



# Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER

April 1, 2022

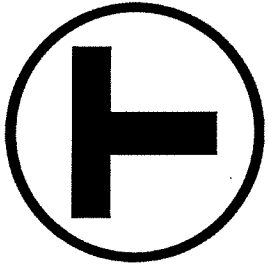
TO: Board of Selectmen

RE: MBTA Rail Safety

On March 30<sup>th</sup> Chairman Lil Maselli, Selectman Judy O'Connell and I participated in our 3<sup>rd</sup> Zoom session with MBTA leadership about the ongoing irregular function of rail crossing gates. Also participating were Senator Bruce Tarr; Representative David Robertson; David Abdo, MBTA Chief of Staff, Michael Muller, MBTA Executive Director of Commuter Rail; Jeffrey Gonneville, MBTA Deputy General Manager, Ryan Coholan, MBTA Chief Railroad Officer and Keolis Commuter Services CEO Abdellah Chajai.

There are 11 at grade crossings in Wilmington. Representatives from the MBTA started by noting that there are approximately 300 train crossings which they characterize as successful that occur every day. They indicated they are not seeking to diminish the importance of the issues that have been identified but rather seeking to provide some context. Keolis has begun a review of each crossing in Wilmington and have completed one crossing per week for a total of three rail crossing reviews to date. One of the attached slides identifies details about this review. As Representative Robertson has noted in his post, the MBTA plans to install two (2) cameras at each crossing in an effort to obtain real time data on circumstances that lead to operational irregularities.

One issue that has been identified is the grade of the ballast, or stone material, around the rails near the crossing. If the ballast does not have the proper grade the water or melting snow may not drain off in the appropriate manner which leads to standing water and interferes with the track circuits. The track circuits read the standing water as something on the tracks and the gates automatically come down as a safety measure. Other contributors to the drainage issue are environmental factors like sand, leaves or other natural debris that interfere with the ability of the ballast to function as a mechanism to drain the water or snow. Representatives from the MBTA believe there is some seasonality to the issues but that is not the only explanation. Keolis has been directed to work on addressing the drainage systems at rail crossings that have been identified as problematic.



**Massachusetts Bay  
Transportation Authority**

# **Commuter Rail Grade Crossings in the Town of Wilmington**

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Jeff Gonneville, MBTA Deputy General Manager  
Michael Muller, MBTA Executive Director of Commuter Rail  
Ryan Coholan, MBTA Chief Railroad Officer  
Abdellah Chajai, Keolis Commuter Services General Manager and CEO

March 30, 2022

## Agenda

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- Overview of Crossings in Wilmington
- Summary of Targeted Review
- Recent Crossing Incidents/Reports in Wilmington
- Next Steps

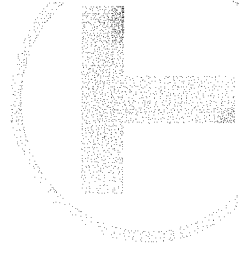


## Commuter Rail Grade Crossings in Wilmington

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- Total of 292 grade crossings on the MBTA commuter rail system, including 11 located in Wilmington
- Approximately 300 successful crossing activations per day in Wilmington

Wildcat Branch	New Hampshire Main Line	West Route
Main St (Rte 38) Clark St - Glenn Rd Salem Rd	Sweethart South Sweethart North	Kilmarock St Woburn St Concord St Middlesex Salem St



## Wilmington Grade Crossings: Targeted Review

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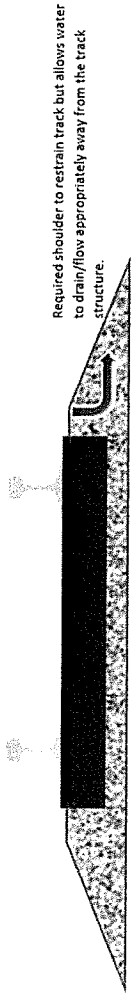
- Keolis conducting a targeted review of each grade crossing in Wilmington
- Reviews and corrective actions performed at a rate of one week per crossing
  - 3 grade crossings are completed: Sweetheart North, Sweetheart South, Woburn St
- The work consists of the following activities:
  - Systems Upgrades
    - Track circuit condition testing conducted
    - All components visually inspected, anything that shows signs of wear will be upgraded/replaced
  - Track and Drainage
    - Ballast replacement as needed
    - Ballast level adjustment as needed
    - Reshape shoulder within approach to allow water to flow away from track into ditch or right of way (ROW).
    - Reshape crossing approach ditch lines and lower ROW access roads (Access roads need to be below the top of tie or they will help hold water.)
  - CCTV
    - Installed 2 cameras per crossing (one facing each direction) - Completed



# Track and Drainage Improvements

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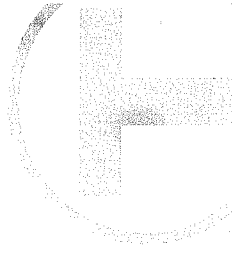
Ideal Ballast Conditions:



What we currently have at some locations:



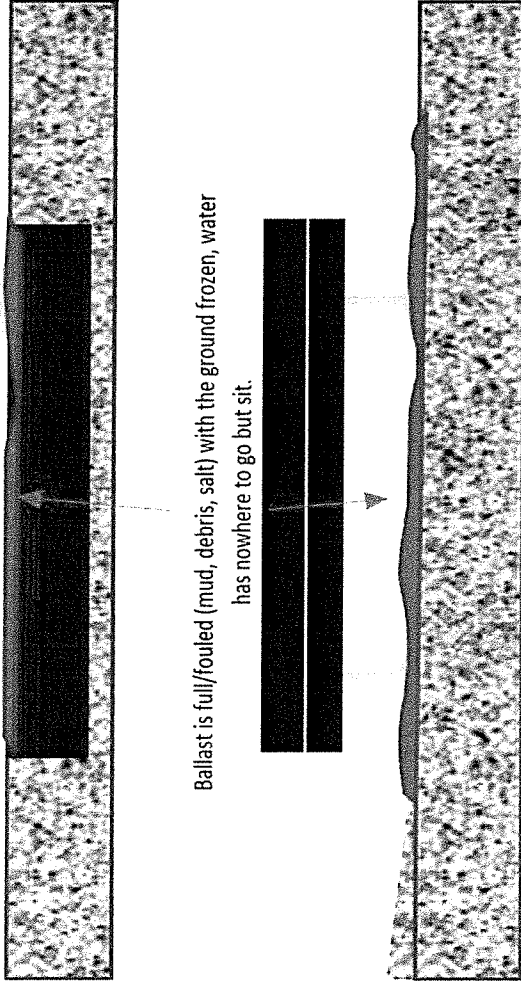
Targeted review includes looking for improvements to drainage conditions to prevent localized pooling/flooding that could impact crossing functionality.



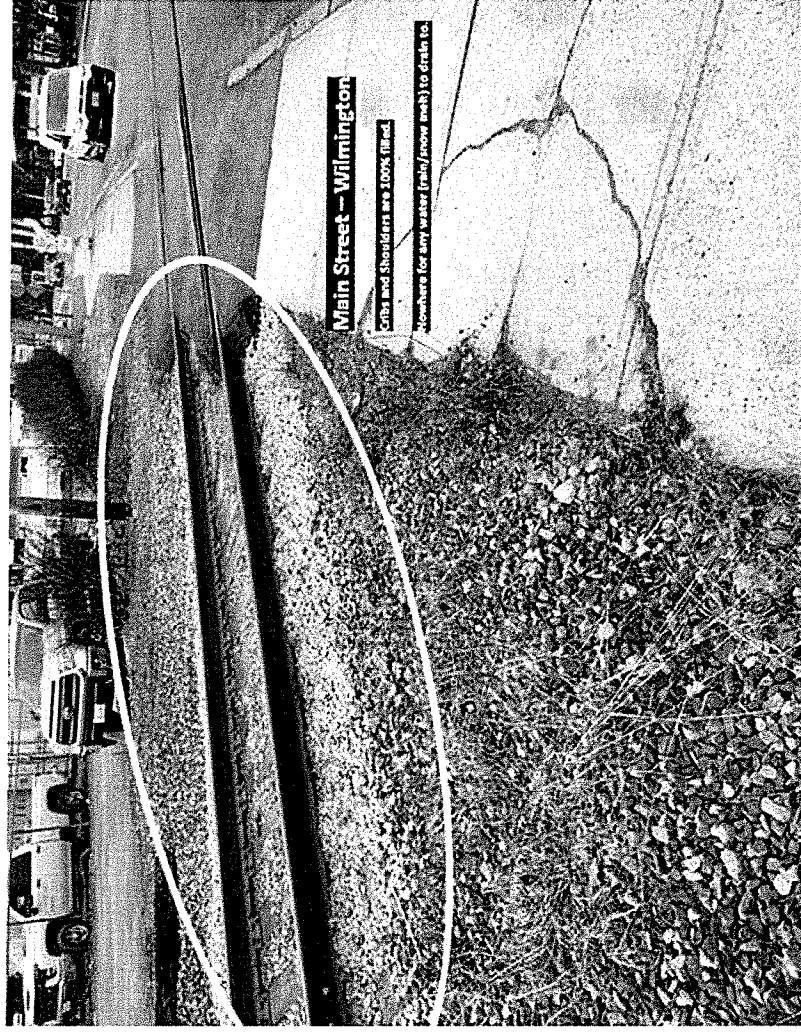
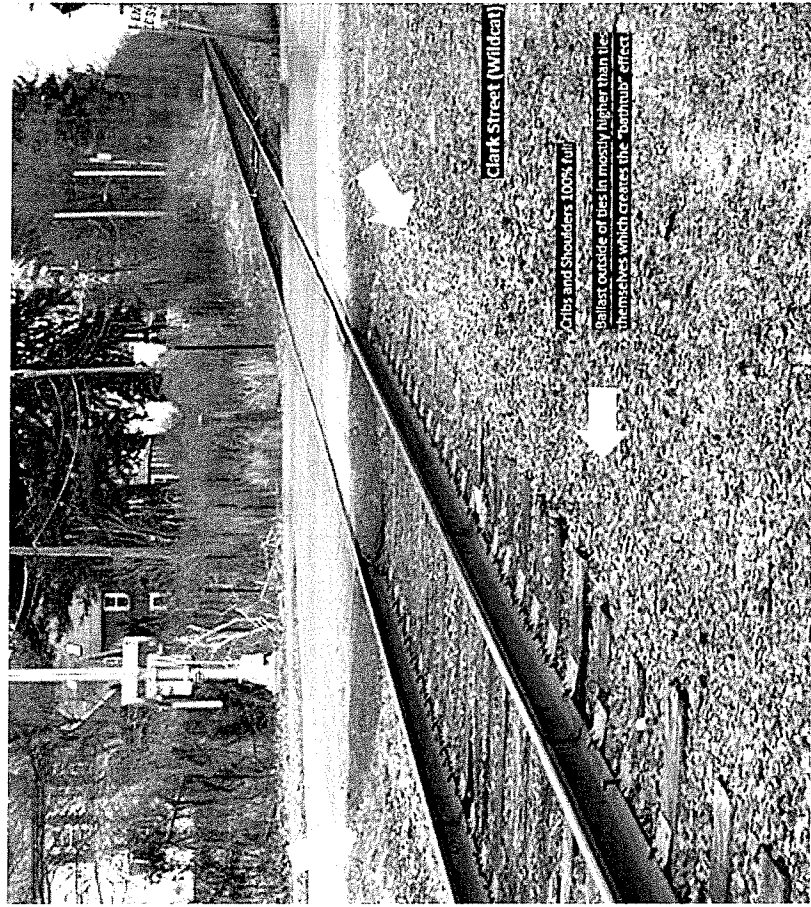
## Track and Drainage Improvements

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- Road surface is usually higher than the railroad infrastructure itself (95% of the time)
- Measures can be taken to improve drainage around crossing approaches.
- Ballast's integral role is to maintain track geometry, restrain track, distribute load, and most importantly provide drainage.



# Track and Drainage at Grade Crossings





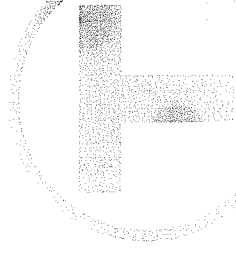
# Summary of Recent Crossing Incidents in Wilmington

Date and Time	Location	Category/Cause	Action Taken
3/16/2022 2:35	Salem Street	Gates Stuck Down/No Defect found	Inspected and tested
3/16/2022 11:08	Woburn Street (MP14.9)	Gates Stuck Down/Power	Blown fuse affected two crossings. Both crossings restored to service at 11:47am.
3/16/2022 11:32	Kilmarnock Rd. (MP 14.3)	Gates Stuck Down/Power	Blown fuse affected two crossings. Both crossings restored to service at 11:47am.
3/17/2022 13:50	Main Street	Gates Stuck Down/No Defect found	Inspected and tested – Wrong location reported
3/18/2022 8:10	Sweetheart Plastic South (MP14.9)	Crossing not acting properly /Control	Replaced gate mechanism, replaced contactor, cleaned brushes
3/19/2022 9:46	Clark Street (MP15.7)	Gates not coming down in timely manner/No defect found	Inspected and tested
3/20/2022 6:42	Sweetheart Plastic North (MP15.4)	Gates Stuck Down/Salt	Track circuit adjustment
3/20/2022 14:42	Sweetheart Plastic South (MP14.9)	Broken Gates/ Traffic	Replaced shear pin
3/24/2022 12:13	Sweetheart Plastic South (MP14.9)	Broken Gates/ Traffic	Replaced shear pin
3/26/2022 5:06	Salem Street (MP17.3)	Gates Stuck Down/Salt	Adjusted circuit
3/27/2022 11:25	Woburn Street (MP14.9)	Gates Stuck Down/No Defect found	Signal crew working at crossing at Kilmarnock St (MP14) conducting testing - not a defect

## Next Steps

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- Continue reviews of each grade crossing in Wilmington, followed by system upgrades and infrastructure improvements as needed
- 3 grade crossings have been reviewed, with 8 remaining, at a rate of one crossing completed per week
- Continue daily review of Wilmington-specific grade crossing incidents and reports





# Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

April 1, 2022

**TO:** Board of Selectmen

**RE:** Town/School Administration Building Committee

The Town/School Administration Building Committee met on March 30<sup>th</sup> at Town Hall to discuss further adjustments to the building. The survey results have been completed which identify water that appears to be coming from the wooded area north of the Buzzell Center, down the hill into a pipe that runs under the parking lot. Further evaluation of this water source will be performed including contracting with a botanist to identify the types of vegetation and set the wetlands line.

Phil O'Brien, LEED, AP and principal with Johnson Roberts Architects Associated, presented a new "scheme F" design which further reduces the length of the building and widens the building from front to back. The building is still planned to be located at the rear of the existing parking lot against the embankment. In light of the water feature that was identified, discussion took place about alternative designs to keep the building away from that area. I offered the suggestion of creating an "L" layout in which the school department portion of the building would extend parallel with School Street with the other portion of the "L" extending along the rear of the parking lot. The large meeting spaces would be at the corner where the two "legs" of the "L" meet. Jack Holloway suggested a similar "L" with one of the "legs" extending along the rear of the embankment in front of the Buzzell Senior Center and the second "leg" extending into the Senior Center parking lot just to the north of the Senior Center building. Mr. O'Brien will bring these concepts back to his office to develop alternatives.

Committee members agreed to meet again on April 13<sup>th</sup> for a quick review of the report to be presented to Annual Town Meeting. During the lead-up to the Annual Town Meeting there will be no additional meetings of the committee. Following Annual Town Meeting the committee will meet on May 4<sup>th</sup>.

Kevin A. Caira  
Selectman

cc: George Hooper, Chairman, Town Hall/School Administration Building Committee



# Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

April 8, 2022

TO: Board of Selectmen

RE: Senior Center Building Committee

On Wednesday, April 6, 2022 the Senior Center Building Committee met to resume discussion about the location of the building on the site and the interior space. Dan Pallotta, Owners' Project Manager (OPM), reported that the survey work has been completed. Site conditions are favorable and no unanticipated surface conditions have been identified on the site.

Lee Morrissette, AIA, LEED, AP with Dietz & Company Architects, reported on work completed to the parking design to make adjustments from the previous meeting. The access lane extending from a handicapped parking area near the building was initially designed to merge with the main travel lane for drop-off and to access the main parking lot which raised vehicle safety concerns. The revised design establishes the lane from handicapped parking intersecting with the main travel lane at a "T". Pickleball courts were moved further into the back of the parcel with two additional courts included for a total of four (4) pickleball courts. The entrance from Main Street is intended to be a direct offset from Pine Avenue across the street. It appears that in order to have site access directly across the street from Pine Street the road into the Senior Center would extend into the St. Dorothy's parcel. It may be necessary to obtain an easement from the church.

The design for the drop off area in front of the building was revised to extend the full distance of the overhang. Concern was expressed at the previous meeting that the front entrance was indistinguishable from the remainder of the overhang. Mr. Morrissette redesigned that portion of the building to extend the overhang further than the overhang on either side of the entrance. Windows were also included above the overhang and on either side of the doors further differentiating it from the remainder of the building front.

Adjustments were made to the interior space by moving the small meeting room and rearranging storage space and audio/video space near the kitchen area. The approach is to have the rooms that generate the most noise such as the fitness room and game room on the one side of the building with adjoining space quieter as one approaches the lounge and lobby area of the building. The committee will have a brief meeting on April 20<sup>th</sup> to review the draft report to Annual Town Meeting.

Gregory B. Bendel  
Selectman

cc: George Hooper, Chairman, Senior Center Building Committee



**TOWN OF WILMINGTON  
DEPARTMENT OF PUBLIC WORKS**

Highway  
Tree

Water & Sewer  
Parks & Grounds

Engineering  
Cemetery

**Interoffice Memorandum**

**TO:** Jeffrey M. Hull, Town Manager  
**FROM:** Joseph Lobao, Business & Utility Manager  
Michael J. Woods, Director of Public Works  
**SUBJECT:** Grant Award - MADEP PFAS6 Interim Response Grant Program  
**DATE:** April 5, 2022

Jeff,

The Town of Wilmington was recently awarded a grant in the amount of \$99,696.00 from the MADEP PFAS Interim Response Grant Program.

Wilmington submitted the grant application requesting reimbursement of the incurred expenses related to the Town's immediate response to a PFAS6 MCL exceedance in its finished water at the Sargent Water Treatment Plant (WTP) in October 2021.

In October of 2021, in response to the discovery of the PFAS6 MCL exceedance at the Sargent Water Treatment Plant, the Town immediately implemented the emergency replacement of the Granular Activated Carbon (GAC) in the filters to provide safe and clean drinking water to its consumers.

The amount of \$99,696.00 represents the full reimbursement cost to replace the GAC in the filters at the Sargent Water Treatment Plant.

Since the GAC replacement in October, sample results from the Sargent Water Treatment Plant have shown no detection level of PFAS6 and the Town will continue to monitor the effectiveness off the GAC moving forward.



# Wilmington, Massachusetts

TO: Jeff Hull, Town Manager

FROM: George Hooper Superintendent of Public Buildings

DATE: April 8, 2022

RE: Update of Conditions at the Wildwood School

The Public Buildings Department has been working closely with Omni Environmental Group (OEG). They are the Licensed Site Professional (LSP) for the project that works directly with MIIA our insurance carrier. The release condition is being managed by OEG as an Immediate Response Action (IRA) through the Massachusetts Department of Environmental Protection (MassDEP). OEG, on behalf of the Town of Wilmington, prepared and submitted a Release Notification Form to the MassDEP.

Between February 22 and 24, 2022, OEG provided oversight of New England Disposal Technologies (NEDT) for the completion of the cleanout, photographic documentation, inspection, and removal of the 10,000-gallon UST. During this activity, personnel from the Town of Wilmington, the Wilmington Fire Department and MassDEP, were on Site to witness the tank cleanout, inspection, and removal process. Once the tank was removed the location was back filled with clean fill.

A temporary 3000 gallon above ground storage tank for heating oil, is in place on site supplying fuel to the building with no interruption to service.

Drilling on site for test borings and monitoring wells around the existing underground storage tank is complete, there are approximately 15 locations. Two interceptor wells continue to monitor and remove any fuel from the subsurface. This system includes two (2) interceptor trenches/two (2) 18-inch diameter recovery points; three (3) 8-inch diameter recovery wells; a 21,000-gallon fractionation tank, two (2) submersible pumps, 2-inch suction hose, float activated high level tank shutoff, and a secondary containment for the storage tank.

OEG coordinated with a Massachusetts Professional Engineer (PE), specializing in structural design for an inspection of the Site to develop a conceptual Structural Excavation Plan (SEP) and Support of Excavation (SOE) to detail the means/methods for removal of these impacts via an excavation and dewatering program.

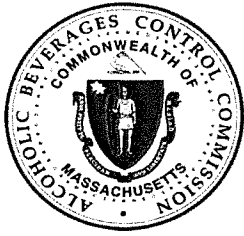
The excavation process will remove approximately 1,500 cubic yards of impacted soil and will be replaced with clean fill. This process is expected to start on or about April 25<sup>th</sup>. There will be some prep work to support the existing footings of the building then the installation of steel shoring boxes will go in place for excavation. At this point the excavation will impact the water service as well as the septic system of the building. The power to the building has been relocated to an area that will not be impacted by this phase of the project, which is expected to take us through May.

The Public Buildings Department will continue to work closely with our on-site LSP (OEG) to coordinate and see this project through its completion.

Sincerely,



Superintendent  
Public Buildings



*Commonwealth of Massachusetts*  
*Alcoholic Beverages Control Commission*  
*95 Fourth Street, Suite 3*  
*Chelsea, Massachusetts 02150*  
*Tel. (617) 727-3040*  
*Fax: (617) 727-1510*

Jean M. Lorizio, Esq.  
Chairman

**ALCOHOLIC BEVERAGES CONTROL COMMISSION ADVISORY**  
**REGARDING THE FURTHER EXPANSION OF PATIO SERVICE AND**  
**TAKEAWAY/DELIVERY OF ALCOHOL BY ON-PREMISES LICENSEES**

On April 1, 2022, Governor Charlie Baker signed into law “An Act making appropriations for fiscal year 2022 to provide for supplementing certain existing appropriations and for certain other activities and projects.” The text of the legislation can be found [HERE](#).

This Act permits licensees for on-premises consumption to continue with (1) expanded patio service and (2) extends the ability to sell alcoholic beverages for takeaway and delivery:

**Patios/Outdoor Expansions:** licensees that have been approved for expanded patio/outdoor service may continue their outdoor operations until April 1, 2023.

Licensees that seek to continue patio/outdoor service after April 1, 2023, are encouraged to apply in the ordinary course for an alteration of premises with their local licensing authorities. Otherwise, these amended licenses automatically revert to the status prior to the approval of the expansion of outdoor service as of April 1, 2023.

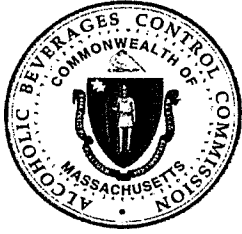
**Takeaway/delivery of alcohol:** establishments licensed for on-premises consumption of alcohol may continue takeaway and delivery sales of alcohol until April 1, 2023. All alcohol sold for takeaway/delivery must be sold with food and at the same price as alcohol for on-premises consumption.

Please be aware that the ABCC will be holding a public hearing on Thursday, April 7, 2022, at 12:00 p.m. to discuss proposed guidelines for the operation of patios/outdoors alcohol service. Information regarding the public hearing and the proposed guidelines will be available on the ABCC’s website at [www.mass.gov/abcc](http://www.mass.gov/abcc).

As always, all licensees must ensure that they comply with the laws of the Commonwealth of Massachusetts, and that sales of alcoholic beverages take place only as authorized by federal, state, and local law. All questions should be directed to the ABCC Executive Director Ralph Sacramone at [rsacramone@tre.state.ma.us](mailto:rsacramone@tre.state.ma.us) or (617) 727-3040 x 731.

(Issued April 1, 2022)





*Commonwealth of Massachusetts  
Alcoholic Beverages Control Commission  
95 Fourth Street, Suite 3  
Chelsea, Massachusetts 02150*

**Jean M. Lorizio, Esq.**  
*Chairman*

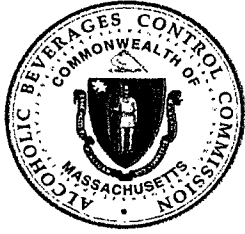
**NOTICE REGARDING THE APPROVAL OF  
GUIDELINES FOR OUTDOOR ALCOHOLIC BEVERAGE SERVICE AREAS**

On April 7, 2022, at a public hearing, the Alcoholic Beverages Control Commission approved Guidelines for Outdoor Alcoholic Beverage Service Areas. These Guidelines went into effect immediately. A copy of the Guidelines is attached to this Notice and can be found on the ABCC's website at [www.mass.gov/abcc](http://www.mass.gov/abcc).

The ABCC is grateful for the participation and contribution of several members of the alcohol industry in formulating these Guidelines. The ABCC is confident that these Guidelines will ensure consistency and promote public safety while allowing expanded outdoor dining throughout the Commonwealth.

As always, all licensees must ensure that they comply with the laws of the Commonwealth of Massachusetts, and that sales of alcoholic beverages take place only as authorized by federal, state, and local law. Any questions should be directed to the ABCC Executive Director Ralph Sacramone at [rsacramone@tre.state.ma.us](mailto:rsacramone@tre.state.ma.us) or (617) 727-3040 x 731.

(Issued April 7, 2022)



*Commonwealth of Massachusetts  
Alcoholic Beverages Control Commission  
95 Fourth Street, Suite 3  
Chelsea, Massachusetts 02150*

**Jean M. Lorizio, Esq.**  
*Chairman*

**GUIDELINES FOR OUTDOOR ALCOHOLIC BEVERAGE SERVICE AREAS**

1. The licensure of outdoor alcoholic beverage service areas that are outside of the “suitable building” as provided in M.G.L. c. 138, §1, must follow the license application and approval process as provided in Chapter 138 for retail on-premises consumption licenses.
2. Local Licensing Authorities (“LLAs”) have discretion to apply reasonable conditions to the outdoor alcoholic beverage service areas, such as the requirement of food service and/or seated service.
3. All applications for outdoor alcoholic beverage service areas must include documentation demonstrating the right of the Licensee to occupy or permission to use the outdoor alcoholic beverage service area(s). This must include permission to transport alcoholic beverages over public property, if applicable, such as over public sidewalks.
4. Outdoor alcoholic beverage service areas should be contiguous to the licensed building premises with a clear and direct view of the outdoor area from inside the licensed building premises. Further, the Licensee must actively supervise the outside alcoholic beverage service area.
5. Outdoor alcoholic beverage service areas that are noncontiguous to the premises’ building are permitted. However, they must be in the immediate vicinity of, and within clear and direct view of, the existing licensed building premises. Licensees are reminded that their applications may be denied if, in the LLA’s or ABCC’s discretion, it is determined that any proposed noncontiguous outdoor alcoholic beverage service area is in an unsuitable location, such as being too far from the premises’ building or being in an unsafe location.

For noncontiguous outdoor alcoholic beverage service areas, the licensee must have an adequate number of employees that are physically present in the outdoor alcoholic beverage service area at all times when alcoholic beverages are being sold or consumed.

6. All outdoor alcoholic beverage service areas must be enclosed by a barrier, fence, or partition, sufficient for the licensee to maintain control of access to the area and to provide a safe environment for patrons.
7. The LLA should consider the type of neighborhood and the potential impact of noise in the environs before approving outdoor alcoholic beverage service areas.

Questions concerning this Advisory may be directed to Ralph Sacramone, Executive Director of the Massachusetts Alcoholic Beverages Control Commission at (617) 727- 3040 x 731.

(Issued April 7, 2022)