



COMMUNITY PRESERVATION ACT

Town of Sudbury

Application for CPA Funding

Please email PDF application to:
PoteatR@sudbury.ma.us

Applications may also be dropped off or mailed to:
Community Preservation Coordinator
278 Old Sudbury Road, Sudbury, MA 01776

Project Title _____ **Date Submitted** _____

Applicant/Contact Person (please print) _____

Signature _____

Staff person/Responsible party _____

Email _____ **Telephone** _____

Estimated Completion Date _____

Total Cost of Project _____ **CPA Funds Requested** _____

CPA Eligibility (refer to the chart on page 4)

Please select the category and purpose of your project:

CPA Category:

- ☐ Community Housing
- ☐ Historic Preservation
- ☐ Open Space & Recreation

CPA Purpose:

- ☐ Acquisition
- ☐ Creation
- ☐ Preservation
- ☐ Support
- ☐ Rehabilitation & Restoration

For more information of the factors and considerations used by the Community Preservation Committee used to prioritize projects, please refer to the General Considerations summary (on pages 5-6).

<https://sudbury.ma.us/cpc/>

CPC Application Project Description

Bruce Freeman Rail Trail Phase 3 and Mass Central Rail Trail

Goals: With completion of the Mass Central (MCRT) and the Bruce Freeman Rail Trail (BFRT) phase 2D in Sudbury, the goal of this project is to complete the remaining 1.5 miles for the BFRT from the Diamond intersection south to the Framingham city line, with associated amenities to support trail users. The funds requested would be used to design an additional small parking area near the Diamond intersection that would support both existing rail trails, to acquire permanent and temporary easements for the trail construction, and to fund any non-participating construction work desired (such as installation of a fully accessible water-bottle filling station with drinking fountain, explanatory/illustrated graphics to assist with orientation, interpretation, and/or wayfinding, and restoration of former rail road equipment (such as signal poles, warning beacons, etc.), plus more extensive invasive plant removal near the Framingham/Sudbury line.

Community Need: The opening of the MCRT and completion of the BFRT have been major successes in Sudbury and have resulted in significant use by residents and visitors alike. While the BFRT Phase 2D has been successfully integrated with two existing parking facilities and created a new parking area and plaza on Morse Road near Broadacres Farm and BFRT Phase 3 design is underway to add an additional 18-space parking lot off Nobscot Road, the MCRT has only improved a limited parking area (ten spaces) near the Diamond intersection/Crumble Station off Union Ave. This parking lot often fills up quickly causing pedestrians and cyclists alike to ask where they should park in order to enjoy these rail trails. Often times trail users have been observed parking on the shoulder of the adjacent driveway thereby reducing the driveway width and creating a safety issue for the large trucks that use the driveway to access Chiswick Park businesses, or alternatively, park in the private lots of area businesses impacting the parking for customers and staff.

In anticipation of parking concerns and understanding trail users desire to safely access the trails, members of the Rail Trails Advisory Committee reached out to the owners of a small parcel directly opposite the Diamond intersection (a.k.a. Chiswick Park land) to discuss development of an additional parking lot. After several conversations, additional research by the owners, and approval at the 2026 Annual Town Meeting to consider a permanent easement, the owners have continued to express support for the Town to construct a small additional parking lot (16-20 spaces), which will be very useful to those wanting to access both the BFRT and the MCRT at the Diamond. Design/engineering will be needed to receive site plan approval for this new parking lot – funding for construction will be needed in the future after there is an approved design.

Additionally, as learned during design and construction of Phase 2D, not all elements desired by the community can be funded by the State's Transportation Improvement program. The State has allocated approximately \$8,526,000 toward construction of BFRT Phase 3; however, this funding does not include acquisition of temporary or permanent easements that are required (such as points of access for construction or alignment of the trail to comply with ADA or safety requirements), installation of fully accessible water-bottle filling stations with drinking fountains, large format graphics for orientation, wayfinding, and/or interpretation at the kiosks, and restoration of former rail road equipment that has

been identified along the future trail, plus additional elements that may be desired or identified during local environmental permitting, such as more extensive invasive plant removal.

Community Support: The Rail Trails Advisory Committee (RTAC) identified the need for additional funding to be requested this year. Members of the Planning Board, Park and Recreation Commission, and Conservation Commission also serve on the RTAC. Members of the Historical Commission also participated in a site walk with MassDOT personnel to identify railroad features and artifacts to be retained, protected and, interpreted within the right-of-way.

Budget:

Engineering/Design for small parking lot	\$80,000
Permitting of small parking lot	\$20,000
Permanent/Temporary Easements	\$50,000
Non-participating Construction items	\$50,000
Additional amenities/preservation/invasives	<u>\$50,000</u>
Total	\$250,000

Funding: There are no additional funding sources for this project

Timeline:

Project Funding	May 2027
Procurement	July-Sept 2027
Contract Award	Nov 2027
Project Implementation	Jan 2028-December 2031

Urgency: This project will help complete the Bruce Freeman Rail Trail in Sudbury and into Framingham, while providing amenities for all users of the BFRT and the Mass Central Rail Trail, as well as procurement of necessary easements (both permanent and temporary).

Delaying this funding could further delay design of the small parking facility on Chiswick Park land, as well as delay construction of BFRT Phase 3 if required easements have not been procured. Also, desired amenities may be eliminated from the contract documents which will delay the provision of special amenities to some future date or eliminate them entirely.

Implementation: Town staff in the Planning & Community Development Office will be responsible for implementing this project, working and coordinating with others in town agencies as needed. This staff has demonstrated ability to implement various projects on behalf of the Town.

Maintenance: Sudbury Public Works Department staff will be responsible for the on-going maintenance of the rail trail once the project has been constructed by MassDOT, as is the case for the existing 4.4 miles of the Bruce Freeman Rail Trail already completed.