

May 20, 2020

Board of Selectmen
Paul Cohen, Town Manager
Michael McCall, Asst. Town Manager
Town of Chelmsford
50 Billerica Road
Chelmsford, MA 01824

Dear Board Members, Mr. Cohen and McCall:

We are keenly aware of the amount of time that has been spent researching, conducting traffic studies and discussing a remedy to commercial truck traffic on Groton, Swain, Dunstable and Ledge Roads. My husband and I have lived in our home for 47 years (he is a lifelong resident) where we raised 4 children. For the past 3+ years, there have been many calls to Town Hall regarding the truck traffic, as we have had to endure noise pollution, odors, breaking, vibration, upshifting/downshifting, and the sheer volume of trucks on Groton Road 10 hours/day. These roads were not constructed to handle 10+ ton loads being hauled by 10-24 wheel trucks. Our quality of life is being severely impacted; as we cannot sit in our yard with any pleasure let alone open a window... it is becoming intolerable. As residents directly impacted by the truck traffic we wanted to take an opportunity to ask some relevant questions and offer options for consideration.

1. During the 2/25/19 BOS meeting a discussion occurred regarding monitoring cameras on Ledge Road. Have they been installed and has data being realized? What, if anything, is being done to monitor the 13 acres of land owned by Newport in No. Chelmsford as far as adhering to our Town's zoning by-laws, etc.? According to a document dated 4/12/17 from the Westford's Director of Land Use Management, Page 2, #4 states any new or expanded use of the LeMasurier Quarry must obtain an MCP Special Permit from the Planning Board. Who is following up on this requirement?

Is Newport circumventing the agreement as it relates to the number of vehicles/day by using Ledge Road? If the Town of Westford can limit the number of vehicles using the 540 Groton Road facility, why can't the Town of Chelmsford institute the same policy?

Is the number of trucks traveling on Ledge Road in violation of our zoning by-laws as mentioned by Atty. Haverty on 1/28/19?

2. Back on 3/11/19 during a discussion with MassDOT officials (John Greg and Rick Wilson), various options were reviewed. In an attempt to cut down the number of trucks entering/exiting Newport sites onto Ledge Road, it was suggested that Mr.

Cohen reach out to Jodi Ross, Westford's Town Manager, to discuss the possibility of lifting the restriction of no right turn at 540 Groton Road during peak season. The daily limit of vehicles entering/exiting the 540 Groton Road site is 200, or 400 per day, however, no limit on trucks utilizing Ledge Road. Was this done and what was the result?

3. Reviewing the 1/27/20 meeting, Selectwoman Timmins asked a question of Mike McCall regarding the outreach to abutting towns on redirecting truck traffic on Dunstable Road from Ledge. Mike said he reached out 18 months ago and had not received a written response. Mr. Cohen interjected saying "We have an **informal** sense they (Westford/Tyngsboro) do not want trucks traveling on their roads. What would the reaction be in this community if a neighboring town wanted to direct truck traffic into Chelmsford. They do not want to bring it to a formal vote by their boards because it would not help the dynamic between the communities". We feel Mr. Cohen's statement is disappointing. This truck traffic is a direct result of a company (Newport) who has systematically purchased quarries in Westford and North Chelmsford producing truck traffic that is absolutely destroying this area of Town. We respectfully request both Towns be formally contacted and invited to a joint boards or managers meeting with all three communities to discuss this issue.

5. Are there any provisions in place as it relates to protection for the residents of North Chelmsford in the areas of odor control measures, sound monitoring, hours of operation, video monitoring, DEP stockpile monitoring, (if required) Board of Health, water well contamination if nearby?

6. During review of Warrant Articles for Town Meeting seeking funds for improvements outlined by Mike McCall we note within the Capital Planning Article there appears to be some \$300,000+ which we assume is designated for installation of sidewalks along Dunstable Road to Dunshire Drive. This request begs the question, for what purpose does this serve? We have not heard of an outcry from residents attempting to walk on Dunstable/Swain Road, push a carriage, walk a dog, etc. as you take your life in your hands and this is an expenditure, in our opinion, would best be spent elsewhere.

7. The viability of a truck-exclusion on Swain Road we believe is an avenue that is still an option for serious consideration. This would then make it **uncomfortable** for the trucks to use our streets and perhaps they would use Exit 34. We support the reconfiguration of Ledge at Dunstable as far as widening the turn as the best option in encouraging trucks to head out of Town via Dunstable to Exit 34.

8. Tyngsboro erected a "No truck thru traffic" sign at the intersection of Mission Road, Wood Street and Tyng Road, why can't Chelmsford?

9. MassDOT said a question should be asked of the State as to the legality of the no right turn on a State numbered route, (at Newport 540 Groton Rd site) and they will check on it and report back to the Town. Did we receive a response?

10. In watching the BOS meeting of 5/18/20 we were shocked to hear discussion on an exclusion being investigated for a portion of Dunstable Road. The only viable alternate route would then be Route 40 to Swain Road....are you serious??? Prior to the process starting, perhaps the Town can investigate where the increase in construction-type trucks are coming from; could it be local road work, new construction, etc. that is only temporary in nature! At the very least, a meeting should be posted informing the residents of what the BOS is considering and not watching signs getting erected rerouting even more trucks onto Swain Road. Obviously, we are extremely upset by this turn of events and would like to have our letter part of the record. Should you have any questions or wish to speak with either of us directly, we would welcome the opportunity.

Yours truly,

Everett and Susan Olsen
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