineering - was accomplished by unpaid professionals volunteering hundreds of hours. We hope you agree this commitment speaks volumes.

Thank you for your consideration. Please do not hesitate to call if there are any questions.

Sincerely,

Susan H. Donahue *Susan Ingram-Monteiro*

Susan H. Donahue Susan Ingram-Monteiro
Norwell Transportation Enhancement Committee

NORWELL BIKEWAY APPLICATION

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APPLICATION

ENHANCEMENT PROGRAM

1. Project Location and Description

Project Title: Norwell Bikeway

Project Size: The planned bikeway is 7.6 miles in length with a link to a 3 mile long proposed walking trail along the North River, the state's only designated scenic river. Two additional proposed segments reach north 1 mile and south 2 miles to span the major population areas of the town. The bikeway extends to existing bus service to Boston, the only public transportation available in Norwell.

Project Location: The project is entirely encompassed within the town of Norwell in Plymouth County. It would serve to interconnect neighborhoods and economic centers as well as to encourage intermodal transportation with links to bus and potentially train service (the latter is under consideration in nearby Scituate). It would provide a greenway link giving access to the rich scenic and cultural resources of Norwell. A \$2,700 grant has recently been received from the Department of Environmental Management to study a walking trail along the North River (see D below). The bikeway project has one main route (A), running west to east, with two linked segments north (B) and south (C) (see Fig. 1). A detailed description of the project route follows:

A. The proposed bikeway originates at the western portion of Norwell at the Cole Elementary School and provides access to a significant economic center at Queen Anne's Corner. The route would come out onto High Street along a short area of bikepath to a crossing signal. The bike route would lead across High Street. (At this point the user could choose to continue on High Street to walk along improved sidewalks to the Queen Anne area of stores). The bikeway continues along Oakland Avenue briefly then turns right onto Ridge Hill Road and becomes a marked bike lane on paved shoulder for the distance of this cul-de-sac road. At the end of the existing Ridge Hill Road the bike path resumes and continues along a town right of way onto Norwell water department land, turning left toward Route 53. The bikeway crosses Route 53 at a pedestrian crosswalk signal and continues onto Farrar Farm Road resuming marked bike lanes on widened shoulders. It then enters the small cul-de-sac of Farrar Farm and becomes shared lanes to the end of the road where the separate lanes merge briefly into a bikepath and connect to Brantwood Road. The bike route becomes shared lane to Beers Avenue and turns right onto Beers Avenue extension.. Here it crosses private property onto Norwell Housing Authority property through fields. The bikepath continues through a wooded area until it emerges onto Duncan Drive. The route proceeds straight ahead on shared lane through this neighborhood of small lakeside homes. At the end of Duncan Drive the bikeway arrives at the town landing on Jacob's Pond.. The bikeway crosses Jacob's Pond on a bridge which spans 50 feet to a landing on the opposite side in town conservation land. Here the bikepath continues through beautiful conservation land along the pond with scenic views of tall red cedar trees. The bikepath leaves the woodland area by the lake and crosses Jacob's Trail (a designated scenic road) to the entrance of the South Shore

Natural Science Center. Here the bikepath continues on town land along beautiful open fields with a view of sheep in pasture by the lake. The bikepath approaches the historic Jacobs Farmhouse (a Spinnear property), turns left and right along the outskirts of the property, and crosses Rte. 123. Next the bikepath continues into town-owned land alongside Little League fields. The bikepath then provides access to the parking lot of the Assinippi General Store and Merchants Row Mall and to bicycle parking facilities. This is an important junction with a local shopping mall and restaurants as well as with bus service to Boston and Plymouth. Those continuing on the bikeway would next pass the adjoining high school ball fields and outdoor track. The bikepath would continue past town tennis courts, the Norwell High School and fork both left and right. The bikepath to the right would provide a short spur to the Norwell Public Library; the path to the left would continue one along the route, leading to South Street. On South Street the bikeway becomes shared lanes briefly then crosses onto Cushing Hill Road. The bikeway would then turn right off the road and resume as bikepath. The bikepath would meander through a wooded area, over a small brook, alongside a stonewall, then passing under power lines. It would continue into woods again, over a brook, alongside of fields.. The bikepath would exit the woods on town highway department land onto the grounds of the Sparrell Elementary School and the adjacent Norwell Junior High School property. The route continues alongside the junior high school and provides access across Rte. 123, Main Street to the Norwell Town Offices. The main route of the bikepath, however, remains on the southern side of Main Street and crosses private property onto a large parcel of soon-to-be developed land. The bikepath continues through woods and fields to emerge onto Circuit Street, crossing over to Forest Street. The bikeway continues on Forest Street as a shared lane until reaching Miller Woods (conservation property). The bikeway

then enters conservation property, resuming as a bikepath. It crosses to Gaffield Park, the town playground, continuing as a bikepath. From here the bike route crosses River St. and leads into the parking lot of the Norris Reservation, with its walking trails along the North River. The bike route then leads to Norwell Center (a bus stop) and the James Library.

B. This link is a 1 mile bikepath which ties in the only remaining public school, the Vinal Elementary School and its district to the bikeway. It commences in Norwell Center at the Norwell Conservation Fogg Property and travels through easements in a planned small subdivision, across easements onto a private way, Brookside Farm Way. From here the bikepath crosses Central Street and continues to Samuel Woodworth Road. The bikepath crosses this dead-end street and travels along an existing town esement to the Vinal Elementary School.

C. This link is a 2 mile stretch of bikepath which begins south of the Junior High School and traverses the previously mentioned large land parcel southward to Wildcat Lane, crossing to a parcel of conservation land, then exiting conservation land to connect with Bobstay Lane, a small cul-de-sac.

D. The final and important aspect of this undertaking is to establish an environmentally sensitive walking trail from Norris Reservation to Stetson Meadows, proximal to the North River, approximately 2 1/2 miles in length. This has received partial funding from the Department of Environmental Management and is not a part of the proposed bikeway budget presented here. Many

excellent trails already exist in both Norris and Stetson. The bikeway is intended to provide linkage to these trails.

Enhancement Category

Primary Enhancement Category: Bicycle and Pedestrian Facility

- ☐ Scenic and Historic Acquisitions
- ☒ Scenic and Historic Highways
- ☒ Landscaping
- ☐ Historic Preservation
- ☐ Restoration & Operation of Historic Transportation Facilities
- ☐ Rail-Trail Acquisitions
- ☐ Billboard Control and Development
- ☐ Archaeological Activities
- ☐ Highway Runoff Mitigation

Project Type:

- ☐ Construction/Installation
- ☒ Design/Engineering
- ☐ Planning/Study
- ☐ Acquisitions
- ☐ Other

Project Description:

The Norwell Bikeway Project will establish a bikeway that links the

economic centers, schools, recreational facilities, elderly services, libraries, historic and scenic areas, neighborhoods and, most especially, the public transportation system. The project is intentionally ambitious in scope in order to truly foster alternative means of transportation in daily living. By supporting and encouraging biking and walking to destinations, mixed-use development of Norwell should continue to emerge. Norwell is a town rich in natural beauty and in its parcels of conservation land. The 1995 Norwell Open Space Plan cites the results of its survey which showed bikepaths to be the #1 preferred use of conservation land. With this in mind, and with the full cooperation and guidance of the Norwell Conservation Commission, this project seeks to link many of these treasures in a way both innovative and practical (see Fig. 2). The route as planned provides an exciting and convenient alternative to auto transportation. The bikeway includes a rich variety of scenic landscapes: sometimes traveling through neighborhoods, sometimes past fields, often through woodlands, over brooks, and alongside a pond. The planned bikeway is truly a refreshing opportunity to enjoy traveling to work or any other destination.

A 1981 study of U.S. transportation found that 63% of auto trips for personal or shopping reasons were under 2 miles, and 84% were under 4 miles. By providing safe, easy access on bikeways many of these trips may cease to be with cars. An Ontario study found 3.3 miles to be the average bicycle trip length for commuting. The Norwell Bikeway Project will put many of its citizens within that range of safe commuting to one of several bus stops. In addition the bikeway as planned comes to within a mere 2+ miles of the proposed Scituate Greenbush train station, providing a first step toward a future link-up.

Benefits:

The Norwell Bikeway fully embraces and exemplifies the goals of ISTEA. Once constructed, the Norwell Bikeway would serve as a model for other towns in Massachusetts. The Project represents a coordinated and concerted effort on the part of many different committees and contingencies within the town, including, but not limited to, the following: Transportation Enhancement Committee, Norwell Conservation Commission, Planning Board, Norwell Pathways Study Group, and the Norwell Historical Society. The resultant project clearly goes well beyond the framework of an ordinary transportation project to develop and encourage alternative modes of transportation. It is also clearly intermodal in its conception and design paying careful attention to tie in to several existing bus stops. Furthermore, the bikeway looks to the future in extending in the direction of a possible South Shore train station. Certainly the South Shore of Massachusetts has lagged behind other areas of the metropolitan region in terms of its access to public transportation .

The Bikeway as proposed provides a convenient and attractive alternative to the traditional automobile mode of transportation. It would foster a sense of shared community and extend health and recreational benefits to its users. It would improve air quality by reducing the amount of automobile traffic for short trips. It would stand as a monument to the cooperation of its citizens and town committees. It would point the way for other communities to link their own schools, libraries, economic centers and historic sites in such a comprehensive manner.

2. Project construction/ Implementation Schedule

Basic Design: 25% Plan - 4/97

75% Plan - 10/97

100% Plan - 1/98

Begin Construction / Implementation:

4/98

Estimate completion date of project:

4/99

3. Financial Data

Federal dollars requested	\$312,000
State dollars requested	\$78,000
Applicant match (10% minimum)	\$39,175

Total Project cost	\$429,175
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Project cost breakdown

Planning and design	\$414,975
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Land acquisition	easement survey work
included in above	(see attachment A)
	\$14,200 -donated in-kind legal
work	

(see attachment B)

Utility Relocation	-----
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Construction/Implementation	-----
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4. Background Information

Applicant Name and Address: Town of Norwell Transportation
Enhancement Committee, Town Hall, Norwell, MA 02061

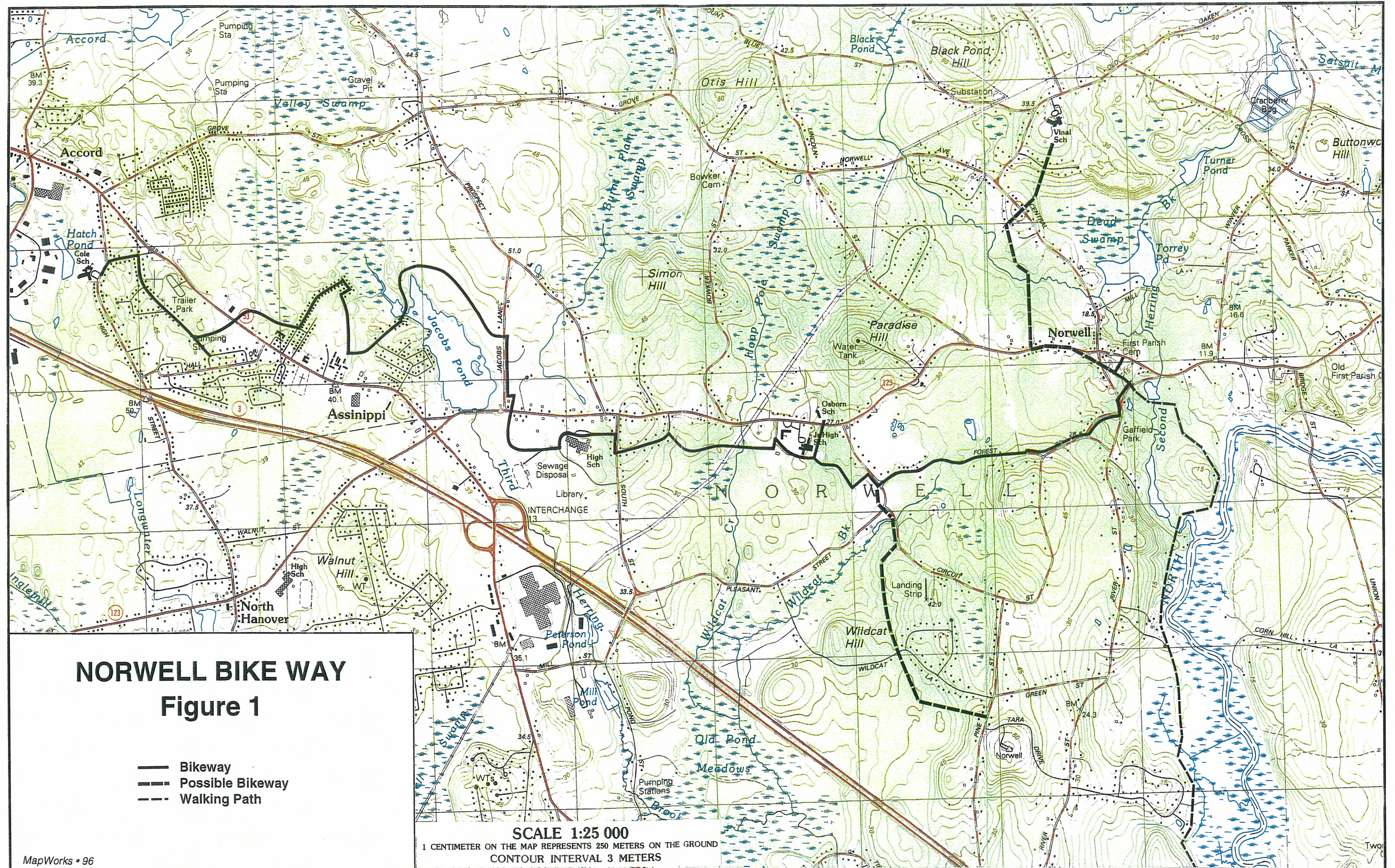
Susan H. Donahue and Susan A. Ingram, Co-chairs

1-617-659-7966 or 1-617-659-7193

Fax # 1-617-659-0417

Who will own and maintain the completed project? The Town of Norwell

Is a maintenance/endowment agreement in place for the project? Yes,
pending passage of an article at the town meeting on April 22, 1996.



ENGINEERING DESIGN
ESTIMATE OF ENGINEERING COST

Phase A

7.6 mile bikeway from Cole School to Norwell Center/Gaffield Park.

Design Stage	Engineering Cost
I. Project Initiation	\$ 8,000
II. 25% Design	
Deliverables:	
• Nine 15' roll plans	
• Five 15' profile plans	
• Construction Cost Estimate	
	\$ 95,000
III. 75% Design	
Deliverables:	
• Title Sheet	
• Abbreviations, Legend, General Notes	
• Key Plan	
• Boring Logs	
• Typical Sections (2)	
• General Plans (21)	
• Profiles (12)	
• Grading and Tie Plans (21)	
• Drainage Details	
• Retaining Wall Details	
• Sign Plans and Details	
• Traffic Markings (21)	
• Bridge Plans	
• Cross Sections (55)	
• Construction Cost Estimate	
	\$135,000
IV. 100% Plans, Specifications and Estimate	
Deliverables:	
• Final Plans as listed in III. above	
• Specifications and Special Provisions	
• Final Construction Cost Estimate	
	<u>\$ 52,000</u>
Total Phase A	\$290,000

ENGINEERING DESIGN
PROJECT SCOPE OUTLINE

Attachment A

I. Project Initiation:

1. Review existing plan information and proposed project goals provided by Transportation Enhancement Committee(TEC)
2. Meet with TEC to discuss the proposed route and walk the project site.
3. Identify issues associated with the implementation of the proposed route and discuss with TEC.

II. 25% Design

4. Coordinate aerial photography and mapping.
5. Field locate wetland resource areas.
6. Densify aerial mapping with ground survey and survey of wetland flag locations.
7. Develop base plans indicating existing conditions along proposed route.
8. Layout proposed route of bikeway. This layout would indicate pavement widths and curve radii, bridge locations, wetland fill areas, etc.. Plans would be developed in a roll format at a scale of 1" = 40' and be consistent with Massachusetts Highway Department (MHD) requirements.
9. Prepare preliminary profiles for bicycle path sections.
10. Identify issues and concerns with the preliminary design and meet with TEC to discuss.
11. Refine preliminary layout plans.
12. Develop preliminary construction cost estimate
13. Submit 25% design to the State for review and comment.

III. 75% Design

14. Walk project route with 25% design plans to confirm base plan information and supplement data as required.
15. Perform subsurface soil testing at critical locations.
16. Develop layout plans to indicate dimension information and detail proposed improvements consistent with MHD requirements.
17. Develop profiles for Bicycle Path sections and as required for other areas. Profiles are not proposed for areas where bicycle traffic would be accommodated with minor road widening.
18. Develop cross sections in Bicycle Path sections.
19. Develop construction details.
20. Develop preliminary easement documents for private parcels.

21. Design retaining walls
22. Design bridges at wetland crossings. The proposed route includes a bridge crossing the headwaters of Jacobs Pond and wetland crossings at two other locations.
23. Develop submittal packages for review boards including Conservation Commission, Zoning Board of Appeals, Massachusetts Department of Environmental Protection, Army Corps of Engineers, etc.
24. Coordinate and prepare presentations for Conservation Commission and Zoning Board of Appeals public hearings.
25. Revise plans to incorporate input received at public hearings.
26. Coordinate utility relocations with applicable utility purveyors.
27. Update 25% design construction cost estimate to incorporate additional data.
28. Submit 75% plans to State for approval

IV. 100% Plans Specifications and Estimate

29. Develop traffic mitigation plans for construction in roadway areas.
30. Complete plan sets to include all pertinent construction details and information.
31. Develop construction specifications.
32. Prepare final construction cost estimate.
33. Submit Contract Documents to State for approval.

Attachment B

\$39,000 Match

All work to date has been donated. In addition, the 10% match consists of an in-kind match. Commitments have been made by :

Landscape Design	Est. 125 hours @ \$75/hour	\$9,375.00
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Cliff Prentiss and Anna Gale Campanelli, a landscape architect and a certified landscape designer, to work with property owners to ensure that bike path is integrated into private property appropriately; this has been integral in attaining private property easements.

Mapworks, Inc.	Est. 150 hours @ \$60/Hour	\$9,000
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Mapworks' principals Herb Heidt and Liza McClennon, who have completed all maps for this package, will continue to revise, update and provide professional cartography until the engineering is completed in the next year.

Legal	Turner - 60 hours @ \$150/hour	\$9,000
	Ingram/Graefe - 130 hours @ \$40	\$5,200

David Turner, counsel for the town of Brookline but a Norwell resident, Tom Graefe and Susan Ingram, have worked together facilitating easement and liability resolutions. They will do so throughout the project.

Aerial Photography		\$3,200
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Russ Campanelli, Campanelli Construction, will provide aerial photography for the design phase of the project.

Engineering	Est. 4 hours @ \$100/hour	\$400
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John Chessia, who developed the engineering cost numbers, will provide professional consultation as needed to initiate the bidding process.

Marketing	Est. 40 hours @ \$75/hour	\$3,000
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Susan Donahue, marketing consultant, will develop a townwide program to consolidate the strong support for the project, and to maximize impact of project on health, safety, environment, and intermodal transportation opportunities.

TOTAL		\$39,175
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ENGINEERING DESIGN
ESTIMATE OF ENGINEERING COST

Phase B

3 mile bikeway 1 mile branch Main Street to Vinal School and 2 mile branch from Sparrell School to Pine Street.

Design Stage	Engineering Cost
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I. Project Initiation	\$ 3,000
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II. 25% Design	
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Deliverables:	
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- | | |
|--|--|
| <ul style="list-style-type: none">• Two 10' roll plans• One 12' profile plan• Construction Cost Estimate | |
|--|--|

	\$ 30,000
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III. 75% Design	
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Deliverables:	
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- | | |
|---|--|
| <ul style="list-style-type: none">• Title Sheet• Abbreviations, Legend, General Notes• Key Plan• Boring Logs• Typical Sections (2)• General Plans (8)• Profiles (5)• Grading and Tie Plans (8)• Drainage Details• Retaining Wall Details• Sign Plans and Details• Traffic Markings (8)• Bridge Plans• Cross Sections (24)• Construction Cost Estimate | |
|---|--|

	\$ 42,000
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IV. 100% Plans, Specifications and Estimate	
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Deliverables:	
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- | | |
|---|--|
| <ul style="list-style-type: none">• III. above final• Specifications and Special Provisions• Final Construction Cost Estimate | |
|---|--|

	<u>\$ 16,000</u>
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Total Phase B	\$100,000
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Attachment C

ARTICLE IN TOWN WARRANT

This article will be considered at Town Meeting which is scheduled to begin Monday, April 22, 1996. It was designed by the Transportation Enhancement Committee in conjunction with the Highway Department, Selectmen and Town Counsel. We have every reason to believe it will pass, and will be in touch with Elizabeth Newman as soon as it has been considered.

TO SEE IF THE TOWN WILL VOTE THROUGH ITS BOARD OF SELECTMEN TO ACCEPT ALL EASEMENTS AND INTERESTS IN REAL ESTATE GRANTED TO THE TOWN TO ESTABLISH A PATHWAY NETWORK SUBJECT TO FUNDING BY THE FEDERAL AND STATE GOVERNMENT. AND TO ACCEPT RESPONSIBILITY FOR MAINTENANCE OF THESE PATHWAYS BY APPROPRIATING THE ANNUAL SUM OF \$2,500 OR ANY OTHER AMOUNT OR ACTION ON ANYTHING RELATIVE THERETO.



ANNETTE P. SEXTON
EXECUTIVE SECRETARY

NORWELL BOARD OF SELECTMEN
345 MAIN ST.
P.O. Box 295
NORWELL, MA 02061

(617) 659-8000
FAX 659-7795

Attachment D

Easements

This plan successfully combines public and private access to create a pathway for all to enjoy. Obviously the most time has been spent on meeting with every landowner situated along the proposed route. Cooperation has been documented for every access along the route, per the attached public landowners. These documents were designed to ensure a firm route prior to actual final easement documentation and are available if you would like copies of all of them.

TRANSPORTATION ENHANCEMENT COMMITTEE

Town Hall
Norwell, MA. 02061

This is to confirm that the undersigned has discussed the Norwell Walkway/Bikepath System as it impacts upon my property. I hereby indicate my approval of the project and my intent to grant the town an easement over a portion of my property for the Walkway/Bikepath System.

The exact location and legal terms and conditions of the easement will be set forth in an easement document to be prepared by the town and to be subject to my review and approval.

Sincerely Yours,

Steven P. Ivan for The Board of
Water Commissioners

Date 28 MAR 96

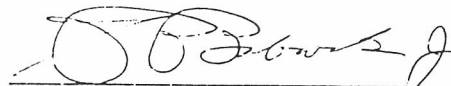
TRANSPORTATION ENHANCEMENT COMMITTEE

Town Hall
Norwell, MA. 02061

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The exact location and legal terms and conditions of the easement will be set forth in an easement document to be prepared by the town and to be subject to my review and approval.

Sincerely Yours,



FOR NORWELL SCHOOL COMMITTEE SUBJECT TO TOWN

REVIEW 4/15/96

Date 3/25/96

J.

TRANSPORTATION ENHANCEMENT COMMITTEE

Town Hall
Norwell, MA. 02061

This is to confirm that the undersigned has discussed the Norwell Walkway/Bikepath System as it impacts upon my property. I hereby indicate my approval of the project and my intent to grant the town an easement over a portion of my property for the Walkway/Bikepath System.

The exact location and legal terms and conditions of the easement will be set forth in an easement document to be prepared by the town and to be subject to my review and approval.

Sincerely Yours,



Chairman, Norwell Conservation Comm.

Date March 27, 1996

Letters of Support

One of the greatest strengths of the Norwell application is the broadbased support for the concept within the town, from individuals willing to provide access through private property, to town officials to local organizations. A cross section of that support is represented in the following letters from:

Chamber of Commerce, Norwell
Conservation Commission, Town of Norwell
Council on Aging, Town of Norwell
Highway Department, Town of Norwell
Historical Society, Norwell
James Library and Center for the Arts
North and South Rivers Watershed Assoc., Inc.
Planning Board, Town of Norwell
Police Department, Town of Norwell
Recreation Department, Town of Norwell
Selectmen, Town of Norwell
South Shore Natural Science Center



Norwell Chamber of Commerce

P.O. BOX 322
NORWELL, MASSACHUSETTS 02061

March 20, 1996

Mr. Robert M. Ruzzo
General Counsel/Deputy Secretary
Executive Office of Transportation and Construction
Commonwealth of Massachusetts
10 Park Plaza
Boston, MA 02116-3969

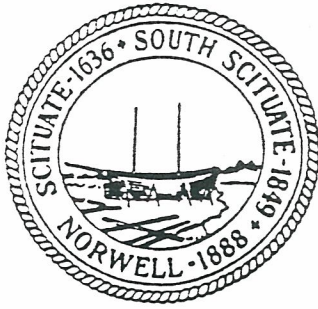
Dear Mr. Ruzzo:

This letter is to advise you that the Norwell Chamber of Commerce wholeheartedly endorses the prospect of a bike-path being constructed in Norwell. We feel that a bike-path would make it easier for citizens, children and exercise minded individuals in general, to more fully utilize Norwell's natural resources while at the same time building the economic community as a whole.

Our understanding is that the bike-path would facilitate non-motor vehicle access between the community and our various economic sections. We look forward to more discussion and hope that you will add our concerted opinions as this application is being studied.

Sincerely yours,

Lawrence W. Baker
For Norwell Chamber of Commerce
(617) 740-9090



**CONSERVATION COMMISSION
TOWN OF NORWELL**

Post Office Box 295
Norwell, Massachusetts 02061
(617) 659-8022

March 25, 1996

Mr. Robert M. Ruzzo
General Counsel Deputy Secretary
Executive Office of Transportation Construction
Commonwealth of Massachusetts
10 Park Plaza
Boston, MA 02116-3969

Dear Mr. Ruzzo:

The Town of Norwell Conservation Commission has been asked by the Norwell Transportation Enhancement Committee to grant legal permission to traverse town held conservation land for the proposed bike path.

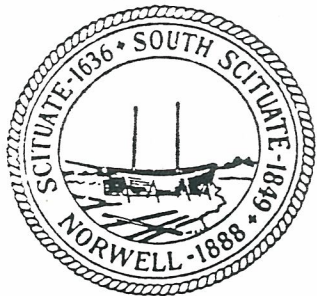
Utilizing conservation land for a bike path trail system is consistent with the use of town conservation land as set forth in the Town of Norwell Open Space Plan. The development of a pathway system connecting "green spaces" has long been a dream of the Norwell Conservation Commission. Public access to conservation lands is in integral part of the protection and appreciation of our open spaces.

The Norwell Conservation Commission supports the efforts of the Transportation Enhancement Committee to develop a bikeway system in Norwell.

Very truly yours,

Herbert C. Heidt
Chairman
Norwell Conservation Commission

c: Norwell Transportation Enhancement Committee



TOWN OF NORWELL

PLYMOUTH COUNTY, MASSACHUSETTS

COUNCIL ON AGING

March 18, 1996

Mr. Robert M. Ruzzo
General Counsel/Deputy Secretary
Executive Office of Transportation and Construction
Commonwealth of Massachusetts
Ten Park Place
Boston, Ma. 02116-3969

Dear Mr. Ruzzo:

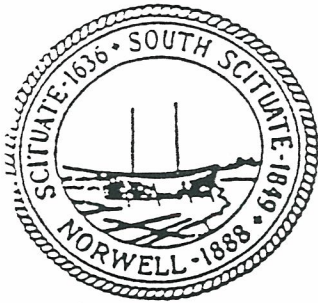
On behalf of the Norwell Council on Aging and the older adults it represents, I would like to add support to the efforts put forth by the Pathways Study Group of Norwell. This project involves not only a bike path for the community but encompasses a walking/jogging path that benefits all age groups in Norwell. It is a community based undertaking that leads to a natural passageway within Norwell and can be utilized by all outdoor enthusiasts.

By physically linking together important areas of the town, it allows access not only for Norwell's rural surroundings, but gives an added resource for public/private agencies to serve the community, i.e. schools, libraries, COA, recreation fields, conservation land and businesses. The Council on Aging strongly endorses such a proposal.

Respectfully,

Rosemary O'Connor
Director

cc: Pathways Study Group



Paul M. Foulsham
Highway Surveyor

TOWN OF NORWELL

HIGHWAY DEPARTMENT

310 Main Street
Post Office Box U
Norwell, MA 02061

Office: (617) 659-8042
Garage: (617) 659-7094
Emergency: (617) 659-2211

March 28, 1996

Bike Path Study Committee
Norwell, MA 02061

Re: Town of Norwell Bike Paths

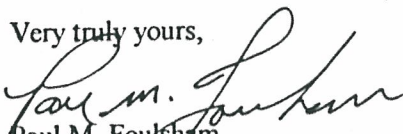
Dear Bike Path Study Committee:

As a citizen of Norwell, I feel that what your Committee has been working on concerning bike paths throughout Town is outstanding. With our winding country roads becoming more and more congested with daily commuters, many traveling at break neck speed, it has become increasingly difficult to enjoy a leisurely bike ride or walk around Town for children and grownups alike.

Although the Highway and Tree & Grounds Department's are grossly understaffed and under funded at this time, I feel it would benefit the Town to explore different alternatives of ensuring continued maintenance to said bike paths through Town funding or volunteer work.

If you have any questions, please do not hesitate in calling my office at the above number.

Very truly yours,


Paul M. Foulsham
Highway Surveyor/
Director of Lands &
Natural Resources

PMF:lrn



NORWELL HISTORICAL SOCIETY

P.O. BOX 693

NORWELL, MASSACHUSETTS 02061

Est. 1935

March 14, 1996

Robert M. Ruzzo
General Counsel/Deputy Secretary
Executive Office of Transportation & Construction
Commonwealth of Massachusetts
10 Park Plaza
Boston, MA 02116-3969

Dear Mr. Ruzzo:

As president of the Norwell Historical Society I would like to express my whole-hearted support for the project undertaken by the Norwell Pathways Study Group. The town of Norwell has long needed to develop pathways which could be used to gain access to our historical areas and also to provide passive recreation for our many residents.

With your granting of funds I know that Norwell and the Pathways Study Group will provide a much needed service to the residents. I hope that you will be able to help us in reaching this goal.

Very truly yours,

Gertrude Daneau, President



*James Library
and
Center for the Arts*

24 West Street
P.O. Box 164
Norwell, MA 02061
617-659-7100

March 13, 1996

Mr. Robert M. Ruzzo
General Counsel, Deputy Secretary
Executive Office of Transportation and Construction
Commonwealth of Massachusetts
10 Park Plaza
Boston, MA 02116-3969

Dear Mr. Ruzzo,

I am pleased to take this opportunity to inform you that the Board of Trustees of the James Library and Center for the Arts strongly supports the Norwell Pathways Committee. We are all in favor of the pathways project and are delighted that the Library would be included as one of the "destinations" along the proposed route.

We strongly recommend that there be Federal funding made available for this vitally important project.

Should you need any further information, please feel free to contact me.

Sincerely,

Nancy G. Colella

Nancy G. Colella
Member, Board of Trustees

THE NORTH AND SOUTH RIVERS
WATERSHED ASSOCIATION, INC.

Post Office Box 43
Norwell, MA 02061
Telephone: [617] 659-8168

25 March, 1996

Robert M. Ruzzo
General Counsel/Deputy Secretary
EOTC
10 Park Plaza
Boston, MA

Re: Town of Norwell Pathways Proposal

Dear Deputy Secretary Ruzzo:

This letter is written to support the activities of the Town of Norwell Pathway Group in their effort to secure ISTEA funding for the proposed Norwell Pathway System.

One of the important sites on the Norwell Pathway System is the interface between the water and the land: The North River Estuary. The proposal includes two open space properties along the River as destinations for the Pathway System.

This pristine river corridor, the first Wild and Scenic River in Massachusetts, also designated a National Natural Landmark, provides many values to residents and visitors. These values include wildlife habitat (as an overwintering area for eagles the past two winters); an anadromous fish run, a unique stretch of canoeing and kayak water; aesthetics, recreational sport fishing and potential for environmental education. These resource values all contribute to heighten the quality of life for residents and visitors to the North River Estuary area.

The North and South Rivers Watershed Association encourages the use and appreciation of these resource areas. One of the finest means of transport that we can imagine is to bicycle from other areas of the Town to the Riverside: the North River Estuary corridor provides a highly regarded destination, and the journey itself provides an experience that cannot be duplicated elsewhere. Using the proposed Norwell Pathway System will result in a "kinder and gentler" impact upon the environment and the sensitive resources of and around the North River Estuary than if one arrived by other means of transportation.


The North and South Rivers Watershed Association is pleased to have this opportunity to encourage pathway links among the schools, library, business center, playgrounds and fields, and conservation areas, and the North River Estuary. We strongly encourage the use of Intermodal Surface Transportation Efficiency Act funds for this purpose.

We hope that you act favorably upon the request of the Norwell Pathways Group for both engineering design and construction monies for this purpose.

If you have any questions regarding this letter of support, please do not hesitate to contact Debbie Lenehan, Executive Director, at 617.659.8168 or Steve Ivas at 617.659.1691 (eves) or 617.659.8168 (days, after 08 April 1996).

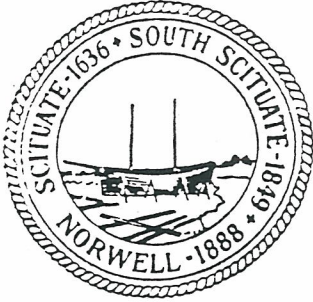
Thank you for your kind attention to this letter of support.

Sincerely,



Steve Ivas, For the Board of Directors

NSRWA 001.w51
XC: NSRWA Board of Directors, Norwell Pathways Group



PLANNING BOARD TOWN OF NORWELL

Post Office Box 295
Norwell, Massachusetts 02061
(617) 659-8021

March 26, 1996

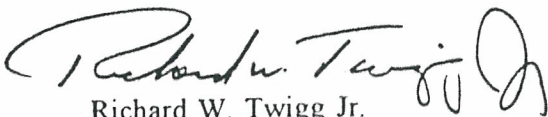
Mr. Robert M. Ruzzo
General Council/Deputy Secretary
Executive Office of Transportation & Construction
Commonwealth of Massachusetts
10 Park Plaza
Boston, MA 02116-3969

The Norwell Planning Board fully supports the Norwell Transportation Enhancement Committee's proposal for an intermodal transportation pathway system and recommends the approval of the federal grant. The planning board has heard nothing but wide community support for this project.

The proposed pathway system connecting businesses, shopping centers, mass transportation, schools, nature centers, recreational facilities, and conservation areas will provide alternate methods of transportation not dependent on motorized vehicles. This system will benefit all ages and will provide safe access that can not be achieved by other means. Many of our roads have evolved literally from cart paths and do not permit safe pedestrian or bicycle access.

The timing for approval of this grant is critical as there are parcels of land which may not be available for access if the plans are not funded at this time. As the Planning Board's representative to the Transportation Enhancement Committee, I can personally attest to appropriateness and adequacy of the goals, concepts and layouts as defined in the proposed plan.

Sincerely,


Richard W. Twigg Jr.
Chairman



POLICE DEPARTMENT

NORWELL, MA 02061 (617) 659-8161

DAVID H. NICHOLS

Chief

Norwell Police Dept.
40 River St.
Norwell, Ma. 02061

March 25, 1996

Mr. Robert M. Ruzzo

General Counsel/ Deputy Secretary

Executive Office, Transportation Construction,

Commonwealth of Massachusetts
Ten Park Plaza, Boston, Ma. 02116-3969

Dear Mr. Ruzzo:

The institution of paths for walking, jogging and bicycles would enhance the safety of those that may use them. They would offer an alternative for anyone who desired to participate in this area. It's my professional opinion that the paths offer a safety factor that could never be attained sharing the roads.

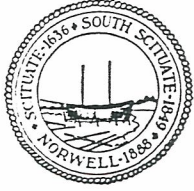
The residents of the Town of Norwell have very limited areas to jog, walk, bicycle, etc. without sharing the route with vehicular traffic. These roads are typical in nature of most New England town roads, as they have drain ditches on one or both sides of the road. Trees, telephone poles, stonewall, etc. Leave little or no safety zone for the person or cyclist to escape to safety in the event that vehicular traffic conditions change creating this need. In most cases someone gets hurt avoiding the continued use of the travel way.

Sincerely,

David H. Nichols

Chief of Police

hn



norwell recreation

345 main street, post office box 295
norwell, massachusetts 02061
telephone 659-8046

March 21, 1996

Mr. Robert M. Ruzzo
General Counsel/Deputy Secretary
Executive Office of Transportation & Construction
Commonwealth of Massachusetts
Ten Park Plaza
Boston, MA 02116-3969

Dear Mr. Ruzzo:

The Norwell Recreation Commission and Department enthusiastically supports the Bicycle Path Committee's efforts and plans for paths for this community. It has long been a "dream" to connect various public lands with a network of paths. As a town whose roads follow old, narrow, winding country lanes built many years before modern transportation, getting around Norwell is extremely difficult and potentially dangerous. A well-planned bike/recreation path system would do much toward making Norwell a community not just a township. We've recently sent a survey to residents asking what new recreation facilities are "most important" to respondents. Bicycle/recreation paths were listed as one of the 5 most important for 64% of adult respondents. 27% of senior high students and 37% of junior high students ranked bike paths in their top 5 list.

Sincerely,

Paul Crowley
Vice-Chair, Norwell Recreation Commission

Dale B. Connor
Recreation Director



OFFICE OF BOARD OF SELECTMEN
TOWN OF NORWELL

345 MAIN STREET P.O. BOX 295
NORWELL, MASSACHUSETTS 02061

(617) 659-8000
FAX (617) 659-7795

March 13, 1996

Mr. Robert M. Ruzzo
General Counsel/Deputy Secretary
Executive Office of Transportation and Construction
Commonwealth of Massachusetts
10 Park Plaza
Boston, MA 02116-3969

Dear Sir:

The Norwell Board of Selectmen wish to express their complete support of the Transportation Enhancement Committee and endorse their effort to obtain Grant Money.

This Grant Money will not only improve the quality of life for our residents, particularly the children, but the citizens of the Commonwealth. It is now impossible for visitors or residents, without a car, to move around Norwell, as we do not have public transportation and very few sidewalks. The goal of this Community is to open Norwell to not only residents but also visitors by enhancing the mobility and the safety of the public.

Please give serious consideration to this application as it will improve the quality of life for all residents of the Commonwealth of Massachusetts and enable tourists to enjoy new areas of our State that are now not accessible.

Very truly yours,

Richard A. Merritt, Chair
Board of Selectmen



SOUTH SHORE NATURAL SCIENCE CENTER

JACOBS LANE, P.O. BOX 429, NORWELL, MA 02061 (617) 659-2559 FAX: (617) 659-5924

26 March 1996

Mr. Robert M. Ruzzo
General Council/Deputy Secretary
Executive Office of Transportation & Construction
Commonwealth of Massachusetts
10 Park Plaza
Boston, MA 02116-3969

The South Shore Natural Science Center supports the Norwell Transportation Enhancement Committee's proposal for a pathway system within Norwell and recommends the approval of the federal grant.

The South Shore Natural Science Center's mission is to provide environmental education designed to encourage people of all ages to appreciate and understand the environment and one's historic and continuing interrelationship with it. The proposed pathway system is consistent with the Science Center's mission. The proposed pathway system will provide alternate access for people of all ages and will provide the only access not dependent on automobiles. In closing the South Shore Natural Science Center fully supports this project.

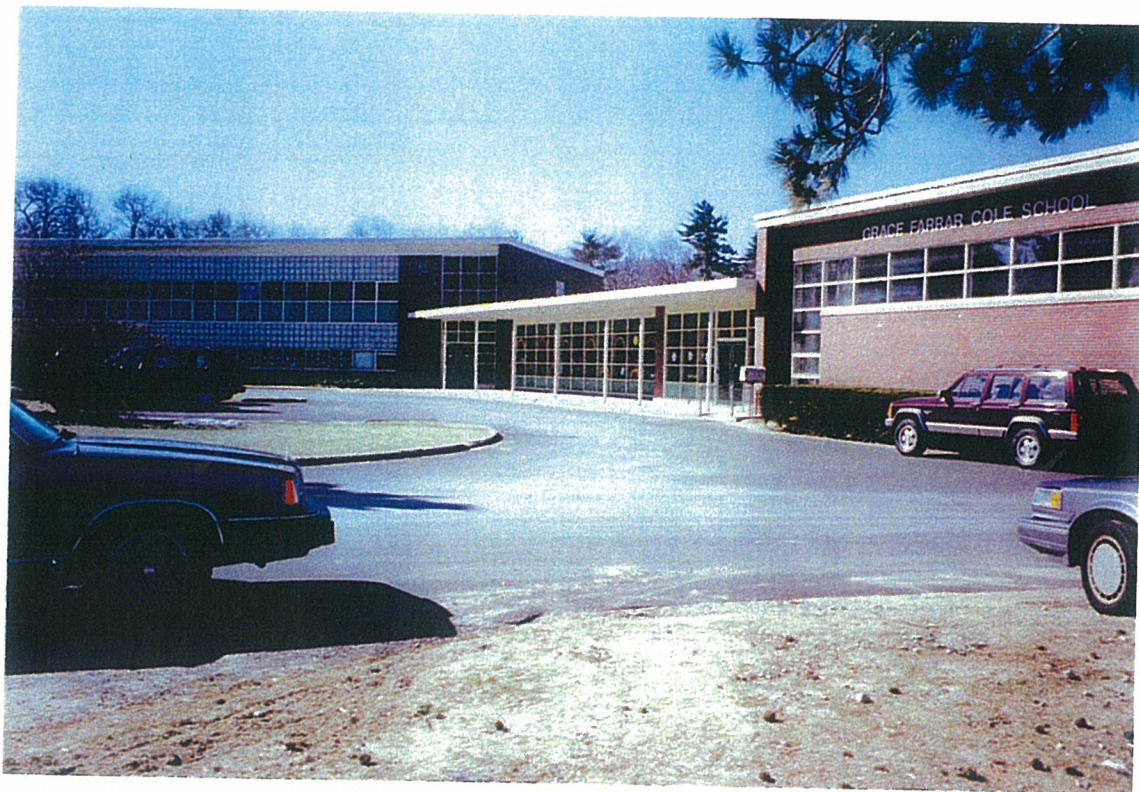
Sincerely,

Martha B. Twigg
Executive Director

Attachment F

Photos of the Town of Norwell

Following are a collection of photos documenting the areas of town that you've been reading about which would be connected by the proposed pathway. They may help convey the sense of pride and community that this small town has. Intermodal transportation on the South Shore is very weak and this proposal presents a wonderful opportunity to improve that situation.



Cole Elementary School, at the start of the path

Vinal Elementary School





Sparrell School (grades 5 and 6) which shares a campus with
Goldman Junior High School (grades 7 and 8)





Norwell Public Library

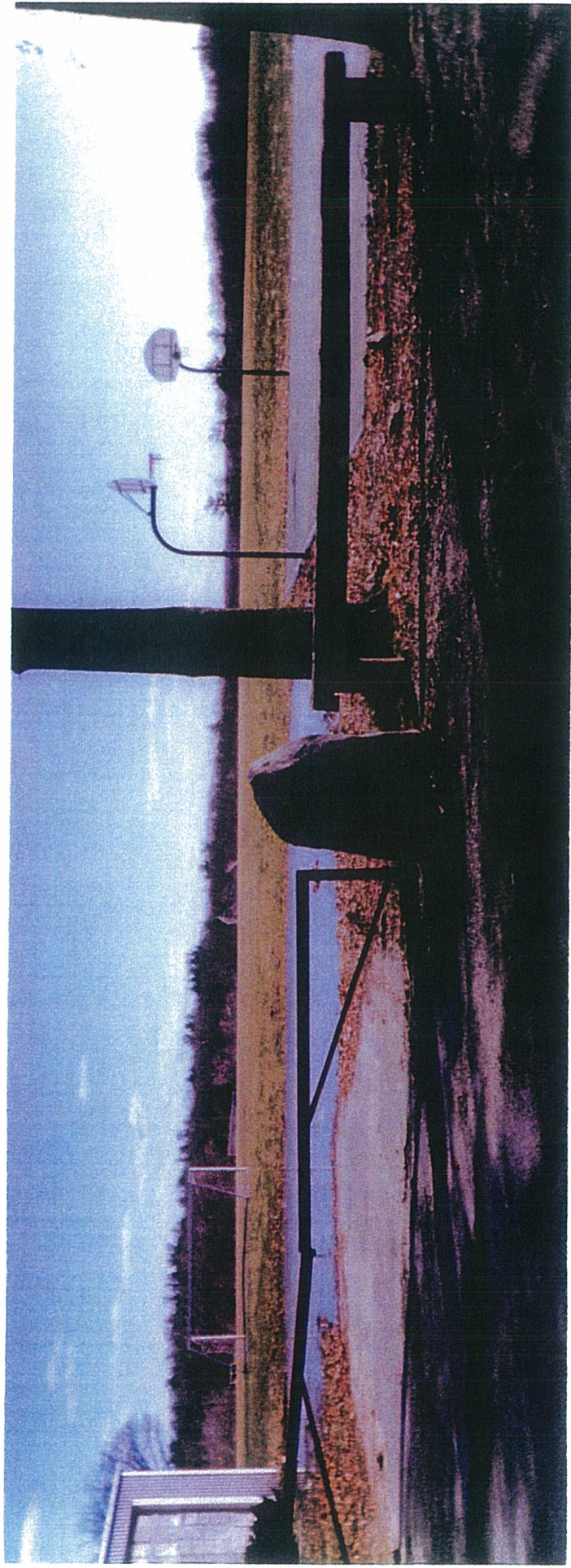
James Library and Center for the Arts





Town Hall Soccer Fields

Pine Street Soccer Fields





Norwell Center

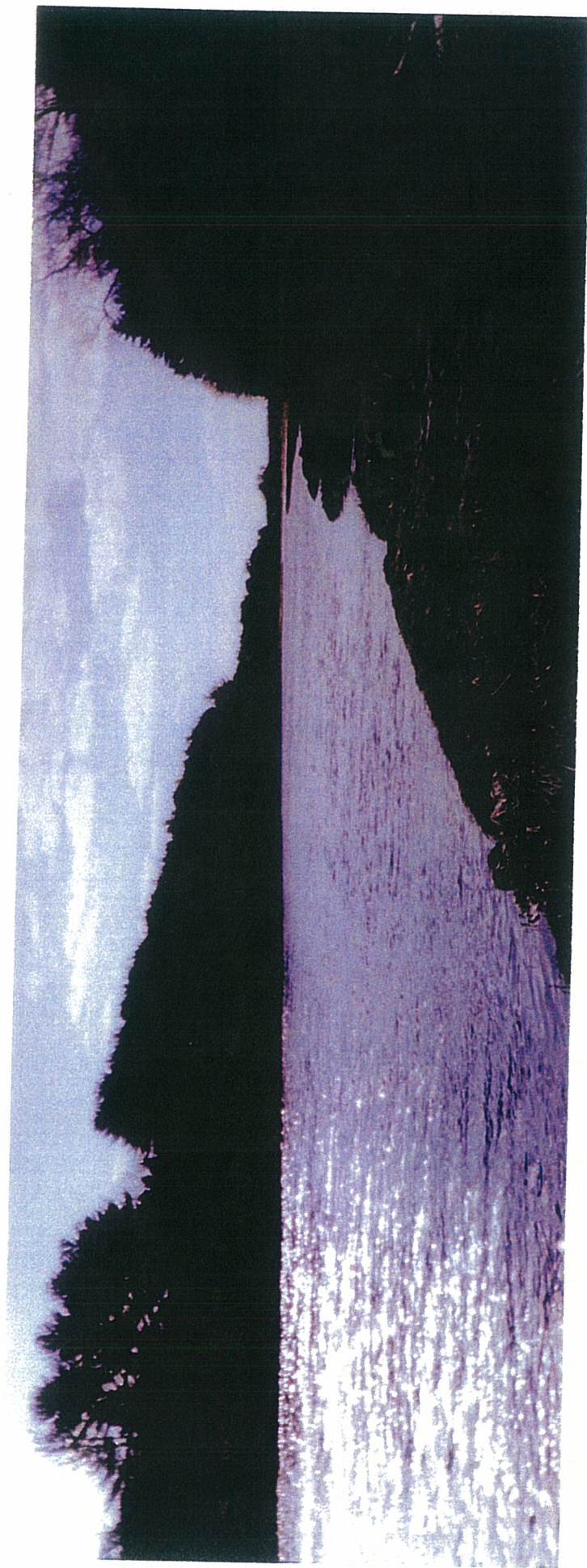
Norwell Council On Aging





Norris Reservation

North River (only designated scenic river in the state)





Historic SPNEA Jacobs Farmhouse

Little League Fields





South Shore Natural Science Center

Jacobs Pond





(Top) Norwell High School (Bottom) Town Tennis Courts



