

A community newsletter about the pending Cochituate Rail Trail. See natickma.gov/crt

Cochituate Rail Trail: Under Construction!

The Natick CRT is now under construction, and is scheduled to open no later than June 2021. The path will then extend from Saxonville in Framingham to Natick Center, with a future connection planned to the Natick Center MBTA Station. The Framingham section is open, except for temporary closures for bridge construction at Route 30. The Natick section is closed to the public during construction, or until further notice. See natickma.gov/crt for updates.

The official project groundbreaking on July 19 was well attended, and also included the official release of the State [Bicycle](#) and [Pedestrian](#) Transportation Plans. MassDOT is championing bike/ped projects that help people make short, everyday trips safely and sustainably – just like the CRT. The groundbreaking was recorded by Natick Pegasus, and is online at natickpegasus.org. ■■■

The CRT Project at a Glance

- The CRT in Natick is now closed to the public during construction. This is for safety, and also ensures that construction can proceed as quickly as possible.
- The CRT is scheduled to open by June 2021.
- Construction is funded through federal and state transportation dollars.
- The right-of-way leading to the Natick Center MBTA Station is closed to the public.
- Stay up to date at natickma.gov/crt or facebook.com/crtrail. ■■■

Thank You!

Thanks to the volunteers, committees, staff, state/local leaders, supporters, MassDOT, BETA, contractors, and all who have helped to bring this project forward. The CRT will benefit our region and community for generations to come. ■■■

Construction Overview

MAS Building and Bridge is the primary contractor for the project, working with several specialized Subcontractors. MAS works closely with MassDOT District 3 on day-to-day activities, coordinating with the Town of Natick and City of Framingham.

The first phase of clearing vegetation along the path is now complete. In some cases, clearing has been significant to allow for re-grading for access ramps or to remove invasive plants. Where trees have been removed, new planting and landscaping is planned.

The next phase, now in process, involves utility relocations, primarily along Routes 30 and 9, to accommodate the new bridges. Utility work will extend into Fall 2019; if it is delayed, this may change the sequence of other work. Please note that all dates are approximate.

Route 30 improvements are now underway, as the roadway is being widened from Speen Street to the TJX entrance to the east of the CRT.

In Fall 2019, the railroad bridge across Route 9 will be demolished, and the stone abutments removed to be replaced by cast abutments set further back from the roadway. A new bridge will be installed by the Spring of 2020. Overnight detours are planned during demolition and installation.



New Route 9 bridge at Springvale Water Plant

Many long-time residents have memories of freight trains using this bridge and the railroad tracks to serve the Wonderbread plant, among others.

Also starting in 2019, the bridge across Route 30 will be erected, including bridge approaches on either side of the roadway. This work scope will take about a year for substantial completion.

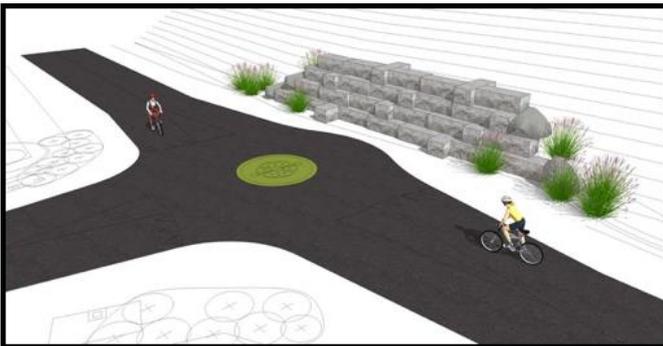


Route 30 bridge connecting Framingham/Natick

Pathway construction will begin by mid-2020, including grading, installation of the subbase and paving, a new culvert, landscaping and signage.

Several scenic overlooks along Lake Cochituate are part of the project: facing east, near the State Park; facing west, near the historic stone arch culvert that connects the Middle and South Ponds; and facing east, overlooking the South Pond.

Another element is a seating wall near a roundabout where the main path meets the Wonderbread Spur. This wall will use granite blocks repurposed from the Route 9 bridge abutments.



Roundabout with seating wall

The Wonderbread Spur extends ¼ mile to Speen Street, crossing at a signal, where it will connect to a multipurpose path that extends to the west.

The target finish date for the CRT is June 2021, but may be sooner; see natickma.gov/crt for updates, and links to plans and other documents. ■■■

Connecting to the CRT

Several abutters have built, or are planning to build connections to the CRT, including The MathWorks,

the State Park, Camp Arrowhead, Natick Modera, and Natick Avalon. If you are abutting the CRT and want more information, email crt@natickma.org.

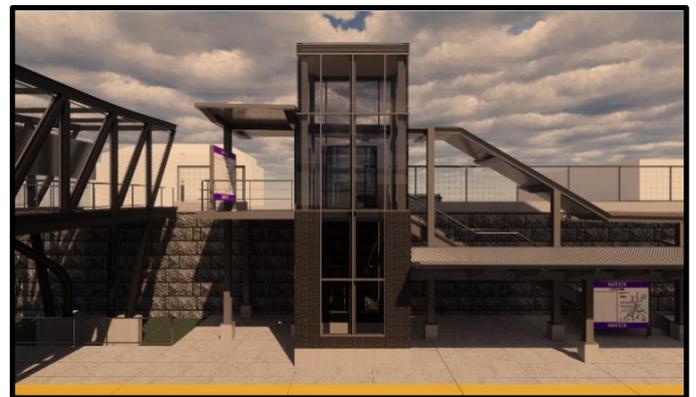
The CRT is one of many trails planned or underway in the region. See natickma.gov/crt for more. ■■■

All Aboard The Saxonville!

From the mid-19th century to 1936, daily passenger trains from Framingham ran on the Saxonville Industrial Track. Freight service continued until 2005. The last freight customers were the Whipple Company on Main Street, making Grandmother's Mince Meat Pies; the Wonderbread plant, now the site of the Natick Mall, and Metro Freezer and Storage, the site of Natick Avalon. ■■■

Future MBTA Station and CRT Connection

The MBTA Commuter Rail Station in Natick Center is undergoing a complete redesign for accessibility, and was advertised for construction in late August 2019. That project is likely to start in early 2020, and take about 2½ years.



Natick Center MBTA Station Outbound Platform

Once the station is complete, the Town anticipates working with MassDOT to connect the outbound platform, and Main Street in Natick Center, to the temporary CRT terminus near Willow Street. ■■■

The Friends of Natick Trails

The Friends are organized to support Natick trails, including the CRT. They will help with trail maintenance, and will offer opportunities to sponsor benches and other amenities in partnership with the Town. See FriendsofNatickTrails.org, or find them on Facebook. ■■■