



**Friends of the
Bruce Freeman Rail Trail**

P.O. Box 1192
Concord, MA 01742
www.brucefreemanrailtrail.org

August 8, 2013

Board of Selectmen
Town of Sudbury
Flynn Building
278 Old Sudbury Road
Sudbury, MA 01776
Selectmen@sudbury.ma.us

RE: BRING THE TRAIL TO SUDBURY

Dear Board of Selectmen:

We are excited and thankful that our (the Friends of the Bruce Freeman Rail Trail - FBFRT) offer to fund the preliminary ("25%") design adhering to MassDOT guidelines of the 0.5-mile northernmost section of the Bruce Freeman Rail Trail in Sudbury is on your agenda for the August 20, 2013 meeting.

RECAP

To quickly recap our offer, on June 27, 2011 we, (the FBFRT), offered \$50,000 to the Town of Sudbury to pay for the preliminary ("25%") design adhering to MassDOT guidelines of the 0.5-mile northernmost section of the Bruce Freeman Rail Trail in Sudbury.

On January 12, and May 12, 2012 we officially wrote you again, urging you to move forward on our June 2011 offer. During the two years since our offer, the Town has passed two non-binding resolutions for moving ahead with the BFRT in Sudbury. These resolutions were submitted by the Board of Selectmen for the Town Election and for Town Meeting, and in both cases, the nonbinding resolutions passed overwhelmingly (by more than 2 to 1 in the Town Election). In addition representatives of the FBFRT have met and discussed the issue informally with members of the BOS over the last two years, and have weighed at various public forums.

As we previously described, accepting our offer of funds for the design of the northernmost 0.5-mile section to MassDOT guidelines does not obligate the Town to build to those guidelines. What it does do is provide the option to build the trail to MassDOT guidelines – and thus the option for construction to be paid for with state and federal rather than local funds. Further, such a design will provide information so the BOS and the Town can decide whether they want to move forward with a rail trail built to MassDOT guidelines.



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Per the Transportation Improvement Program (TIP) process on July 25, 2013, the Boston Region Metropolitan Planning Organization (MPO) voted to fully fund construction for all unbuilt sections of the BFRT north of Sudbury.

- Phase 2A – Acton, Carlisle, Westford in 2014
- Phase 2B – Bridge over Route 2 spanning Acton & Concord in 2017
- Phase 2C – Concord to the Sudbury border in 2016

If Sudbury moves swiftly with a 25% design of its northernmost 0.5-mile section, it may be possible to be included as a short but very logical addition to Phase 2C, or put out to bid simultaneously with Phase 2B. Given our experience and success advocating for BFRT construction funds from the Boston MPO, and the Commonwealth's new emphasis on sustainable transportation, we are confident that the northernmost 0.5-mile section in Sudbury also will be funded through the TIP process, if a 25% design and request is submitted by the Town.

There are many questions remaining on the structure of the BFRT in Sudbury. We strongly believe that a professional 25% design study adhering to MassDOT guidelines for the northernmost 0.5 miles is in the best interest of Sudbury given the overwhelming public support for the BFRT to be built as a standard rail trail. A 25% design for the northernmost 0.5 miles of the trail, a study that the Town of Sudbury will control, will simultaneously accomplish:

- Answering many of the questions the proponents, doubters and BOS have about the details of a proposed trail (e.g., a rail trail built to MassDOT standards can have a permeable surface such as stone dust or permeable asphalt).
- It will provide a viable option (but not requirement) to become eligible for State funding to pay for the trail, and could be connected to the construction of a phase of the BFRT to the north. Given the above funding recommendations from the MPO, a 2016 / 2017 Sudbury construction start is a real possibility.
- A 25% design will signify real and concrete progress on the Sudbury portion of the BFRT. The trail has been officially studied for at least the last eight years since the commencement of the Rail Trail Conversion Advisory Committee (first official meeting March 3, 2005 see, <http://www.sudbury.ma.us/departments/RailTrail/#>). The 25% design would be the first detailed plan that could be reviewed and commented upon by all stakeholders in Sudbury.

UPDATED OFFER

In anticipation of the BOS discussing our offer on August 20, the FBFRT requested and received an updated cost estimate for a 25% design from Greenman-Pedersen, Inc. (GPI, the lead engineering consultant for Phases 2A & 2C). The cost estimate is for \$58,700 which includes an optional parking count and analysis to better address the often voiced concerns about parking at Davis Field. Given the GPI cost estimate, the Board of Directors of the FBFRT voted on July 29, 2013 to make the following updated offer.



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The Board of Directors of the Friends of the Bruce Freeman Rail Trail authorizes up to \$58,700 to the Town of Sudbury for the purpose of completing the 25% design in the Right of Way (ROW) and according to MassDOT guidelines for the extension of the BFRT – approximately 1/2 mile from the Concord/Sudbury town line to the South side of North Road (Route 117). Up to \$5,000 of this amount will be available immediately upon full appropriate Town approval, and the balance will be paid when the Town of Sudbury executes the aforementioned 25% design contract.

If the BOS cannot or will not accept the above terms, then we would like to engage in a dialogue of terms that would be acceptable to both the BOS and the FBFRT. If the BOS desires additional scope not provided in the GPI cost estimate then we encourage the BOS to request such an increase in scope and engage in a dialogue with the FBFRT. More generally, if the BOS is amenable to the general structure of what is offered, please consider this offer letter part of that dialogue.

We (and GPI) understand that Sudbury will need to put the Sudbury 0.5 mile 25% design contract out to public bid, and that the actual costs may be higher or lower than the GPI estimate. If the costs are lower, then our offer will hold, if higher, then there would have to be a FBFRT Board vote for additional authorization of funds. We also would like to reiterate that the offer has no clawback provision; as long as the funds provided are used for the 25% design; the FBFRT will not be asking for a refund if the Town decides to deviate from MassDOT guidelines or do nothing at all with the railroad ROW after completion of the 25% design.

To help describe the cost estimates, a representative from GPI will attend the August 20th meeting to answer questions on methodology, requirements, and assumptions that may arise.

After waiting more than two years for a clear answer to our offer that we believe is both generous and logical, we hope the BOS votes at the August 20th or September 3rd meeting to accept our offer and proceed with the 25% design process.

We look forward to working with you, Town Staff, Town Committees, and the entire Sudbury community to make progress on the Bruce Freeman Rail Trail. Again, do not hesitate to contact me if you have any questions or concerns.

Sincerely,

Tom Michelman – President Friends of the Bruce Freeman Rail Trail, Inc.
tmichelman@gmail.com



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6 Magnolia Drive
Acton, MA 01720

cc:

Sudbury

- Maureen Valente, Town Manager
- "Concept Committee" Members:
 - Debbie Dineen, Conservation Coordinator
 - Jody Kablack, Planning & Community Development Director
 - Bill Place, Department of Public Works Director
- Pat Brown Chair, Rail Trail Conversion Advisory Committee
- Rebecca Williamson, Project Manager GPI Greenman-Pedersen, Inc.

Friends of the Bruce Freeman Rail Trail

- Board of Directors (bcced)

PRELIMINARY DESIGN SUDBURY BFRT (CONCORD TOWNLINE TO ROUTE 117)

The following is a “ballpark” estimate of the design funds necessary to complete the 25% design of the Sudbury BFRT from the Concord Townline to Route 117. The estimate assumes the project will be reviewed and approved by MassDOT.

Assumptions

1. Survey and basemapping are complete and will be provided to the designer. No additional survey or mapping will be required.
2. Existing road layout and property lines (including trail property lines) are complete and accurate. Abutter information is current. Copies of right of way research are supplied. No further right of way research or field work is required.
3. Wetland delineation is complete, an Order of Resource Delineation was granted and no additional delineation will be required.
4. The trail will cross Route 117 and terminate.
5. Only work specifically detailed below is part of this design estimate.

Standard Scope of Service Tasks

1. Project Need Form
2. Project Initiation Form
3. Kick-Off Meeting
4. Field Reconnaissance
5. Preliminary Right – of – Way Plans
6. Early Environmental Coordination Report
7. Water Quality Data Form
8. Categorical Exclusion (CE) Checklist
9. Traffic Technical Memorandum
10. Meeting with Town and MassDOT
11. 10% Public Meeting
12. 25% Design Plans
13. 25% Preliminary Construction Cost Estimate
14. Design Public Hearing
15. Respond to 25%/Public Hearing Comments
16. General Coordination
17. Expenses – Mileage, Reproduction ATRs for traffic counts, speeds and gaps - \$1,500

Fee: \$53,020

Optional Scope of Service Tasks

1. Parking Counts – It is assumed that counts will be conducted at four (4) lots for a two hour period at three peak times (weeknight, Saturday and Sunday)
2. Parking Analysis
3. Expenses – Mileage, Reproductions \$400

Fee: \$5,680

Total Fee Standard and Optional Scope: \$58,700

**TOWN OF SUDBURY
PRELIMINARY DESIGN SUDBURY BRT (CONCORD TOWNLINE TO ROUTE 117)
PRICE PROPOSAL**

Project Tasks	PRINCIPAL IN CHARGE	PROJECT MANAGER	LEAD ENGINEER	PROJECT ENGINEER	SURVEYOR	DESIGNER/TECHNICIAN	TOTAL HOURS	FEE PER TASK
A. Standard Scope of Services	\$200.00	\$165.00	\$135.00	\$100.00	\$75.00	\$85.00		
PNF		2	14				16	\$2,220.00
PIF		2	14				16	\$2,220.00
Kick-Off Meeting		4					4	\$660.00
Field Reconnaissance				8			8	\$800.00
Preliminary Right-of-Way Plans			12			32	44	\$4,340.00
Early Environmental Coordination Report		4	16				20	\$2,820.00
Water Quality Data Form				8			8	\$800.00
Categorical Exclusion (CE) Checklist			4				4	\$540.00
Traffic Technical Memorandum		2	8	8			18	\$2,210.00
Meeting with Town and MassDOT		4	4				8	\$1,200.00
10% Public Meeting		6	6			16	28	\$3,160.00
25% Design Plans		4	40	80		40	164	\$17,460.00
25% Preliminary Construction Cost Estimate		2	4	32		8	46	\$4,750.00
Design Public Hearing		6	6			16	28	\$3,160.00
Respond to 25% Public Hearing Comments		4	8	8			20	\$2,540.00
General Coordination		16					16	\$2,640.00
TOTAL LABOR FEE - STANDARD CONTRACT		52	108	144		112	416	\$51,520.00
DIRECT EXPENSES								
(Mileage, Reproductions, ATRs for traffic counts, speeds and gaps)								\$1,500.00
TOTAL FEE (Standard Scope of Services)								\$53,020.00
B. Optional Services								
Parking Counts						36	36	\$3,060.00
Parking Analysis		2	14				16	\$2,220.00
TOTAL LABOR FEE - OPTIONAL SERVICES		2	14	0	0	36	52	\$5,280.00
DIRECT EXPENSES								
(Mileage, Reproductions)								\$400.00
TOTAL FEE (Optional Scope of Services)								\$5,680.00
TOTAL FEE (Standard and Optional Scope of Services)		54	122	144	0	148	468	\$58,700.00