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**Woburn City Council  
City Hall  
10 Common Street  
Woburn, MA 01801**

The Honorable Vernon A. Williams  
Secretary, Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423  
January 26, 2006

RE: STB FINANCE DOCKET NUMBER: FD34797

NEW ENGLAND TRANSRAIL

Dear Secretary Williams:

As the two City Councilors who represent the wards most negatively impacted by the Transrail proposal before you, we would like to comment and ask that you deny this petition.

The location of this proposal is in an industrialized zone, but areas west and east are heavily populated with residential homes. Trains running on the same rail that this project plans to utilize can be heard clearly in our residential neighborhoods. For Transrail officials to state that a "canopy-like" spring structure will help eliminate and buffer most of the noise emitted by pumps and grinding equipment housed within, is not accurate. These spring structures are nothing more than oversized tents. Not only will the nuisance from the operating sounds be heard loud and clear from our abutting neighborhoods, but a great deal of it will be generated in the evening and very early in the morning.

Unloading and sorting of solid waste will cause an odor nuisance which will flow southerly through residential neighborhoods. This will be impossible to curb due to prevailing winds and inadequate containment of the refuse material. We recently petitioned the Department of Environmental Protection to close down a leaf composting operation not far from the proposed Transrail site due to the unbearable odors emitted during the decomposition of natural leaves and grass. To think about the possibility of thousands of tons of household trash brought in on a daily basis is unfathomable. The attraction of vermin at the site is certain due to the fact that there will be an unlimited source of food available at all times.

Truck traffic to and from the site will not be able to be controlled as stated in the proposal. Although Transrail states that residential areas will be avoided at all times, this is not based on fact since both ends of Eames Street (location of proposal) abuts directly to densely populated residential areas.

If trucks exit and go left toward Woburn's route 38, hundreds of residents along that road will be affected. Two elementary schools, a large senior housing complex, large daycare center and hundreds of homes line route 38 from Eames Street to the 128 rotary (exit 35).

If the trucks exit and go right toward Woburn Street in Wilmington to access the highways, they pass a densely populated residential community immediately to the north. The trucks will then enter into Woburn's Office Park area which leads to onramps for route 93. This entry to route 93 was recently built and is a "flyover" design. The turning radius of this 'aerial loop' is extremely sharp even for someone traveling in an automobile. To imagine hundreds of trucks a day on it, would be a certain invitation for disaster.

Trucks headed past this route 93 onramp toward route 128, will pass through a predominantly commercial area to route 128 south. In order to get on route 128 north, the vehicles will pass another residential neighborhood.

The site simply does not lend itself to co-exist with the residential neighborhoods that surround it. The immense volume of truck activity and nuisance of odors will surely depress large residential areas in the region.

The high degree of nuisance this enormous project will create, will make the quality of life unbearable in 2 of our 7 wards in the city of Woburn.

We ask that you deny this roject for the sake of hundreds of residents who live in this community. Thank You

John Ciriello  
Ward 6, North Woburn

Darlene Mercer-Bruen  
Ward 5, East Woburn

Cc;

Mayor Thomas McLaughlin  
State Representative, Patrick Natale  
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