



Segment 2—Bondsville (Palmer) to Rutland

March 2021

Mass Central Rail Trail
Feasibility Study
I-495 Hudson to Belchertown

Acknowledgements

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Background

The Massachusetts Central Railroad (MCRR) originally ran from Boston west 104 miles to Northampton. The vision for the Mass Central Rail Trail (MCRT) is to convert as much of the original 104-mile rail corridor as possible to an east-west, off-road, shared use path/greenway connecting Northampton to Boston.

The MCRT has been identified as a high priority for the Commonwealth’s trail and greenway system in numerous visions and statewide planning documents, including the Massachusetts Department of Transportation’s (MassDOT’s) statewide Bike and Pedestrian Plans, the Department of Conservation & Recreation’s (DCR’s) Commonwealth Connections, and various local and regional plans.

Approximately 55 miles of undeveloped segments along the MCRR corridor are currently in public, private or conservation ownership. Approximately 33 miles of this trail have already been constructed as off-road, multi-use greenways. An additional 22 miles of former railroad corridor are owned by the Massachusetts Bay Transportation Authority (MBTA) and leased by DCR between Coburn Road in Berlin and Linden Street in Waltham. This 22-mile corridor is in varying stages of planning, design and construction by the municipalities, DCR and Eversource Energy to develop the 10-foot wide, paved MCRT.

Study Purpose

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning initiated efforts to develop a feasibility study to complete the construction of the MCRT as an off-road shared-use path along the original MCRR corridor from the I-495 area in Hudson to the existing terminus of the Norwottuck Rail Trail in Belchertown. The current ownership, condition and existing use of the original MCRR corridor varies greatly from Hudson to Belchertown. Some sections have been converted to a shared-use path; some sections are in public ownership with an intact railbed. Other sections are active railroads while still others are now in private ownership and the original railbed has been obliterated or converted to different uses.

For the sections that have been converted to a shared-use path, the rail trail was constructed along the original MCRR railbed. Signage identifying those sections as the MCRT were installed. Other sections of path were built in locations that deviate from the original MCRR corridor or were built along different former railroad corridors; many of these trails have also been identified as the MCRT.

Development and other changes along the original MCRR corridor that have taken place over the past century plus will most likely preclude construction of a shared-use path on the MCRR corridor over the entire length of the project corridor from Hudson to Belchertown. Minor diversions to off-road paths not on the MCRR corridor or use of on-road bikeways will most likely be needed in locations where the rail bed has been physically obliterated and a shared-use path is not a practical or feasible alternative.

Study Tasks

MassDOT and DCR determined that the logical and appropriate first step for this feasibility study would be complete the following tasks:

- » Locate the original MCRR right-of-way (railbed) and assess the existing condition of the corridor
- » Locate adjacent intersecting trails that have been built or are in the planning/design stages
- » Verify ownership of the MCRR corridor
- » Verify current use of railbed as intact, existing trail, active railroad, inactive railroad, other
- » Identify potential alternate trail routes around constrained sections for further evaluation

Project Location & Limits

The preferred MCRT alignment is along the former railbed from eastern terminus of the Norwottuck Rail Trail in Belchertown to the Interstate 495 overpass in Berlin. Some segments of the MCRT between these project limits have previously been converted to a rail trail and are currently open to the public. For purposes of this feasibility study, it is assumed that the length of the study corridor is approximately 50 miles long and that the proposed MCRT Alignment Alternatives in this study will connect to the existing completed trail segments. Evaluation and review of the existing completed segments are not included in this study.

This study divides the MCRT analysis into three segments, described as follows:

- » **Segment 1** - MCRT at easternmost extent of Norwottuck Rail Trail, Belchertown to MCRR corridor at Swift River (east bank), Bondsville (Palmer)
- » **Segment 2** - MCRR at Swift River, Bondsville (Palmer) to westernmost extent of the MCRT at the Ware River, Barre
- » **Segment 3** - MCRT at Glenwood Road, Rutland to MCRR at Stone Road, Berlin, just east of the I-495 underpass, Berlin/Hudson town line

Each segment is broken down into sections with a general description of existing conditions, potential trail option and a rating of difficulty of implementation from low difficulty to high difficulty. A summary matrix is included.

Segment 2—Summary of Proposed MCRT Location and Constrained Sections Alternate Routes

The following potential alternative MCRT locations have been identified for Segment 2.

Segment 2A: Swift River to Summer Street (Map Pages 1-3)

The original Massachusetts Central Railroad (MCRR) corridor is intact east from the village of Bondsville to the bridge over the Ware River in Palmer, but is now an inactive branch of the current Massachusetts Central Railroad (MCER). Bridges are missing over Main Street and over the Swift River into Belchertown. Road crossings include historic at-grade crossings at Griffin Street, Summer Street and Emery Street; and existing bridges over State Street and the never-operational Hampden railroad corridor.

Possible Option: Rail-to-Trail along the former MCRR (now MCER) right-of-way

Approximate Length: 1.4 miles

Difficulty of Implementation: Griffin Street to Summer Street—Moderate (private railroad ownership, corridor intact, bridges intact)

Segment 2B: Summer Street, Palmer to State Route 32 at MCER, Ware (Map Pages 3-6)

The corridor north of Summer Street is intact and includes a historic existing steel truss bridge over the Ware River north of Camp Ramah. The rail spur to the east of the truss bridge is still used for rail car storage by MCER and is one of two remaining actively-used portions of the original MCRR corridor, both in Ware. The second is a spur further east in the town center.

The MCER operates freight services along the MassDOT-owned Ware River Branch, including a transfer facility (Gibbs Crossing Re-load) at the rail junction adjacent to Route 32.

The active rail corridor limits options due to width constraints and rail operational concerns; it would likely be difficult to situate a shared use path within the active corridor.

Possible Options:

- » Connection along Summer Street and River Street to State Route 32
- » Sidepath along State Route 32 from River Street to intersection with inactive MCRR corridor

Approximate Length: 3.2 miles

Difficulty of Implementation: High (active rail preventing use of rail ROW, narrow roadways bounded with multiple private owners, steep grades adjacent to roads)

Segment 2C: State Route 32 at MCER to Gibbs Crossing Shopping Center, Ware (Map Pages 6-7)

The active MassDOT-owned Ware River Branch is co-located with the original MCRR to the northeast of the Ware River truss bridge for a distance of approximately 1.25 mi to the rail corridor intersection with State Route 32. The MCRR diverges to the north and directly to central Ware. The corridor is generally intact, including a section between the Ware River and State Route 32. A bridge originally carried the MCRR over State Route 32, however only the MassDOT-owned Ware River Branch Line bridge is still intact and in use. A bridge originally carrying the MCRR over the Ware River to the southwest of the Gibbs Crossing Shopping Center no longer exists, however the grade is intact from the river to the shopping center.

The shopping center footprint has obliterated the historic rail corridor. The area is characterized by large parking lots and access drives, with some sidewalks and crosswalks for pedestrian access around the periphery of the main parking lots. The Town of Ware owns and operates a path along the former MCRR corridor which terminates on the north side of the shopping center parking lot. The Town previously erected two trail bridges along this path via funding from the State Trails Program.

A potential alternate route for this segment would be to develop a rail-to-trail along the former MCRR rail corridor, re-establish a bridge crossing of the Ware River, and to develop an effective route through the shopping center parking lot to the existing path.

Possible Options:

- » Ramp up from State Route 32 to Former MCRR corridor grade
- » Rail-to-trail along former MCRR corridor
- » Reconstruct bridge crossing of the Ware River
- » Rail-to-trail along former MCRR corridor to Gibbs Crossing Shopping Center property

Approximate Length: 2,000 feet

Difficulty of Implementation: Moderate (rail corridor in private ownership, grade, bridge reconstruction)

Segment 2D: Gibbs Crossing Shopping Center, Ware to Ware River east of Robbins Road, Ware (Map Pages 7-9)

The Town of Ware owns and operates a shared use path between the Gibbs Crossing Shopping Center and Robbins Road, just west of the Ware River near Kanzaki Specialty Papers. The path includes at-grade crossings at Westbrook Avenue, Malboeuf Road and Mountain View Drive. New prefabricated bike/ped bridge structures cross Flat Brook and an unnamed brook east of Malboeuf Road. Some roadway grade crossings are unmarked. The path was generally in an unpaved earth condition, with mown grass. Near the shopping center, grass was observed to be generally unmown and several feet high. The path follows Robbins Road near the Ware River, rather than the historic rail corridor. The corridor is intact between Robbins Road and the Ware River, but the bridge crossing over the river has been removed.

The trail exists in this section west from Robbins Road. The path/road crossings do not meet minimum criteria for signing and marking a shared-use path road crossing. At-grade crossings should be properly signed and marked and the corridor must be maintained.

Alternate routes will be needed through the shopping center parking lot and to connect the MCRT east of Robbins Road to points in central Ware and points north.

Possible Options:

- » Rail-to-trail from Ware River to Gibbs Crossing Shopping Center parking lot
- » Develop a separate bike/ped path through the shopping center parking lot to reconnect the corridor
- » Upgrade signs and markings at roadway grade crossings

Approximate Length: 1.7 miles

Difficulty of Implementation: Low (MCRR corridor in mostly public ownership, need to negotiate public access route through parking lot)

Segment 2E: Ware River East of Robbins Road, Ware to North End of Ware River Reservoir, Ware (Map Pages 9-11)

The MCRR corridor is still an active rail line here, one of the two remaining sections of the original corridor. The one mile spur provides freight service to Kanzaki Specialty Papers with the factory itself built on top of a portion of the former corridor. The bridge crossing the Ware River just west of the factory has been removed.

East of the paper company, the rail corridor is active, and it converges with the MassDOT-owned Ware River Branch Line approximately 1,400 feet south of Maple Street. The collocated corridor continues through central Ware, crossing East Street (State Route 9/32) before the Ware River Branch diverges to the northeast and the MCRR continues northerly to cross the Ware River Reservoir. A section of the original MCRR corridor is used for railcar storage by the MCER.

It would be difficult to re-establish a bridge crossing at the Kanzaki Specialty Papers location, however on-road connections exist on both sides of the river. It does not appear that there is sufficient space to operate a rail-with-trail adjacent to the MCRR corridor or collocated section of the corridor with the MassDOT-owned Ware River Branch Line. As such, an alternate route through Ware is recommended. Although the corridor continues north out of the main settled portion of Ware, it may be necessary for an alternate route to re-connect to the MCRR corridor north of Ware River Reservoir, as the south end of the waterbody is occupied by an active rail yard area and the A&R Packaging and Distribution facility. Further alternatives feasibility investigations will be necessary.

Possible Options:

- » A new shared-use path from existing path on Robbins Road to the Ware River, construct a new bicycle/pedestrian bridge over the River opposite Laurel Drive then along an on-road bikeway and sidewalks through downtown Ware to Grenville Park.

- » On-street connection via Robbins Road, West Street (State Route 32) and other surface streets with the goal of linking to Grenville Park. [This is the option included in the alternatives matrix.]
- » Shared use path through Grenville Park and along an existing trail through a privately-owned parcel adjacent to Ware River Reservoir to reconnect to MCRR corridor.

Approximate Length: 2.1 miles (direct distance along MCRR corridor)

Difficulty of Implementation: High (possible new bridge crossing; narrow streets, private ownership)

Segment 2F: Ware River Reservoir, Ware to Gilbertville, Hardwick (Map Pages 11-15)

As mentioned previously, the southern end of the reservoir at the MCRR corridor is dominated by active rail use and several industrial buildings. An alternate route for the MCRT through and around Ware and the reservoir will likely be required.

The bridges connecting the MCRR corridor over the reservoir have been removed. This includes a small structure approximately 1,600 feet northeast of the corridor crossing of East Road (State Route 9/32), and the main river channel crossing further north. There may also be additional existing or missing structures in the center of the reservoir that were not able to be observed during field survey.

The original MCRR immediately north of the main downtown center is owned by New England Electric (National Grid) and it is currently used for overhead power transmission. The corridor is substantially intact.

Approximately 3,250 feet north of the Ware River Crossing at the north end of the reservoir, the corridor is intact and is owned by the East Quabbin Land Trust. A new section of MCRT has recently been established, and it opened to the public in July 2019. This section of path includes a public parking area at the MCRR corridor crossing of Church Street.

The path does not continue north of Church Street, but the corridor is again in New England Electric Company ownership continuing northward to the village of Gilbertville in the town of Hardwick. The original MCRR corridor is mostly intact, but overgrown from Church Street to a point opposite former mill buildings in Gilbertville. The historic Ware-Hardwick Covered Bridge (also known as the Gilbertville Covered Bridge) crosses the Ware River at Bridge Street. The original MCRR rail corridor passed by the western end of the bridge and followed the western bank of the river north and Old Gilbertville Road to the former Gilbert Woolen Mill site, where the rail corridor passed behind the northern side of the mill structure before crossing North Street and linking to the original rail depot site for the MCRR. The depot is still present and is now a restaurant. This is not to be confused with another depot just to the south on MCER Ware River Branch Line, now the location of the Whistle Stop Restaurant.

For the existing trail, recommendations include properly marking and signing an at-grade crossing at Church Street and using standardized MCRT trail identification signs.

Possible Options:

- » Rail-to-trail from the Ware River Reservoir to the southern end of the MCRT as constructed and managed by East Quabbin Land Trust.
- » Rail-to-trail from Church Street north to a point just south of the Ware-Hardwick Covered Bridge.
- » Ramp up to the roadway grade of Old Gilbertville Road and continue as an on-road facility to the bridge crossing.
- » On-road connection via Spring Street from the covered bridge to North Street (Spring Street is an unpaved rutted track and will need to be improved).

Approximate Length: 3.3 miles (of which 0.5 miles have been constructed)

Difficulty of Implementation: From Church Street to point just south of the covered bridge—Low (corridor intact, private ownership, some wetlands and proximate to vernal pools); from the south of the covered bridge to Gilbertville Depot—High (construction of new path ramp, private ownership)

Segment 2G: Gilbertville, Hardwick, Ware to Creamery Road, Hardwick (Map Pages 15-17)

The Corridor is not clearly visible at the Gilbertville Depot site, which is entirely paved. Remnants of the corridor are visible to the east of Main Street (State Route 32). The corridor continues easterly on the south side of State Route 32 for approximately 1,900 feet. This area south of State Route 32 east of Gilbertville to the Ware River is in both private and public ownership (Town of Hardwick). The corridor requires more investigation, but is assumed to be intact.

There is a small footpath established to the east of the depot site and south of the rail corridor called the Gilbertville Fitness Trail. This is mainly a walking path and requires some maintenance to be passable for the general public. It is not considered part of the MCRT though it could be a possible alternative through this segment.

South of Saint Aloysius Cemetery, the MCRR corridor crossed State Route 32. It is not clear if this was a grade crossing or grade separated. North and west of State Route 32, the corridor is visible in GIS parcel data, but is almost entirely in private ownership, with the exception of areas associated with Hardwick Elementary School.

Near River Run Road, the MCRR corridor crossed over the Ware River Branch Line and over Fish Brook at the same location. State Road 32 was not developed in its current location according to 1938 aerial imagery. Very large MCRR bridge abutments remain to the north of River Run on the active MassDOT-owned Ware River Branch Line showing the location of the bridge carrying one railroad over the other. The MCRR corridor runs north-south from this point, upgradient of the Ware River Branch Line and surrounding areas. The MCRR corridor descends to Creamery Road, where it is at-grade. It is in largely in private ownership.

Possible Options:

- » Develop shared use path past former depot site (large parking lot in private ownership, but with ample space)
- » Sidepath along Route 32 as a Complete Streets project from former depot site to River Run, then turn right onto River Run north to Creamery Road, then left to join the existing MCRT

Approximate Length: 2 miles

Difficulty of Implementation: High (corridor mostly obliterated, narrow streets, private land acquisition possibly required)

Segment 2H: Creamery Road, Hardwick to Wheelwright, Hardwick (Map Pages 17-21)

East Quabbin Land Trust has established a shared use path north from Creamery Road to the village of Wheelwright in Hardwick. This is generally a turf surface with mowed grass. It includes at-grade crossings at West Road and Hardwick Road, and two bridge crossings of the Ware River. Length is 2.9 miles.

The path/road crossings do not meet minimum criteria for signing and marking a shared-use path/road crossing.

The potential recommendations for this existing, established section of MCRT are to establish an effective and ongoing maintenance plan and to install standard signing and marking for path/roadway crossings and trail identification.

Approximate Length: 2.9 miles

Segment 2I: Wheelwright, Hardwick to State Route 67, Barre (Maps 21-24)

North of Maple Street in Wheelwright, the corridor is intact but the existing MCRT path does not continue. It is owned by East Quabbin Land Trust. The bridge over the Ware River north of Wheelwright has been removed.

North of the Ware River, the corridor has been obliterated by the establishment of the Tanner-Hill Airport, with the runway closely approximating the rail alignment. North of the airport, an unpaved road (Airport Road) is situated in place of the original rail corridor. Airport Road continues northeasterly to Station Road in South Barre. It is entirely in private ownership from the Ware River past the airport to this point. State Route 67 (North Brookfield Road) originally bridged over the MCRR corridor here, and only the abutments remain visible to the east of the road. The corridor east of the SR 67 appears intact.

Possible Options:

- » Rail-to-trail along MCRR corridor from Maple Street to Ware River
- » Construct a new bicycle/pedestrian bridge over the Ware River north of the original railroad bridge
- » Shared use path around the privately-owned airport runway on a former campground road and along Airport Road to State Route 67 as suggested by East Quabbin Land Trust

Approximate Length: 2.5 miles

Difficulty of Implementation: Moderate (corridor obliterated at airport, but intact otherwise as a roadway, and largely in private ownership, new bridge over Ware River)

Segment 2J: State Route 67, Barre to Western Terminus of MCRT near Powder Mill Pond, Barre (Map Pages 24-26)

The corridor continues east of State Route 67 through wetland areas before joining with the active MassDOT-owned Ware River Branch Line. State Route 67 originally bridged over the MCRR corridor at this location; evidence of the wingwalls of a bridge are visible east of the road, but the bridge has long since been removed.

The active MassDOT-owned corridor continues for approximately 1.1 mi east of State Route 67 to the end of the maintained corridor, where the extant tracks end.

East of this, the corridor follows Vernon Avenue for a distance before diverging toward the south side of Powder Mill Pond. The two rail corridors split, with the MCRR corridor upgradient and further south, and the Ware River Branch Line just south of Powder Mill Pond and the East Branch of the Ware River.

The parcels for both corridor in this area are semi-intact. They pass variously through privately-owned areas including a solar farm, utility corridor and landfill sites, the southerly edge of the Town-owned Barre Transfer Station, and a portion of Barre State Forest. Where the corridors cross landfills, the grade has been obliterated. Resource Control, Inc. (a subsidiary of Waste Management), owns the MCRR corridor through and to the east of the landfill sites, adjacent to Commonwealth-owned Ware River Watershed conservation lands. The Ware River Branch line in this area (not in operation) is owned by the Office of Watershed Management.

The Western Terminus of the MCRT, managed by Wachusett Greenways, follows portions of both rail corridors to descend via a switchback to a bridge crossing of the Ware River east of Powder Mill Pond. The bridge exits at State Route 122 (Worcester Road). This connects via a gravel path westward to a more formal public parking area/wayside. The grade of the Ware River Branch Line appears intact from the switchback turn descending to this bridge.

Possible Options:

- » Signed and marked crossing from Station Road across State Route 67
- » Ramp down to meet former MCRR rail grade
- » Rail-to-trail along former MCRR corridor east of State Route 67 up to Ware River Branch Line
- » Shared use path adjacent to existing active rail along several long, linear parcels owned by the Town of Barre
- » Sidepath along Vernon Avenue from a point near the end of active rail operations to State Route 122 (Worcester Road)
- » Sidepath along State Route 122 (Worcester Road) from Vernon Avenue to the existing MCRT Bridge Crossing of the Ware River

Approximate Length: 2.6 miles

Difficulty of Implementation: High (MCRR corridor partially obliterated south/west of powerline/along active MCER; mostly public ownership; narrow streets; existing paths already established in places)

Segment 2K: Western Terminus of MCRT near Powder Mill Pond, Barre to Oakham (Map Pages 26-36)

This is the main existing segment of the MCRT currently managed by Wachusett Greenways. It includes multiple public parking access points. This is the main existing section of the MCRT, and is approximately 8.4 miles long.

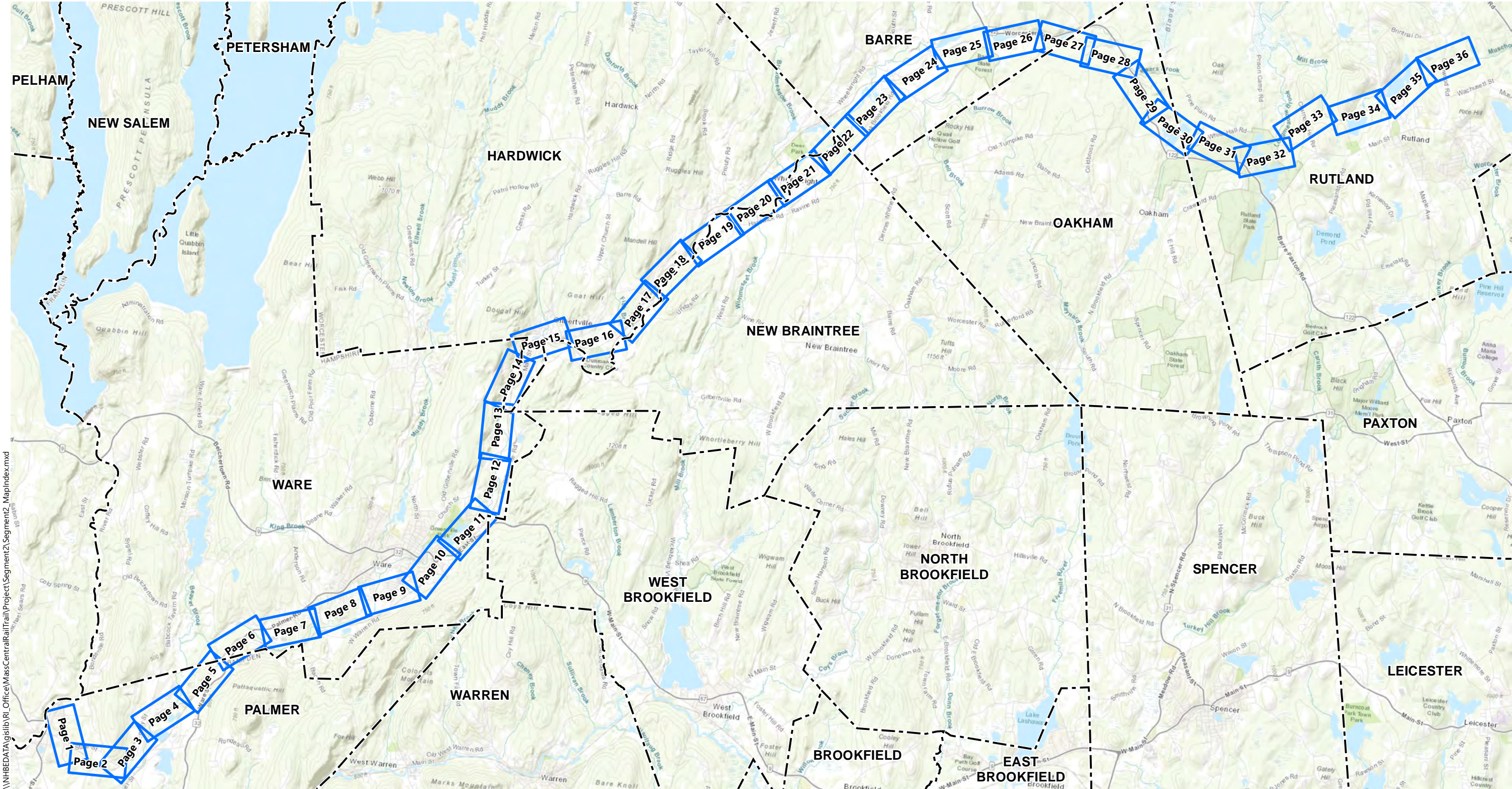
The only potential recommendation for this section is to establish an effective and ongoing maintenance plan and to have standard signing and marking for road crossings and trail identification.

Segment 2: Bondsville (Palmer), MA to Rutland, MA

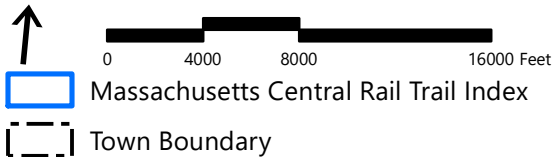
Segment	Section	Town	Limits	Map Pages	Length	Project Type	On/Off MCRR Corridor	Roadway Crossings	RR Grade Xings	Bridges Needed	ROW Actions	Wetlands	Habitat	Water Supply	Comments	Implementation Difficulty
2	2A	Palmer	Griffin Street, Palmer to Summer Street, Palmer	Pp. 1-3	1.4 miles	Rail-to-Trail	On	3	0	0	NA	Some	NA	NA	Corridor in private ownership and intact.	Moderate
2	2B	Palmer, Ware	Summer Street, Palmer to State Route 32 at MCER, Ware	PP. 3-6	3.2 miles	Alternate shared on-road connection; Sidepath	Off	6	0	0	Possible strip takings alongside narrow roads if sidepath is to be established	Some	Adjacent to Ware River	NA	Active rail use east of Ware River prevents use of MCRR corridor. Narrow roadways, steep grades adjacent to SR 32.	High
2	2C	Ware	State Route 32 at MCER, Ware to Gibbs Crossing Shopping Center, Ware	Pp. 6-7	2,000 feet	Rail-to-Trail; Access through Parking Lot to be determined	Both	1	0	1	Access through Gibbs Crossing Shopping Center	Some	Adjacent to Ware River	NA	Ramp up to RR grade at SR 32; Reconstructed bridge over Ware River; Access must be agreed and determined through shopping center lot.	Moderate
2	2D	Ware	Gibbs Crossing Shopping Center, Ware to Ware River east of Robbins Road, Ware	Pp. 7-9	1.7 miles	Existing path on MCRR; Alternate route on Robbins Road	Both	5	0	0	NA	Some	Adjacent to Ware River	NA	Existing Path. Standard marking and signage required. No path at present along corridor between Robbins Road and Ware River.	NA
2	2E	Ware	Ware River East of Robbins Road to North End of Ware Reservoir, Ware	Pp. 9-11	2.1 miles (measure d along MCRR corridor)	Alternative route on-road; shared use path in Grenville Park	Off	9	0	0	Possible strip takings alongside narrow roads if sidepath is to be established; Access through private parcel north of Grenville Park	NA	NA	NA	Corridor obliterated or in active use; Alternative for new bridge over River and on-road facility to Grenville Park	High
2	2F	Ware	North end of Ware Reservoir, Ware to Gilbertville, Hardwick	Pp. 11-15)	3.3 miles (0.5 mi built)	Rail-to-Trail; Shared use road along Old Gilbertville Road north of covered bridge	On	2	0	0	Access along two former MCRR private parcels (National Grid) needed; Short length of Old Gilbertville Road at Ware/Hardwick town line will need to be negotiated	Significant	Adjacent to Ware River	NA	Corridor mostly intact, but long segments in private ownership. Ramp to connect to grade on Old Gilbertville Road at covered bridge; Shared road on private segment of Old Gilbertville Road north of covered bridge.	Low-Church Street to south of Covered Bridge; High-south of Covered Bridge to Depot

Segment 2: Bondsville (Palmer), MA to Rutland, MA

Segment	Section	Town	Limits	Map Pages	Length	Project Type	On/Off MCRR Corridor	Roadway Crossings	RR Grade Xings	Bridges Needed	ROW Actions	Wetlands	Habitat	Water Supply	Comments	Implementation Difficulty
2	2G	Ware, Hardwick	Gilbertville, Hardwick to Creamery Road, Hardwick	Pp. 15-17	2 miles	Alternate shared on-road connection; Sidepath	Off	3	1	0	Possible strip takings alongside narrow roads if sidepath is to be established	NA	Adjacent to Ware River	NA	Corridor partially intact, but in diverse private ownership. It isn't likely feasible to re-establish the corridor, so a sidepath or Complete Streets project primarily along SR 32 is considered an option.	High
2	2H	Hardwick	Creamery Road, Hardwick to Wheelwright, Hardwick	Pp. 17-21	2.9 miles	Existing Path	On	2	0	0	NA	Some	Adjacent to Ware River	NA	Existing path with two existing bridges over Ware River. Two road crossings should be signed and marked (West Rd, Hardwick Rd).	NA
2	2I	Hardwick, Barre	Wheelwright, Hardwick to State Route 67, Barre	Pp. 21-24	2.5 miles	Rail-to-Trail; Alternate shared use path on independent alignment; Shared use road	Both; primarily On	2	0	1	Negotiated access through Tanner-Hiller Airport property and along Airport Road	Some	Adjacent to Ware River; Vicinity of Tanner-Hiller Airport	NA	New bridge over Ware River; Access around airport required and along Airport Road (very low traffic).	Moderate
2	2J	Barre	State Route 67, Barre to Western Terminus of MCRT east of Powder Mill Pond, Barre	Pp. 24-26	2.6 miles	Rail-to-Trail; Alternate sidepath	Both	2	0	1	Possible strip takings of private property alongside Vernon Avenue east of active rail and along the south side of Worcester Road (SR 122)	Significant, particularly adjacent to Pratt Brook and along former MCRR corridor in this area.	Adjacent to Ware River and Powder Mill Pond	Crosses Ware River watershed management land (DCR)	New bridge over Pratt Brook needed; Corridor intact and long strips of former corridor in ownership by Town of Barre adjacent to active rail; Sidepath needed east of active rail as corridor is obliterated; Some narrow roads, and Vernon Avenue bridge crossing of Ware River may need additional space. Some existing paths already exist on town-owned land adjacent to Powder Mill Pond.	High
2	2K	Barre, Oakham, Rutland	Powder Mill Pond, Barre to Glenwood Road, Rutland	Pp. 26-36	8.4 miles	Existing Path	On	6	0	0	NA	Some	Adjacent to Ware River	NA	Existing Path. Standard marking and signage required.	NA

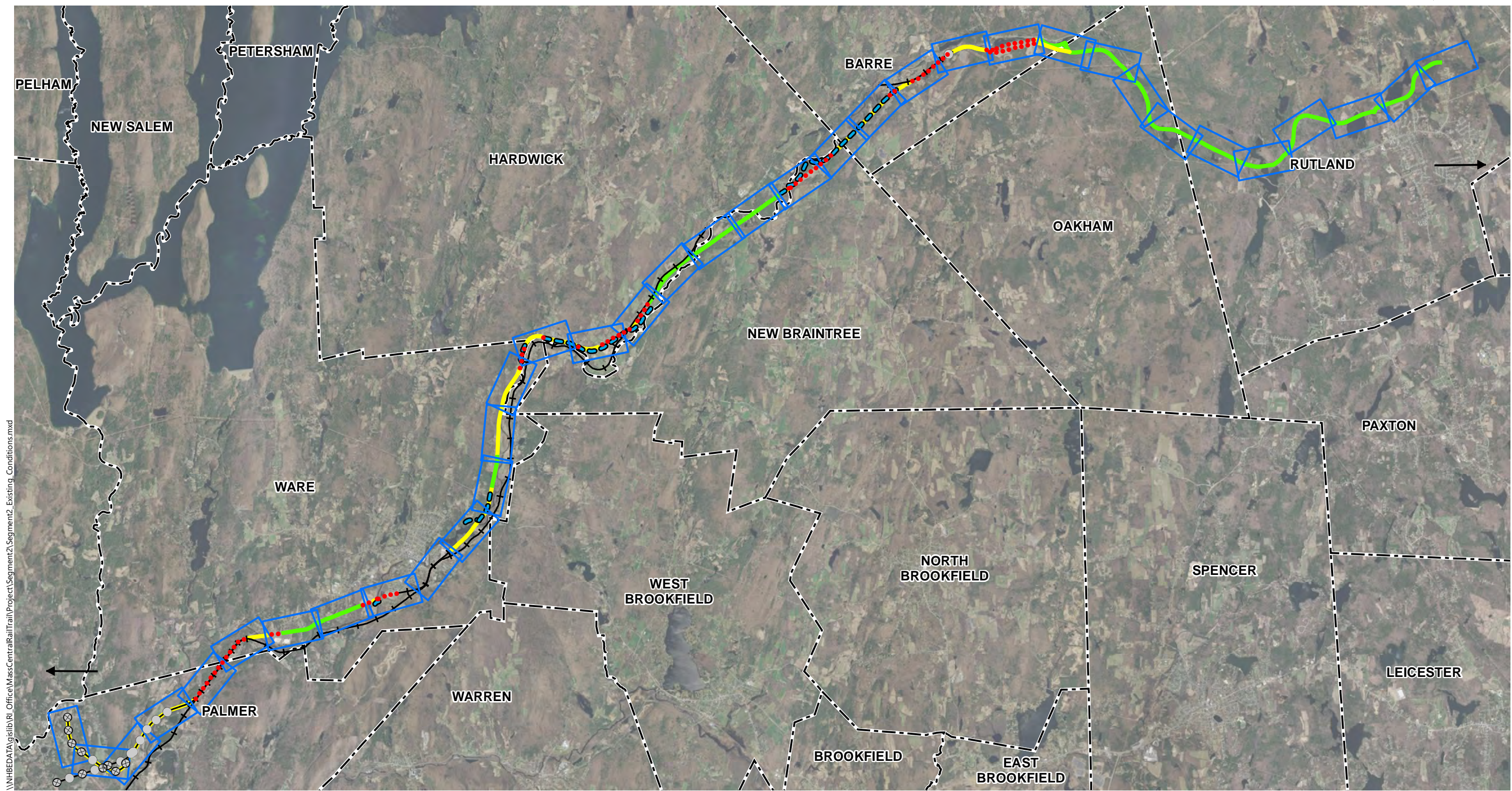


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Massachusetts Central Rail Trail | Palmer to Rutland, Massachusetts

Segment 2
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Source Info: MassGIS, MassDOT, VHB



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- Existing MCRT
- MCRRT Corridor Intact
- MCRRT Corridor Obliterated
- Proposed EQLT* Path
- Active Rail Inactive
- Rail
- Massachusetts Central Rail Trail Index
- Town Boundaries

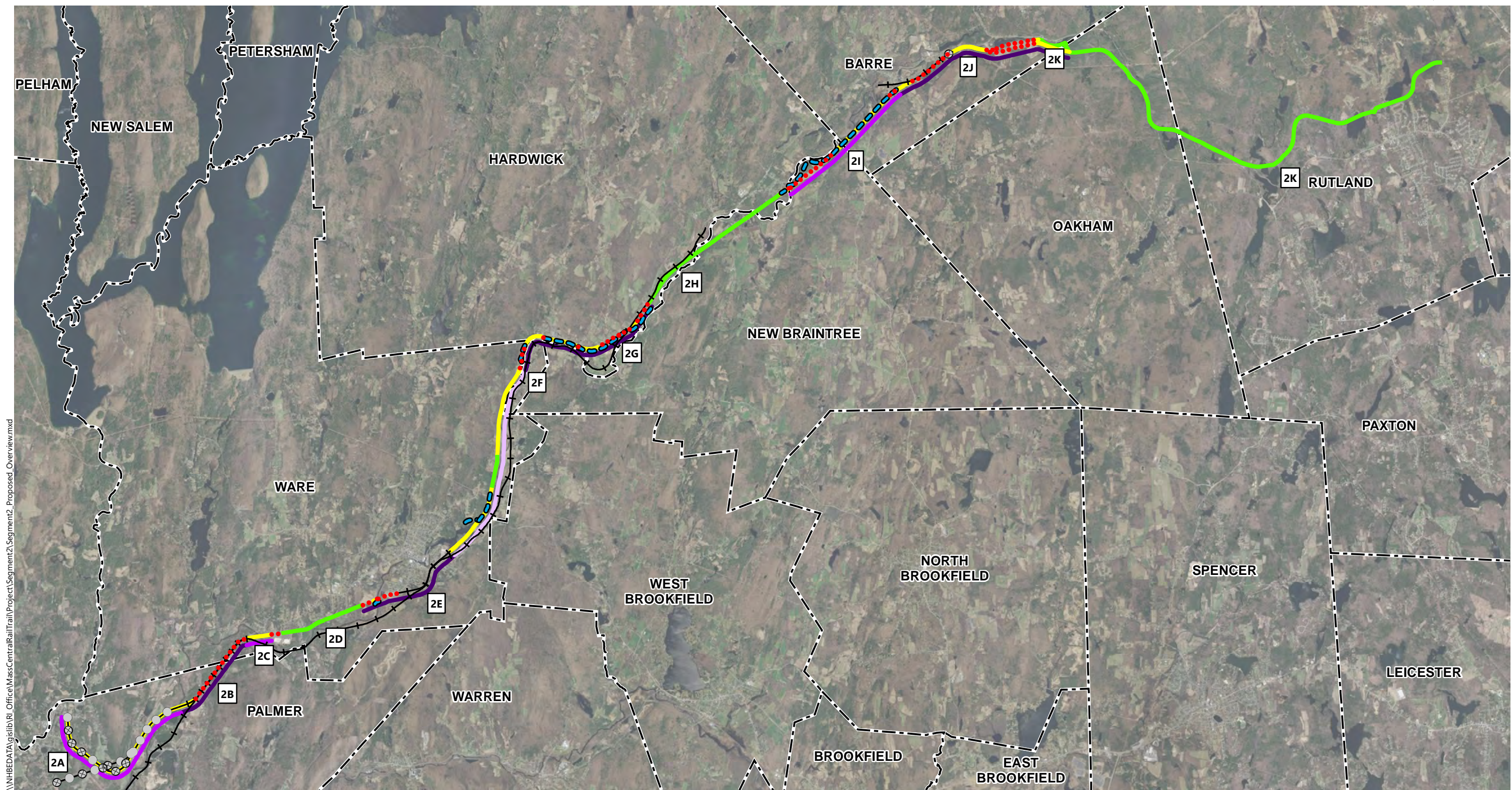
Massachusetts Central Rail Trail

Palmer to Rutland, Massachusetts

Segment 2
Existing Conditions Overview

Source Info: MassGIS, MassDOT, VHB

*East Quabbin Land Trust



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| Existing MCRT | Proposed EQLT Path | Implementation |
| MCRRT Corridor Intact | Active Rail | Low Difficulty |
| MCRRT Corridor Obliterated | Inactive Rail | Moderate Difficulty |
| | Town Boundaries | High Difficulty |

Massachusetts Central Rail Trail

Palmer to Rutland, Massachusetts

**Segment 2
Proposed Project Overview**

Source Info: MassGIS, MassDOT, VHB



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- Existing MCRT
- MCRT Corridor Intact
- MCRT Corridor Obliterated
- Active Rail
- Inactive Rail
- Proposed EQLT Path
- Existing Bridge
- Bridge Too Narrow
- Missing Bridge
- Proposed Bridge
- Private Owned
- Public Owned
- Ownership Information Unavailable
- Historic Districts

- Public Water Supply
- Wellhead Protection Area
- 100 Yr Floodplain
- NHESP* Priority Habitats of Rare Species

- Certified Vernal Pools
- River/Stream
- Wetlands (MassDEP**)
- Open Water

Massachusetts Central Rail Trail

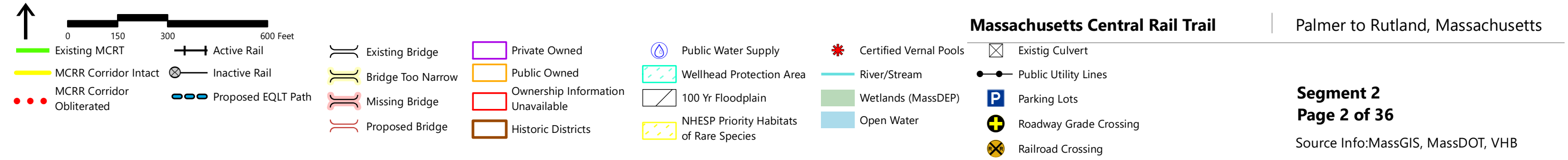
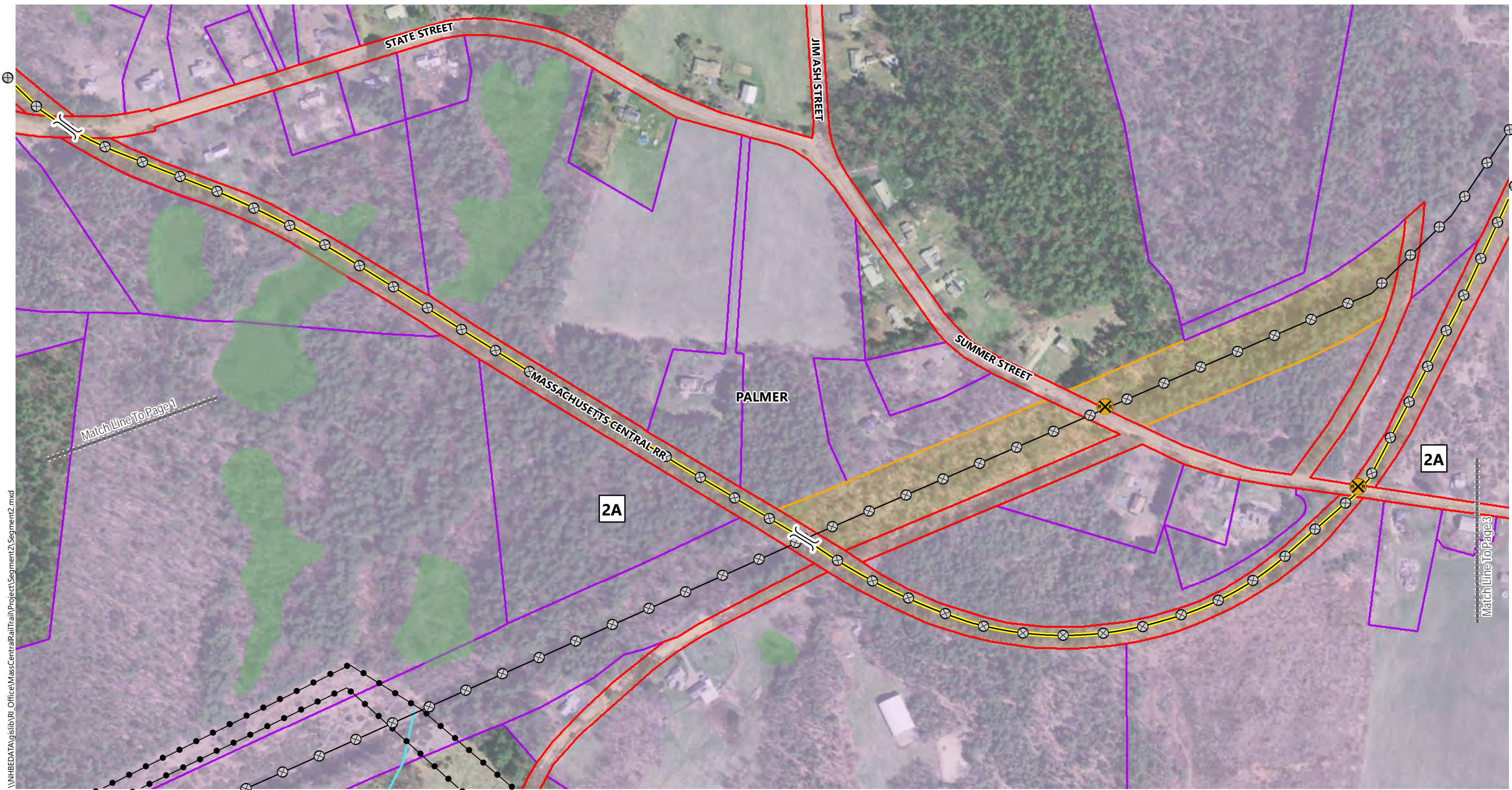
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- Public Utility Lines
- Parking Lots
- Roadway Grade Crossing
- Railroad Crossing

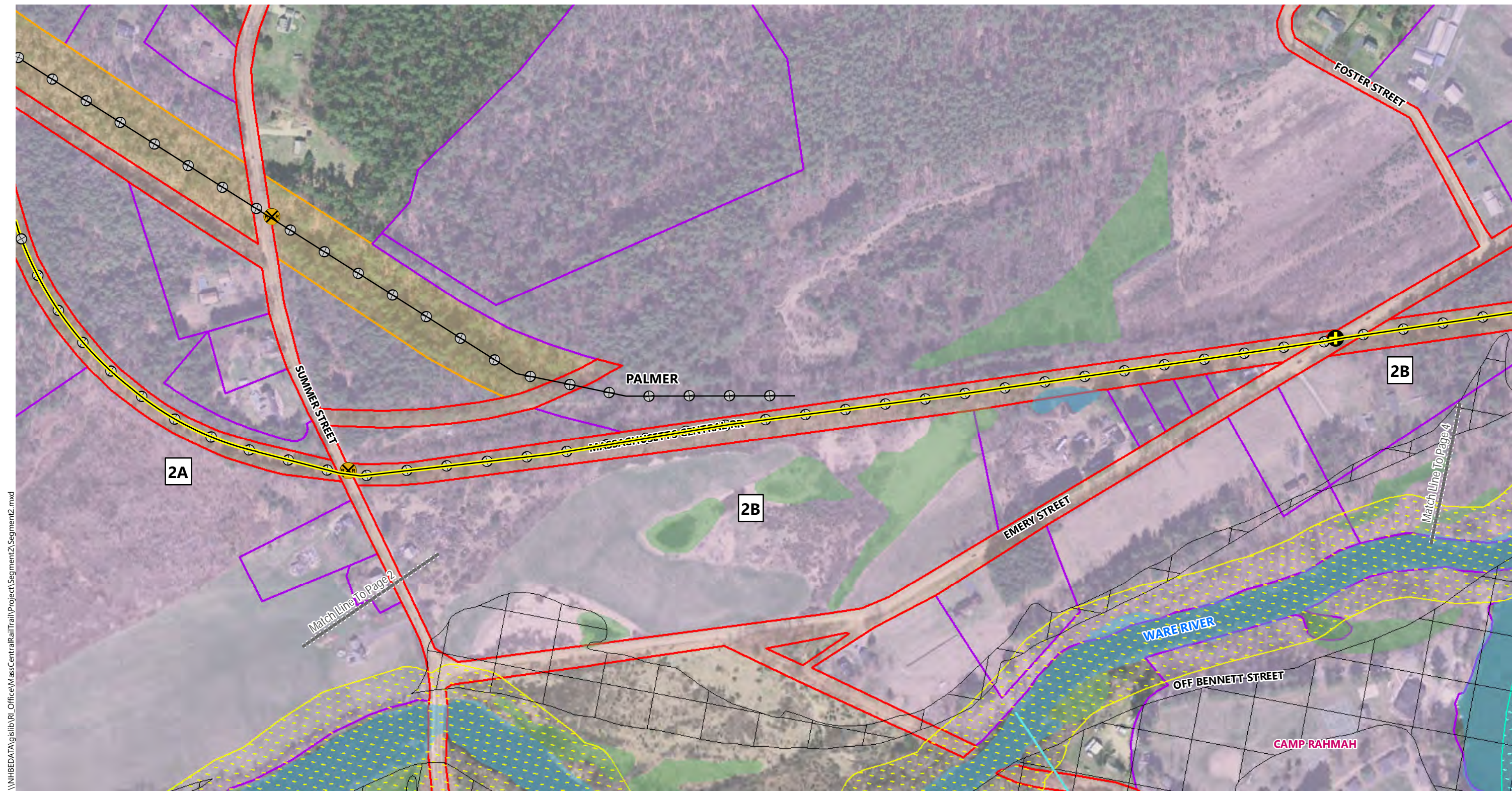
Palmer to Rutland, Massachusetts

Segment 2 Page 1 of 36

Source Info:MassGIS, MassDOT, VHB

*Natural Heritage & Endangered Species Program
** Massachusetts Department of Environmental Protection





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- Existing MCRT
- MCRR Corridor Intact
- MCRR Corridor Obliterated
- Active Rail
- Inactive Rail
- Proposed EQLT Path

- Existing Bridge
- Bridge Too Narrow
- Missing Bridge
- Proposed Bridge

- Private Owned
- Public Owned
- Ownership Information Unavailable
- Historic Districts

- Public Water Supply
- Wellhead Protection Area
- 100 Yr Floodplain
- NHESP Priority Habitats of Rare Species

- Certified Vernal Pools
- River/Stream
- Wetlands (MassDEP)
- Open Water

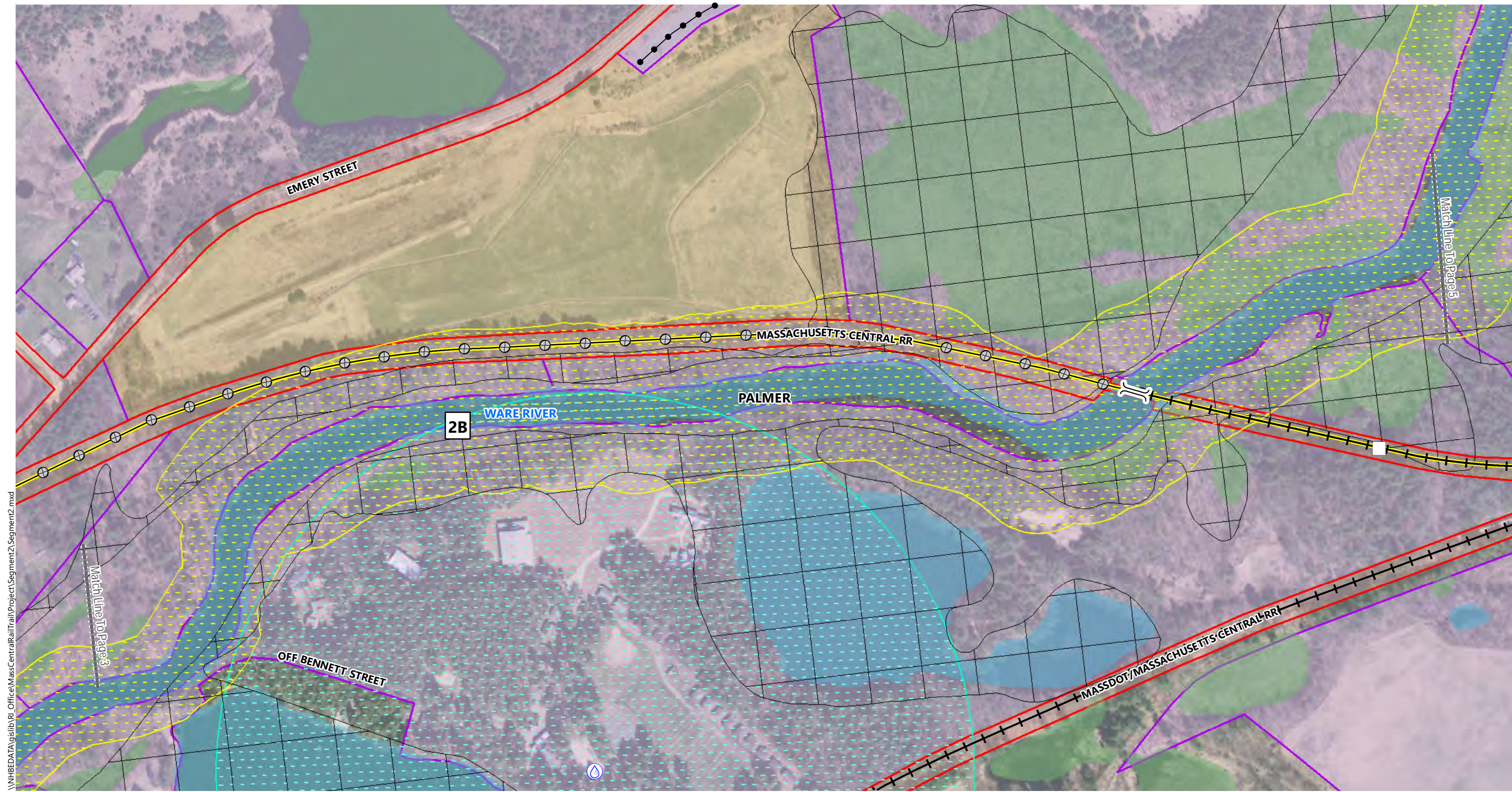
Massachusetts Central Rail Trail

- Existig Culvert
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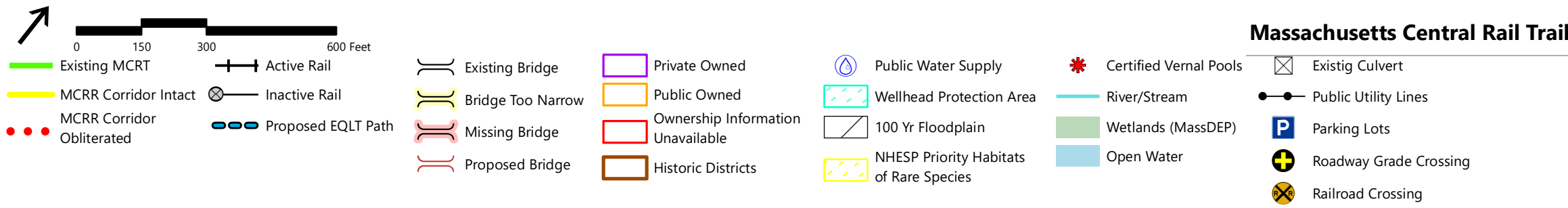
Palmer to Rutland, Massachusetts

Segment 2
Page 3 of 36

Source Info:MassGIS, MassDOT, VHB



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Palmer to Rutland, Massachusetts

Segment 2
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Source Info: MassGIS, MassDOT, VHB



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- Existing MCRT
- MCRRT Corridor Intact
- ... MCRRT Corridor Obliterated
- + — Active Rail
- ⊗ — Inactive Rail
- Proposed EQLT Path

- || Existing Bridge
- || Bridge Too Narrow
- || Missing Bridge
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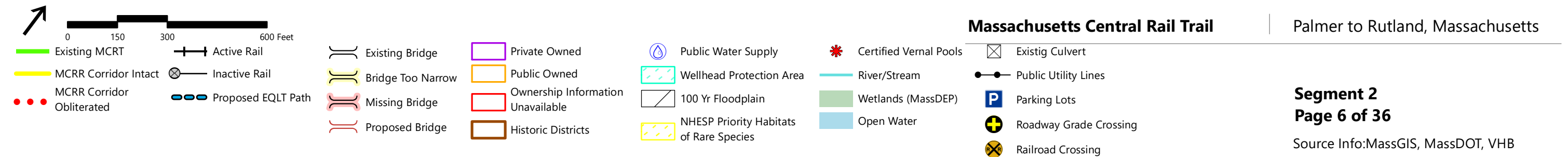
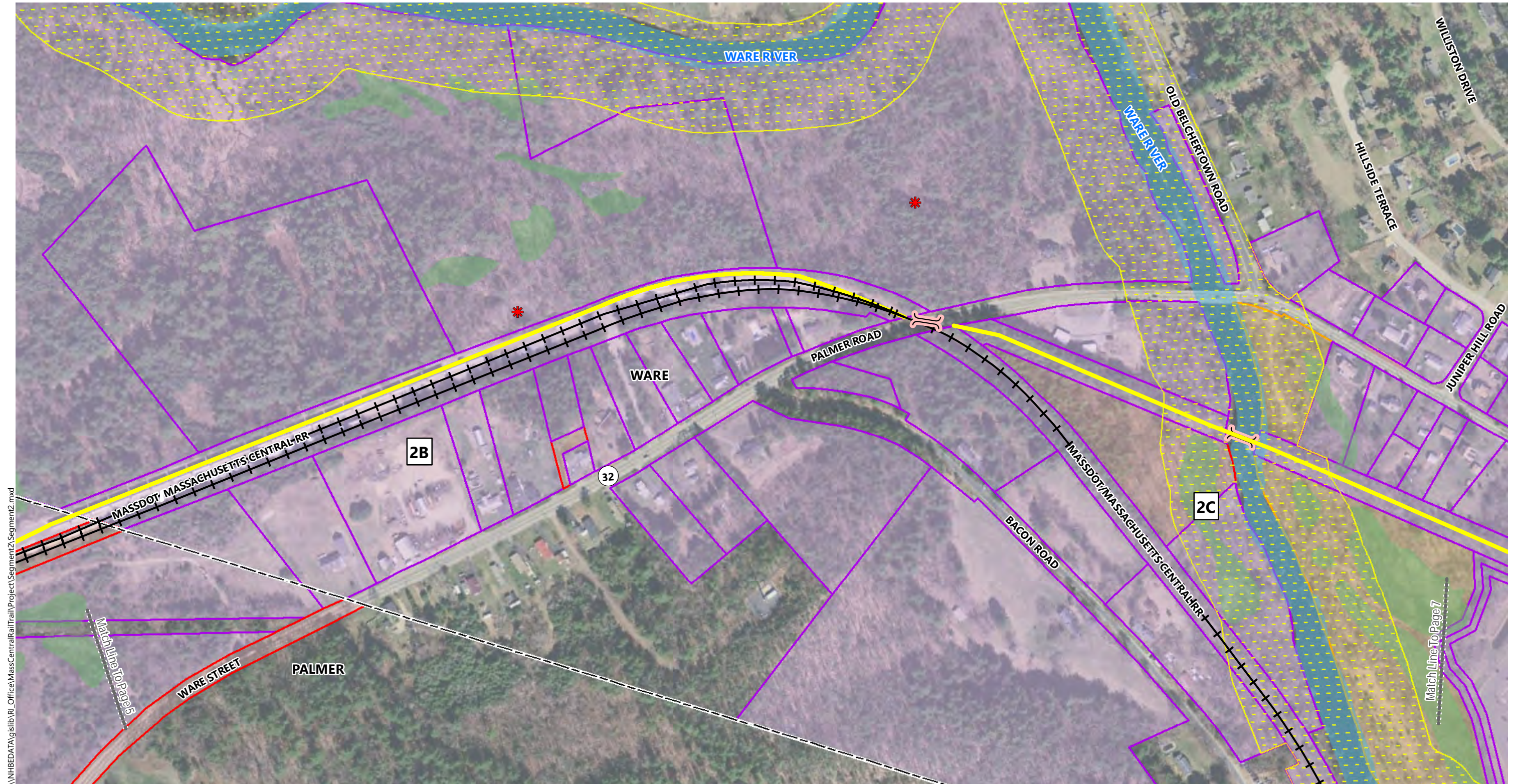
Massachusetts Central Rail Trail

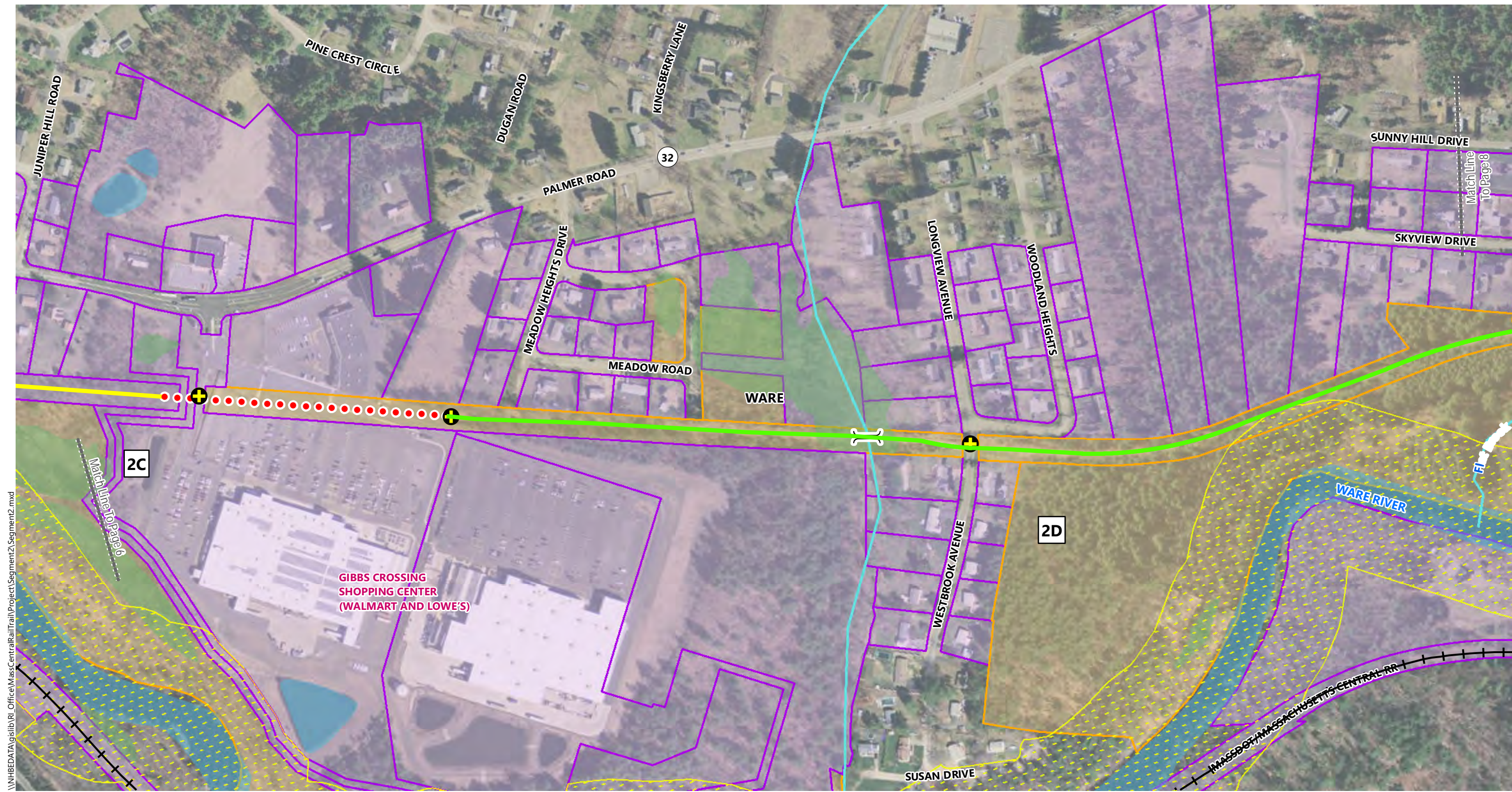
- Existing Culvert
- Public Utility Lines
- P Parking Lots
- + Roadway Grade Crossing
- X Railroad Crossing

Palmer to Rutland, Massachusetts

Segment 2 Page 5 of 36

Source Info: MassGIS, MassDOT, VHB





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- Existing MCRT
- MCRRT Corridor Intact
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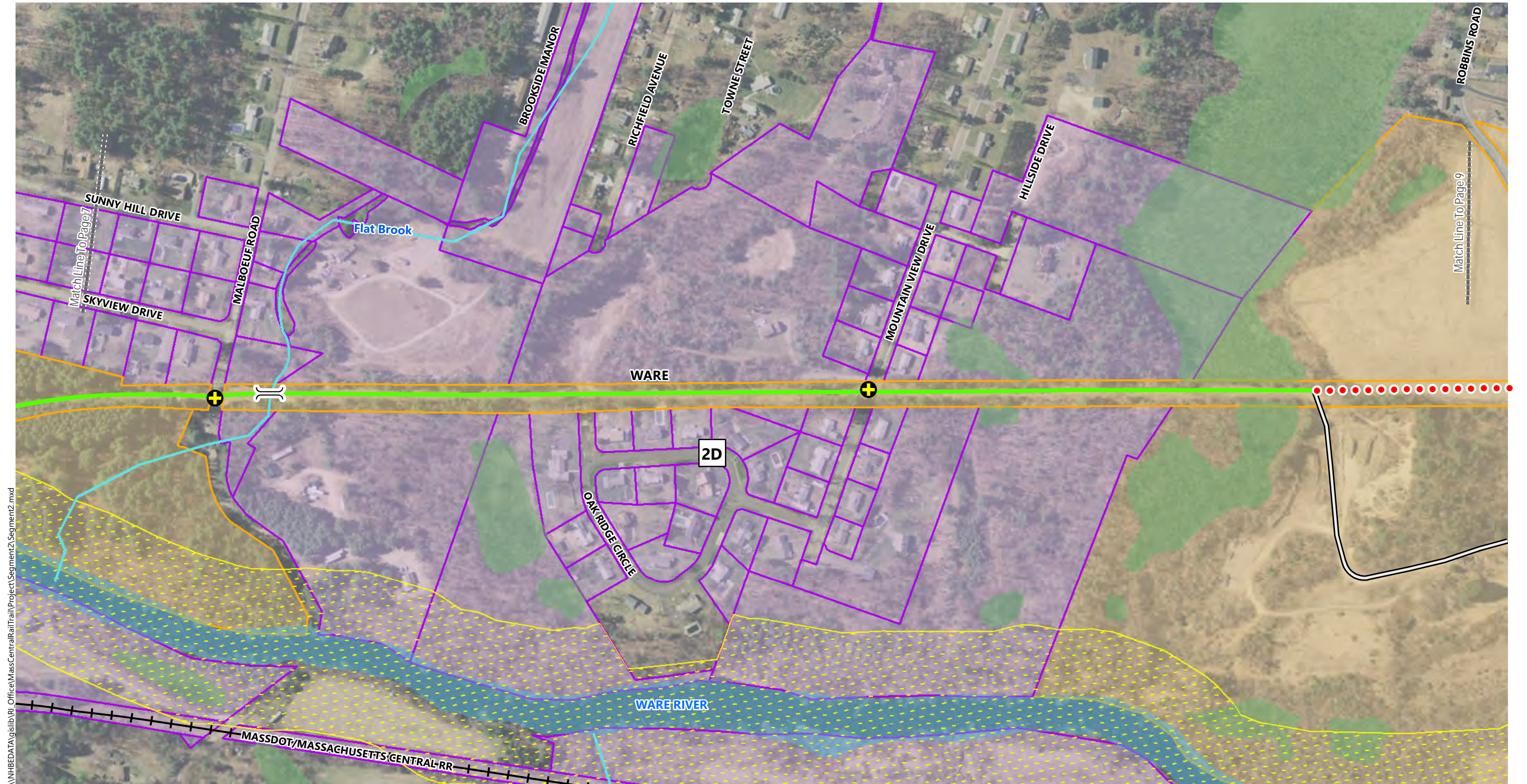
Massachusetts Central Rail Trail

- Existing Culvert
- Public Utility Lines
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- Railroad Crossing

Palmer to Rutland, Massachusetts

Segment 2
Page 7 of 36

Source Info: MassGIS, MassDOT, VHB



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- Existing MCRT
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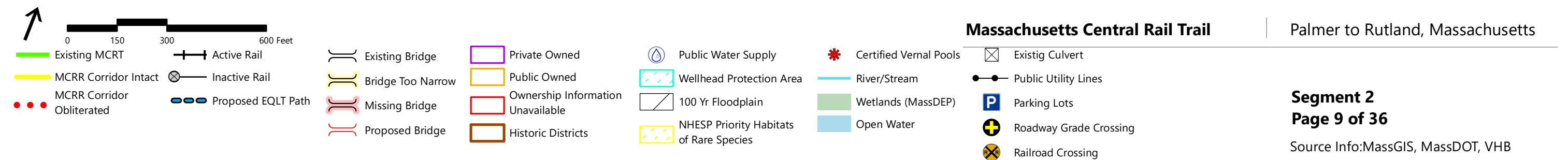
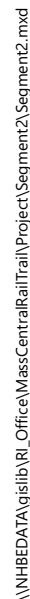
Massachusetts Central Rail Trail

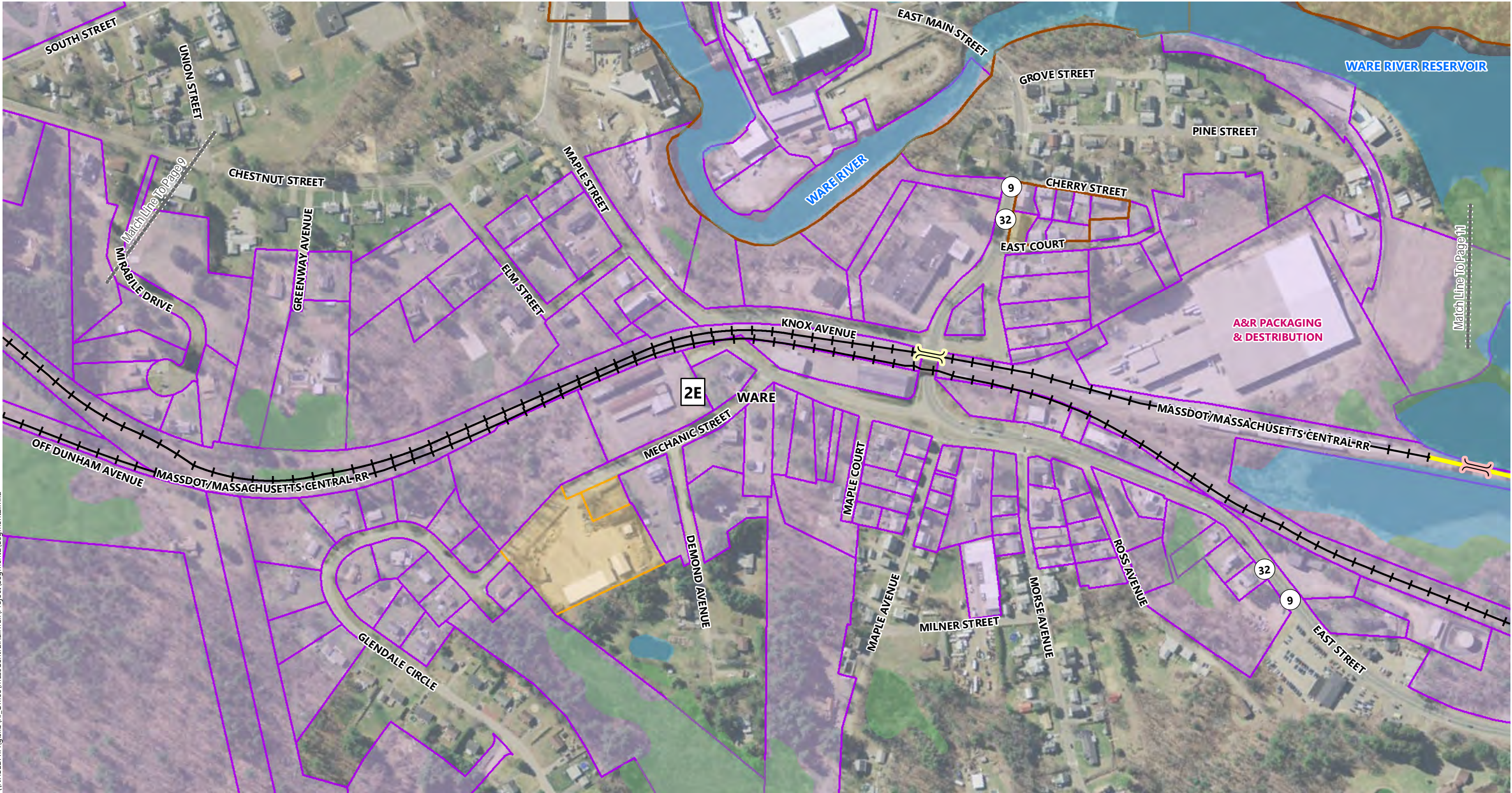
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Palmer to Rutland, Massachusetts

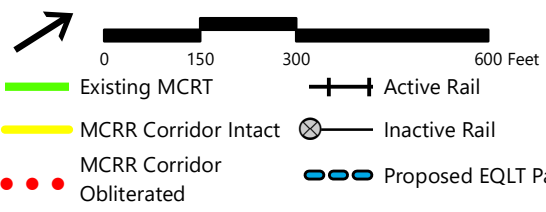
Segment 2
Page 8 of 36

Source Info: MassGIS, MassDOT, VHB





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- Existing MCRT
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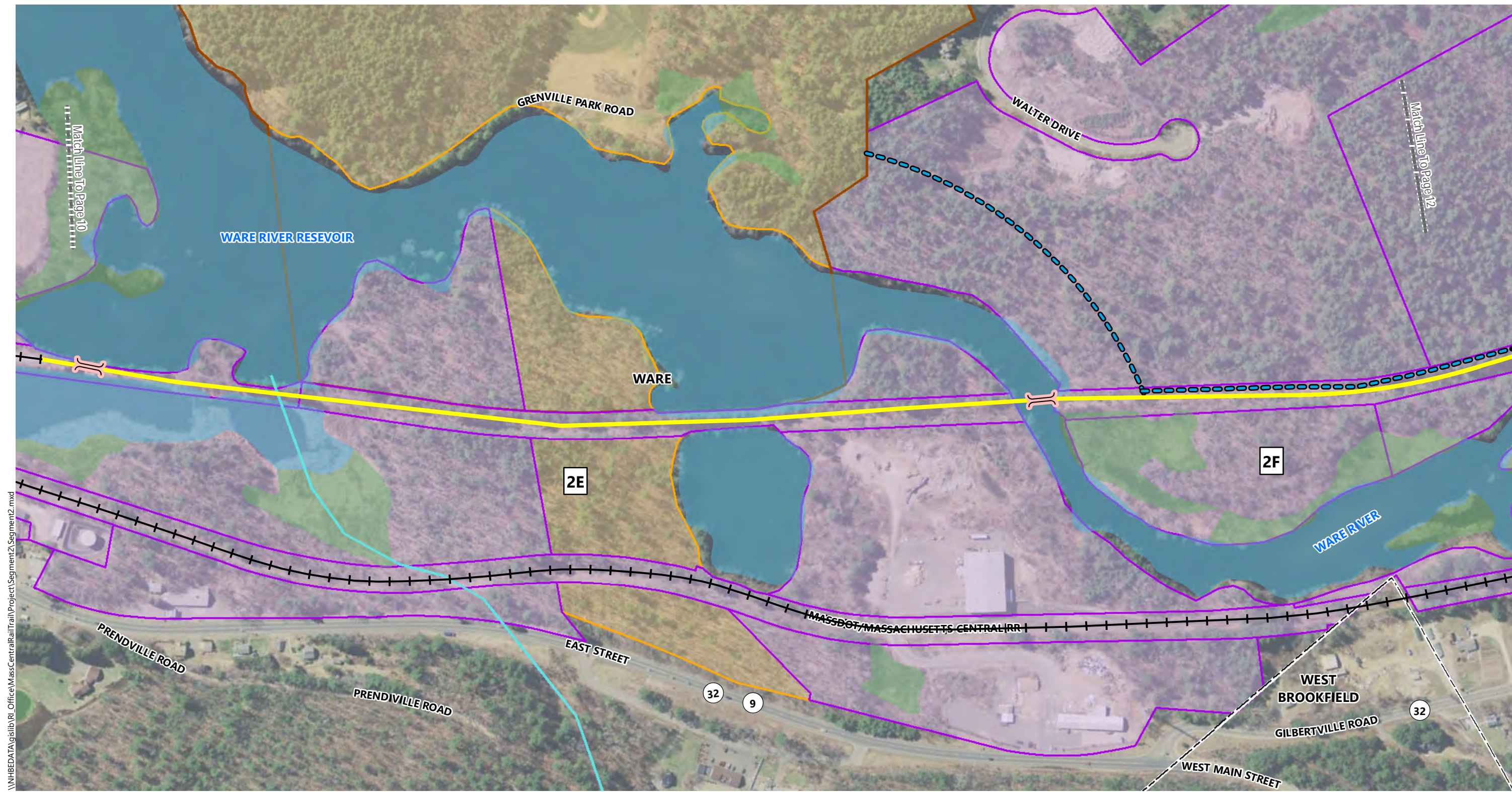
Massachusetts Central Rail Trail

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- Parking Lots
- Roadway Grade Crossing
- Railroad Crossing

Palmer to Rutland, Massachusetts

Segment 2
Page 10 of 36

Source Info:MassGIS, MassDOT, VHB



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- Open Water

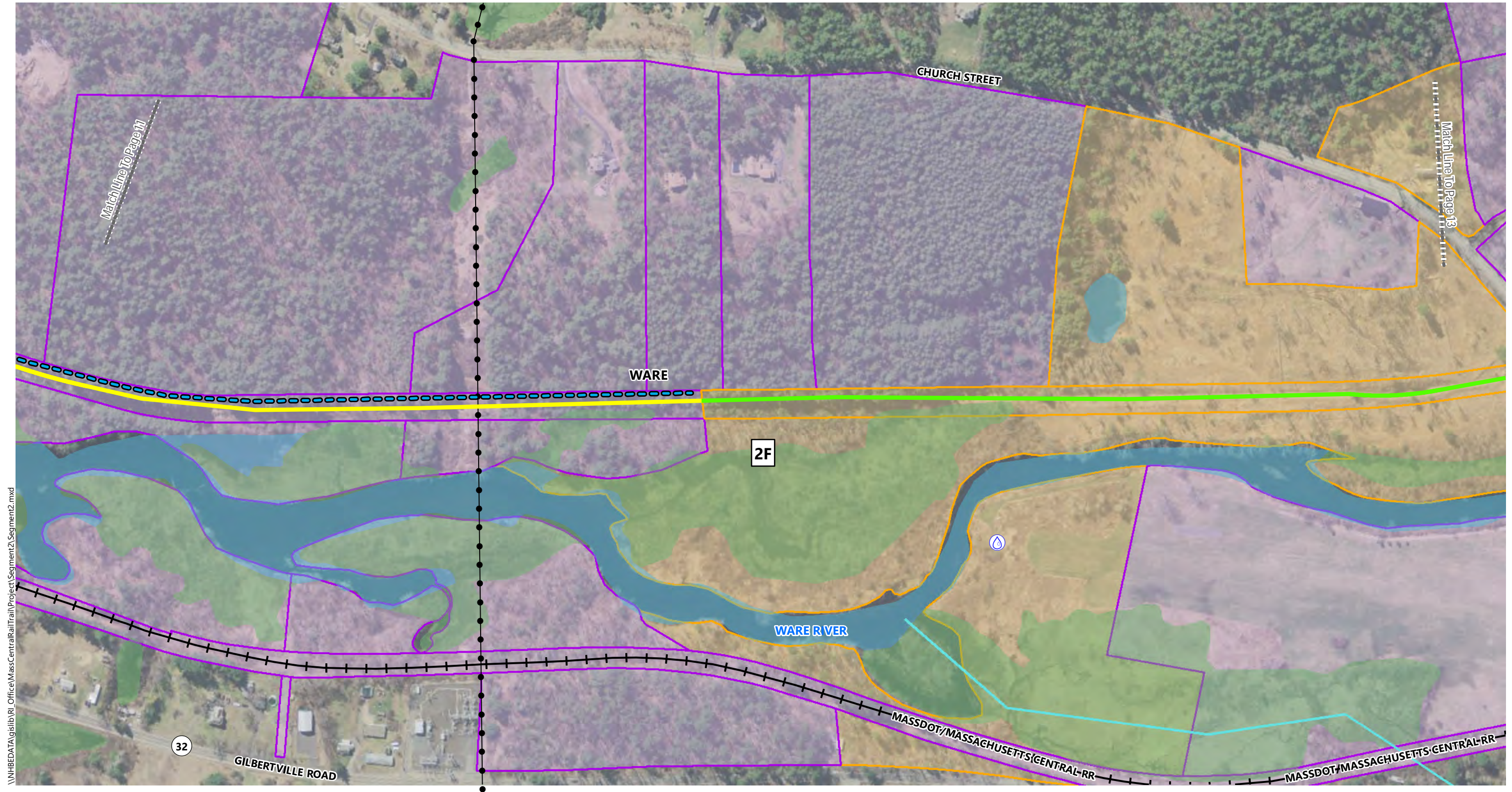
Massachusetts Central Rail Trail

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- Railroad Crossing

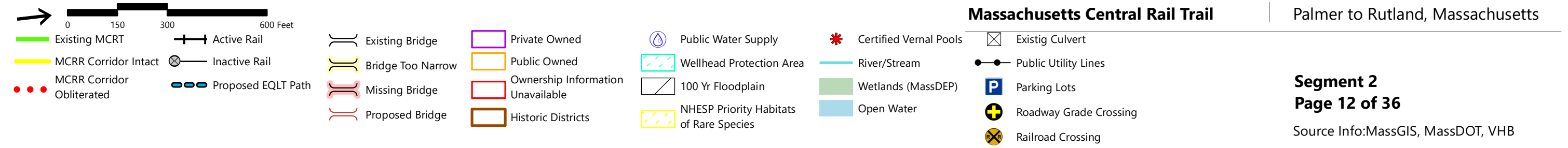
Palmer to Rutland, Massachusetts

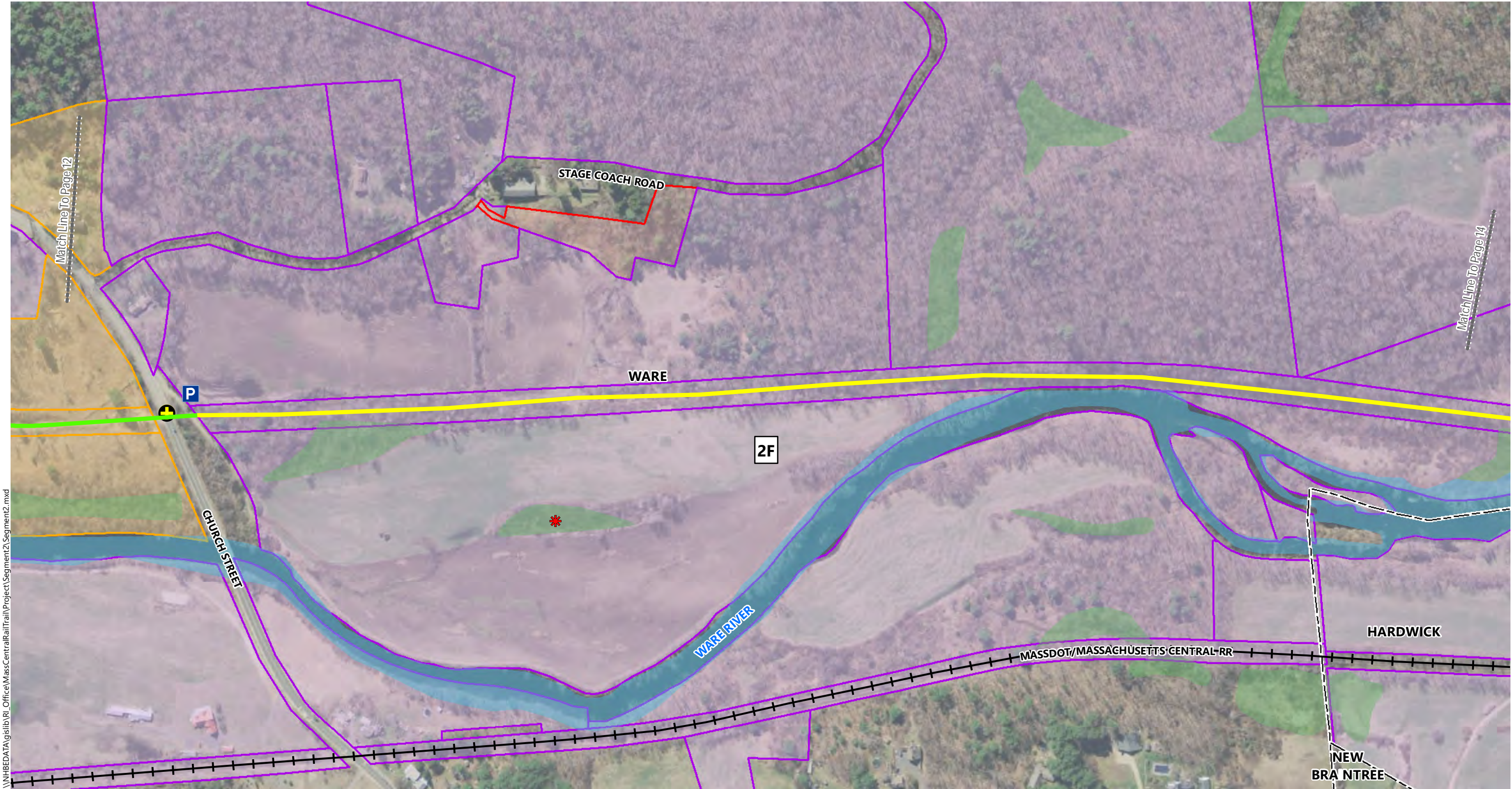
Segment 2
Page 11 of 36

Source Info:MassGIS, MassDOT, VHB

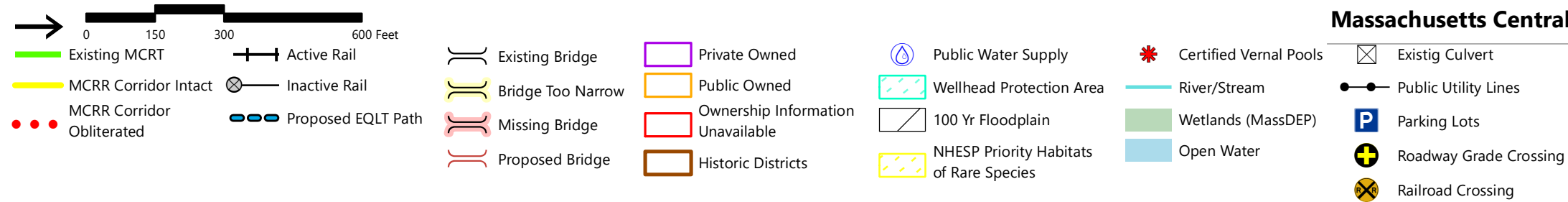


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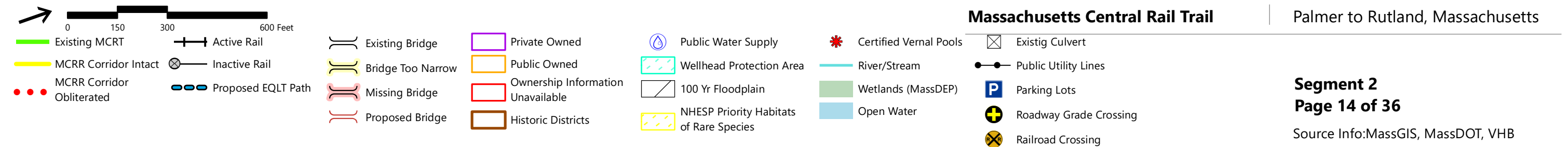
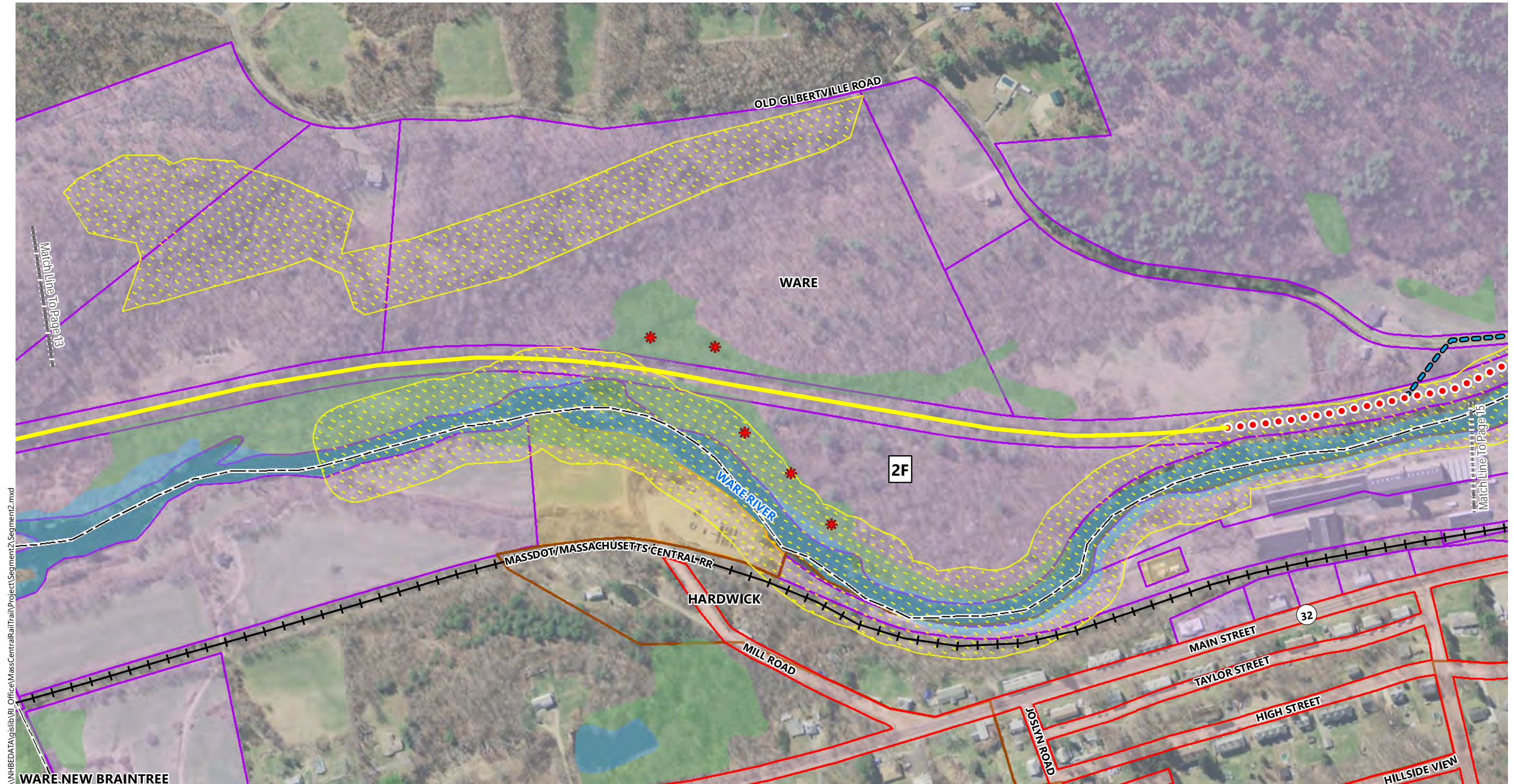


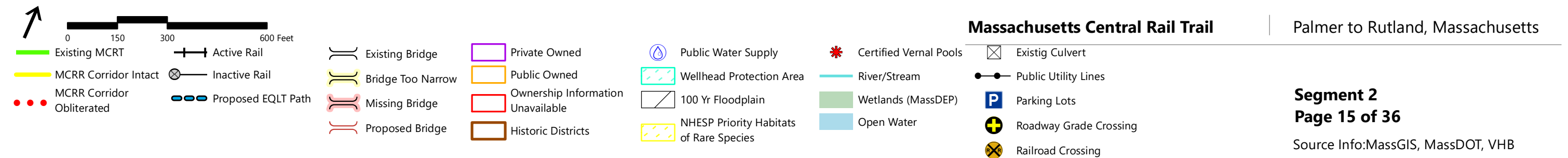
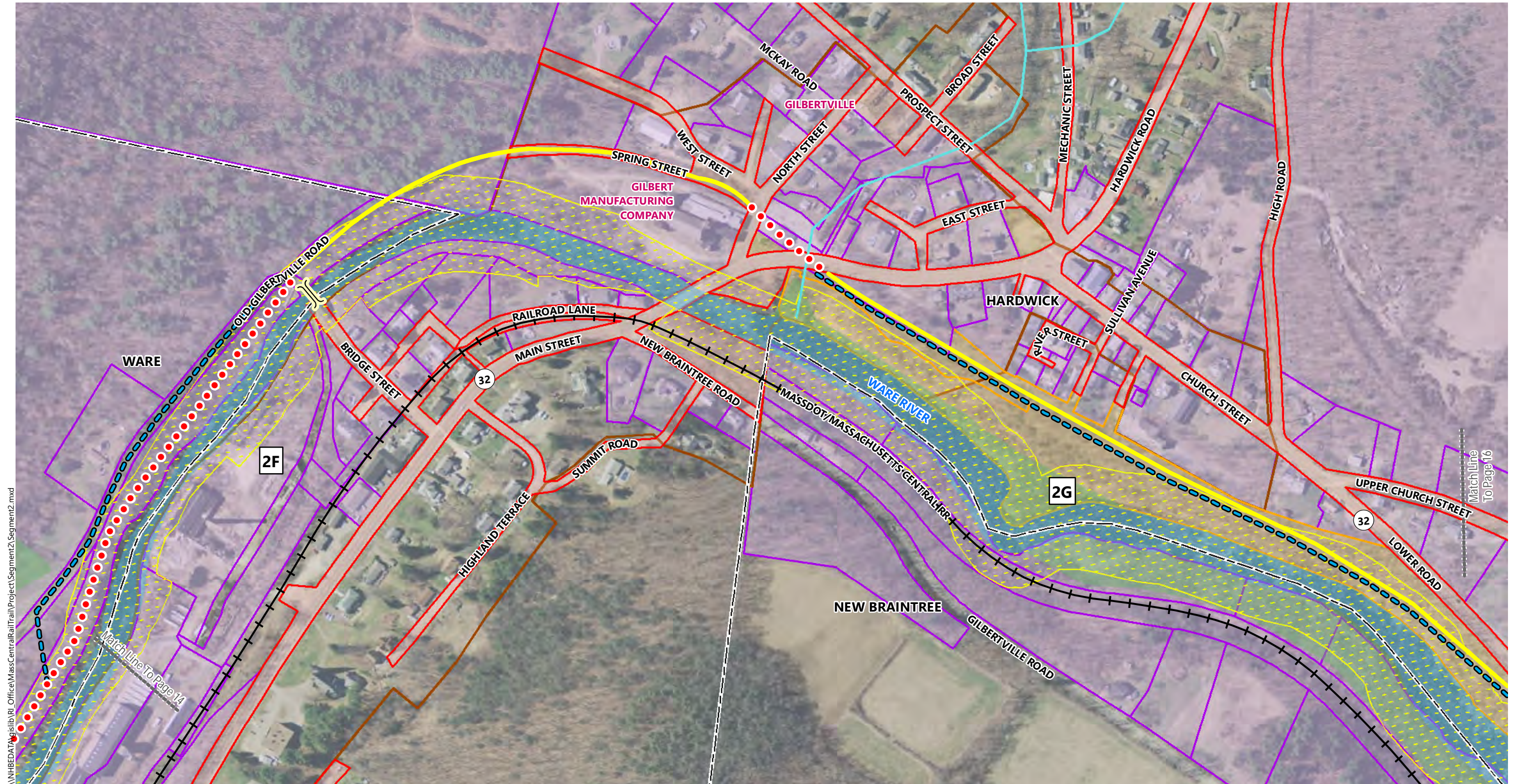
Massachusetts Central Rail Trail

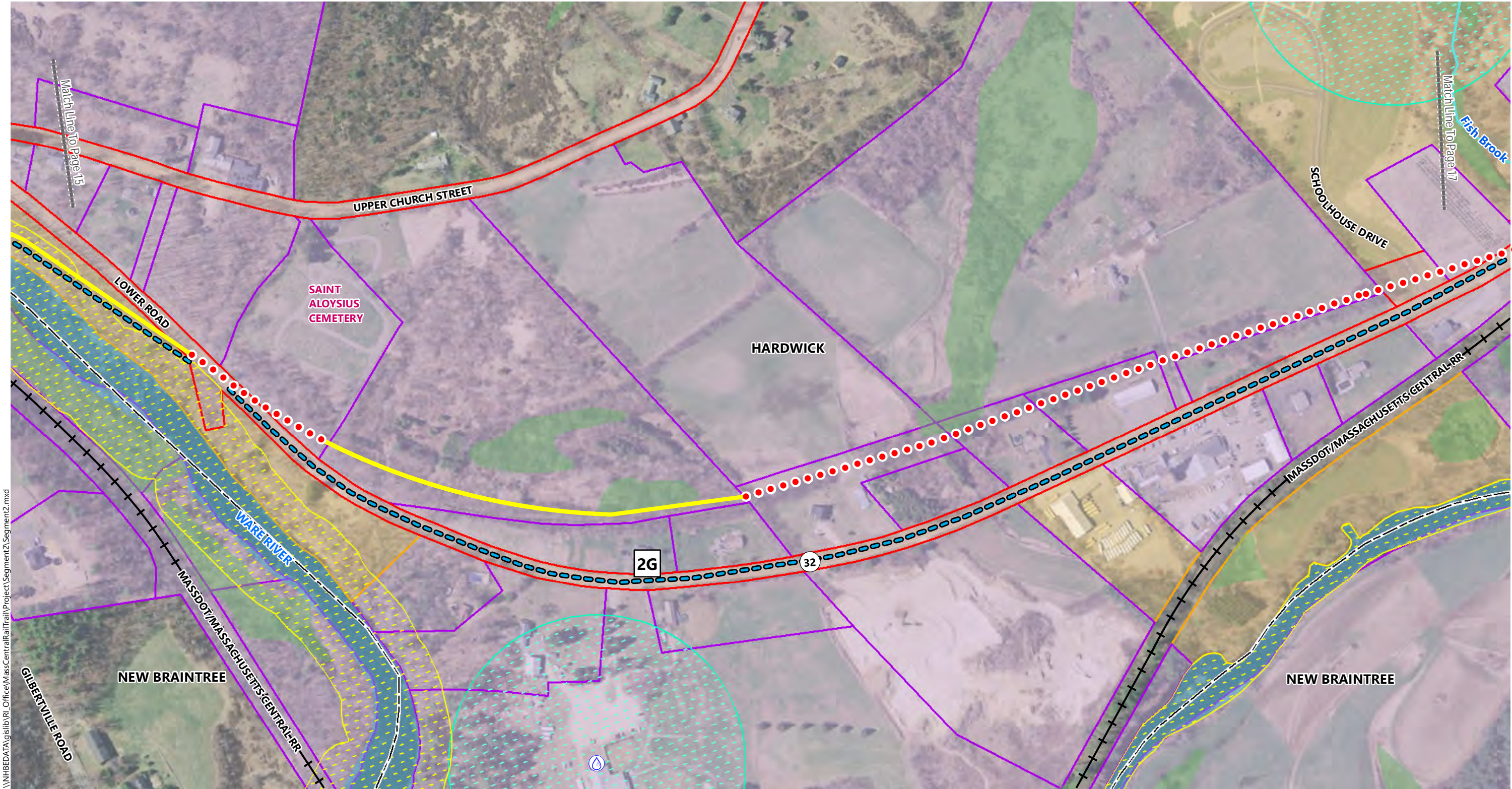
Palmer to Rutland, Massachusetts

Segment 2
Page 13 of 36

Source Info: MassGIS, MassDOT, VHB







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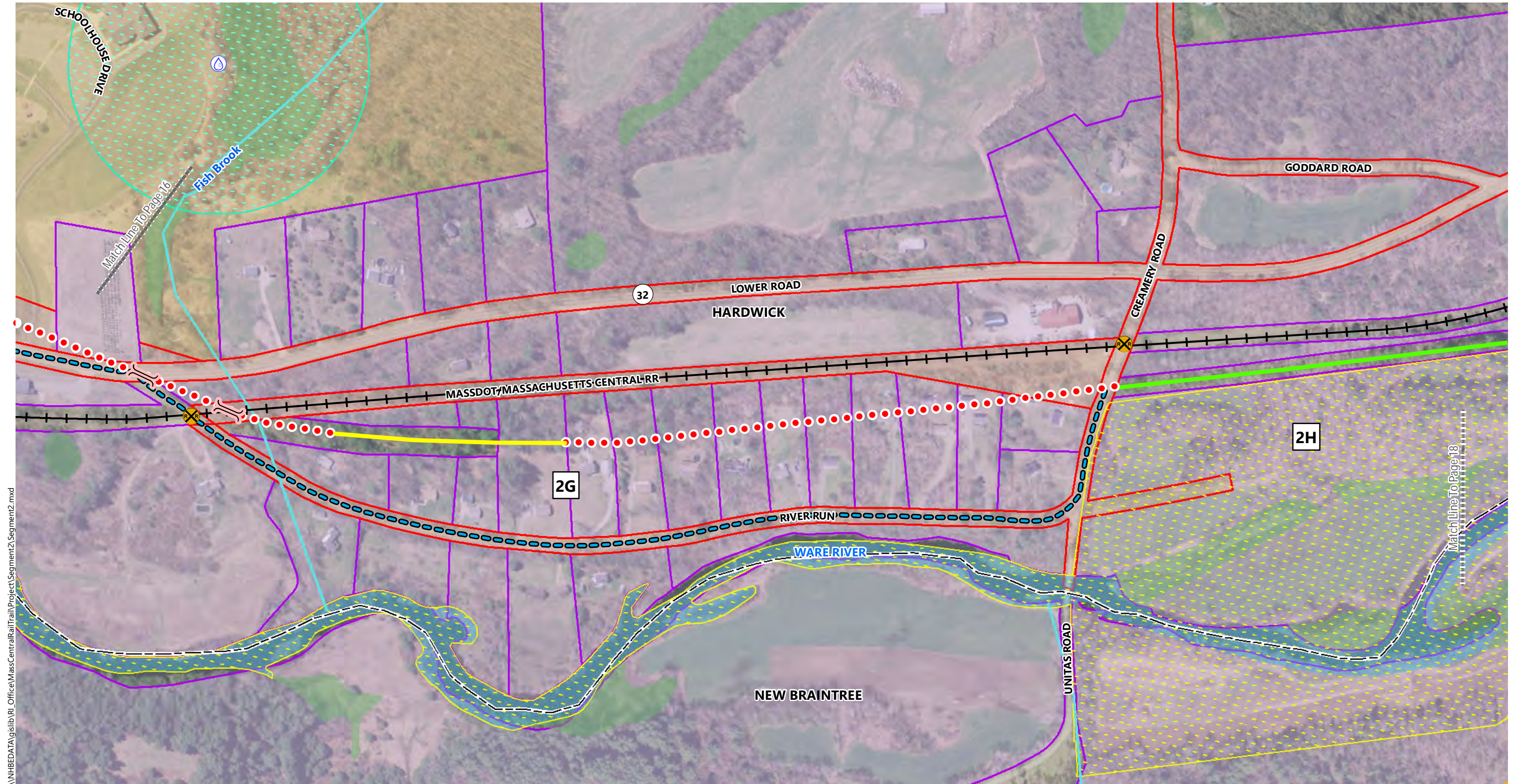
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|---------------------------|--------------------|-----------------------------------|---|------------------------|------------------------|
| Existing MCRT | Active Rail | Private Owned | Public Water Supply | Certified Vernal Pools | Existing Culvert |
| MCRR Corridor Intact | Inactive Rail | Public Owned | Wellhead Protection Area | River/Stream | Public Utility Lines |
| MCRR Corridor Obliterated | Proposed EQLT Path | Ownership Information Unavailable | 100 Yr Floodplain | Wetlands (MassDEP) | Parking Lots |
| | Existing Bridge | Historic Districts | NHESP Priority Habitats of Rare Species | Open Water | Roadway Grade Crossing |
| | Bridge Too Narrow | | | | Railroad Crossing |
| | Missing Bridge | | | | |
| | Proposed Bridge | | | | |

Massachusetts Central Rail Trail

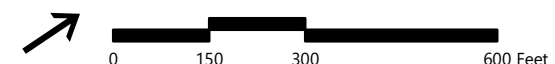
Palmer to Rutland, Massachusetts

Segment 2
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Source Info: MassGIS, MassDOT, VHB



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- Existing MCRT
- MCRR Corridor Intact
- MCRR Corridor Obliterated
- Active Rail
- Inactive Rail
- Proposed EQLT Path

- Existing Bridge
- Bridge Too Narrow
- Missing Bridge
- Proposed Bridge

- Private Owned
- Public Owned
- Ownership Information Unavailable
- Historic Districts

- Public Water Supply
- Wellhead Protection Area
- 100 Yr Floodplain
- NHESP Priority Habitats of Rare Species

- Certified Vernal Pools
- River/Stream
- Wetlands (MassDEP)
- Open Water

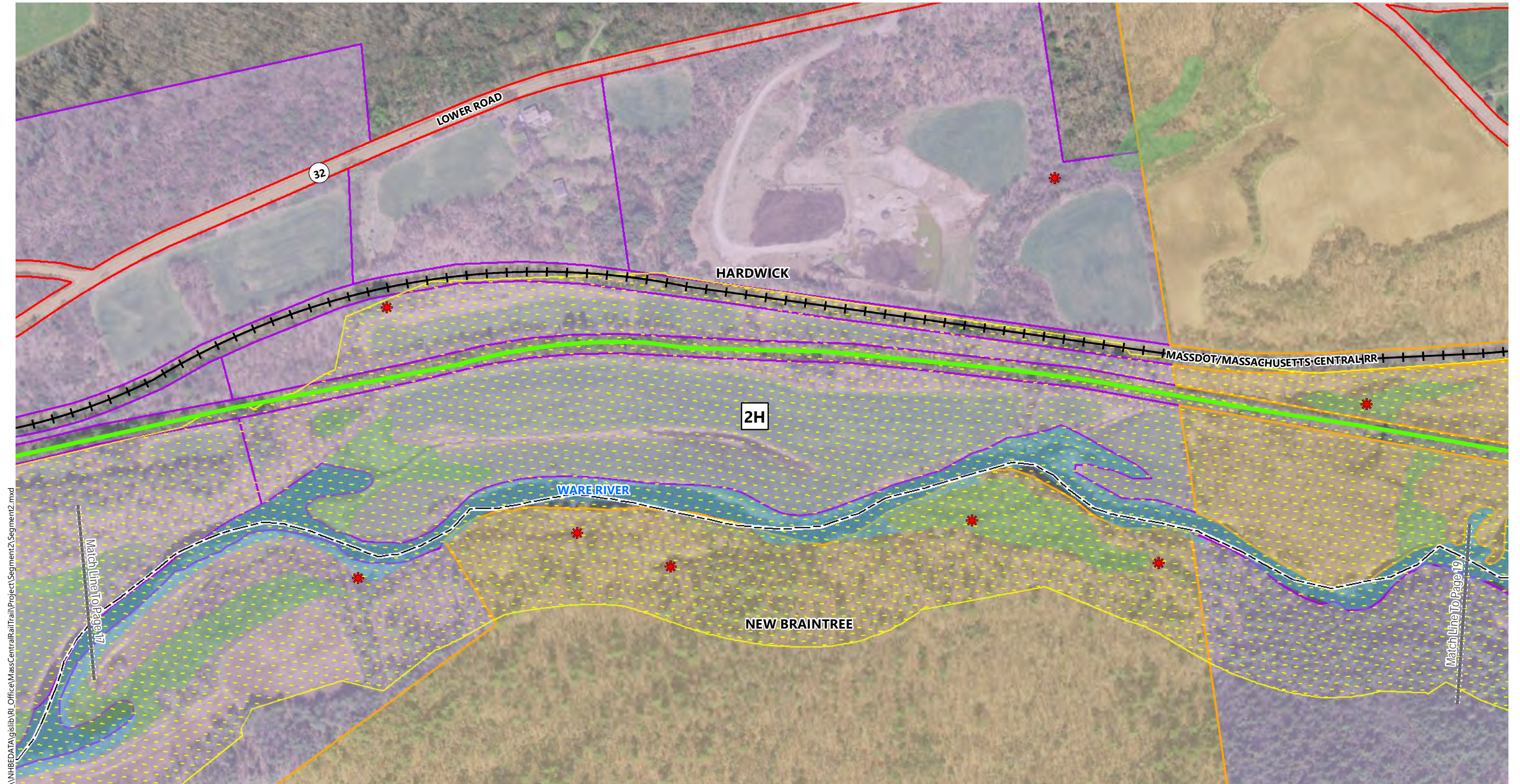
Massachusetts Central Rail Trail

- Existig Culvert
- Public Utility Lines
- Parking Lots
- Roadway Grade Crossing
- Railroad Crossing

Palmer to Rutland, Massachusetts

Segment 2
Page 17 of 36

Source Info: MassGIS, MassDOT, VHB



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- Existing MCRT
- MCRRT Corridor Intact
- MCRRT Corridor Obliterated
- + + Active Rail
- ⊗ Inactive Rail
- Proposed EQLT Path

- || Existing Bridge
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- Ownership Information Unavailable
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- ⦿ Public Water Supply
- Wellhead Protection Area
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- ✱ Certified Vernal Pools
- River/Stream
- Wetlands (MassDEP)
- Open Water

Massachusetts Central Rail Trail

- Existig Culvert
- Public Utility Lines
- P Parking Lots
- + Roadway Grade Crossing
- ✕ Railroad Crossing

Palmer to Rutland, Massachusetts

Segment 2 Page 18 of 36

Source Info: MassGIS, MassDOT, VHB



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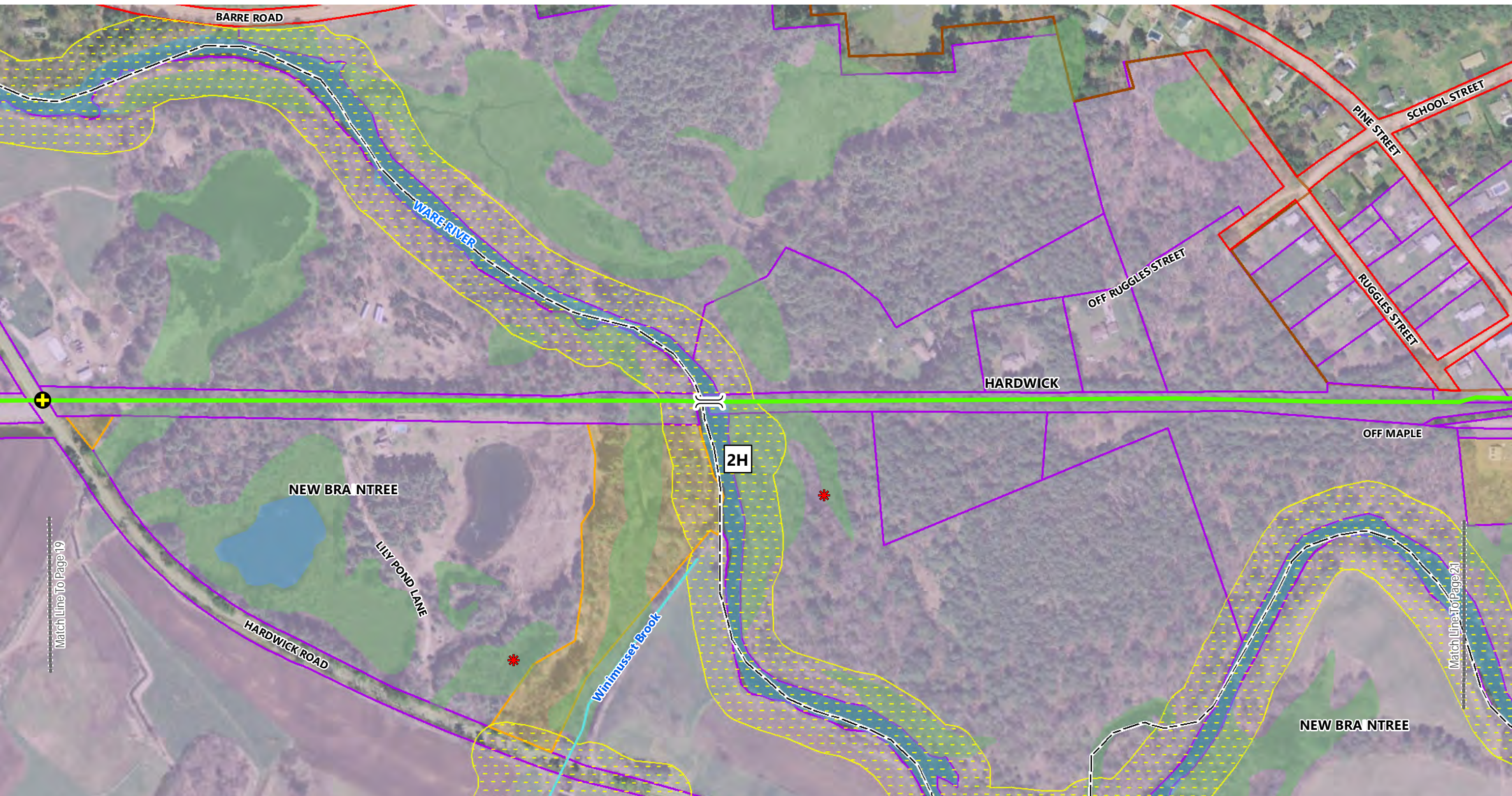
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|--|--|---|--|---|--|--|

Massachusetts Central Rail Trail

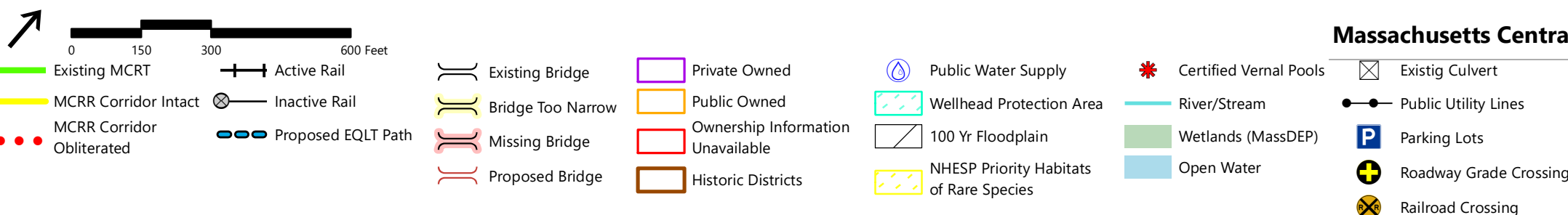
Palmer to Rutland, Massachusetts

Segment 2
Page 19 of 36

Source Info: MassGIS, MassDOT, VHB

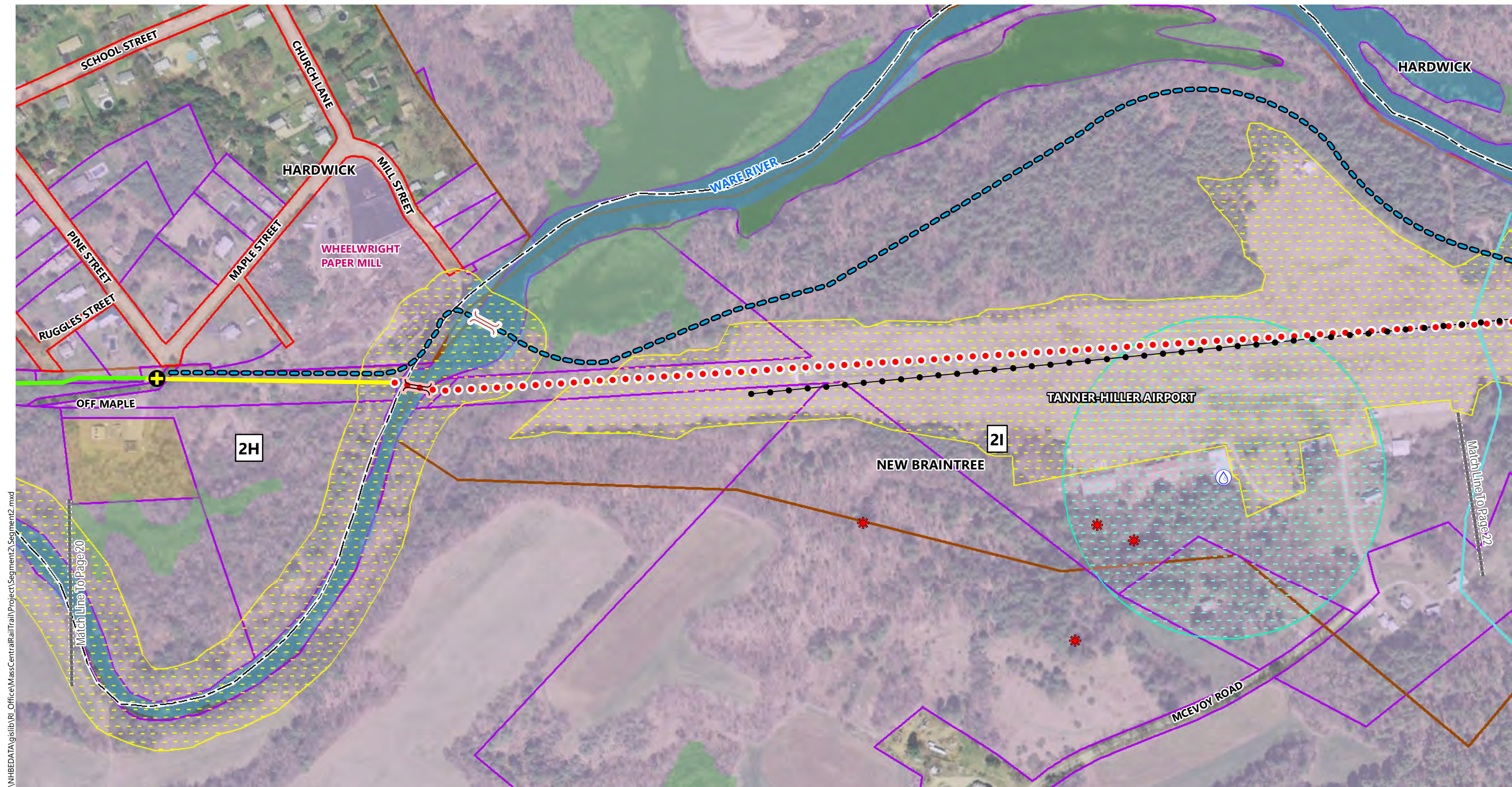


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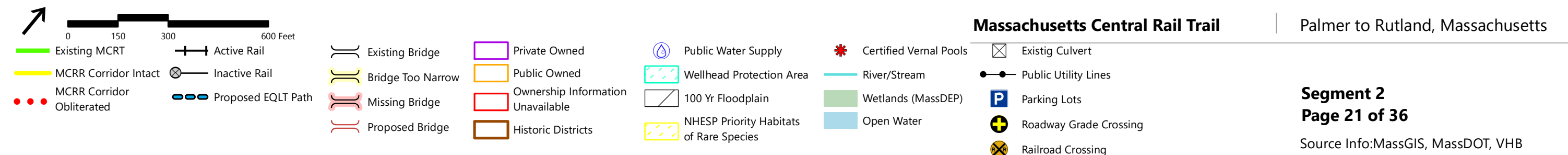


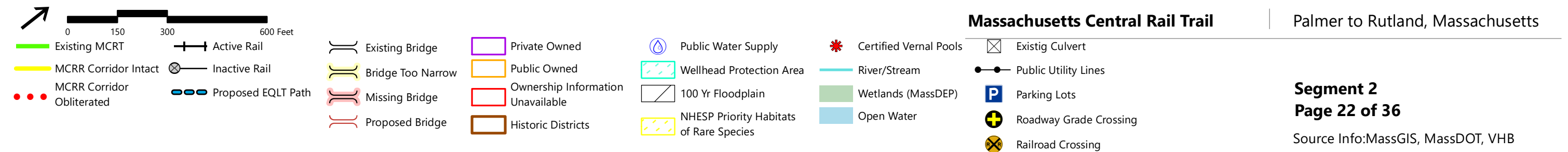
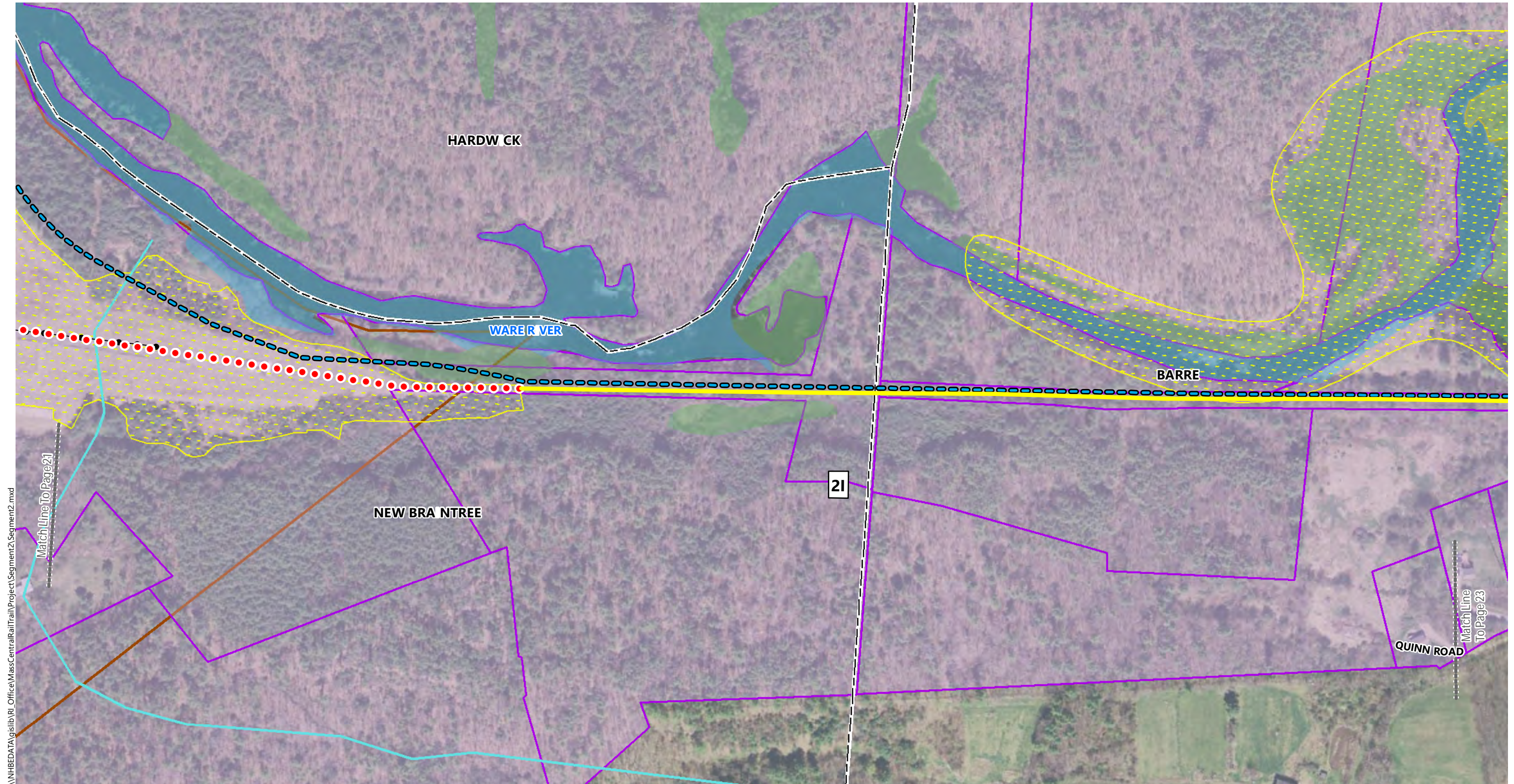
Massachusetts Central Rail Trail

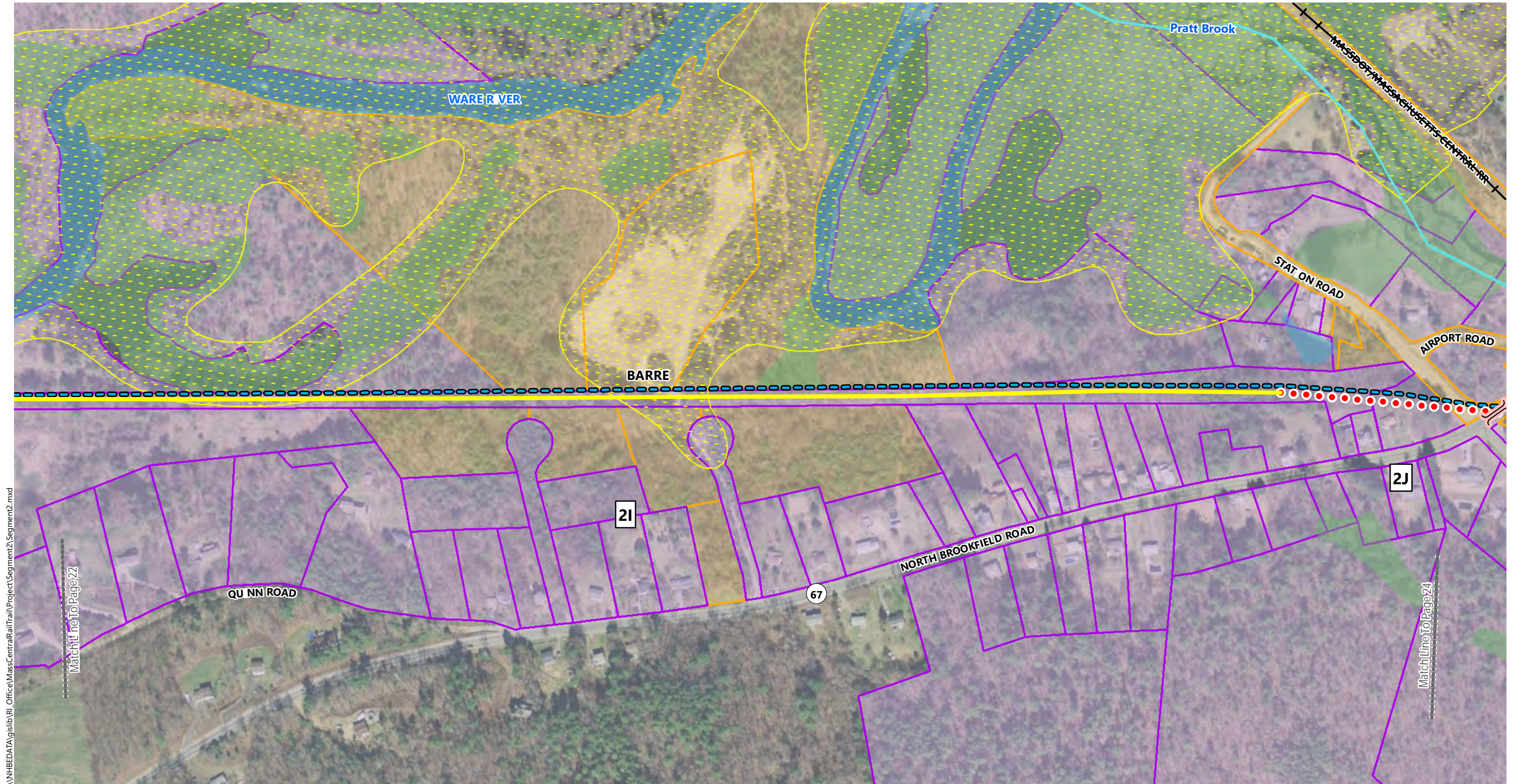
Palmer to Rutland, Massachusetts



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- Existing MCRT
- MCRR Corridor Intact
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- + — Active Rail
- ⊗ — Inactive Rail
- - - Proposed EQLT Path

- || Existing Bridge
- || Bridge Too Narrow
- || Missing Bridge
- || Proposed Bridge

- Private Owned
- Public Owned
- Ownership Information Unavailable
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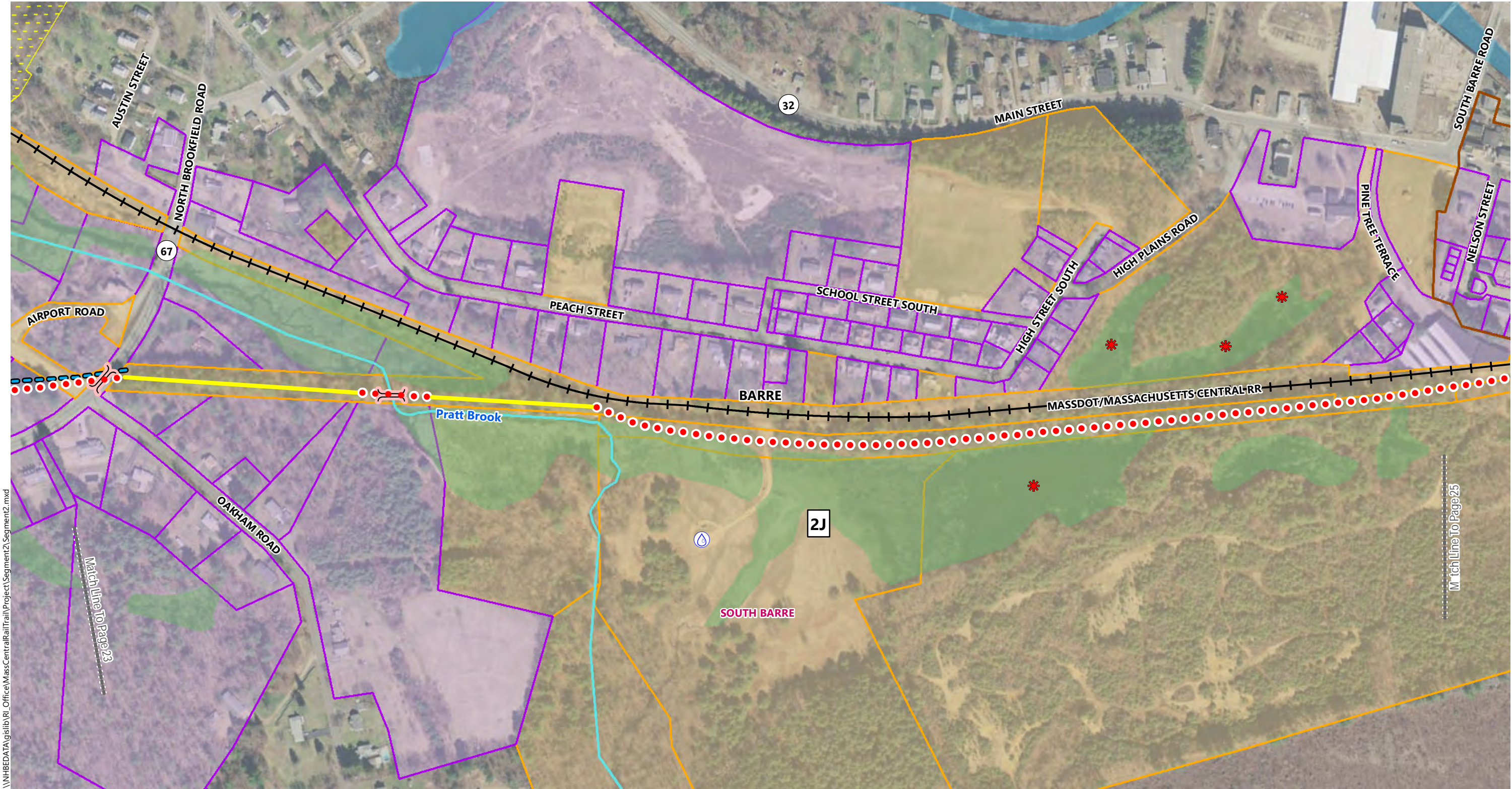
Massachusetts Central Rail Trail

- Existing Culvert
- Public Utility Lines
- P Parking Lots
- + Roadway Grade Crossing
- X Railroad Crossing

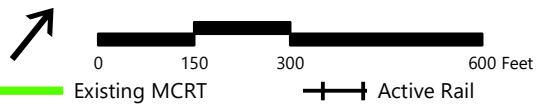
Palmer to Rutland, Massachusetts

Segment 2
Page 23 of 36

Source Info: MassGIS, MassDOT, VHB



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- Existing MCRT
- MCRR Corridor Intact
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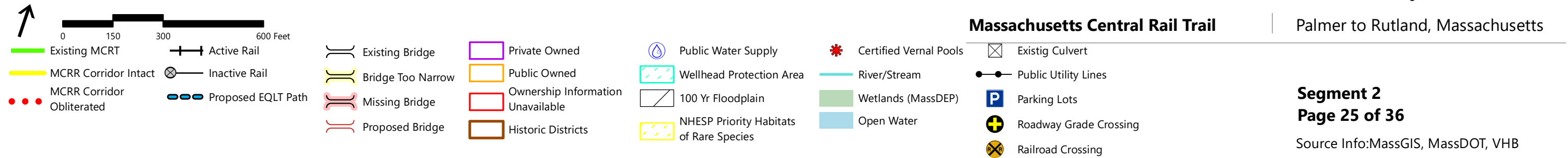
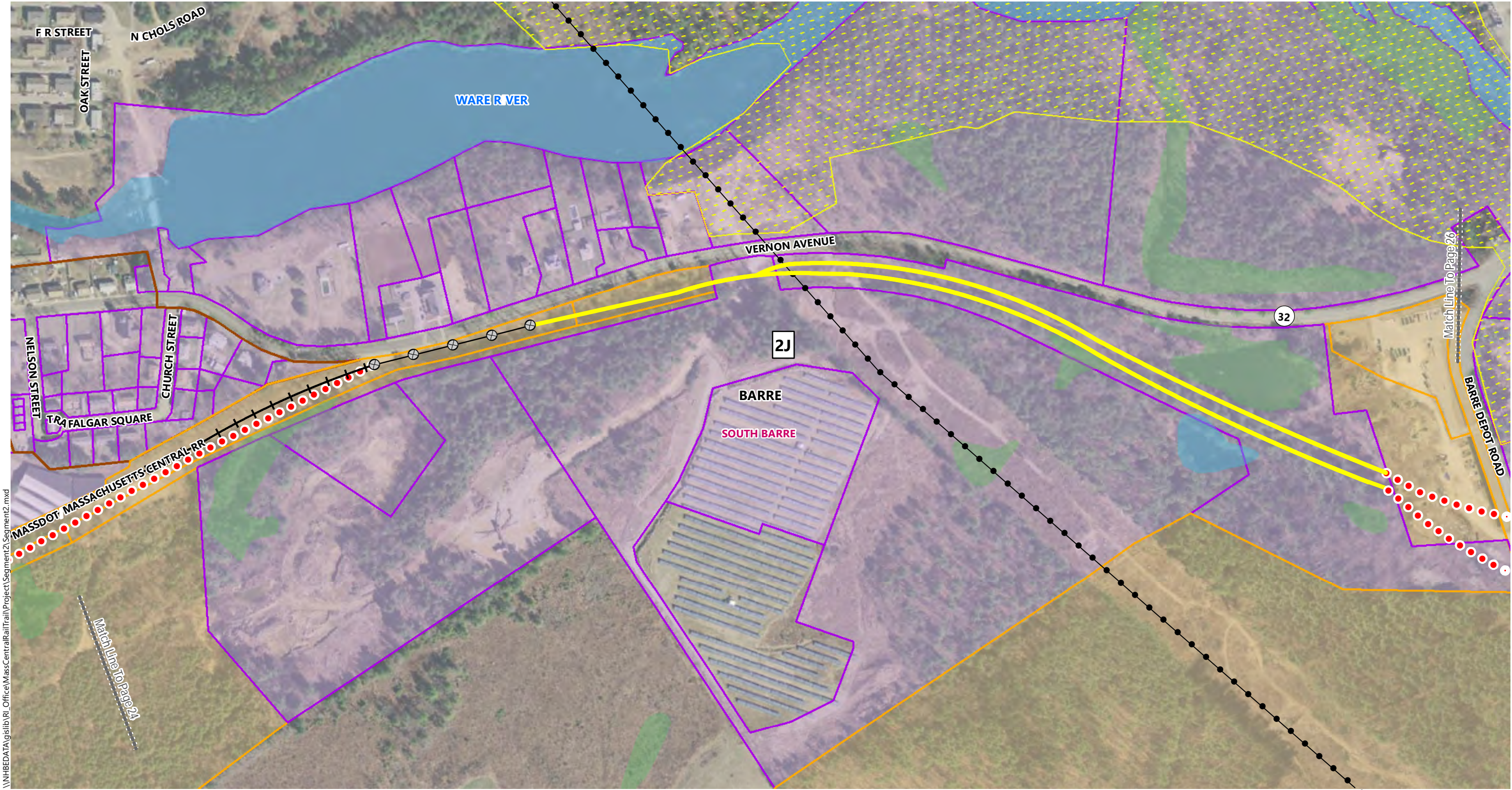
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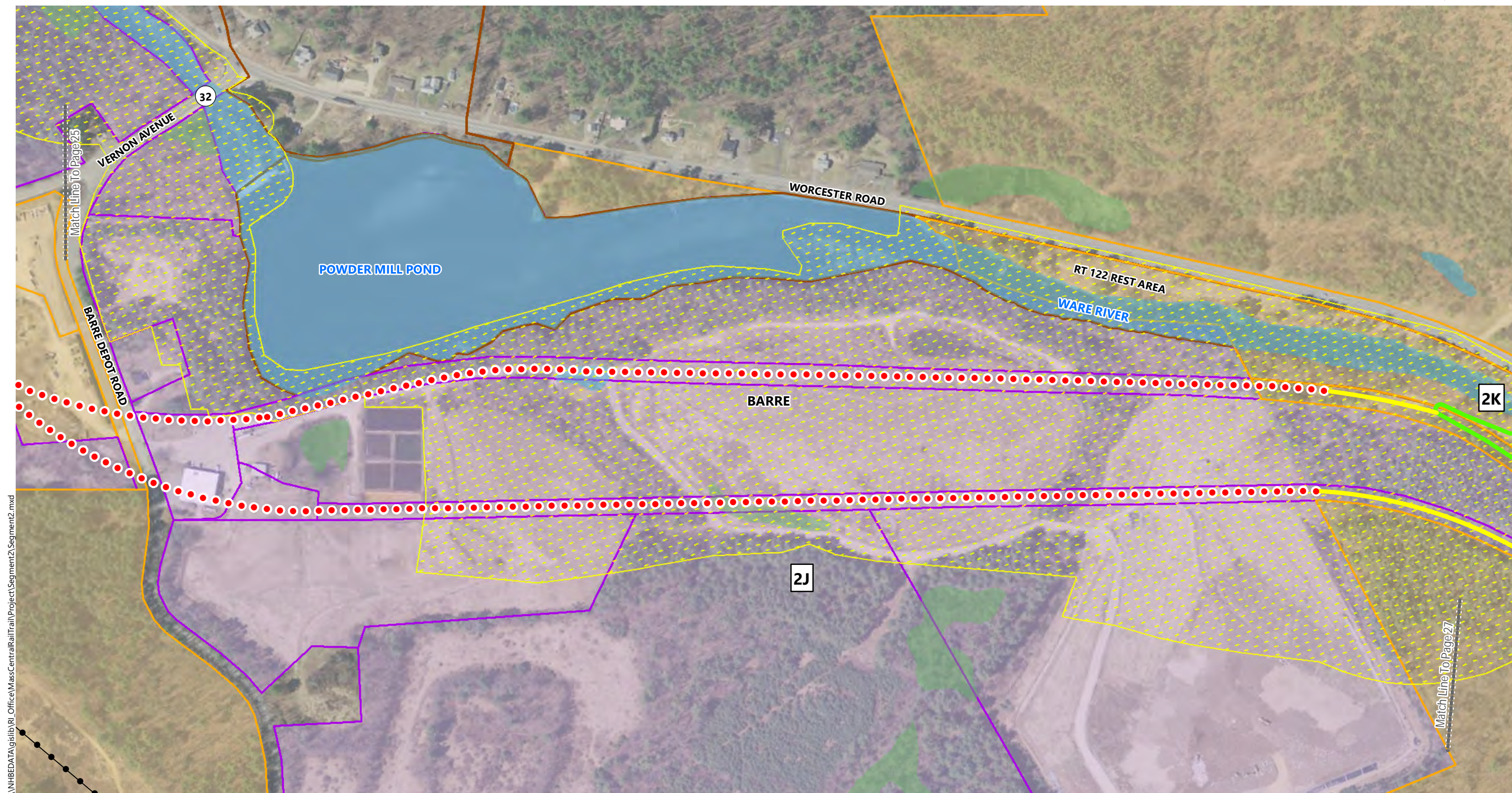
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- Open Water

Massachusetts Central Rail Trail

- Existig Culvert
- Public Utility Lines
- Parking Lots
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- Railroad Crossing

Palmer to Rutland, Massachusetts





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|---------------------------|--------------------|-------------------|-----------------------------------|
| Existing MCRT | Active Rail | Existing Bridge | Private Owned |
| MCRR Corridor Intact | Inactive Rail | Bridge Too Narrow | Public Owned |
| MCRR Corridor Obliterated | Proposed EQLT Path | Missing Bridge | Ownership Information Unavailable |
| | | Proposed Bridge | Historic Districts |

- | | |
|---|------------------------|
| Public Water Supply | Certified Vernal Pools |
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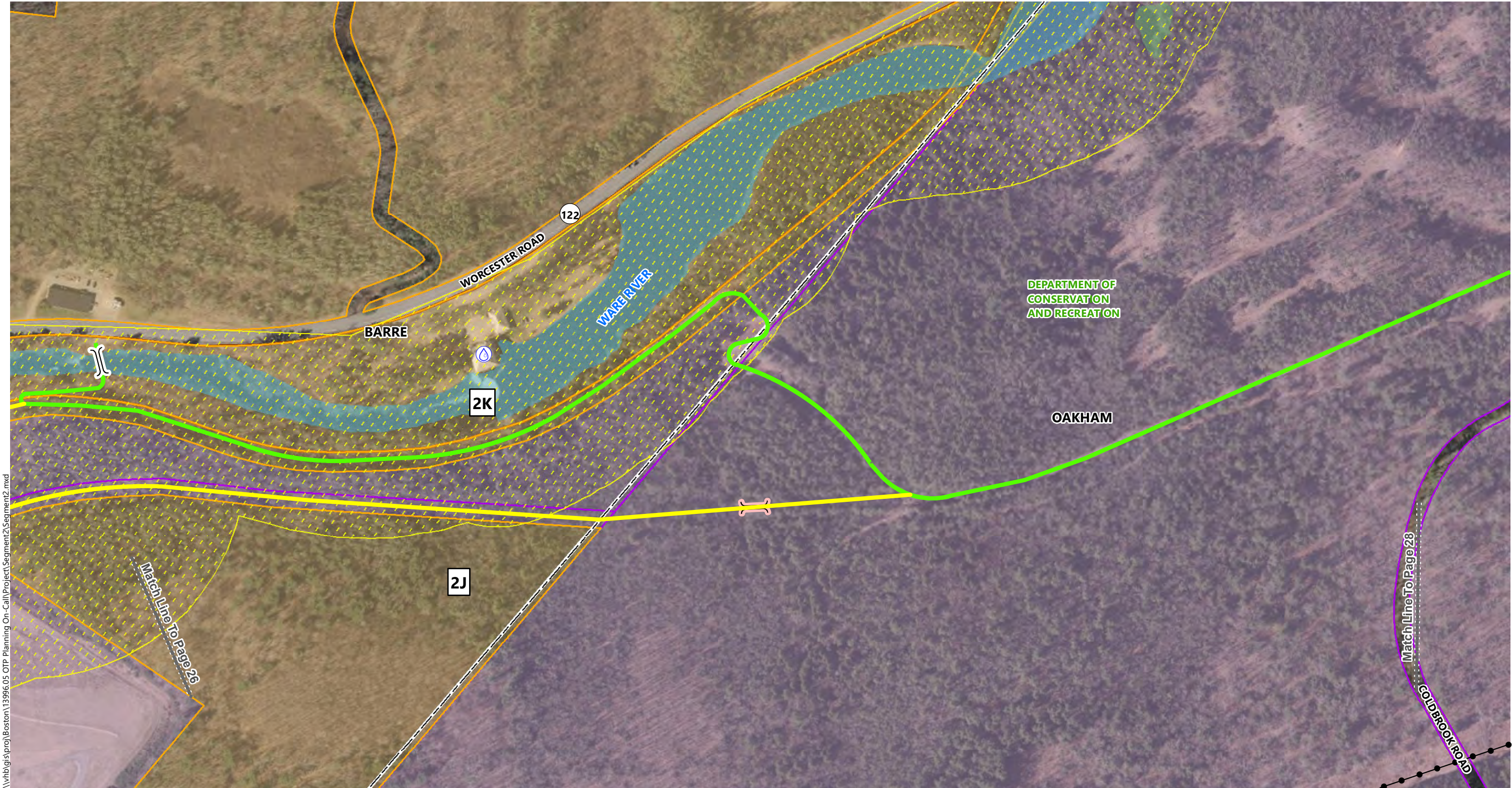
Massachusetts Central Rail Trail

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|------------------------|
| Existig Culvert |
| Public Utility Lines |
| Parking Lots |
| Roadway Grade Crossing |
| Railroad Crossing |

Palmer to Rutland, Massachusetts

Segment 2 Page 26 of 36

Source Info: MassGIS, MassDOT, VHB



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- MCRR Corridor Intact
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Palmer to Rutland, Massachusetts



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0 150 300 600 Feet

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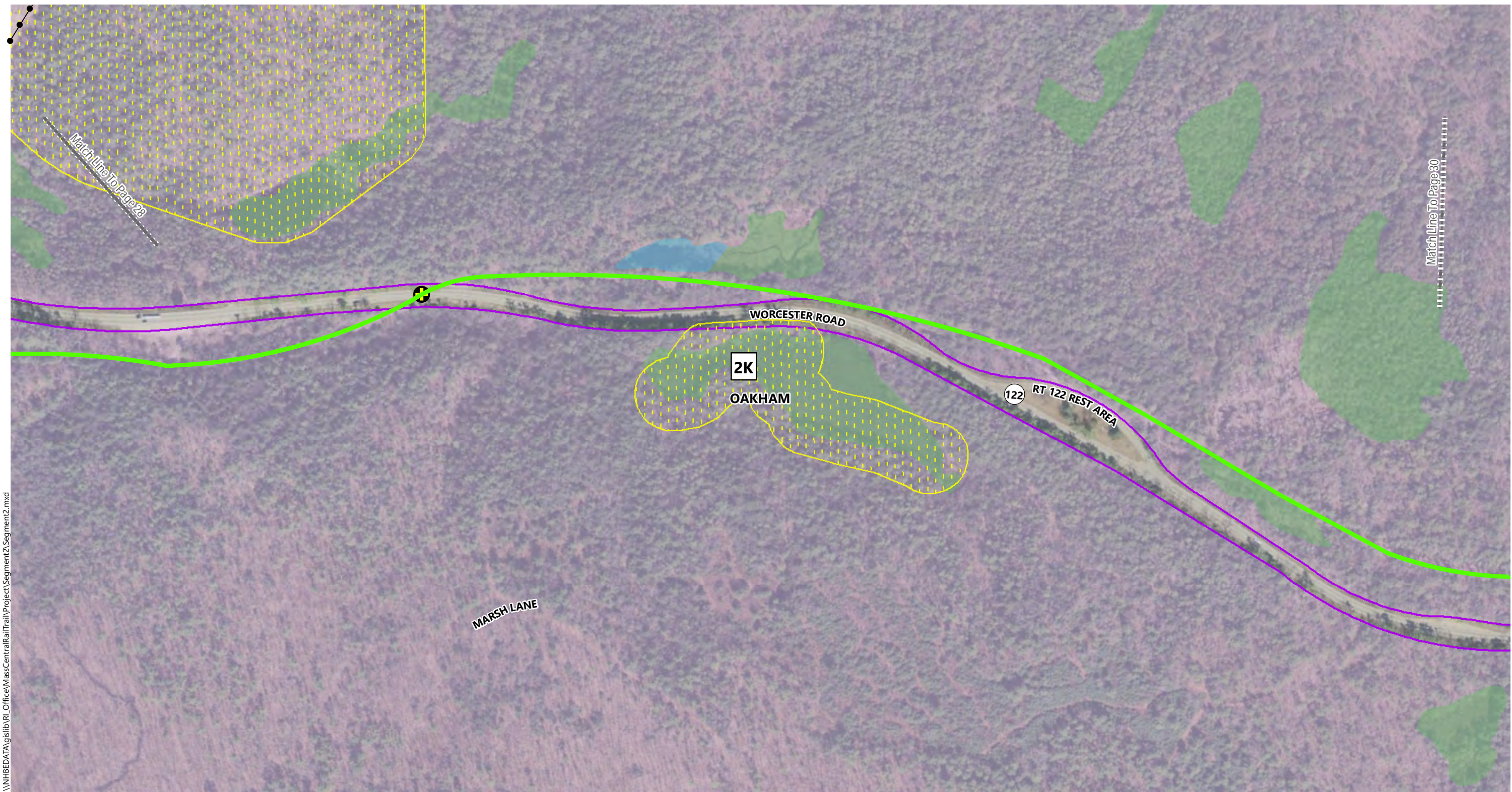
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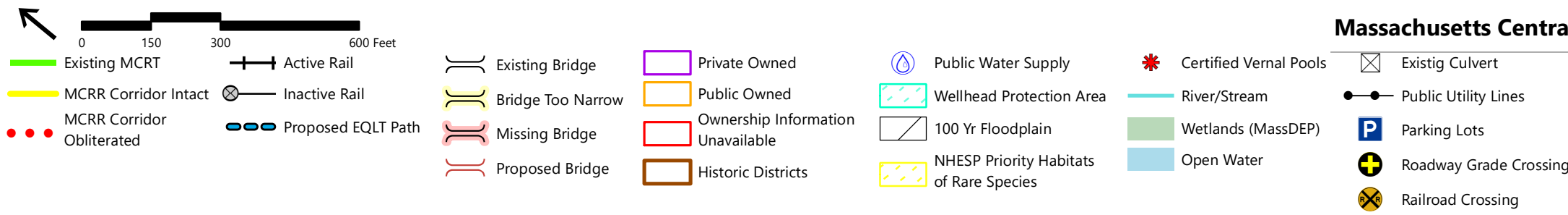
Palmer to Rutland, Massachusetts

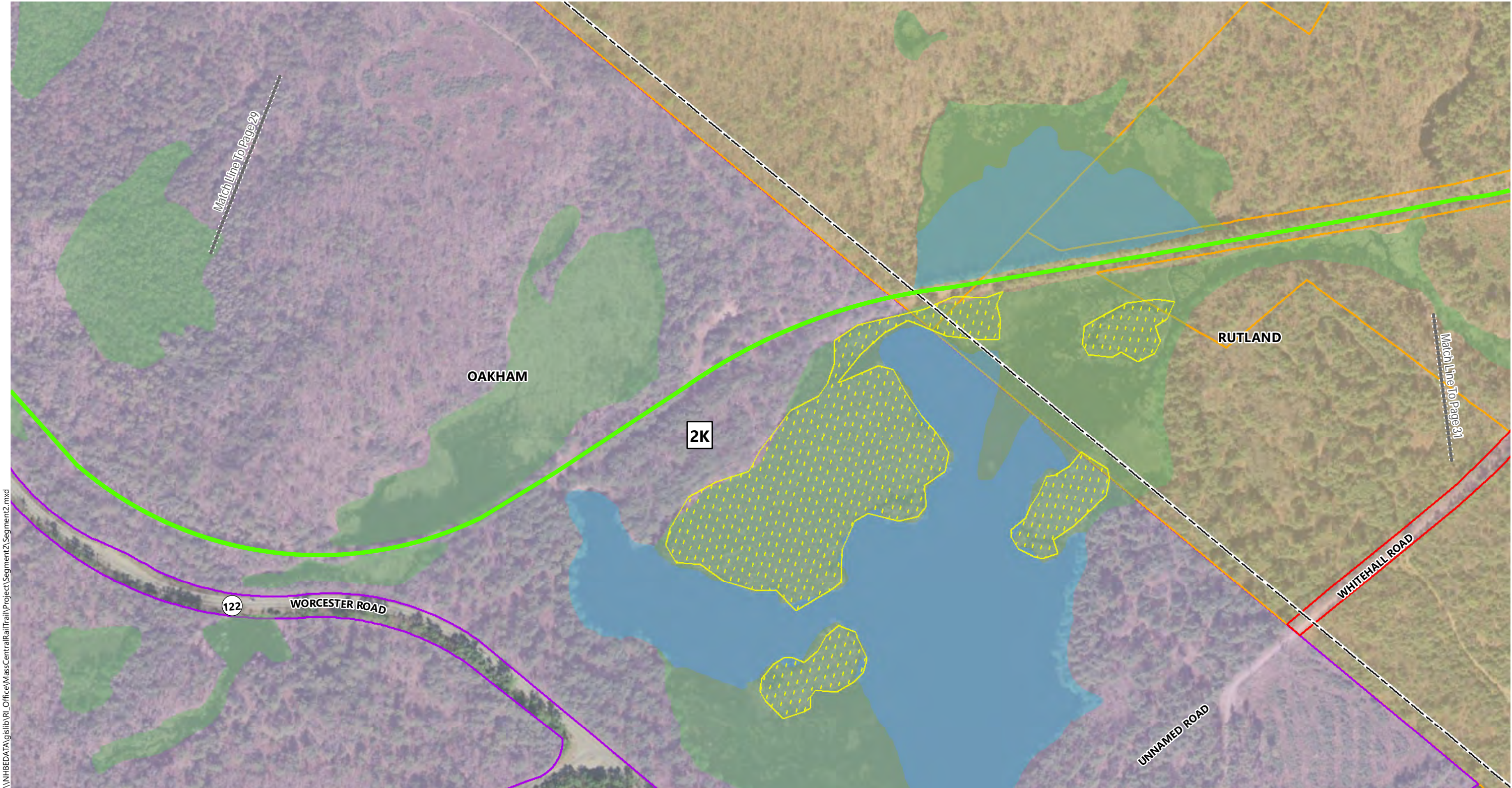
Segment 2
Page 28 of 36

Source Info:MassGIS, MassDOT, VHB

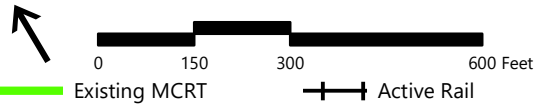


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- NHESP Priority Habitats of Rare Species

- Certified Vernal Pools
- River/Stream
- Wetlands (MassDEP)
- Open Water

Massachusetts Central Rail Trail

- Existig Culvert
- Public Utility Lines
- Parking Lots
- Roadway Grade Crossing
- Railroad Crossing

Palmer to Rutland, Massachusetts



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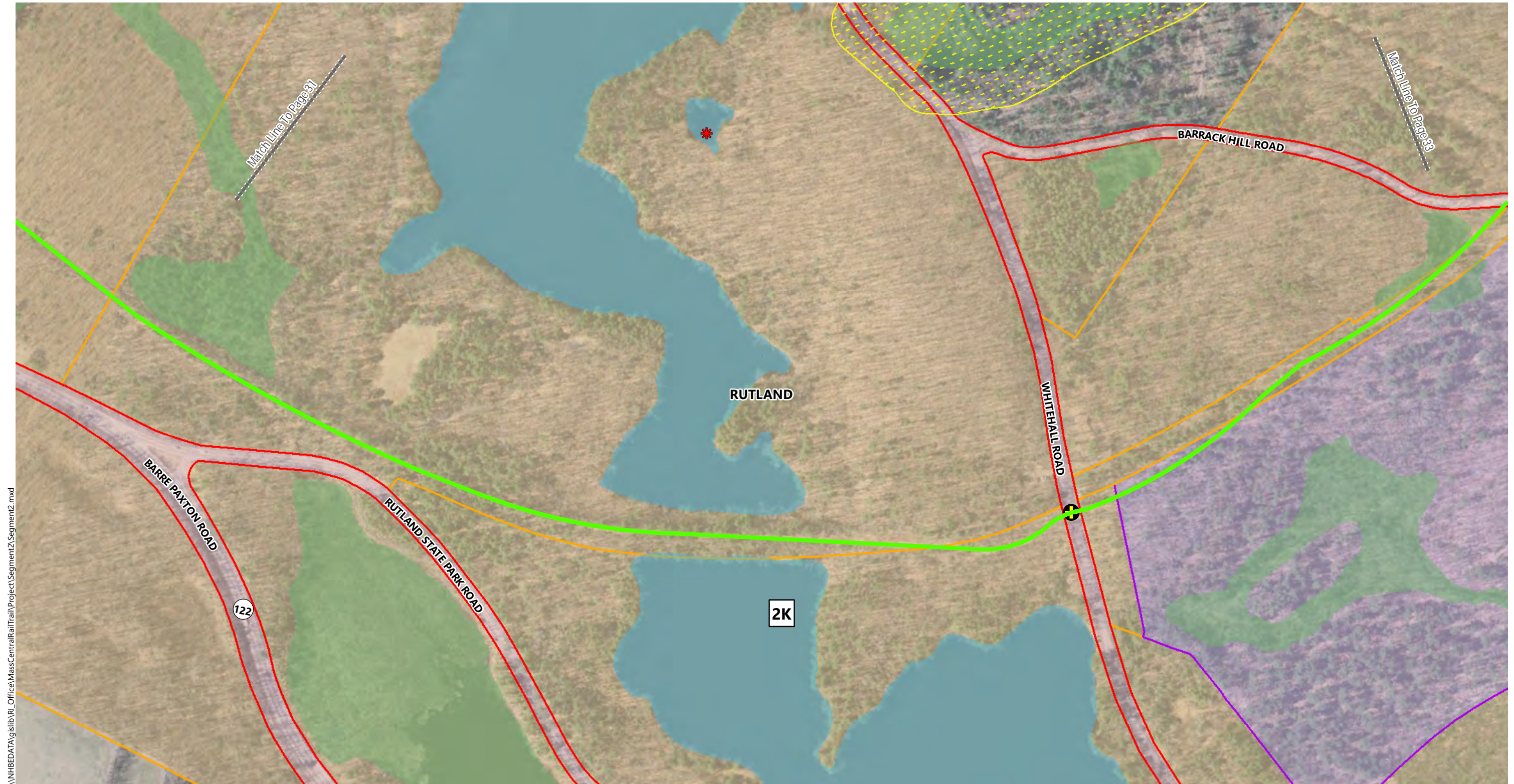
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|---------------------------|--------------------|-------------------|-----------------------------------|
| Existing MCRT | Active Rail | Existing Bridge | Private Owned |
| MCRR Corridor Intact | Inactive Rail | Bridge Too Narrow | Public Owned |
| MCRR Corridor Obliterated | Proposed EQLT Path | Missing Bridge | Ownership Information Unavailable |
| | | Proposed Bridge | Historic Districts |

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|---|------------------------|
| Public Water Supply | Certified Vernal Pools |
| Wellhead Protection Area | River/Stream |
| 100 Yr Floodplain | Wetlands (MassDEP) |
| NHESP Priority Habitats of Rare Species | Open Water |

Massachusetts Central Rail Trail

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Palmer to Rutland, Massachusetts



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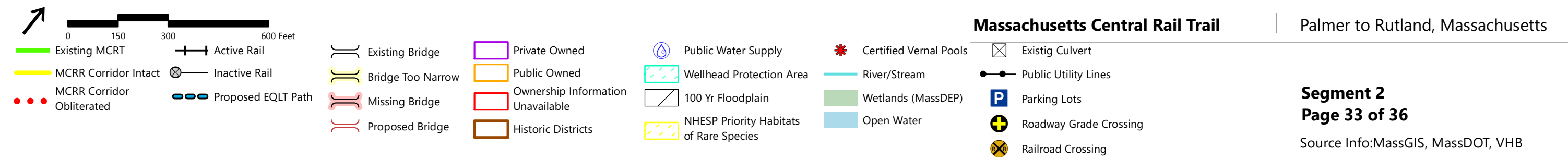
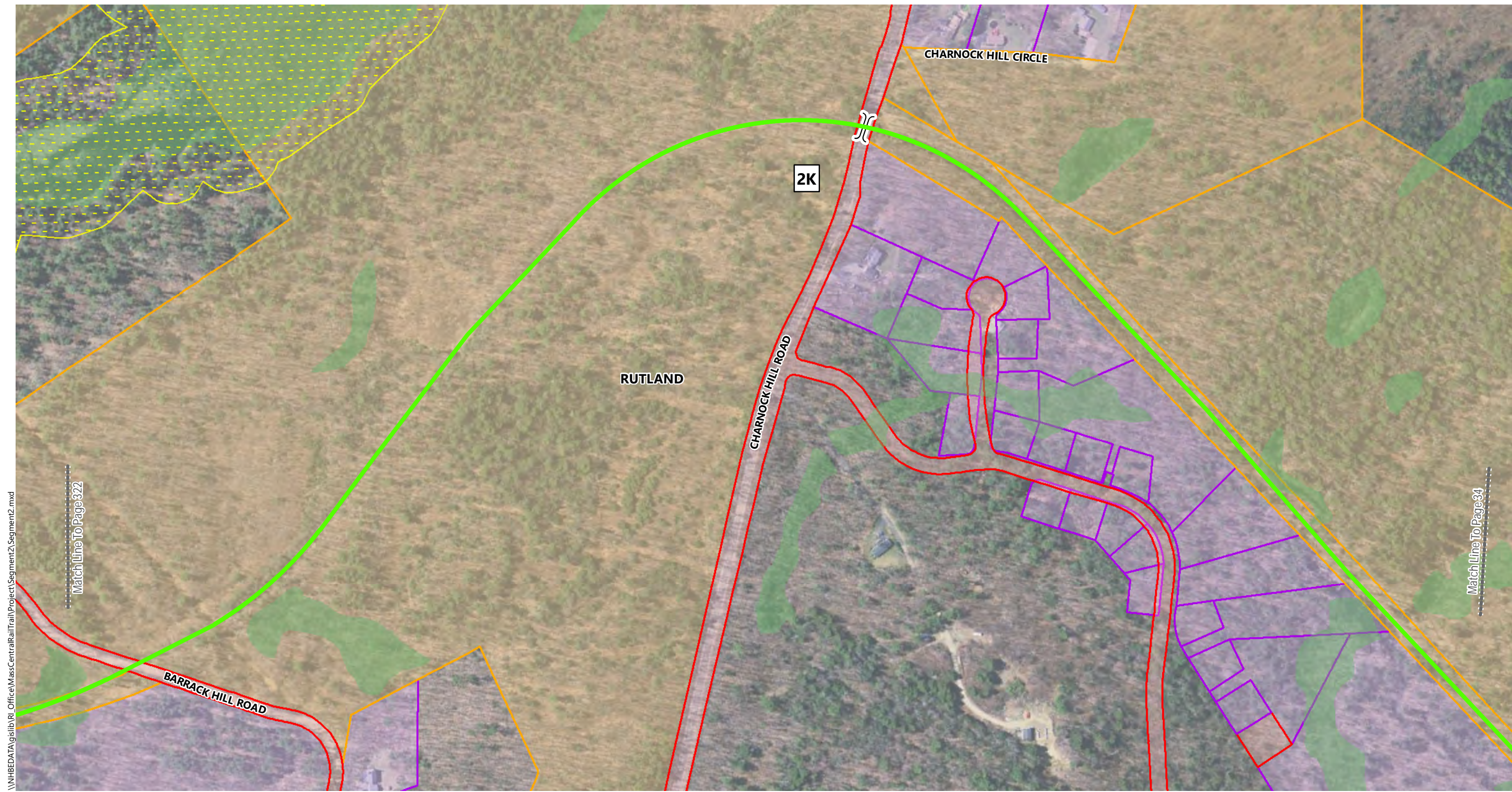
Massachusetts Central Rail Trail

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Palmer to Rutland, Massachusetts

Segment 2
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Source Info: MassGIS, MassDOT, VHB





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|---------------------------|--------------------|-----------------------------------|
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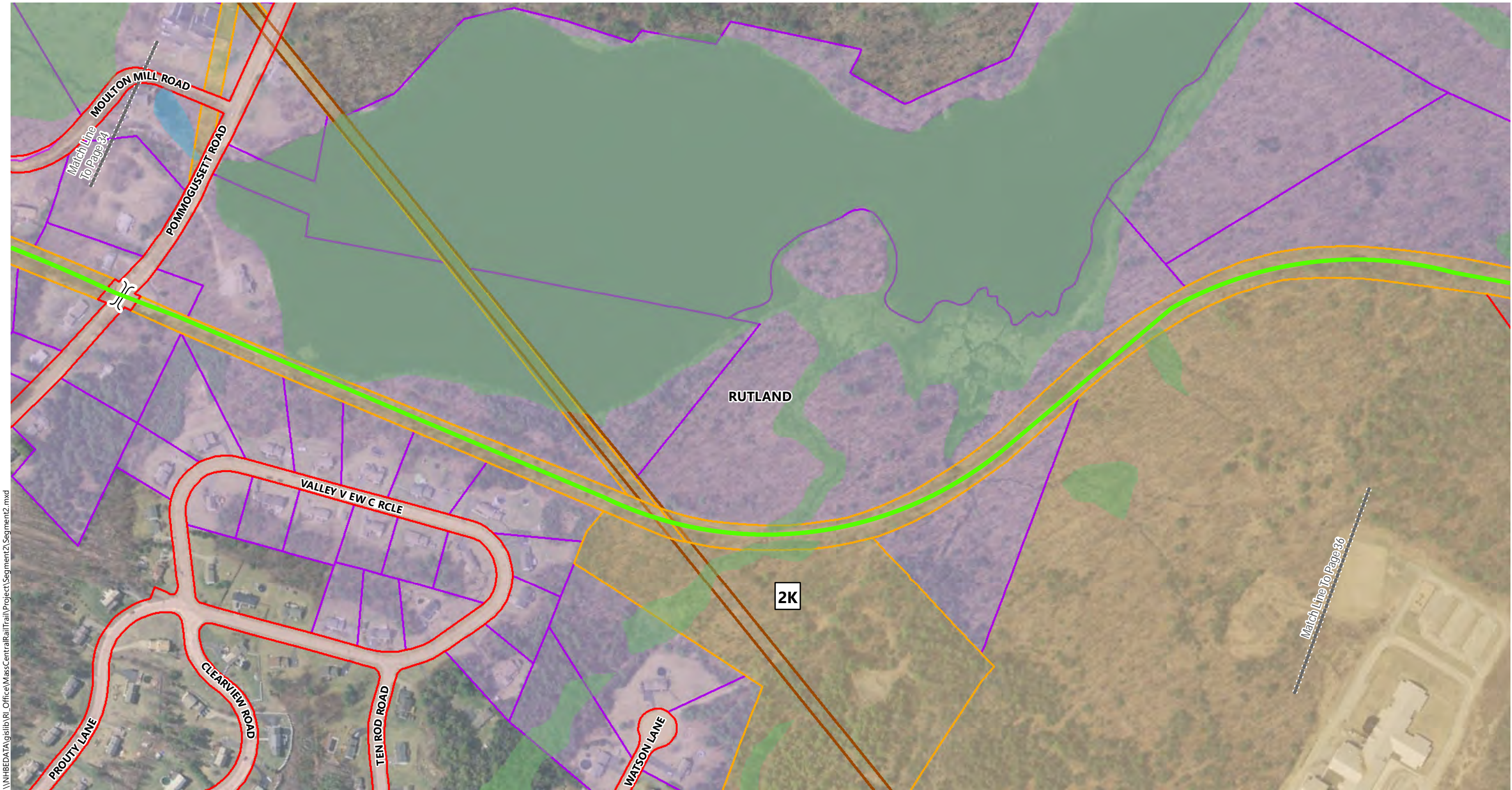
Massachusetts Central Rail Trail

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|------------------------|
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| Railroad Crossing |

Palmer to Rutland, Massachusetts

Segment 2
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Source Info: MassGIS, MassDOT, VHB



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- Existing MCRT
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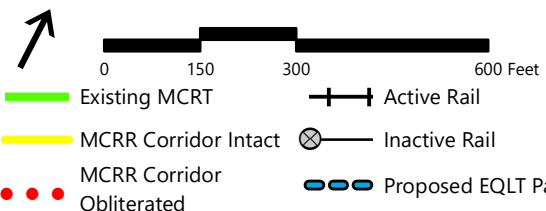
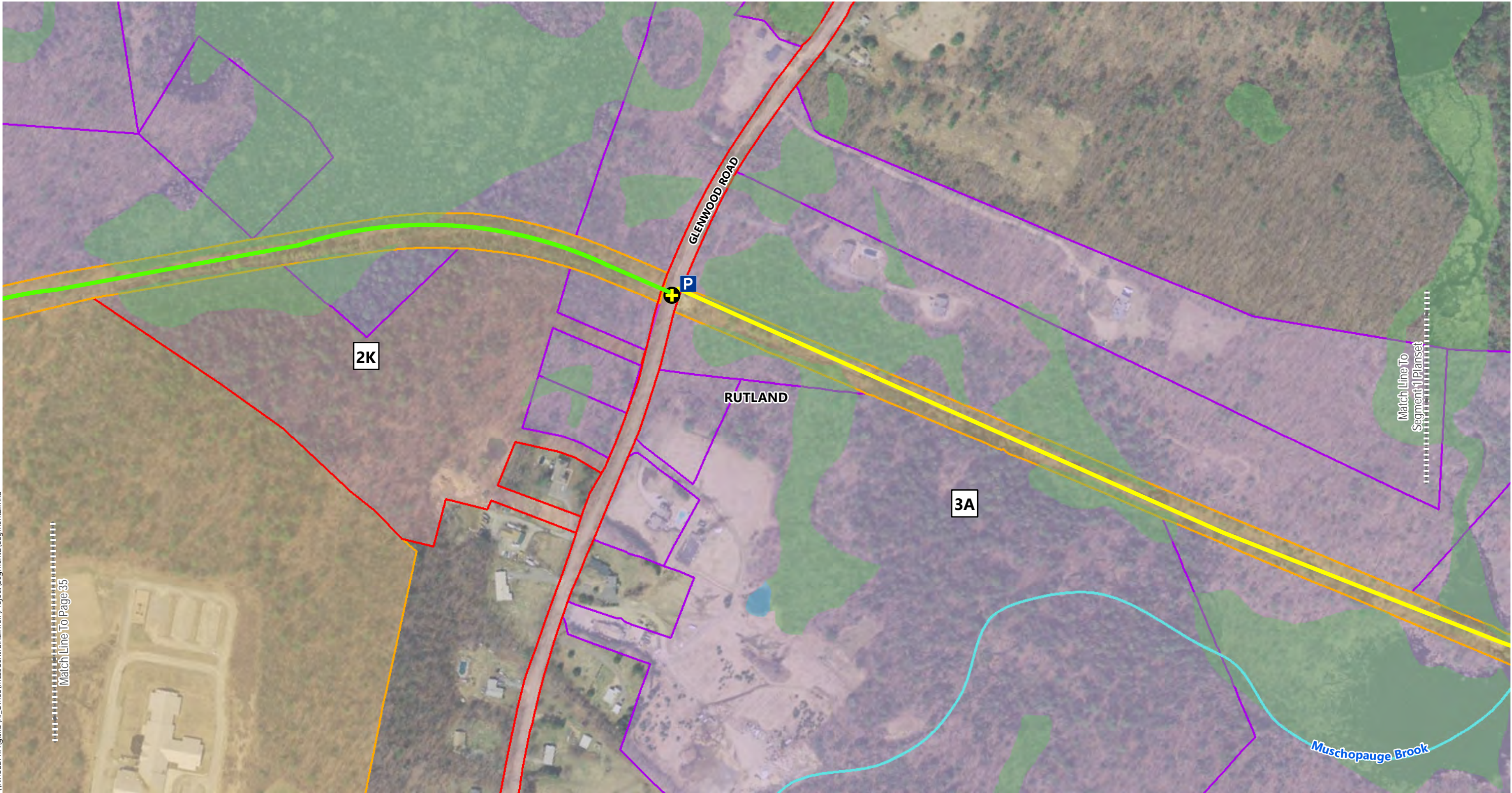
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Palmer to Rutland, Massachusetts

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