



Goals for the QVRT

- Increase Community Health & Wellness
 - Provide a Safe Experience for all Users
 - Provide Recreational Opportunities
 - Promote Local Economy
 - Preserve Cultural & Environmental Resources
 - Enhance “Sense of Place”
 - Minimize abutter impacts
- Improve Connectivity/Link points of interest
 - Environmental Resources
 - Cultural / Historic Resources
 - Open Spaces
 - Scenic Vistas
 - Educational Opportunities
 - Environmental Resources
 - Cultural Resources
 - Historical Resources



Sturbridge

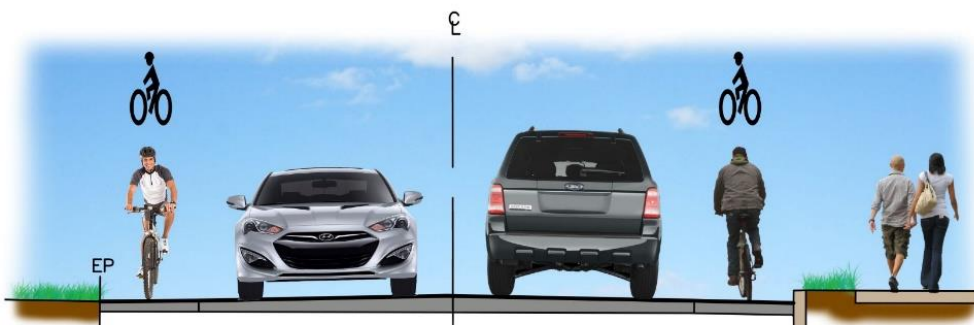
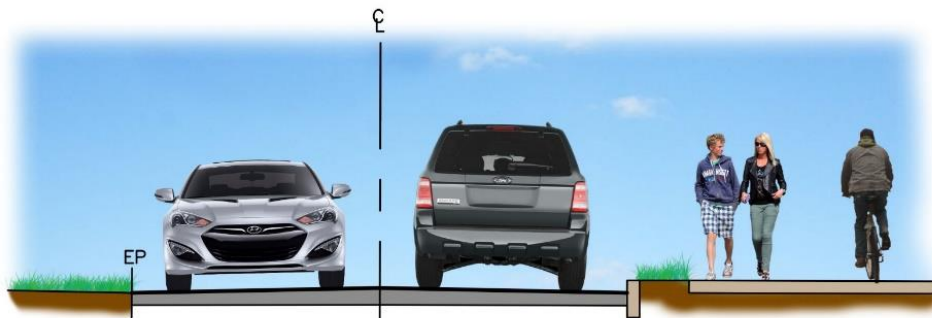
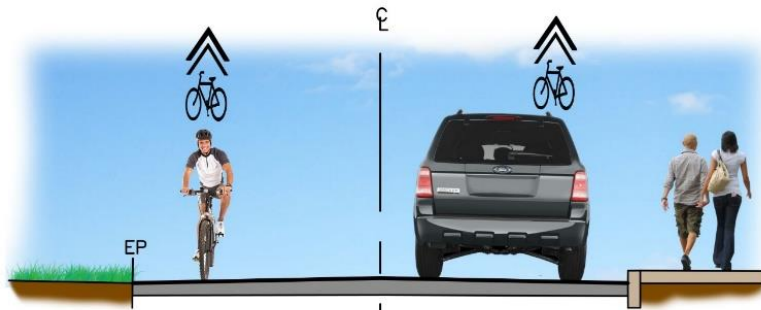


Dudley

Typical Off-Road Option



On-Road Options

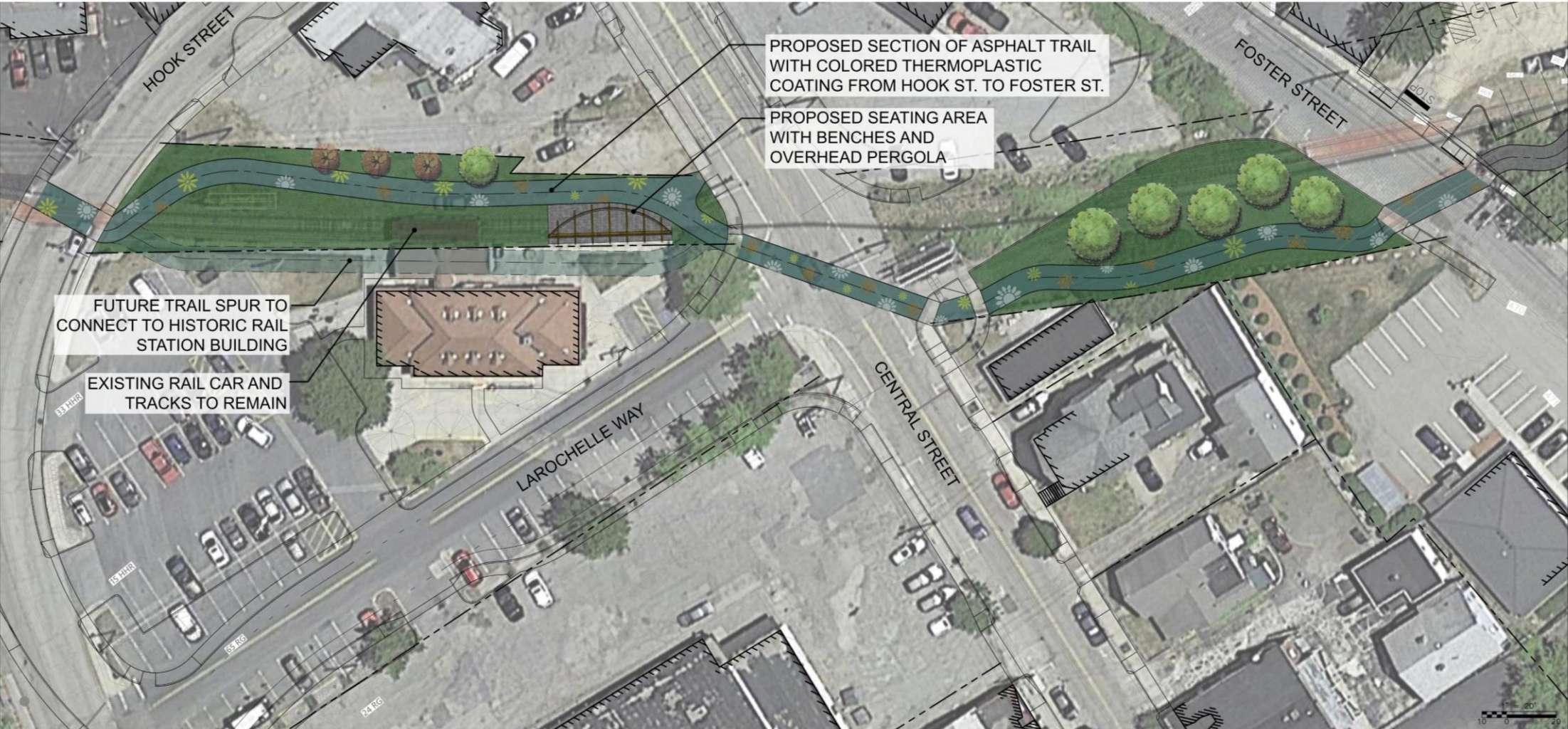


*Mill and River Streets
Bicycle - Shared Road
Pedestrian Accommodations*

*Part of Crane Street (and West)
Bicycle & Pedestrian – Shared Use Side
Path*

*Preferred for Mill and River Streets
Dedicated Bicycle Lane
Pedestrian Accommodations*

Trailhead Park by Train Depot



JCLA
JOSEPH COAN LANDSCAPE ARCHITECTURE
 STURBRIDGE, MA 01569-0533

Proj. Mgr.: JC
 Designed: JC
 Drawn: JC
 Checked: JF
 Scale: AS NOTED
 Date: MAY 2023

DEPOT PARK CONCEPT
 QUINEBAUG RIVER TRAIL
 SOUTHBRIDGE, MA

Proj. No.
 Dwg. No.

L-1

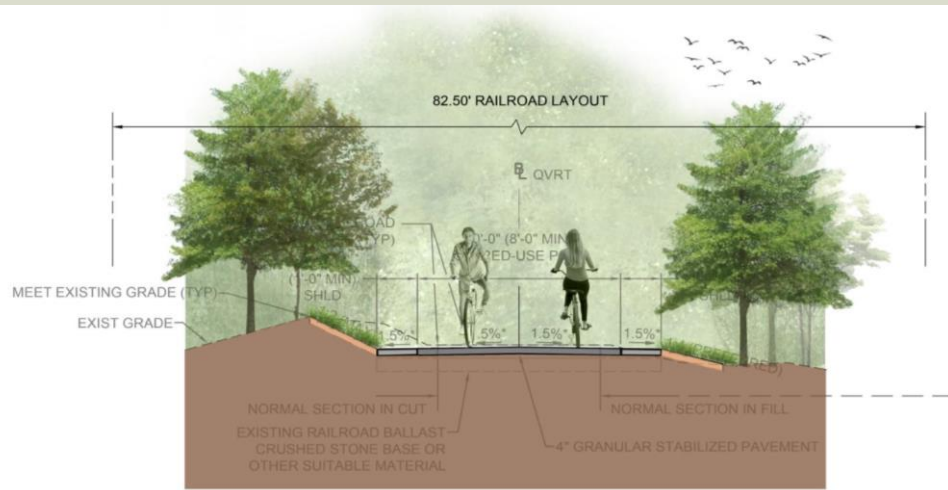
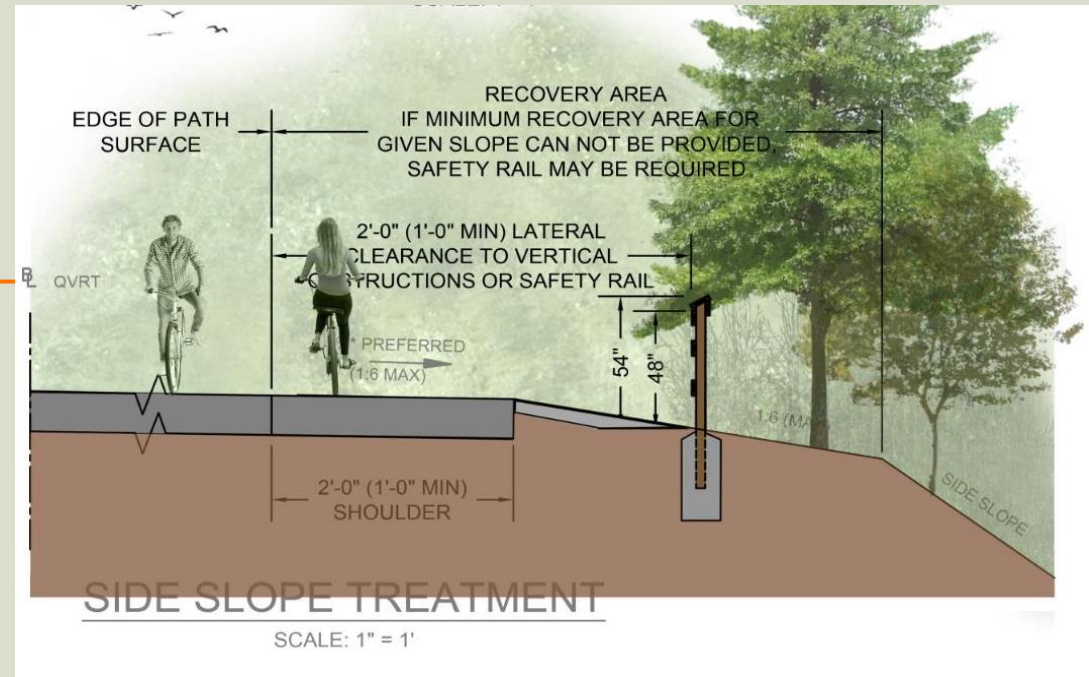
Trailhead



Informational/Educational Signing



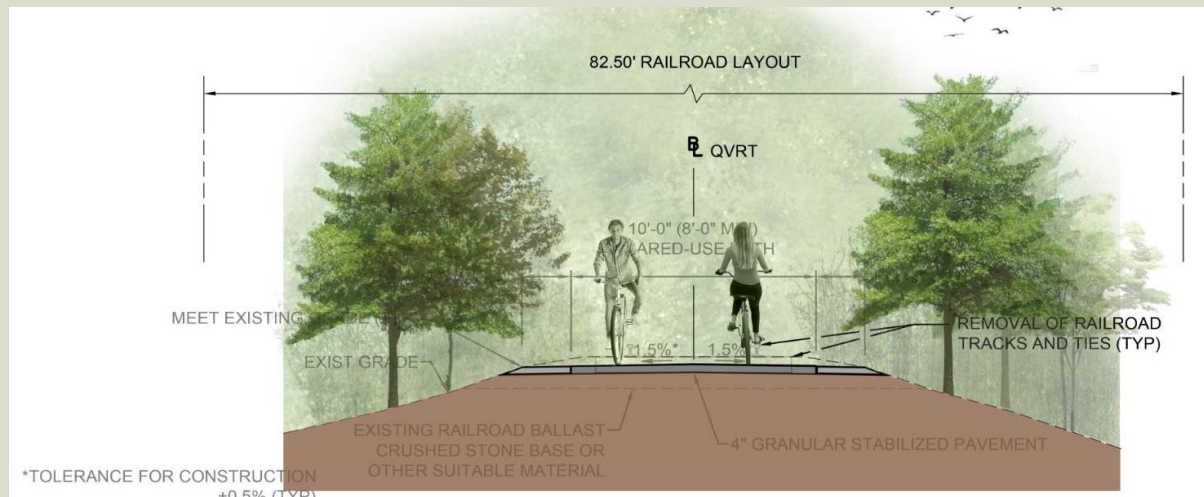
Typical Trail Sections



*TOLERANCE FOR CONSTRUCTION
±0.5% (TYP)

TYPICAL TRAIL SECTION - NORMAL

STA 809+50 TO STA 830+41
STA 841+00 TO STA 868+66
STA 870+75 TO STA 880+00
SCALE: 1"=4'



*TOLERANCE FOR CONSTRUCTION
±0.5% (TYP)

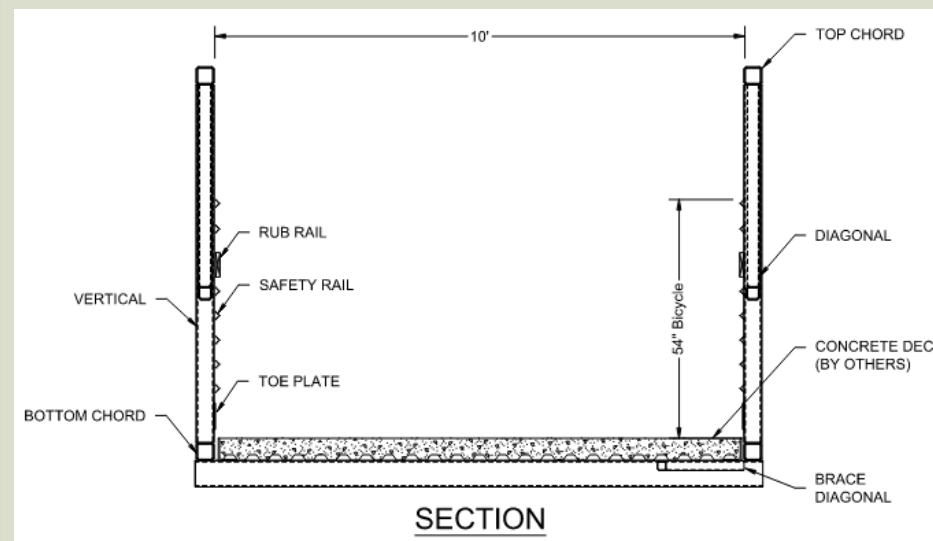
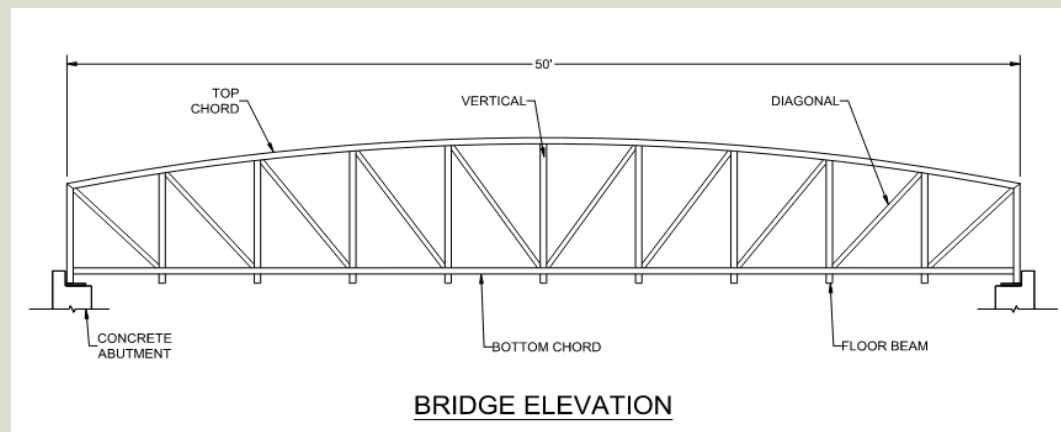
TYPICAL TRAIL SECTION

STA 734+00 TO STA 809+08
STA 839+70 TO STA 841+00
STA 880+00 TO STA 887+56
STA 893+50 TO STA 915+62
SCALE: 1"=4'

BOWSTRING TRUSS

“CROSSBOW” STYLE TRUSS DESIGN

- ❑ Curved top chord for a classic parabolic look.
- ❑ Spans up to 200 ft.
- ❑ The truss height at the center is around 10% of the clear span.
- ❑ Ends can be flush or vertical.
- ❑ Painted Steel.
- ❑ Fencing or railing





Approach to Soil Management – DEP Guidance

1. Background

- DEP Best Management Practices for Controlling Exposure to Soil during the Development of Trail Trails (2003)
 - Residential, undeveloped or rural rights-of-way
 - Stations and crossings
 - Industrial corridors
 - Switching and Repair Yards
- Goals of BMP's
 - **Promote** rail-trail conversions that are health-protective & cost-effective
 - **Recognize** potential presence of oil or hazardous material along row
 - **Expedite** trail development to prevent (or minimize) risk to users
 - **Prevent** (or min.) exposure to hazardous material before, during and after const.
 - **Prevent** (or min.) off-site migration of contaminants before, during and after const.



Approach to Soil Management – Practice

2. BMP Applicability

- Pre-Construction Phase
 - Identify location of trailheads, access points, uses
 - Minimize excavation or potential exposure
 - Establish type of trail surface
 - Technical specifications, environmental pay items, contingency
- Construction Phase
 - Containment (silt fence, straw bales, construction entrance)
 - Minimizing excavation, keeping excavate on-site, capping excavate
 - Site monitoring, adherence to contract specifications and requirements
- Post-Construction Phase
 - Periodic monitoring
 - Long-term erosion control

Lease Agreement with MassDOT



1. Short-Term (Soil Borings for Morris Street Bridge)

- Application for Use & Occupancy of MassDOT Rail Property (Right-of-Entry) to Perform 2 Soil Borings Submitted March 15, 2023
Currently Under Review

2. Long-Term (99-Year Lease)

- Application for Use & Occupancy of MassDOT Rail Property
Submitted April 18, 2023
- Currently Under Review



Cost Estimate

Current estimated cost for Trail	\$3,285,000
Current estimate for Depot Trail Park	<u>\$ 500,000</u>
Total estimated construction cost	\$3,785,000
Construction Contingency	<u>\$ 300,000</u>
Total project budget	\$4,085,000

Schedule

Finalize Design	June 30, 2023
Bidding	July – September 2023
Contract award	September–October 2023