

# Town of Sudbury

## Planning and Community Development

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TO: Board of Selectmen  
FROM: Jim Kupfer, Assistant Planner  
Jody Kablack, Director of Planning and Community Development  
RE: Mass Central Rail Trail  
DATE: October 10, 2014

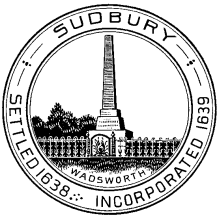
As requested by the Board of Selectmen at the September 10, 2014 meeting, staff has begun to evaluate how best to proceed with the Mass Central Rail Trail to fulfill one of the Board's goals to develop a Greenway to the Department of Conservation and Recreation's standards for approval. This project has similarities to the Bruce Freeman Rail Trail project, but also has differences. DCR's specifications are not nearly as comprehensive as MassDOT, and the trail itself is envisioned to be an unpaved recreational trail rather than a paved rail trail. Regardless of the final product, the project should be approached similarly in order to make sure it is well conceived, well-constructed and benefits Sudbury and its residents for a long time. In particular, if public funds will be used for the project, the Town should be the project manager to ensure all applicable laws are complied with.

Staff initiated this process by reviewing Sudbury Greenways' proposal. The current proposal and quote provided by Sudbury Greenways (SG) is to proceed with a Design/Build model for a 1.8 mile segment of the corridor from Union Avenue to Dutton Road. This stretch of the corridor contains the fewest environmental constraints, and is adjacent to the greatest number of residential lots thereby providing recreational opportunities to the greatest amount of residents. The Sudbury Greenways price proposal also assumes that the chosen contractor will remove the rails and ties for the salvage value of the steel rails. This process has been verbally approved by DCR as long as the Town follows all procurement laws and is an important component of the Design/Build approach and contributes to its cost-effectiveness. Based on these characteristics, we have been collaborating with SG to update and prepare a comprehensive proposal and estimated price in order to move the project forward expeditiously.

While a comprehensive cost estimate is not completed at this time, we estimate the project could (conservatively) cost approximately twice the original estimate for Design/Build of Phase 1, including but not limited to wetland delineation and wetland permitting, development of Design/Build specifications, abbreviated design to DCR requirements, drainage and stormwater, fencing/guardrails/signage, subsurface soil assessment and soil management/capping plan, public engagement, parking study, other permitting (Stormwater Management, Scenic Road (Dutton Rd, Peakham Rd), Natural Heritage and Endangered Species, Army Corp of Engineers (if needed), Mass Historical Commission) and construction of the trail 10 feet wide with a stone dust surface. Other items may need to be added to this list.

Staff recommends the following approach to this project:

1. The Selectmen should decide whether they agree to phase the project. Phasing spreads the cost of the project over several years, but gets a portion of the trail open for use in the shorter term. There is merit to this approach, as funding sources are limited. Opening a portion of the trail may give residents a taste of what a Sudbury rail trail can be, and generate excitement and support for future phases.



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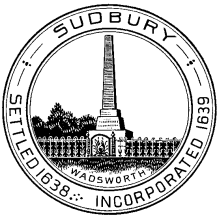
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2. Cost estimates must be obtained so that we know how much funding is needed. Staff is currently working with 3 firms who are knowledgeable in rail trail design and construction, and are working to get estimates. We will be looking for an estimate to design/build the trail utilizing the scrap value of the rails as part of the project. We are using a figure of \$300,000 in the absence of an estimate at this time.
3. Funding must be secured
  - Sudbury Greenways should begin fundraising, as they have previously stated, for the wetland delineation. Once sufficient funds are raised (estimated to be \$15,000 - \$20,000) and gifted to the Town (similar to the Friends of the Bruce Freeman Rail Trail gift), the permitting process with the Sudbury Conservation Commission for the ANRAD can begin. The Town should be the applicant. Any additional private funds raised by Sudbury Greenways over the cost of the wetland delineation process are recommended to be gifted to the Town for continued work on the project.
  - The Selectmen must decide where the source of funds will come from for the remainder of the Phase 1 project, and in which fiscal year. An FY16 Capital Project form was submitted for the Phase 1 design/construct from Union Ave. to Dutton Road for \$160,000 for design and construction, however it is felt that the number will need to be increased. The project is also eligible for CPA funds.
  - A slower approach can also be suggested which divides the funding between 2 fiscal years, with wetland delineation and development of the specifications in FY16 (\$35,000, see #4 below), and funds for design/build in FY17 (estimated at \$265,000).
4. Develop Specifications
  - If a Design/Build approach is approved, in order to secure the product that we envision, the Town must develop specifications for how the final trail will be designed and constructed. These specifications will be the basis for an RFP for a Design/Build team, and can provide the Town with a better construction estimate. We will need to engage a consultant to produce the specifications, and may cost approximately \$15,000 (included in the total project cost).
5. Public engagement
  - While the non-binding resolutions passed at the Special Town Meeting in Sept. 2014, this project has not received any significant public review. This will be critical to the success of the project, and especially discussions with abutters. Staff feels that Sudbury Greenways could play a role in introducing the project to the public and abutters while the Town continues its role as outlined above.
6. Approval from DCR/Lease
  - The Town has recently received permission to access the corridor in order to have the ability to begin wetland resource delineation. The design plan will also require approval from DCR, as well as a lease. The lease will contain provisions related to liability, contamination, maintenance, and policing, among others.
7. RFP for Design/Build Team
  - Procure a firm in accordance with MGL c. 30B to Design/Build the trail to the specifications provided.



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The immediate next steps are to accept the Sudbury Greenways donation and begin wetland delineation. Also, if funding can be found, the specifications can be developed concurrently along with applications for procuring funds for Design/Build at the 2015 Annual Town Meeting with either Capital funds or CPA funds.

We request the Selectmen's feedback at this point, and feel that the project will benefit from continued discussion, particularly with the Dept. of Public Works and Conservation Commission, before making any major decisions.

Attachments: Plan

cc: Andrew Sullivan, Sudbury Greenways  
Bill Place, DPW Director  
Debbie Dineen, Conservation Coordinator