

Bike Path Development Time Line - 5 Year Plan February 08 Update

MassHighway uses an approximate construction cost of \$1 million per mile of path. All costs noted here are rough estimates.				
NOTE: TYPICAL STEPS: 1. Alternative Analysis (1 year) 2. Initial Feasibility Study (1 year) 3. Submittal of PNF to PRC. 4. 25% Design/Permitting/ROW Plans (18-24 months depending on if railroads are involved; ROW negotiations with railroads takes at least 1 year, even if just for a rail crossing) 5. ROW Acquisition, Construction Easements (variable, depending on if railroads are involved) 6. Construction				
Section Name	Current Status	Costs To Date	Goals for FY '08	FY '08 Costs
North Adams to Williamstown Route 2 Corridor. (It is unlikely that this trail will utilize a rail corridor. This trail will require at least 1 river crossing and possibly 1 railroad crossing.) Approximately 5.25 miles	Feasibility Study is in progress through funding from National Scenic Byways Program.		<ul style="list-style-type: none"> BRPC will be issuing an RFP and hopes to have the conceptals completed by September 2008. Feasibility Study, Identify Preferred and Alternative Routes, Identify Environmental Impacts, Conceptual Design, Public Outreach, Cost Estimates 	\$110,000
Adams Extension of Ashwilticook R.T. from Hoosac Street to Lime Street. (Mostly on DCR owned rail bed and Town ROW with one private landowner.) 1.2 miles	Design by MassHighway is underway. MPO has indicated its support to program funding for construction in FY '09. This project may be eligible for CMAQ funding as well as the Congressional earmark money.		<ul style="list-style-type: none"> PIF received PRC approval. Surveying of site, preliminary design and preliminary discussions with town regarding Right of Way 	Design is being done in house by MHD
North Adams to Adams Approximately 4.5 miles	BRPC and VHB Feasibility Studies laid out several alternatives. Final route has not been determined.	\$88,000 for feasibility	<ul style="list-style-type: none"> Public consensus, Identify preferred alignment, Obtain funds to commission a design firm to bring route to 25% Design 	\$100,000
Pittsfield Segment 1: Ashwilticook R.T. to Merrill Road. (Primarily off-road path along Housatonic rail bed. Softball Complex and PEDDA site are destinations that would be accessed through spurs from the main spine of the trail.) 2 miles	PNF submitted to MassHighway. BSC Group held community input sessions and published an Alternatives Analysis Study in September 2007. Additional planning and design needed. Use of rail bed and ROW needed. Housatonic Railroad needs to enter into abandonment process. Recent expansion plans for the Unistress/Petricca site have led to the identification of an adjusted preferred alignment on the north end of this segment.	\$50,000 spent for feasibility study funded with legislative earmark	<ul style="list-style-type: none"> Railroad Abandonment Process The City would like to concentrate on Segment 1 rather than split their focus between segments. 	N/A
Pittsfield Segment 2: Merrill Road to Elm St./Williams St. Intersection. 2.5 miles	PNF submitted to MassHighway. BSC Group held community input sessions and published an Alternatives Analysis Study in September 2007. Additional planning and design needed. ROW needed. Multiple alternatives under consideration. Potentially controversial depending on route chosen.	\$40,000 spent for feasibility study funded with DCR grant	<ul style="list-style-type: none"> The City plans to seek funding for additional plan advancement work, including detailed environmental/topographic surveys, for Segment 2 in '08. 	\$100,000
Pittsfield/Lenox Segment 3: Williams St. to East New Lenox Road and connection to Lenox. Approximately 3 miles	The southern leg was not included in the BSC Group Alternatives Analysis Study nor the PNFs. Route has yet to be determined.	None	<ul style="list-style-type: none"> The City submitted an application to DCR Greenways for \$50,000 to fund an Alternatives Analysis Study for Segment 3. City anticipates hearing answer in Spring 2008. 	\$50,000
Lenox Segment 1: Lenox High School to Woods Pond Pedestrian Bridge via East Street and Housatonic Street. (Town ROW adjacent to roads.) 1.5 miles	Town of Lenox has completed survey work and secured wetland permits. MPO has indicated its support to program funding for construction in FY '09. This project may be eligible for CMAQ funding as well as the Congressional earmark money.	Town of Lenox spent \$17,900 on survey work, preliminary design and permitting.	<ul style="list-style-type: none"> PIF did not receive PRC approval. Town will be submitting comments to try to satisfy PRC concerns. 	\$58,000 proposal for design from Congressional earmark
Lenox Segment 2: Housatonic Street to New Lenox Road along abandoned trolley bed and connection to Pittsfield. (Completely off-road path using abandoned rail bed; mix of Town and DCR owned ROW and Eastover Resort land. Lenox has split this project into two segments to spread the project out over two fiscal years.) 4 miles	PNF submitted to MassHighway. Foresight Land Services completed Initial Site Review, concept development and analysis of wetland crossings. Use of abandoned rail and ROW needed. Some additional feasibility work needs to be completed. Trail would consist of combination of paved path and possible boardwalk to minimize wetland impacts. Trail would also provide access to Eastover Resort.	\$8,500 using FFY06 UPWP contract with MassHighway. BRPC provided mapping and property handouts using FFY05 UPWP and FY07 UPWP funds	<ul style="list-style-type: none"> Lenox signed contract with Foresight Land Services to get Segment 2 to 25% design using \$32,100 from sidewalk money. Lenox submitted an application to DCR Greenways for \$37,800 to continue feasibility work for Segment 2. Town anticipates hearing answer in Spring 2008. The total cost of completing the feasibility work for this segment is estimated at \$47,250. The Town is prepared to cover the \$9,450 difference. 	\$47,250 for design
Lenox Segment 3: Lenox High School to Town of Lee via East St., Blantyre Road, Plunkett St. and connection with Lee at Laurel Lake on Laurel Lake Road. (Mostly Town ROW adjacent to roads. Lenox has split this project into two segments to spread the project out over two fiscal years.) 3.6 miles	Project needs preliminary design and public comment before going to full engineering design; Town of Lenox has identified route in Town ROW.	None	<ul style="list-style-type: none"> Phase 1: Segment 1 begins at Lenox High School to Walker St. Determine where the route goes south of Lenox 	Unknown
TOTAL YEARLY EXPENDITURES	FISCAL YEAR 2007	\$204,400	FISCAL YEAR 2008	\$465,250 +

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Section Name	Goals for FY '09	FY '09 Cost	Goals for FY '10	FY '10 Cost	Goals for FY '11	FY '11 Cost	Goals for FY '12	FY '12 Cost
North Adams to Williamstown Route 2 Corridor. (It is unlikely that this trail will utilize a rail corridor. This trail will require at least 1 river crossing and possibly 1 railroad crossing.) Approximately 5.25 miles	• 75% Design, Environmental Permits, ROW Plans, Public Outreach, Landowner Agreements and Easements	Unknown at this time, probably \$50,000-\$80,000	• 100% design, Final ROW, Easements/Ownership	Unknown	• Construction	Unknown, Probably >\$5 million		
Adams Extension of Ashuwillticook R.T. from Hoosac Street to Lime Street. (Mostly on DCR owned rail bed and Town ROW with one private landowner.) 1.2 miles	• 25% Design early 2009 • MassHighway is committed to getting this project to bid in Federal Fiscal Year 2009 (before October 2009)	Design will be done in house by MHD	• Construction	\$1.5 million for construction				
North Adams to Adams Approximately 4.5 miles	• Preliminary Schematics, ROW Plans	\$150,000 for design	• 25% Design	cost carried from '09	• Final Design, Environmental Permits, Property Purchased and Easements	cost carried from '10	• Construction	\$2 million for construction
Pittsfield Segment 1: Ashuwillticook R.T. to Merrill Road. (Primarily off-road path along Housatonic rail bed. Softball Complex and PEDAsite are destinations that would be accessed through spurs from the main spine of the trail.) 2 miles	• The City anticipates being ready for full design in FY '09 or FY '10.	\$125,000 for design	• Final Design, Environmental Permits, ROW Plans, Railroad Agreements	\$125,000 for design	• Construction	\$2.5 million for construction		
Pittsfield Segment 2: Merrill Road to Elm St./Williams St. Intersection. 2.5 miles	• Certainty of location is anticipated in FY '09. • Continued advancement of concept plan, including detailed environmental impacts with goal of moving toward 25% design	cost carried from '08	• 25% Design, Environmental Permits, ROW Plans	\$250,000 for design	• Final Design, Easements/Ownership	\$250,000 for design	• Construction	\$5.3 million for construction
Pittsfield/Lenox Segment 3: Williams St. to East New Lenox Road and connection to Lenox. Approximately 3 miles	• Feasibility Study, Alternatives Analysis in cooperation with Lenox	cost carried from '08	• 25% Design, Environmental Permits, ROW Plans	\$250,000 for design	• Final Design, Easements/Ownership	\$100,000 for design	• Construction	\$3.5 million for construction
Lenox Segment 1: Lenox High School to Woods Pond Pedestrian Bridge via East Street and Housatonic Street. (Town ROW adjacent to roads.) 1.5 miles	• Final Design	cost carried from '08	• Construction	\$1.5 million for construction				
Lenox Segment 2: Housatonic Street to New Lenox Road along abandoned trolley bed and connection to Pittsfield. (Completely off-road path using abandoned rail bed; mix of Town and DCR owned ROW and Eastover Resort land. Lenox has split this project into two segments to spread the project out over two fiscal years.) 4 miles	• Phase 1: Design Phase 1 on existing abandoned trolley rail bed to southern property line of Eastover Resort land. (1.5 miles) Secure environmental permits.	\$100,000 for design	• Construct Phase 1 (1.5 miles)	\$1 million	• Design Phase 2 to Pittsfield (2.5 miles) • Secure ROW and environmental permits.	\$400,000 for design	• Construct Phase 2 (2.5 miles)	\$2 million for construction
Lenox Segment 3: Lenox High School to Town of Lee via East St., Blantyre Road, Plunkett St. and connection with Lee at Laurel Lake on Laurel Lake Road. (Mostly Town ROW adjacent to roads. Lenox has split this project into two segments to spread the project out over two fiscal years.) 3.6 miles	• Phase 1: Segment 1 begins at Lenox High School to Walker St. • Design of Phase 1 (1.8 miles)	\$150,000	• Construct Phase 1 (1.8 miles) • Preliminary design and permitting of Phase 2 (1.8 miles)	\$1.8 million for construction	• Phase 2: Route continues from Walker St. to Town of Lee at Laurel Lake and includes Cranwell Resort, Blantyre Resort, Canyon Ranch Resort and access to Laurel Lake. • Final design of Phase 2, possible construction	\$150,000 for design	• Construct Phase 2 (1.8 miles)	\$2.2 million for construction (including Route 20 crossing)
TOTAL YEARLY EXPENDITURES	FISCAL YEAR 2009	\$575,000 +	FISCAL YEAR 2010	\$6,425,000 +	FISCAL YEAR 2011	\$10,400,000 +	FISCAL YEAR 2012	\$13,000,000