

TOWN OF MIDDLETON
Rails to Trails Advisory Committee ("MRTAC")
Minutes of meeting – 13 October 2012
Trail Site Walk -7 AM
Gregory Street to Sharpners Pond Road

Present: Scott Cameron, Rodney Pendleton, Thomas Martinuk (Photos), Leo Jones, John Shawmut, Scott Downs (Photos), Stephen Friend

Committee walked entire length of trail from Gregory Street to Sharpners Pond Road.
Met at Don's Barber Shop parking lot, 225 Maple Street

Comments/Observations

Section 1: Gregory Street to Webb Street:

- Relatively flat and clean with somewhat narrow stretches covered by heavy underbrush. Includes some un-interfered roadway intersections. Also includes crossings of the Ipswich River, and at Oak Rd, Maple St, Webb St, Central St (at trail grade) & Park St. This section presents severe obstacles to building a multi-purpose trail suitable for hikers, pedestrians, bikers and roller skaters. These obstacles are: a) crossing the Ipswich River, which could mean building a 2 rails, 34' long, 8' wide, pedestrian bridge, b) crossing Oak Street could mean building an elevated pedestrian bridge 14' long, 8' wide, 2 rails, and c) crossing Webb Street could mean building a smooth sloped access ramp, 8 to 10 feet wide, at each side of the present crossing.

Section 2: Webb Street to Essex Street:

- Consider this section as "Phase 1" due to apparent ease of construction and proximity to more potential users, recreational facilities (Howe Manning) and connection from downtown to Howe's Crossing Businesses.
- Generally improved with dense graded crushed stone throughout for Danvers Electric Dept. access to utility lines, appears construction will be much easier in this section. Accesses to make use of the finished trail as well as for construction equipment and crews are also adequate.
- Improved residential lots along trail minimal, less than 12 dwellings.
- Middleton Cong. Church as a potential parking area? Need to investigate further.
- Mortalo Landing canoe site parking area at trail head. Need to investigate further.

Section 3: Essex Street to Sharpners Pond Road:

- Generally, much more difficult to improve. Wetlands/water on both sides of raised rail bed for large sections. Environmental impacts more significant (trees, riverfront, etc.)
- Consider this section as "Phase 2 or 3" (see general comments at end).
- Similar to Phase 1 with minimal direct improved residential lots abutting trail. minimal privacy impact, less than 6 dwellings.

- Street intersections include Essex St, Debush Ave, Essex St/Dixie Dr, Essex St/Old Essex St. A number of draining ditches may need 2-rails, improved crossing footbridges.
- Portion of trail along Essex St may be challenging, public safety, can old Essex street be utilized at this crossing?
- Beaver impacts/flooding? Beaver lodges built in ROW along trail.
- End of trail less than 5 miles to North Andover Athletic Fields

General discussion items:

- Need to reach out to community for volunteer to build website. See Danvers Trail website at <http://www.danversrailtrail.org/>
- Guest speakers from Topsfield and Danvers at upcoming meeting?
- Length between Town Line Danvers and Route 1 to be excluded from this project. Scope of work will now be from Town Line Danvers to Town line North Andover. Consideration to be given later on whether or not to do the same with the short stretch between Gregory Street and Danvers Town Line.
- Next meeting date has not been determined.
- Possible consultation with conservation commission representative(s).

Minutes Recorded by:

Scott Cameron

Vice-Chair