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By Mr. DeNormandie, a petition of James DeNormandie for legislation to authorize the transfer of certain lands of the Commonwealth to the control of the Department of Public Works for highway purposes, and authorizing said department to acquire certain other public lands for highway purposes. Transportation.

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The Commonwealth of Massachusetts

In the year One Thousand Nine Hundred and Seventy-Two.

AN ACT AUTHORIZING THE TRANSFER OF CERTAIN LANDS OF THE COMMONWEALTH TO THE CONTROL OF THE DEPARTMENT OF PUBLIC WORKS FOR HIGHWAY PURPOSES, AND AUTHORIZING THE DEPARTMENT OF PUBLIC WORKS TO ACQUIRE CERTAIN OTHER PUBLIC LANDS FOR HIGHWAY PURPOSES.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

- 1 Subject to the provisions of chapter six hundred and nine-
- 2 ty three of the acts of one thousand nine hundred and fifty-
- 3 five, as amended, the boards, officers and agencies having con-
- 4 trol of the lands of the commonwealth hereinafter described
- 5 are hereby authorized and directed with the approval of the
- 6 Governor to transfer said lands, or such portions thereof as
- 7 the department of public works of the commonwealth may
- 8 determine, to the control of said department, and said depart-
- 9 ment is hereby authorized to divert said lands from their
- 10 present public uses to highway uses, as hereinafter provided.
- 11 Said lands to be so transferred and diverted are shown on
- 12 a map entitled "Commonwealth of Massachusetts Department
- 13 of Public Works — Public Lands Needed for Highway Pur-
- 14 poses, November 3, 1971", which said department is hereby
- 15 directed to file in the office of the secretary of the common-
- 16 wealth and which said secretary is hereby authorized to re-
- 17 ceive for filing, and are identified as follows:
- 18 1. In the town of Acton, to be used for the relocation of
- 19 Route 2:

20 a. Approximately one-tenth of an acre northerly of exist-  
21 ing location of said Route 2 and easterly of existing location  
22 of Main Street (Route 27), as shown on said map, now owned  
23 by the town of Acton and dedicated as a police station.

24 b. Approximately two and two-tenths acres southerly of  
25 existing location of said Route 2 and westerly of existing lo-  
26 cation of Main Street (Route 27), as shown on said map, now  
27 owned by the town of Acton and dedicated for future school  
28 purposes.

29 c. Approximately two and nine-tenths acres contained in  
30 two parcels northerly of existing location of said Route 2 and  
31 westerly of existing location of Hosmer Street, as shown on  
32 said map, now owned by the town of Acton and dedicated as  
33 a Town Dump.

34 d. Approximately twenty-six acres contained in seven par-  
35 cels northerly and southerly of existing location of said Route  
36 2 and easterly of existing location of Hosmer Street, as shown  
37 on said map, now owned by the Commonwealth of Massachu-  
38 setts under the control of the Department of Correction and  
39 dedicated as State Reformatory Land.

40 2. In the town of Concord, to be used for the relocation of  
41 Route 2 and Route 126:

42 a. Approximately fifty-three and two-tenths acres contained  
43 in nine parcels northerly and southerly of existing location of  
44 said Route 2 and westerly of existing location of the Assabet  
45 River, as shown on said map, now owned by the Common-  
46 wealth of Massachusetts under the control of the Department  
47 of Correction and dedicated as State Reformatory Land.

48 b. Approximately three-tenths of an acre northerly of ex-  
49 isting location of the Concord Circle, as shown on said map,  
50 now owned by the town of Concord and dedicated as a pump-  
51 ing station. (not in use)

52 Approximately three and five-tenths acres northerly of ex-  
53 isting location of said Route 2 and westerly of existing lo-  
54 cation of the Assabet Avenue, as shown on said map, now  
55 owned by the Commonwealth of Massachusetts under the con-  
56 trol of the Department of Safety and dedicated as a State  
57 Police barracks.

58 d. Approximately three-tenths of an acre northerly of exist-  
59 ing location of said Route 2 and easterly of existing location  
60 of Old Nine Acre Corner Road, as shown on said map, now  
61 owned by the town of Concord and not dedicated for any  
62 specific use.

63 e. Approximately nine and five-tenths acres southerly of  
64 existing location of said Route 2 westerly of existing location  
65 of Concord Road (Route 126), as shown on said map, now  
66 owned by the Commonwealth of Massachusetts under the  
67 control of the Department of Natural Resources and dedicated  
68 for recreational purposes (State Reservation).

69 f. Approximately five and six-tenths acres northerly of  
70 existing location of said Route 2 and easterly of existing lo-  
71 cation of Walden Street, as shown on said map, now owned by  
72 the town of Concord and dedicated as conservation land.

73 g. Approximately six-tenths of an acre northerly of existing  
74 location of said Route 2 and easterly of existing location of  
75 Walden Street, as shown on said map, now owned by the town  
76 of Concord and dedicated to Forestry.

77 h. Approximately twenty-one and four-tenths acres con-  
78 tained in three parcels southerly of existing location of said  
79 Route 2 and easterly of existing location of Concord Road  
80 (Route 126), as shown on said map, now owned by the town  
81 of Concord and dedicated as a Town Dump.

82 i. Approximately four acres contained in two parcels south-  
83 erly of existing location of said Route 2 and easterly of existing  
84 location of Concord Road (Route 126), as shown on said  
85 map, now owned by the Commonwealth of Massachusetts  
86 under the control of the Department of Natural Resources and  
87 dedicated for recreational purposes. (State Reservation)

88 j. Approximately one and three-tenths acres easterly of  
89 existing of Cambridge Turnpike and northerly of existing lo-  
90 cation of Concord Turnpike cut-off, as shown on said map,  
91 now owned by the town of Concord and dedicated for con-  
92 servation purposes.

93 3. In the town of Lincoln, to be used for the relocation of  
94 Route 2 and Route 126:

95 a. Approximately nine and eight-tenths acres southerly of

96 existing location of said Route 2 and easterly of existing lo-  
97 cation of Concord Road (Route 126), as shown on said map,  
98 now owned by the town of Lincoln and dedicated for con-  
99 servation purposes.

100 b. Approximately two and eight-tenths acres southerly of  
101 existing location of said Route 2 and westerly of existing lo-  
102 cation of Concord Road (Route 126), as shown on said map,  
103 now owned by the town of Lincoln and dedicated to natural  
104 resources purposes.

105 c. Approximately five acres southerly of existing location  
106 of North Great Road (Route 2A) and westerly of existing  
107 location of Sunnyside Lane, as shown on said map, now owned  
108 by the town of Lincoln for conservation purposes.

109 d. Approximately thirteen and five-tenths acres northerly  
110 of existing location of said Route 2 and westerly of existing  
111 location of Mill Street, as shown on said map, now owned by  
112 the city of Cambridge and dedicated to water supply purposes.

113 e. Approximately one and four-tenths acres northerly of  
114 existing location of said Route 2 and easterly of existing lo-  
115 cation of Mill Street, as shown on said map, now owned by the  
116 city of Cambridge and dedicated to water supply purposes.

117 f. Approximately two and five-tenths acres contained in two  
118 parcels southerly of existing location of said Route 2 and west-  
119 erly of existing location of County Road, as shown on said  
120 map, now owned by the city of Cambridge and dedicated to  
121 water supply purposes.

122 4. In the town of Lexington, to be used for the relocation  
123 of Route 2 and Route 2A:

124 Approximately twenty-two and five tenths acres contained  
125 in four parcels northerly and southerly of existing location  
126 of said Route 2 and westerly of existing location of Route 128,  
127 as shown on said map, now owned by the city of Cambridge  
128 and dedicated to water supply purposes.

Agenda Item No. 1

City of Cambridge

MASSACHUSETTS

In City Council June 19, 1972

	YEA	NAY	ABSENT	
Mr. Clinton	✓			
Mr. Danehy	✓			
Mr. Duehay	✓			
Mrs. Graham	✓			
Mr. Moncreiff	✓			
Mr. Owens			✓	
Mr. Sullivan			✓	
Mr. Vellucci	✓			
Mayor Ackermann	✓			
	7	0	2	

CITY OF CAMBRIDGE

In City Council,

June 19, 1972

WHEREAS, the preservation of an abundant supply of pure drinking water is of paramount importance to the citizens of the City of Cambridge and;

WHEREAS, construction of new limited access highways leading to the City of Cambridge is believed to be a contributing factor to the increasing traffic congestion within said City and to the diminution in available parking spaces and;

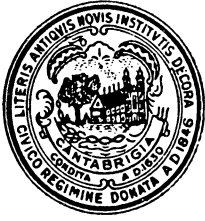
WHEREAS, the open space surrounding the Hobbs Brook Reservoir is important to the citizens of the City of Cambridge for its scenic and recreational values and;

WHEREAS, Senate 1024 now pending before the legislature of the Commonwealth of Massachusetts provides for the taking by the Massachusetts Department of Public Works of approximately 39.9 acres of land now belonging to the City of Cambridge and used for watershed and water storage purposes for the construction of a multi-lane limited access highway across said watershed and into the Town of Lincoln and to points beyond, which highway, if constructed on or near Hobbs Brook Reservoir would cause pollution of the waters ultimately consumed by the citizens of Cambridge, would diminish the supply of fresh water and available open space and would cause further congestion in the streets of the City of Cambridge;

NOW THEREFORE, BE IT RESOLVED: That the City Council of the City of Cambridge opposes Senate 1024 and calls upon all elected representatives of the citizens of the City of Cambridge to oppose passage of Senate 1024 as it applies to the taking of Cambridge watershed land.

In City Council June 19, 1972  
Adopted by yea and nay Vote  
Yeas 7 Nays 0 Absent 2

Paul E. Healey  
City Clerk



# CITY OF CAMBRIDGE

250 FRESH POND PKY., CAMBRIDGE, MASSACHUSETTS 02138 • TEL. 864-5300

## OFFICE OF THE WATER BOARD

J. Carrell Morris  
*President*

Thomas J. Begley  
George Fantini

Michael J. Mahoney  
Timothy F. White

William H. McGinness  
*Clerk of the Board*

Mr. John H. Corcoran  
City Manager

City Hall

Cambridge, Massachusetts 02139

City of Cambridge  
Water Resources  
June 1972

Dear Sir:

The Cambridge Water Board, at its regular monthly meeting held on June 15, 1972, has reviewed reports of its Superintendent and recommendations of Camp Dresser & McKee, its consulting engineers, relative to the proposed extension of Route 2 in the towns of Lexington and Lincoln and has voted as follows.

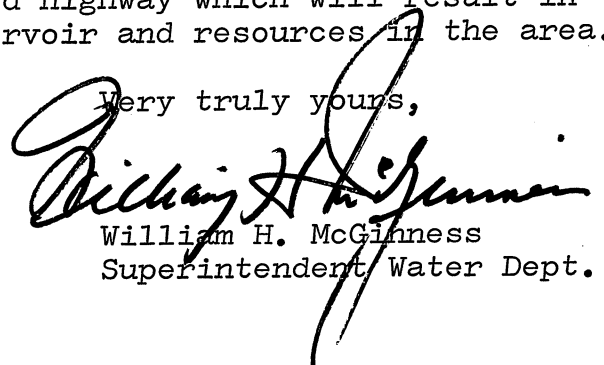
In the absence of specific plans as to the location of the proposed new Route 2 highway extension in the towns of Lexington and Lincoln, the indication that the location and proposed land takings is such as to place the Board in strong opposition to the construction of the proposed highway within the Hobbs Brook Reservation.

This reservoir is vital and necessary to meet the water requirements of the City of Cambridge and it appears that there are other suitable areas which could be utilized for construction without encroachment on the Water Resources and Reservoir of the City of Cambridge.

Highway construction, during the past decade, in the area has resulted in the loss of more than 100 million gallons of water storage and the use of salt on the highways for winter driving has caused a deterioration in the water quality.

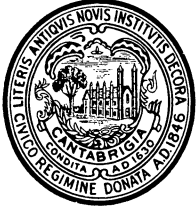
It is the opinion of the Board that before any final location of the proposed highway is established, that the proper state officials meet with the Water Board and designated city officials of Cambridge for the purpose of determining such a location of the proposed highway which will result in minimum damage to the Cambridge water reservoir and resources in the area.

Very truly yours,



William H. McGinness  
Superintendent, Water Dept.

WHMcG:mv



# CITY OF CAMBRIDGE

57 INMAN STREET, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 876-6800

## CONSERVATION COMMISSION

Robert C. Thompson

*Chairman*

Mrs. Garrett Birkhoff

*Vice-Chairman*

John E. Gregory

Miss Nancy Page

Wilson H. Rains

J. E. Robinson

Mrs. Jacek von Henneberg

June 14, 1972

Mr. John H. Corcoran  
City Manager  
City Hall  
495 Massachusetts Avenue  
Cambridge, Massachusetts 02139

Dear Mr. Corcoran:

On June 6, 1972, the Conservation Commission adopted the enclosed resolution pertaining to the proposed relocation of Route 2 in Lexington and Lincoln. Our concern about the damage to the City's water supply, the loss of open space and the potential traffic impact in Cambridge caused by the project is reflected in the resolution.

I support the plan advanced by you at our last meeting to go before the City Council on June 19 with information supplied by Camp Dresser & McKee. I understand that the Water Board has passed a resolution similar to the one passed by the Conservation Commission. I believe that a presentation by yourself and representatives from the Conservation Commission, the Water Board and Camp Dresser & McKee should be sufficient to permit the Council to arrive at a decision regarding Senate Bill 1024.

In view of the shortness of time remaining before the June 19 meeting, I suggest that an item be entered on the Council agenda for that evening. I can do this if it is agreeable with you. In addition, I think that it would be worthwhile to send the members of the Council copies of the Conservation Commission resolution, the Water Board resolution, S. 1024, the letter from Mr. Woodward to you dated June 9 and any other material which you feel would be important.

If you have any suggestions or comments on this proposal, please do not hesitate to call me at my office.

Very truly yours,

Robert C. Thompson

RCT:cc

Enc.



# CITY OF CAMBRIDGE

57 INMAN STREET, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 876-6800

## CONSERVATION COMMISSION

Robert C. Thompson

*Chairman*

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Wilson H. Rains

J. E. Robinson

Mrs. Jacek von Henneberg

June 14, 1972

Cambridge City Council  
City Hall  
Cambridge, Massachusetts

Dear Councillors:

It has come to my attention that there is currently pending before the Massachusetts Senate Ways and Means Committee a bill (Senate No. 1024) which would authorize the Massachusetts Department of Public Works to take approximately 40 acres of Cambridge watershed land in the Hobbs Brook Basin for the purpose of constructing a relocated Route 2 from the intersection at Route 128 to Action. In the view of Camp Dresser & McKee, consulting engineers, the taking of this land and the construction of the highway would diminish available water storage and cause increased pollution to Cambridge's drinking water supply.

The Conservation Commission has adopted the enclosed resolution opposing Senate No. 1024. On behalf of the Commission, I strongly urge you to adopt an order opposing the Bill and to urge other elected representatives of the people of Cambridge to work toward the defeat of Senate No. 1024.

Very truly yours,

Robert C. Thompson, Chairman  
Cambridge Conservation Commission

RCT:cc

RESOLUTION ADOPTED ON JUNE 6, 1972, BY THE  
CONSERVATION COMMISSION OF THE CITY OF CAMBRIDGE

WHEREAS, the preservation of an abundant supply of pure drinking water is of paramount importance to the citizens of the City of Cambridge;

WHEREAS, construction of new limited access highways leading to the City of Cambridge is believed to be a contributing factor to the increasing traffic congestion within said City and to the diminution in available parking spaces;

WHEREAS, the open space surrounding the Hobbs Brook Reservoir is important to the citizens of the City of Cambridge for its scenic and recreational values; and

WHEREAS: Senate 1024 now pending before the legislature of the Commonwealth of Massachusetts provides for the taking by the Massachusetts Department of Public Works of approximately 39.9 acres of land now belonging to the City of Cambridge and used for watershed and water storage purposes for the construction of a multi-lane limited access highway across said watershed and into the Town of Lincoln and to points beyond, which highway, if constructed on or near Hobbs Brook Reservoir would cause pollution of the waters ultimately consumed by the citizens of Cambridge, would diminish the supply of fresh water and available open space and would cause further congestion in the streets of the City of Cambridge;

NOW, THEREFORE, BE IT RESOLVED: That the Conservation Commission of the City of Cambridge opposes Senate 1024 and calls upon the Cambridge City Council and all elected representatives of the citizens of Cambridge to oppose passage of Senate 1024 as it applies to the taking of Cambridge watershed land.

# CAMP DRESSER & McKEE

Inc.

## CONSULTING ENGINEERS

ONE CENTER PLAZA

BOSTON, MASS. 02108

TEL. 617 742-5151

CABLE: CAMDRES

RICHARD L. WOODWARD  
Vice President

June 9, 1972

Mr. John H. Corcoran  
City Manager  
City Hall  
Cambridge, MA 02139

Cambridge, Massachusetts  
Water Supply Lands Proposed  
for Acquisition for Highway Purposes  
CDM 139-114

Dear Mr. Corcoran:

A petition designated as Senate No. 1024, was presented to the 1972 Session of the Massachusetts General Court authorizing the Massachusetts Department of Public Works to acquire certain public lands for highway purposes. Among the parcels of land proposed for that acquisition are the following water supply lands of the City of Cambridge as described in Senate No. 1024:

In the Town of Lincoln, to be used for the relocation of Route 2:

1. Approximately thirteen and five-tenths acres northerly of existing location of said Route 2 and westerly of existing location of Mill Street now owned by the city of Cambridge and dedicated to water supply purposes.
2. Approximately one and four-tenths acres northerly of existing location of said Route 2 and easterly of existing location of Mill Street, now owned by the city of Cambridge and dedicated to water supply purposes.
3. Approximately two and five-tenths acres contained in two parcels southerly of existing location of said Route 2 and westerly of existing location of County Road, now owned by the city of Cambridge and dedicated to water supply purposes.

In the town of Lexington, to be used for the relocation of Route 2 and Route 2A.



Mr. John H. Corcoran - 2  
June 9, 1972

4. Approximately twenty-two and five tenths acres contained in four parcels northerly and southerly of existing location of said Route 2 and westerly of existing location of Route 128, now owned by the city of Cambridge and dedicated to water supply purposes.

The above parcels, totalling approximately 40 acres, are within Hobbs Brook Basin or its watershed area and were acquired by the City of Cambridge with the approval of the Massachusetts Department of Public Health, solely for the purpose of developing and protecting the water supply of the City. Chapter 40, Section 15B of the General Laws requires the approval of the Department of Public Health to dispose of any lands required for water supply purposes.

The construction of highways within the Hobbs Brook Basin have already reduced the available capacity of that Basin by more than 100 million gallons and the use of salt on the highway pavements for winter driving conditions has already caused a deterioration in water quality as shown by the trend in chloride content during the past 13 years as follows:

<u>Year</u>	<u>Cambridge Water Supply Average Chlorides in ppm</u>
1960	23
1961	19
1962	26
1963	39
1964	37
1965	54
1966	70
1967	71
1968	60
1969	63
1970	56
1971	84
1972	87 (through May 1972)

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This increased salt content makes the water more corrosive and decreases its utility for a number of water users.

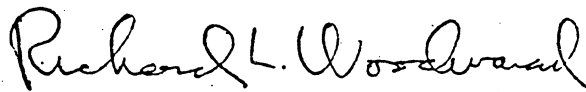
The loss in storage capacity becomes critical in years of normal rainfall when the basin fills to overflowing in the spring months and then is drawn down to meet heavy demands in the summer months. Experience in the past has shown that Hobbs Brook Basin is drawn down and refills 1.6 times each year. The past loss of 100 million gallons of storage by highway construction therefore would be equivalent to a loss of \$25,600 annually, if the cost of the water were \$160 per million gallons. No information is available relative to the amount of storage which may be lost by additional highway construction, but it is believed to be substantial and would be equivalent to a much larger monetary loss.

The increased automobile traffic over an expanded highway system on the watershed of Hobbs Brook Basin increases the pollution hazard and gives more opportunity for spills of gasoline, oil, and other chemicals, some of which could be highly toxic, to drain into the water supply. This not only could cause a serious economic loss, it could also cause damage to a valuable natural resource and be hazardous to the health of the water consumers. The early reinforcement of treatment facilities will probably be required to guard against such hazards.

We have, for many years, been consultants to the City of Cambridge in connection with all water supply matters and for this reason, we believe that we are particularly well qualified to advise the City in this important matter. For the reasons pointed out above, we recommend that the City of Cambridge oppose this proposed land taking for relocating Route 2.

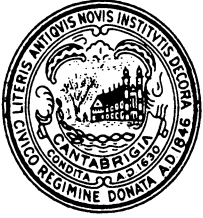
Very truly yours,

CAMP DRESSER & McKEE Inc.



Richard L. Woodward

RLW/gfi



# CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139  
Tel. 876-6800

EXECUTIVE DEPARTMENT  
JOHN H. CORCORAN  
City Manager

June 19, 1972

To the Honorable, the City Council:

I would greatly appreciate it if your Honorable Body can arrange to hear briefly on Monday night several persons who have expressed an interest in a legislative bill, namely Senate Bill No. 1024, which in reality would permit the relocation of Route 2 west of Route 128 from its present alignment to a new location.

It is my understanding that approximately forty acres of land currently in the title of the City of Cambridge is involved in this same undertaking. This forty acres serves as a portion of the Hobbs Brook storage reservoir or the water shed for the reservoir. Our Water Department is concerned about this undertaking and we are also on record with the Legislature as being opposed to this further encroachment on our storage reservoir.

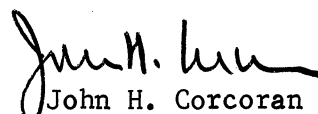
The Cambridge Conservation Commission is similarly opposed to this undertaking. We have received documentation from the Water Department Engineers, namely Camp Dresser and McKee, supporting this position.

In view of the foregoing, I respectfully ask that you make available a brief period of time for these representatives to be heard at Monday's meeting so that your Honorable Body will be more intimately acquainted with the proposed land taking in the Lincoln Area. For your information, Senate Bill No. 1024 is now in the Senate Committee on Ways and Means.

Appended hereto please find:

1. Communication from the Water Department
2. Communication from Robert C. Thompson, Chairman, Conservation Commission, to the City Manager, dated June 14, 1972
3. Communication from Robert C. Thompson, Chairman, Conservation Commission, to the City Council, also dated June 14, 1972
4. Copy of Senate Bill No. 1024
5. Copy of Communication from Camp Dresser & McKee, dated June 9, 1972
6. Copy of resolution adopted by the Conservation Commission.

Very truly yours,

  
John H. Corcoran  
City Manager

JHC/b

(1) 267

COMMUNICATION  
*from the City Manager trans-*  
~~*mitting one from*~~

relative to the proposed taking of land  
in Lincoln for the relocation of Route 2

June 19, 1972