



TOWN OF SWAMPSCOTT

PLANNING DEPARTMENT

ELIHU THOMSON ADMINISTRATION BUILDING
22 MONUMENT AVENUE, SWAMPSCOTT, MA 01907

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COMMUNITY DEVELOPMENT

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SWAMPSCOTT RAIL TRAIL DESIGN & ENGINEERING PROJECT – REQUEST FOR QUALIFICATIONS

FAQs (AS SUBMITTED PRIOR TO CLOSE OF QUESTION PERIOD)

Q: Is there an intent to light the path?

A: No, the Town is committed to keep the path unlit so as not to have a negative impact on the surrounding properties or natural habitat.

Q: How will National Grid be incorporated into the design & engineering phase?

A: The selected consultant will need to work with National Grid (NGrid) to outline requirements from the utility that ensures the rail trail does not negatively impact the electric service infrastructure nor inhibit NGrid from accessing that infrastructure. Any developed plans will need to be reviewed/approved by the utility company. The Town suggests that all RFQ responses include detail of your prior dealings with NGrid on similar projects.

Q: When does the Town plan to initiate discussion with abutters?

A: The Town sent letters to all owners of abutting residential properties at the end of July. The letters have invited the property owners to have meetings with Town representatives prior to the selection of the consulting firm. This will allow the Town to compile initial feedback and concerns of each individual abutting residential property at the very beginning of the design & engineering phase. Further outreach to abutters is anticipated as the design progresses.

Q: How will the proposed fees work into the selection process of the consultant?

A: The proposed fee will only be one element of consideration when a selection is made. The Town will consider expertise/experience, proposed methodology, cost, and the in-person interviews in making a final selection.

Q: Has the Town considered bridges for crossings where there are old train abutments?

A: Yes. The Town would prefer a bridge at a minimum over Paradise Road for safety reasons. During the design phase, there will need to be options for both at-grade and bridge crossings. The grant and fundraising for construction will then better determine which option will be constructed. However, it will be important that the trail have entrance/exit points at each street crossing even if there is a bridge crossing so that users may access or leave the trail at those points.

Q: It was stated that the Town has assumed about \$240,000 of the \$850,000 would be used for the design & engineering phase based on an estimate by a firm that works in the field. Is that estimate broken down by task?

A: No, there is no breakdown of the estimate. The estimate was provided in general terms. Each firm should determine costs based on its expertise on similar projects.

Q: If the rail trail utilizes the Tedesco Country Club property, has the Town taken into consideration additional costs for survey and environmental impacts for tree removal.

A: No, the funding is based on designing & engineering the trail as well as the acquisition of the easement rights. All construction costs will be paid for through grants and privately-raised donations.