



TOWN OF EAST LONGMEADOW

Town Manager's Report

June 10, 2025

Good evening:

Attached please find project reports for the weeks of May 19th & May 27th regarding the construction of the new high school and natatorium. That is report #49 and #50 for the High School if you're scoring at home, which means we are about to eclipse one full year of reporting on this historic project.

We had an election on June 3rd and I don't want to steal Jeanne's thunder, but I would like to congratulate Kathy, Ralph and Anna on their successful campaigns.

I have attached an engineering memorandum from VHB regarding the extension of the Rail Trail from Maple Street to Westwood Avenue. This conceptual design, made possible by MassTrails Grant funding, is aimed at enhancing connectivity and expanding one of our most popular recreational assets. We will now shift our focus to a final engineering design, permitting and construction.

We are in the process of putting the finishing touches on the design of the Heritage Park Renovation Project. As part of the process, Blackmon Pond will be drained and cleaned. I have attached a public notification flyer, as required by the Massachusetts Environmental Policy Act (MEPA) office, to provide some pertinent information on the upcoming project.

The new Westcomm Building on Shawinigan Drive in Chicopee is nearing completion. This new state of the art facility will enhance operations well into the 21st century and provide Westcomm the opportunity to welcome new communities to the district. A ribbon cutting ceremony has been scheduled for July 14th at 10am to mark the occasion.

DPW Updates: Water Main Project (3650') underway in the Kingman Avenue neighborhood; Line striping underway town wide; crack sealing and paving projects set to begin shortly; catch basin and drain line repairs on Somers Road and Prospect Street in preparation for paving; radar speed limit sign installation has been completed; RRFB and crosswalk installations; Chestnut Street Pump Station under contract; town-wide street sweeping and preparations and planning for the 4th of July...to name a few. It is going to be another busy summer. Nobody does more work for our community than the Department of Public Works. Thanks for everything!

Take Two: Introduction of Deputy Fire Chief, Ed Linehan.

Respectfully submitted,

Thomas D. Christensen
Town Manager

Natatorium Building - East Longmeadow High School Weekly Report No. 023 Monday, 5-19-25 through Friday, 5-23-25

East Longmeadow High School
180 Maple Avenue, East Longmeadow, MA 01116

Natatorium Building – East Longmeadow High School

I. Safety:

- a. The Project has run 120 consecutive workdays without a lost time injury through Friday, 5-23-25.

II. Average Daily Manpower (Monday - Friday):

- a. The Project averaged two workers per day for the period of Monday, 5-19-25, through Friday, 5-23-25.
- b. The Project did not work on Saturday, 5-24-25 due to the long Memorial Day Holiday Weekend.

III. Meetings:

- a. The weekly Owner/Architect/Contractor (OAC) Meeting was held on Thursday, 5-22-25 starting at 1:00 PM.
- b. The weekly Proposed Change Order (PCO) Meeting was also held immediately following the weekly OAC Meeting.

IV. Testing/Inspections:

a. Independent Testing Lab: (Allied Materials Testing Lab)

• Concrete:

No concrete testing and inspections were required this week.

To date 326 cys of concrete have been placed at foundation walls and footings.

• Reinforcement:

No rebar inspection were required this week as well.

• Structural Steel:

No structural steel inspections were necessary this past week.

b. Town of East Longmeadow's Building, Electrical, Plumbing, Fire Inspectors:

- The Town's Plumbing Inspector (Heath Dion) was on site Tuesday, 5-13-25 to witness a "smoke test" on under slab plumbing drainage piping on the south side of the Natatorium Building.

Inspections by the Architect, Engineers, and Consultants:

- SMMA Engineers (Jean Kim & Jay Williams) were on site 5-21-25, completing an inspection of the Project.
- OTO Soils Engineers were on site 5-21-25 to inspect the degree of the ground water encountered at the deep end of the pool's excavation.
- JWA/SMMA Architects (Aviva Galaski) toured the Project on Thursday, 5-22-25 after the weekly OAC Meeting.

On-Site Activities:

Div. 1 – Construction Manager at Risk: (Fontaine Brothers)

- a. Fontaine is responsible for coordinating and managing all onsite construction activities as well as all safety practices of their subcontractors & vendors. Fontaine also schedules the materials testing lab as needed.
- b. Fontaine continues processing and developing the following:
 - Product submittals for items needed in the building.
 - Generate/issue RFI's for unforeseen items and items in question with the drawings/specifications.
 - Issue approved shop drawings through the ProCore program.
 - Compiling and issuing monthly requisitions.

Div. 3 – Concrete: (Manafort/Precision)

- a. No additional concrete was placed this past week.
- b. The total yardage of concrete placed through Friday, 5-23-25 is 326 cys.

Div. 5 – Metals (Str. Stl., Decking, Joists): (Norgate Fabrication, Stellar Steel Erection)

- a. Fontaine has awarded the structural steel package to Norgate Fabrication Company out of Canada.
- b. Structural steel erection will be performed by Stellar Steel Erectors.

Div. 7 – Thermal & Moisture Protection: (Foundation Wall/Brick shelf Air & Vapor Barrier): (Superior Waterproofing)

- a. No additional AVB materials and/or primer were completed this week at the concrete foundation walls.

Div. 13 – Specialties (Pool Construction): (Baseline Company)

- a. Continued with layout work.
- b. Oversee excavation of the deep end of the pool by others (Gags).
- c. Oversee installation by licensed plumbers of the under-drain system for the pool.

Div. 22 – Plumbing: (Grasseschi Plumbing and Heating Company)

- a. Installed the “under-drain” ground water relief system under the actual pool structure.
- b. The under-drain system for the pool was completed on a T&M basis by licensed plumbers. The AHJ (local plumbing inspector) required licensed plumbers complete this work and not the pool installer.

Div. 26 – Electrical: (Griffin Electric Company)

- a. No further electrical work (temp. power) related to the Natatorium were completed this past week.

Div. 31, 32 & 33 – Earthwork, Improvements & Utilities: (Gagliarducci Construction)

- a. Completed further excavation work to get the required depth of the new pool structure.
- b. Completed excavation work to install low point drain system for the pool structure.
- c. Dewatering of the excavated hole for the pool structure.

PHOTOS:



The shallow end of the pool structure is covered with crushed stone & the deep end gets further excavated.



The site contractor has encountered ground water while excavating the deep end of the new pool structure



The pool installation contractor & the plumber are installing the under-pool ground water drainage pipe & fabric

East Longmeadow High School
Weekly Report No. 049
Monday, 5-19-25 through Friday, 5-23-25

East Longmeadow High School
180 Maple Avenue, East Longmeadow, MA 01116

East Longmeadow High School Building:**I. Safety:**

- a. The Project has run 252 consecutive workdays without a lost time injury through Friday, 5-23-25.

II. Average Daily Manpower (Monday - Saturday):

- a. The Project averaged 68 workers per day for the period of Monday, 5-19-25 through Friday, 5-23-25.
b. The Project did not work on Saturday, 5-24-25 due to the long Memorial Day Holiday Weekend.

III. Meetings:

- a. The ELHS conducted a "After Action" Safety Review Meeting on Monday, 5-19-25 on campus to review a recent incident at the high school regarding a student.
b. The weekly Owner/Architect/Contractor (OAC) Meeting was held on Thursday, 5-22-25 starting at 1:00 PM.
c. The weekly Proposed Change Order (PCO) Meeting was held immediately following the weekly OAC Meeting.
d. The monthly MSBA Meeting was held virtually on Thursday, 5-22-25 starting at 3:00 PM.

IV. Testing/Inspections:

- a. Independent Testing Lab: (Allied Materials Testing Lab)
- Concrete and Reinforcement:
No further concrete testing and inspection occurred this week.
 - Soil Compaction Testing:
No further soil compaction testing was performed this past week.
 - Spray-on Fireproofing Material Testing:
Performed further thickness testing of spray-on FP material on the 2nd floor of the D-Wing. Refer to Inspection Report #2, dated 5-19-25.
 - Light Gage/Cold-Formed Metal Framing and Misc. Metals Inspection:
 - Performed an inspection of the on-going installation of the CFMF at the D & E Wing's exterior wall.
 - Completed a follow up inspection of misc. metals with the completion of Stairs S-102, in the D-Wing.
- b. Town of East Longmeadow's Building, Water/Sewer, Electrical, Plumbing, Fire Inspectors:
• The Town's Plumbing Inspector (Heath Dion) was on site Tuesday, 5-20-25 to witness a "smoke test" on under slab plumbing drainage pipe at the Concessions Building.
- c. Inspections by the Architect, Engineers, and Consultants:
- SMMA Engineers (Jean Kim & Jay Williams) were on site 5-21-25, completing an inspection of the Project.
 - JWA/SMMA Architects (Aviva Galaski) toured the Project site on Thursday, 5-22-25.

On-Site Activities:

Div. 1 – General Conditions - Construction Manager at Risk: (Fontaine Brothers)

- a. Fontaine continues processing and developing the following:
 - Product submittals for items needed in the building.
 - Generate/issue RFI's for unforeseen items and items in question with the drawings/specifications.
 - Issue approved shop drawings through the ProCore program.
 - Develop and issue monthly requisitions for owner payment.
- b. Responsible for implementing all safety measures of contractors on site.

Div. 3 – Concrete/Reinforcement: (Manafort/Precision)

- a. Installing rigid insulation board, poly vapor barrier, and WWF on brick chairs at the Ground Floor level in the A-Wing in preparation for floor slab placement.
- c. Total yardage of concrete placed for foundation walls and footings is 1,880 cys (Including Concessions Building).
- d. Slab-on-grade concrete placements through Friday, 5-23-25 is 628 cys.
- e. Slab-on-deck concrete placements through Friday, 5-23-25 is 1,151 cys (Including A, B, D & E Wing rooftop equip pads).
- f. Compression testing at 28 days of all concrete cylinder samples taken to date have been found acceptable.
- g. Continued concrete fill at electrical duct banks at the east end of the Project site.

Div. 5 – Metals (Str. Stl., Decking, Joists, Support Frames): (Norgate for fabrication & Stellar to complete erection)

- a. Stellar Steel Erectors contract work is now complete.

Div. 5 – Misc. Metals (Sunshade System, Stair Stringers, etc.): (Avid Metals)

- a. Continued installing the actual support brackets onto the vertical support "H" columns for the exterior window sunshade system at the south side of the E-Wing.
- b. Complete installing steel stringers, landing, and supporting steel for Stairwell S102 in the D-Wing.
- c. Modify the under-support frames for two roof drains in C-Wing so they align to work with the tapered roof insulation.
- d. Installing the "H" support columns for the exterior window sunshade system at the south face of the A-Wing.

Div. 5 – Metals (Cold Formed Metal Framing): (A. Carr & Sons)

- a. Continued installing the 2-story tall exterior wall metal studs at the north, south and west sides of E-Wing.
- b. Continued layout and marking for drywall partitions on the 1st Floor concrete slab in D-Wing.
- c. Begin installing CFMF for interior drywall partitions on the 2nd floor in D-Wing.
- d. Continued installing CFMF at the roof parapet of the D-Wing.

Div. 6 – Rough Carpentry: (A. Carr & Sons)

- a. Maintaining work area limit barriers & safety railings on the roof areas of the B, C and D Wings.
- b. Installing wood blocking for the roof parapet at the D-Wing.
- c. Fabricating and installing the built-up wood block sleepers onto the metal roof decking for MEP equipment at the D-Wing.

Div. 7 – Spray-on Fireproofing: (H. Carr & Sons)

- a. Continued applying the spray-on fireproofing materials to the structural steel members in the D-Wing.

Div. 7 – Thermal & Moisture Protection: (Foundation Wall/Brick shelve Waterproofing): (Armani)

- a. No further work completed this week.

Div. 7 – Roofing: (Tapered Insulation Board & Membrane): (Silktown Roofing Company)

- a. Continued roofing layout and install of tapered insulation board at the D-Wing roof.
- b. Rigging insulation board and equipment to the roof of D-Wing.
- c. Installed roof insulation board & membrane at Stairwell S102 roof top atrium.

Div. 9 – Gypsum Board: (A. Carr & Sons)

- a. Continued installing the exterior sheathing board at the D-Wing, including the roof top structures.

Div. 22 – Plumbing: (Grasseschi Plumbing and Heating Company)

- a. Continued installing hangers & CI stormwater drainage piping in the 1st & 2nd Floors D and E Wings.
- b. Installing stormwater drainage piping and hangers at the underside of the roof structure in the Gymnasium of the B-Wing.
- c. Installing under slab plumbing drainage pipe in the Concessions Building.
- d. Conduct a successful head pressure test of the drainage piping in the B-Wing, above the floor slab.

Div. 23 & 25 – Heating, Ventilation & Air Conditioning (HVAC): (Willam F. Lynch Company)

- a. Continued layout work of mechanical equipment and ductwork in the D and E Wings.
- b. Installing hangers for ductwork and pipe on the 2nd Floor in the D and E Wings.
- c. Receive and unload a delivery of ductwork for the D-Wing.

Div. 26 – Electrical: (Griffin Electric Company)

- a. Continued stringing temporary lighting and power supply in the C Wing.
- b. Continued installing under slab electrical conduit raceways in the B and C-Wings.
- c. Continued constructing electrical duct banks and set concrete handhole structures in the northeast corner of the site and at the Loading Dock area.

Div. 31, 32 & 33 – Earthwork, Improvements & Utilities: (Gagliarducci Construction)

- a. Continued trenching and backfill operations for under slab electrical conduits in the B and C Wings.
- b. Continued filling, grading, and compaction to underside of concrete floor slab elevation in the A, B and C Wings.
- c. Continued excavation and backfill operations related to electrical duct bank construction along the west side of the Football Stadium and in the area of the Loading Dock.
- d. Continued excavation and backfill for under slab drainage piping at the Concessions Building.
- e. Continued to tie rebar and placed concrete encasement around multiple electrical conduits of the duct banks at the east side of the Project site and at the Loading Dock area.
- f. Backfill and compaction at the exterior perimeter of the Concessions Building.

Photos:



The drywall contractor continues installing exterior sheathing board at the south side of the D-Wing



Looking at the wood blocking installed to create the roof parapet construction at the SE corner of the D-Wing



The roof membrane is being installed at the Stairwell S102 roof top atrium located in the D-Wing



Looking at the electrical duct bank being installed between the Loading Dock & Generator/Transformer location



The concrete contractor has installed the vapor barrier over the rigid insulation at the 1st Floor of the A-Wing



HVAC ductwork has begun to be received at the job site for installation in the D-Wing

East Longmeadow High School

Weekly Report No. 050

Tuesday, 5-27-25 through Saturday, 5-31-25

East Longmeadow High School
180 Maple Avenue, East Longmeadow, MA 01116

East Longmeadow High School Building:

I. Safety:

- a. The Project has run 257 consecutive workdays without a lost time injury through Saturday, 5-31-25.

II. Average Daily Manpower (Monday - Saturday):

- a. The Project averaged 72 workers per day for the period of Tuesday, 5-27-25 through Saturday, 5-31-25.
- b. Note the Project did not work on Monday, 5-26-25 due to the Memorial Day Holiday.
- c. Also note, the sitework and CFMF contractors worked on Saturday, 5-31-25, with the premium costs charged against the established allowance.

III. Meetings:

- a. A meeting was held on Wednesday, 5-28-25 between SBC Chairman (Steve Chrusciel), JWA/SMMA Architects (Kristan Whitsett, Dorrie Brooks & Paul Elliot) and Skanska (John Benzinger, Ben Murphy & Rich L'Heureux) to discuss the number of recently issued proposal requests capturing scope changes all related to plumbing systems.
- b. The weekly Owner/Architect/Contractor (OAC) Meeting was held on Thursday, 5-29-25 starting at 1:00 PM.
- c. The weekly Proposed Change Order (PCO) Meeting was held immediately following the weekly OAC Meeting.

IV. Testing/Inspections:

- a. Independent Testing Lab: (Allied Materials Testing Lab)
 - Concrete and Reinforcement:
No further concrete testing and inspection occurred this week.
 - Soil Compaction Testing:
Further soil compaction testing was performed this week at the north sides of the A, B & C Wings in preparation for SOG concrete placements and at the backfill of the 16" dia. replacement water main line.
 - Spray-on Fireproofing Material Testing:
Performed further thickness testing of spray-on FP material in the E-Wing.
 - Light Gage/Cold-Formed Metal Framing and Misc. Metals Inspection:
No further inspections were performed this past week on CFMF being completed in the D & E Wing's.
- b. Town of East Longmeadow's Building, Water/Sewer, Electrical, Plumbing, Fire Inspectors:
 - The Town's Plumbing Inspector (Heath Dion) was on site Thursday, 5-29-25 to inspect under slab plumbing drainage lines associated with the Kitchen construction.
 - The Town's Building Commissioner (Will Cahillane) was on site Friday, 5-30-25, late morning to conduct a walkthrough of the Project.
- c. Inspections by the Architect, Engineers, and Consultants:
 - JWA/SMMA Architects (Dorrie Brooks & Jean Kim) toured the Project site on Thursday, 5-28-25 and then attended the weekly OAC Meeting starting at 1:00 PM.

- JWA/SMMA Engineers (Camron St. Croix) was on site late morning on Friday, 5-30-25 inspecting earth work occurring on the Project such as installation of the 16" dia. replacement water main piping at clean fill at the new Tennis Courts.

On-Site Activities:

Div. 1 – General Conditions - Construction Manager at Risk: (Fontaine Brothers)

- a. Fontaine continues processing and developing the following:
 - Product submittals for items needed in the building.
 - Generate/issue RFI's for unforeseen items and items in question with the drawings/specifications.
 - Issue approved shop drawings through the ProCore program.
 - Develop and issue monthly requisitions for owner payment.
- b. Responsible for implementing all safety measures of contractors on site.

Div. 3 – Concrete/Reinforcement: (Manafort/Precision)

- a. Continued with installing rigid insulation board, poly vapor barrier, expansion joint material, and WWF on brick chairs at the Ground Floor level in the A and B Wings in preparation for concrete floor slab placement.
- c. Total yardage of concrete placed for foundation walls and footings is 1,880 cys (Including Concessions Building).
- d. Slab-on-grade concrete placements through Friday, 5-31-25 is 628 cys.
- e. Slab-on-deck concrete placements through Saturday, 5-31-25 is 1,151 cys (Including A, B, D & E Wing rooftop equip pads).
- f. Compression testing at 28 days of all concrete cylinder samples taken to date have been found acceptable.
- g. Continued concrete fill at electrical duct banks at the east end of the Project site.

Div. 5 – Metals (Str. Stl., Decking, Joists, Support Frames): (Norgate for fabrication & Stellar to complete erection)

- a. Stellar Steel Erectors contract work is now complete.

Div. 5 – Misc. Metals (Sunshade System, Stair Stringers, etc.): (Avid Metals)

- a. Continued installing the actual support brackets onto the vertical support "H" columns for the exterior window sunshade system at the south side of the A and E Wings.
- b. Continued installing the "H" support columns for the exterior window sunshade system at the south face of the A-Wing.
- c. Installing roof ladders.

Div. 5 – Metals (Cold Formed Metal Framing): (A. Carr & Sons)

- a. Continued installing the 2-story tall exterior wall metal studs at the north, south and west sides of E-Wing.
- b. Completing the rough opening framing for the exterior windows in the north and south sides of the E-Wing.
- c. Continued layout and marking for drywall partitions on the 1st Floor concrete slab in D-Wing.
- d. Begin installing CFMF for interior drywall partitions on the 1st and 2nd floors in D-Wing.
- e. Continued installing CFMF at the roof parapet of the D-Wing.
- f. Completing the CFMF of the Atrium over the top of the E-Wing interior stairwell.

Div. 6 – Rough Carpentry: (A. Carr & Sons)

- a. Maintaining work area limit barriers & safety railings on the roof areas of the B, C and D Wings.
- b. Continued installing wood blocking for the roof parapet at the D-Wing.
- c. Installing the wood blocking around the CFMF window rough openings at the south side of D-Wing.
- d. Continued installing the wood dunnage supports for roof-top equipment at the D and E Wings.

Div. 7 – Spray-on Fireproofing: (H. Carr & Sons)

- a. Continued applying the spray-on fireproofing materials to the structural steel members in the B-Wing.
- b. Completed spray-on fireproofing materials in the E-Wing, 1st Floor area.

Div. 7 – Thermal & Moisture Protection: (Foundation Wall/Brick shelve Waterproofing): (Armani)

- a. No further work completed this week.

Div. 7 – Roofing: (Tapered Insulation Board & Membrane): (Silktown Roofing Company)

- a. Rigging insulation board and associated roofing materials to the roof of D-Wing.
- b. Continued roofing layout and install of tapered insulation board at the D-Wing roof.
- c. Installing the denz-glass surface board onto the metal decking.
- d. Installing the roof membrane where tapered insulation board is complete at the D-Wing's east end.

Div. 9 – Gypsum Board: (A. Carr & Sons)

- a. Continued installing the exterior sheathing board at the D-Wing, including the roof top structures.

Div. 22 – Plumbing: (Grasseschi Plumbing and Heating Company)

- a. Continued installing hangers & CI stormwater drainage piping in the 1st & 2nd Floors D and E Wings.
- b. Installing stormwater drainage piping and hangers at the underside of the roof structure in the Gymnasium of the B-Wing.
- c. Complete under slab plumbing drainage pipe in the Concessions Building.
- d. Installing copper domestic water piping in the ceiling space on the 1st Floor in D-Wing

Div. 23 & 25 – Heating, Ventilation & Air Conditioning (HVAC): (Willam F. Lynch Company)

- a. Continued layout work of mechanical equipment and ductwork in the D and E Wings.
- b. Installing hangers for ductwork and pipe on the 2nd Floor in the D and E Wings.
- c. Installing ductwork in the 1st Floor level of D-Wing.
- d. Installing copper refrigerant piping into hangers in the D-Wing.

Div. 26 – Electrical: (Griffin Electric Company)

- a. Installing under slab electrical conduits at the new Concessions Building.
- b. Continued installing under slab electrical conduit raceways in the B and C-Wings.
- c. Continued constructing electrical duct banks and set concrete handhole structures at the east side of the job site.

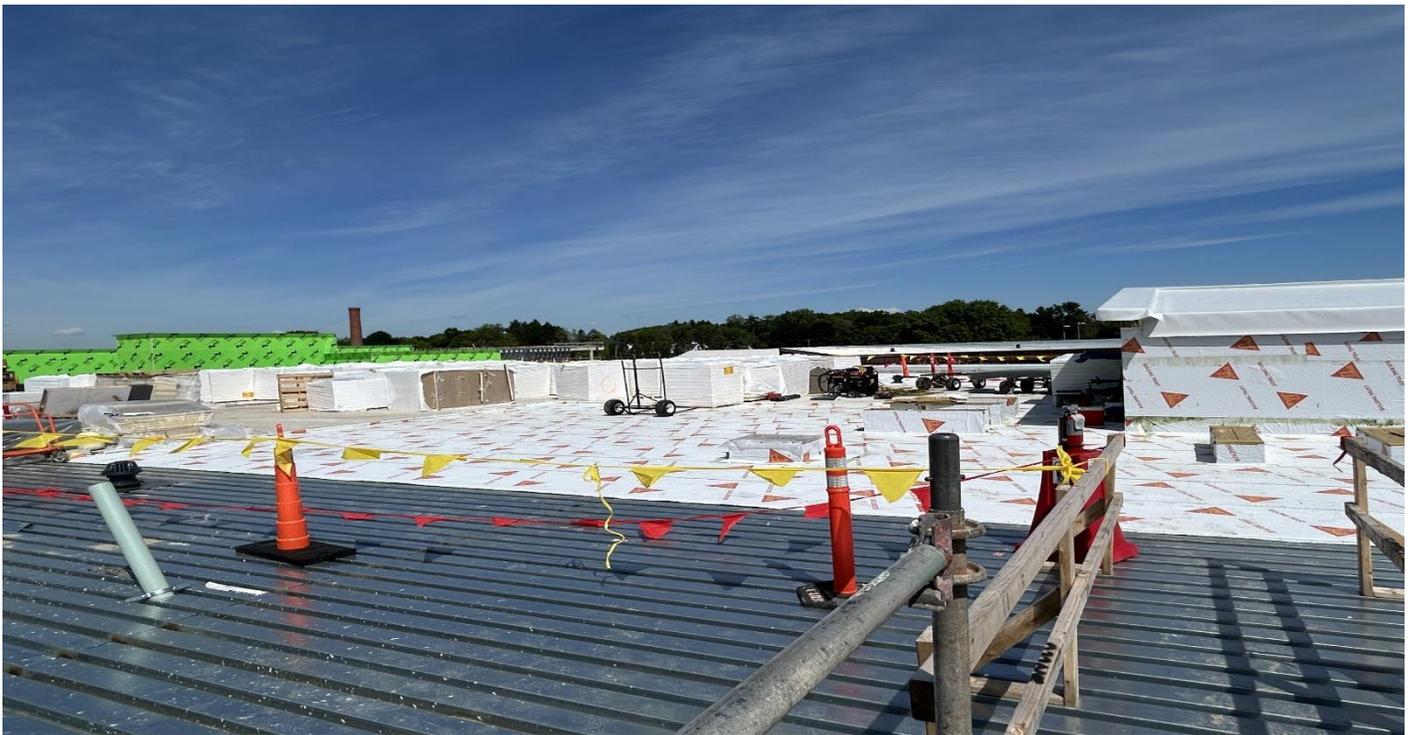
Div. 31, 32 & 33 – Earthwork, Improvements & Utilities: (Gagliarducci Construction)

- a. Continued trenching and backfill operations for under slab electrical conduits in the B and C Wings.
- b. Continued filling, grading, and compaction to underside of concrete floor slab elevation in the A, B and C Wings.
- c. Continued excavation and backfill operations related to electrical duct bank construction in and around the Emergency Generator area.
- d. Continued to tie rebar and placed concrete encasement around multiple electrical conduits of the duct banks at the east side of the Project site and at the Loading Dock area.
- e. Continued installation of the replacement 16" dia. water main under the proposed new Tennis Courts and in the student parking lot. Also performed exploratory excavation to locate the turn in direction of the existing water main heading toward Maple Avenue.
- f. Trucking in clean fill materials from off-site for fill at the new Tennis Courts.
- g. Mowed the tall grass around the north, south and west sides within the construction fence.

Photos:



Photo of the south side of D-Wing capturing the exterior sheathing board, PT wood blocking around the window rough opening & the stand-off mounting brackets for the window sunshade system



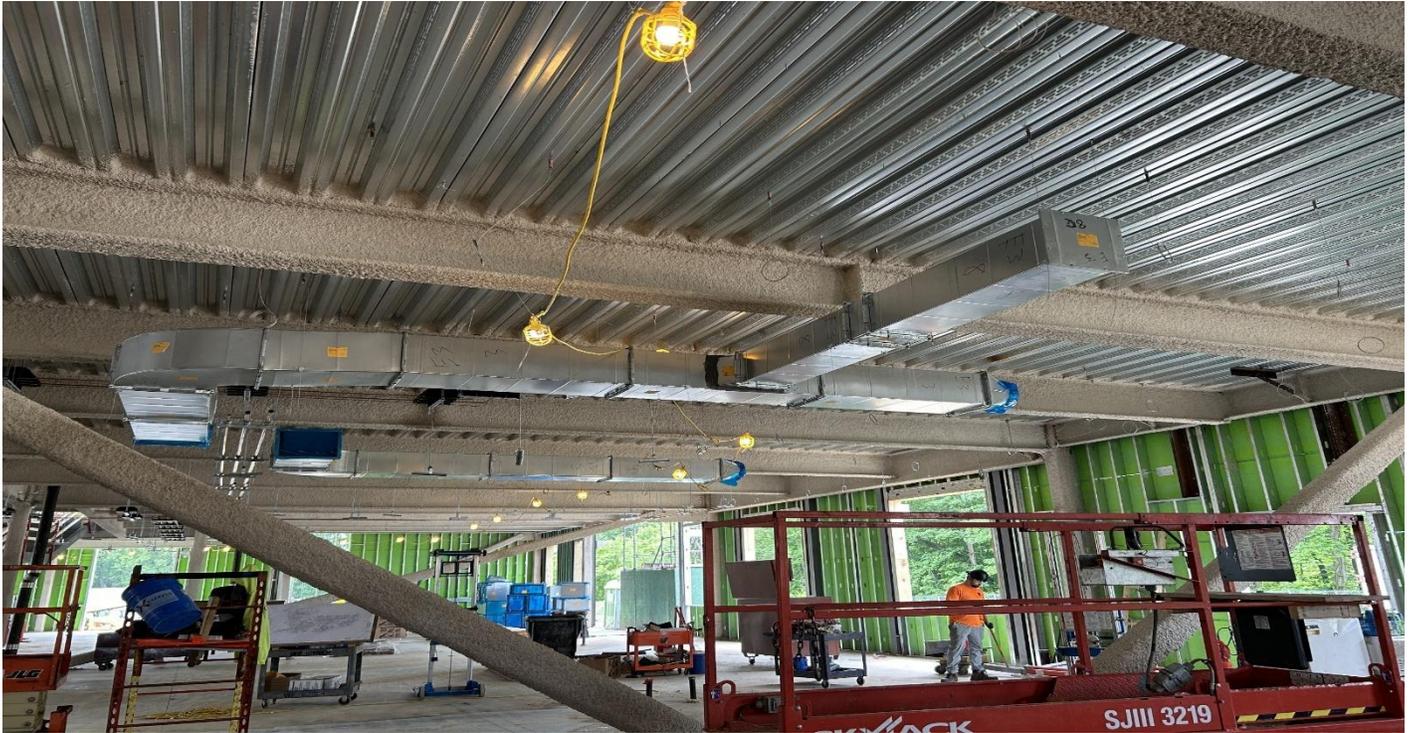
Installation of the roof work continues at the D-Wing with installation of the AVB material



The electrical contractor continues installing under slab conduit runs through the B & C Wings



Looking at the 1st Floor SW corner of A-Wing now prep'd to receive concrete slab-on-grade placement in the coming days



HVAC ductwork being installed on the 1st floor of D-Wing



The plumbing contractor has begin installing the domestic hot & cold-water piping system in the 1st Floor ceiling space of the D-Wing

Natatorium Building - East Longmeadow High School Weekly Report No. 024 Tuesday, 5-27-25 through Saturday, 5-31-25

East Longmeadow High School
180 Maple Avenue, East Longmeadow, MA 01116

Natatorium Building – East Longmeadow High School

I. Safety:

- a. The Project has run 125 consecutive workdays without a lost time injury through Saturday, 5-31-25.

II. Average Daily Manpower (Monday - Friday):

- a. The Project averaged four (4) workers per day for the period of Tuesday, 5-27-25, through Saturday, 5-31-25.
- a. Note, the Project did not work on Monday, 5-26-25 due to the Memorial Day Holiday.
- b. Also, the Project did not work on Saturday, 5-31-25 due to the heavy rain.

III. Meetings:

- a. The weekly Owner/Architect/Contractor (OAC) Meeting was held on Thursday, 5-29-25 starting at 1:00 PM.
- b. The weekly Proposed Change Order (PCO) Meeting was also held immediately following the weekly OAC Meeting.

IV. Testing/Inspections:

- a. Independent Testing Lab: (Allied Materials Testing Lab)
 - Soil Compaction Testing:
No soil compaction testing was required this week.
 - Concrete:
No concrete testing and inspections were required this week.
To date 326 cys of concrete have been placed at foundation walls and footings.
 - Reinforcement:
No rebar inspection were required this week as well.
 - Structural Steel:
No structural steel inspections were necessary this past week.
- b. Town of East Longmeadow's Building, Electrical, Plumbing, Fire Inspectors:
 - No further inspections were performed by the Town's Inspectors this past week.Inspections by the Architect, Engineers, and Consultants:
 - JWA/SMMA Architects (Dorrie Brooks & Jean Kim) toured the Project and attended the weekly OAC Meeting on Thursday, 5-29-25.

On-Site Activities:

Div. 1 – Construction Manager at Risk: (Fontaine Brothers)

- a. Fontaine is responsible for coordinating and managing all onsite construction activities as well as all safety practices of their subcontractors & vendors. Fontaine also schedules the materials testing lab as needed.
- b. Fontaine continues processing and developing the following:
 - Product submittals for items needed in the building.
 - Generate/issue RFI's for unforeseen items and items in question with the drawings/specifications.
 - Issue approved shop drawings through the ProCore program.
 - Compiling and issuing monthly requisitions.

Div. 3 – Concrete: (Manafort/Precision)

- a. No additional concrete was placed this past week.
- b. The total yardage of concrete placed through Saturday, 5-31-25 is 326 cys.

Div. 5 – Metals (Str. Stl., Decking, Joists): (Norgate Fabrication, Stellar Steel Erection)

- a. Fontaine has awarded the structural steel package to Norgate Fabrication Company out of Canada.
- b. Structural steel erection will be performed by Stellar Steel Erectors.

Div. 7 – Thermal & Moisture Protection: (Foundation Wall/Brick shelve Air & Vapor Barrier): (Superior Waterproofing)

- a. No additional AVB materials and/or primer were completed this week at the concrete foundation walls.

Div. 13 – Specialties (Pool Construction): (Baseline Company)

- a. Completed further installation & pressure tested the PVC Main Drain piping system under the new pool structure.
- b. Began constructing the temporary wooden formwork required for the shotcrete sides of the actual pool structure.

Div. 22 – Plumbing: (Grasseschi Plumbing and Heating Company)

- a. Note tie-in of the Main Drain piping system for the pool was completed on a T&M basis by licensed plumbers. The AHJ (local plumbing inspector) required licensed plumbers complete this work and not the pool installer.

Div. 26 – Electrical: (Griffin Electric Company)

- a. No further electrical work (temp. power) related to the Natatorium were completed this past week.

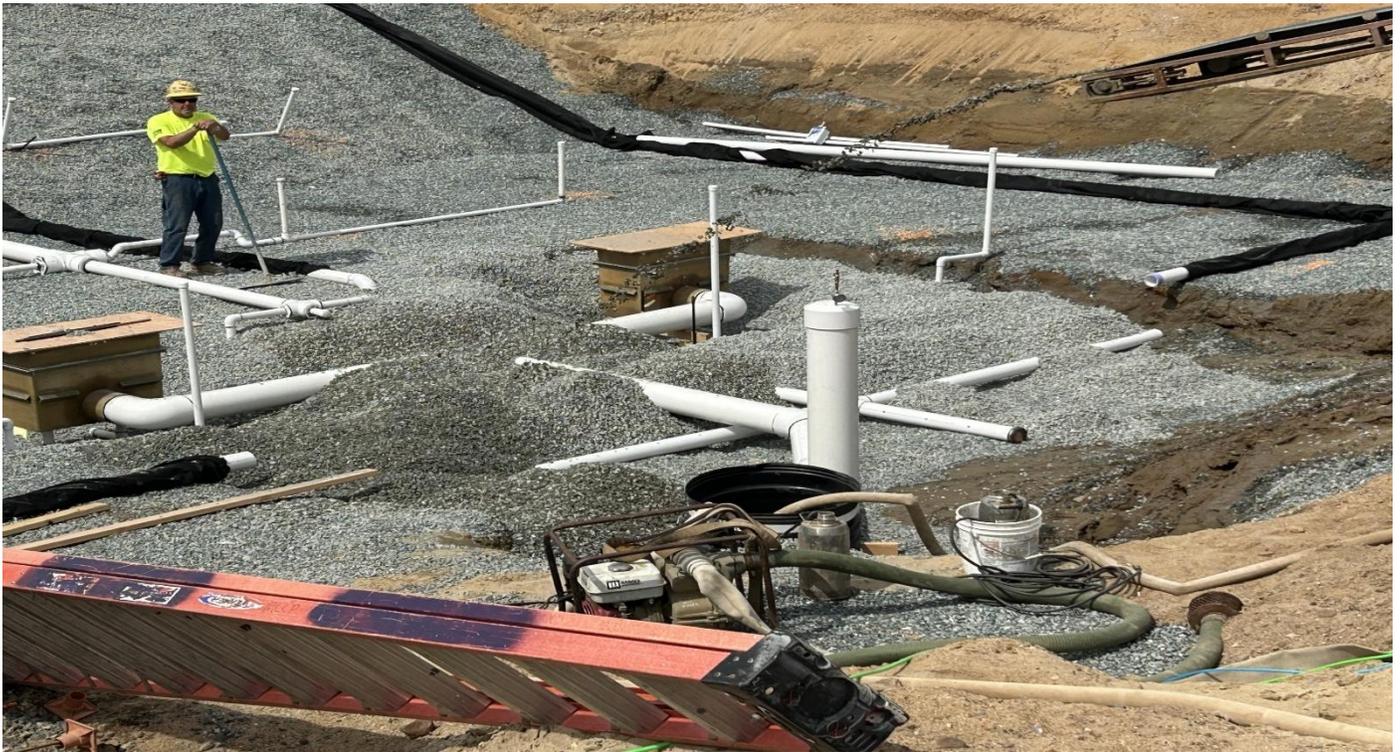
Div. 31, 32 & 33 – Earthwork, Improvements & Utilities: (Gagliarducci Construction)

- a. Completed excavation work to install low point drain system for the pool structure.
- b. Delivered and installed crushed stone to backfill the tested and approved main drain piping system.
- c. Dewatering of the excavated hole for the pool structure.

PHOTOS:



Crushed stone being delivered into the deep end of the pool by conveyor belt



The site work contractor uses a conveyor belt to deliver crushed stone bedding for backfill around the underdrain piping system at the pool structure



View from the east end of the Natatorium Building looking west at the start of formwork for the pool structure



Carpenters with the pool contractor begin constructing formwork for the shotcrete sides of the pool structure

To: Town of East Longmeadow

Date: April 18, 2025
Project #: 15583.04

Memorandum

From: VHB

Re: Red Stone Rail Trail Extension Memorandum
Maple Street to Westwood Avenue: Old Railroad Corridor

Introduction

The extension of the Red Stone Rail Trail on an old railroad corridor from Maple Street to Westwood Avenue is a key initiative outlined in the Town of East Longmeadow's 2021 Master Plan. As part of the town's long-term vision for enhancing transportation and recreation infrastructure, the extension aims to improve connectivity within the community, providing residents and visitors with an accessible and safe route for walking, running, and cycling. The plan highlights the importance of expanding the trail system to promote sustainable transportation options, improve public health, and encourage outdoor recreation.

The extension is also expected to enhance local mobility by linking key areas of the town, such as residential neighborhoods, commercial districts, and recreational spaces, while reducing the reliance on motor vehicles. In line with the Master Plan's goals of fostering environmental sustainability and community well-being, the Red Stone Rail Trail extension is envisioned as a critical piece of the town's transportation network, supporting the broader objectives of improving walkability, reducing traffic congestion, and providing a recreational resource for all ages.

The 2021 Master Plan specifically identifies the extension as an essential step toward achieving the town's broader goals for urban development, public health, and environmental stewardship, positioning the project as a cornerstone of East Longmeadow's growth and quality of life for years to come.

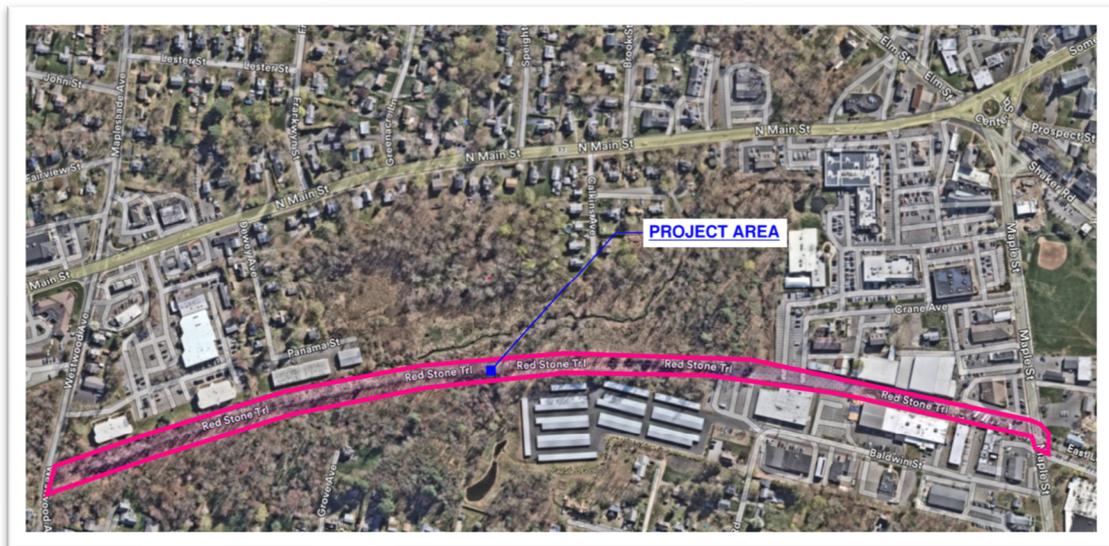


Figure 1 - Aerial view of Project Area (Not to Scale)



Memorandum

Project Overview

VHB has completed a conceptual design for the extension of the Red Stone Rail Trail, aimed at enhancing connectivity and recreational opportunities in the region. The proposed trail alignment will closely follow the historic route of the now-removed railroad tracks and ties, preserving the established right-of-way. This alignment provides minimal disruption to the surrounding area while maintaining the continuity of the trail. The paved trail will be constructed with a width ranging from 8 to 10 feet, providing space for various users, such as pedestrians, cyclists, and individuals with mobility challenges. The total length of the trail extension is approximately 0.66 miles, extending between the current end point of the Red Stone Rail Trail from Maple Street to Westwood Avenue.

The proposed trail falls entirely within the boundaries of the former railroad right-of-way, an area that is currently under the ownership of East Longmeadow Center Village, LLP. This project would take advantage of the old railroad corridor making it a multi-modal trail space that is currently used as a foot path. The project aims to provide a safe, accessible route that connects key points within East Longmeadow, while also promoting sustainable transportation and active recreational use for residents. This trail extension is part of a broader effort to create an interconnected network of multi-use trails in the town connecting to other future regional trails in Connecticut and Springfield. The town could explore wayfinding and landscaping as part of this project as well, depending on budget. The conceptual cost estimate includes small allowances for both wayfinding and landscaping.

Trail Design Criteria

The following outlines key features of the trail alignment, as shown in the attached plans. As indicated, the trail will follow the path of an existing railbed within a former railroad right-of-way. Due to the vertical and wetland constraints in the area, alignment options are limited to the current railbed, ensuring minimal disruption to the surrounding area while maintaining the integrity of the old railbed.

Trail and Shoulder Width

Much of the conceptual trail alignment features a 10-foot width with 2-foot shoulders. To minimize environmental impacts, a minimum trail width of 9 and 8 feet with 2-foot shoulders has been specified and these areas are noted below. A cursory review potentially affected environmental resources is included in the Environmental Impact section of this memo. A narrower trail width can lessen impacts while also contributing to a construction cost savings by reducing material usage. The trail surface is proposed as hot mix asphalt, with shoulders consisting of dense-graded crushed stone.



Memorandum

Varying Trail Widths

Two sections of the proposed trail have been designed with reduced widths to minimize potential impacts to adjacent wetlands. The specific sections and their corresponding dimensions are as follows:

- **9-foot Section:** From Station 26+70 to Station 27+15, covering approximately 45 feet in length.
- **8-foot Section:** From Station 17+75 to Station 20+35, spanning approximately 260 feet in length.

The reduction in trail width in these areas was implemented as a design strategy to avoid encroaching upon sensitive wetland areas. By narrowing the path in these specific locations, the project seeks to mitigate environmental impacts while maintaining a functional and safe trail design. This approach ensures compliance with environmental protection standards while accommodating the necessary trail alignment adjustments.

Design Speed

The design criteria for the trail were derived from two key sources: 1.) the 2024 AASHTO Guide for the Development of Bicycle Facilities, and 2.) the MassDOT Project Development and Design Guide (PDDG). AASHTO guidelines were utilized to establish the horizontal alignment, with a design speed of 18 MPH, which is lower than the MassDOT-required 20 MPH. If the design pursues funding through the TIP, this reduction may need to be approved by MassDOT. The lower design speed was deemed more suitable for this trail to lessen impacts to surrounding areas and specifically tight sections to accommodate existing topography conditions. The MassDOT PDDG was referenced for developing the itemized construction cost estimate, design details, and related components.

Horizontal Alignment

The minimum radius is 60-feet for an 18 MPH design speed based on Table 5-2 in the AASHTO guide below.

Table 1 - AASHTO Guide (Table 5-2)

U.S. Customary		Metric	
Design Speed (mph)	Minimum Radius (ft)	Design Speed (km/h)	Minimum Radius (m)
12	27	19	8
14	36	23	11
16	47	26	15
18	60	29	18
20	74	32	22
25	115	40	35
30	166	48	50

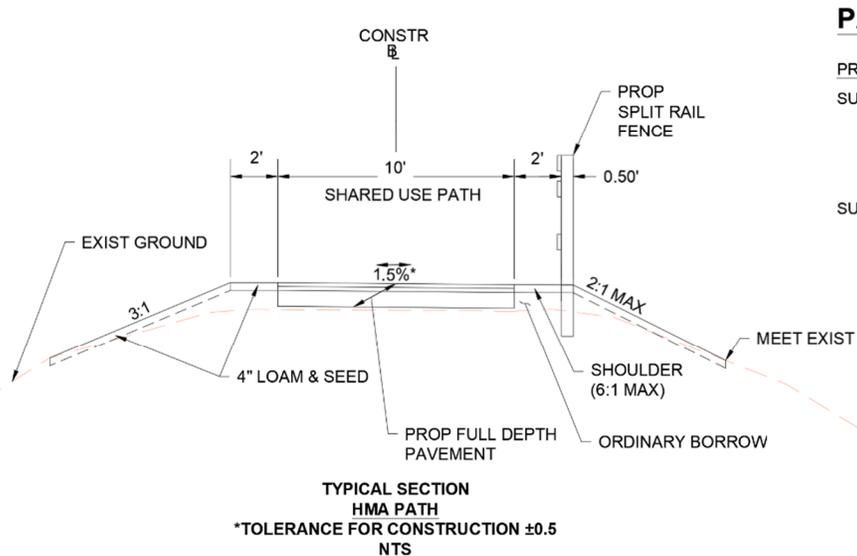
The minimum horizontal curve radius criteria are met for most of the trail. In locations where the minimum radius cannot be met, additional measures such as crosswalks, signing, striping or a change in material will be used. See Future Design Consideration Section below for more information on locations not met.

Vertical Alignment

The maximum grade without providing level landing areas is 5% slope. The grades for the trail have all been designed to be 5% or less. The vertical curves have been designed to exceed stopping sight distance (SSD) requirements in all locations. The distances are shown on the trail profile, which as noted above is conceptual in nature since ground survey has not yet been collected. It is noted that where the trail is adjacent to the roadway or parking lot alignment, the vertical slope grades will follow the roadway grade.

Cross Slope

A 1.5% cross slope was used in one direction, which is less than the maximum 2% which includes a 0.5% construction tolerance.



PAVEMENT NOTES

- PROPOSED FULL DEPTH PAVEMENT (SHARED USE PATH)
- SURFACE: 4" HOT MIX ASPHALT
 - (1 1/2" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5)
 - OVER 2 1/2" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0))
- SUBBASE: 8" GRAVEL BORROW, TYPE b.

Figure 2 - Typical Section - Built-up Railbed

Future Design Considerations

Center Square Parking Area

The proposed Red Stone Rail Trail alignment will intersect a section of the parking lot located within the Center Square Development. This section of parking is an integral component of the development, as it is necessary to fulfill the Town of East Longmeadow's Site Plan requirements, which govern the amount of parking space required to support the development's intended land use. Given the overlap between the proposed trail and the existing parking area, careful planning will be required to ensure the integration of both the trail and parking functions without compromising safety or accessibility. During future engineering design phases, additional elements such as pavement marking treatments, directional signage, and potentially physical barriers will need to be considered and designed. These elements will help guide users of the trail safely through the parking area while maintaining clear navigation for vehicles.

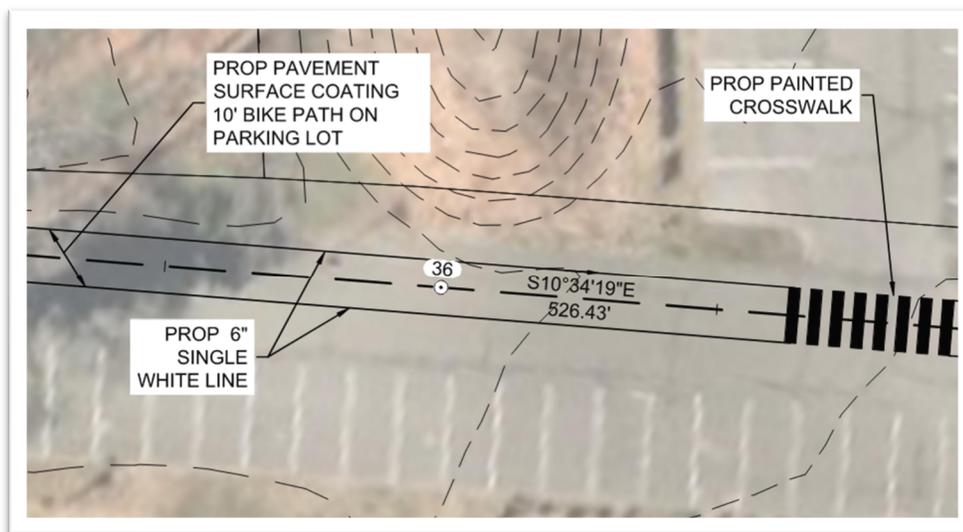


Figure 3 - Proposed trail within Parking Area

Collaboration with the property owner will be essential for this area. The town and project team will need to coordinate with local agencies to ensure that all design components comply with town regulations and safety standards. Additionally, feedback and approval from the local agencies will be critical for refining these design features and ensuring the seamless integration of the trail within the parking lot. As part of this process, considerations will be made to minimize disruptions to both trail users and parking lot users, with a goal that the trail extension enhances the trail's connectivity without negatively impacting the functionality of the parking spaces and associated circulation in this area.

Transition from Center Square Parking Lot to Railbed

There are also two curves where the trail transitions from the Center Square pavement or parking area to the old railbed, this is at the northern end of the Center Square Development parking lot. The two curves in this area are both 50-foot meeting a design speed of around 16 MPH. See plan sheet 5 of 7 for more details.

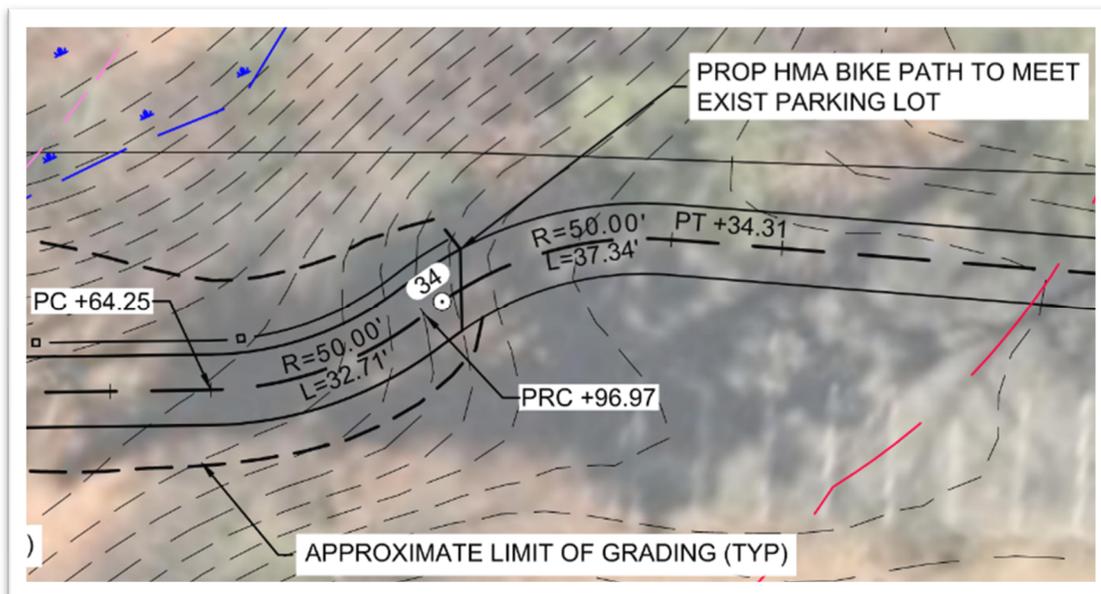


Figure 4 – 50' Horizontal Curves transitioning out of parking lot

Connection to Existing Trail

The existing crosswalk along Maple Street should be realigned to provide a safer, more efficient perpendicular crossing. The realignment will also involve updates to the Rectangular Rapid Flashing Beacon (RRFB) to meet current ADA (Americans with Disabilities Act) and AAB (Architectural Access Board) standards, ensuring compliance with accessibility guidelines for individuals with disabilities. The updated crosswalk will feature proper curb ramps, appropriate signage, alignment modifications to the trail approaches to Maple Street, and necessary pavement markings to clearly delineate the crossing area.

Attached below is an aerial photo of the existing crosswalk, and the accompanying plans illustrate the proposed changes. These plans provide a conceptual alignment detailing information on the new layout, materials, and

adjustments to the surrounding infrastructure to support the improved crossing design. The conceptual design will need to be confirmed once survey and further engineering advances.



Figure 5 - Existing crossing along Maple Street

Crosswalk locations and bicycle roundabouts are not listed as these areas can be considered areas where dismounting a bicycle is warranted. There are two curves near the Maple Street Crossing, that both have a 40-foot radius meeting a design speed of around 14 MPH. These two curves were reduced to a smaller radius to achieve a perpendicular crossing of Maple Street and to slow the speed of bicyclist approaching the crossing.

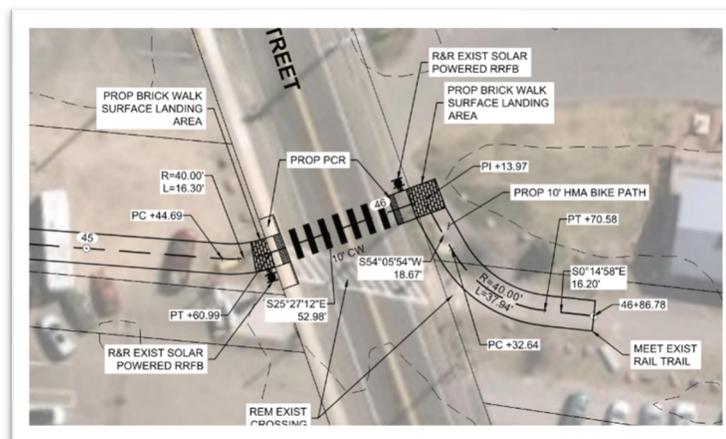


Figure 6 - Proposed crossing at Maple Street

North Main Street MassDOT Project Number 613869

The Town is currently advancing the design of North Main Street, from LaSalle Street to Brook Street, with plans to develop a shared-use path along the entire length of the corridor, which includes the Westwood Avenue intersection. The project is in its preliminary design stage, and a specific year for funding as part of the regional Transportation Improvement Program (TIP) has not yet been determined.

Westwood Avenue intersects North Main Street and falls within the project limits up to Pecousic Brook. The TIP project will consider extending a shared-use path along the southern side of Westwood Avenue to the future terminus of the Red Stone Rail Trail. Future design considerations include a pedestrian bridge that would connect the shared-use path along Westwood Avenue to the Red Stone Rail Trail. This bridge would serve as a key link in expanding the network of off-road facilities for both pedestrians and cyclists, enhancing connectivity throughout the Town and promoting alternative transportation options. The reason for exploring a future pedestrian scale bridge is to eliminate the need to replace the box culverts that pass under Westwood Avenue, which would be an expensive replacement for a culvert that appears to be in good condition.

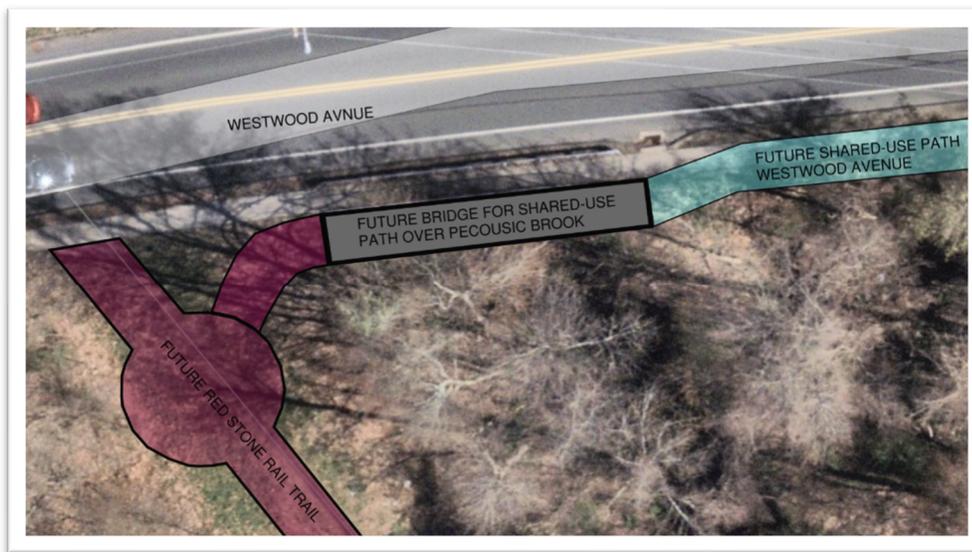


Figure 7 - Terminus and Potential connections at Westwood Avenue



Memorandum

Benches and Lookout

At Station 18+50, benches are placed along the south side of the trail, offering a spot for users to rest and enjoy the views of the surrounding wooded area and Pecousic Brook. This simple addition provides a comfortable place to take a break and appreciate the natural landscape. The bench placement was chosen to blend with the environment, allowing users to pause and relax in a peaceful setting. This feature adds to the trail's overall accessibility and enhances the outdoor experience without overwhelming the natural surroundings.

Structural Considerations

Existing Conditions

There is an existing red stone culvert located on the rail trail at approximately ~Station 14+32 with an estimated opening of 4-feet wide by 3-feet tall and an estimated 2- to 3-feet of fill over the structure. VHB performed a preliminary evaluation of the structure during a site visit on October 10, 2024. The culvert walls look to consist of large stacked red field stones and cut red stone slabs with some areas of cementitious mortar and cast concrete. The top of the culvert looks to be constructed of butted stone slabs spanning from culvert wall to wall. The north opening of the culvert does not show signs of structural failure; however, needs of repair due to large voids and missing stones. The south opening of the culvert is partially collapsed, the stone slab/headwall for the culvert has partially fallen off of the stacked stone walls and looks to be reducing the original opening size at this end of the culvert. The bed of the culvert was dry during the site visit, but it looks to convey runoff from the adjacent wetlands from high ground to the Pecousic Brook. In some instances, should the brook be running high the brook elevation may rise high enough to enter the culvert. Based on this preliminary evaluation, there was no indication of recent settlement, however, a more in-depth investigation would need to be performed to evaluate the subgrade, which may include borings or test pits. The walls do not exhibit signs of instability, such as overturning or sliding.



Figure 2: North Opening



Figure 3: South Opening

The existing stone exhibits some algae/organic growth on the headwalls and stones at the openings of the structure. Inside the culvert, there is some white discoloration of the stone which could be due to efflorescence from penetrating water seeping between the stones.



Figure 4: Inside Culvert

Proposed Structural Work and Preliminary Cost Estimate

Based on discussions with the town during the site visit, the intent is to repair and reuse the native red stone culvert for the proposed rail trail. A preliminary structural evaluation indicates that at a minimum, repairs to the structure are needed as follows:

Structural Repair Item	Cost
Patching of stone fractures with cement mortar	\$10,000
Filling of voids or areas of missing stones in the culvert walls with cast-in-place concrete	\$25,000
Injecting grout into cracks and seams to prevent soil loss	\$12,000
Reset of top slab stones and headwalls	\$35,000
Regrading over culvert	\$12,000
Total	\$94,000
25% Contingency	\$23,500
Total Preliminary Estimate of Structural Repairs to Culvert	\$117,500

The extent of structural repairs and the order of magnitude cost estimate is based on a limited evaluation of the structure. More investigations will be needed to develop an itemized list for the construction cost estimate.



Memorandum

A structural determination of the capacity of the stone culvert was not performed. Given that the culvert originally supported significantly heavier railroad loading, once repaired, it can be reasonably assumed that the culvert has adequate capacity for the pedestrian and emergency/maintenance vehicle loading of the new shared use path. Alterations needed to the structure to accommodate proposed railings or regrading around the headwalls would need further evaluation in the next phase of design.

Potential Environmental Impacts

An environmental constraints desktop review for the proposed Red Stone Rail Trail was conducted utilizing publicly available GIS data on wetlands, water bodies, endangered species, historic/archaeological resources, and other relevant environmental factors (see Table 1 below). A wetland delineation was performed by Stephen Herzog, PWS, on January 15, 2025, to field-identify wetlands located on and near the site.

The construction of the trail extension is anticipated to involve several activities, including tree trimming and removal, grading, embankment widening and stabilization, drainage improvements, culvert extensions or repairs, and paving. These activities have the potential to impact environmental resources and may necessitate consultations or permits to comply with regulatory requirements.

The following environmental resources were identified on or near the project site.

1. Pecousic Brook is a perennial stream that flows south to north near the eastern side of the site. It has a state-regulated area called Riverfront Area that extends 200 feet from the mean annual high-water line.
2. Vegetated wetlands border Pecousic Brook and are also present in the wooded area west of the site. These wetlands (and Pecousic Brook) have a 100-foot jurisdictional buffer zone.
3. Federal Emergency Management Agency (FEMA) Flood Zone A (no base flood elevation determined), borders much of Pecousic Brook. Flood Zone A constitutes the Massachusetts wetland resource area Bordering Land Subject to Flooding (BLSF).

The presence of these waters and wetland resource areas on and near the project site requires that prior to construction the project proponent must receive a permit (Order of Conditions) under the Massachusetts Wetlands Protection Act and the East Longmeadow Wetlands Bylaw from the municipal Conservation Commission. The permit will provide conditions under which the work must be performed to protect the interests of the Wetlands Protection Act and the Bylaw. If the work will directly impact Pecousic Brook or vegetated wetlands, the proponent will also need to file a notification under U.S. Clean Water Act Section 404 with the U.S. Army Corps of Engineers and comply with conditions of the General Permit for Massachusetts for work affecting waters of the U.S., including wetlands. Such conditions include protection of endangered species and historic/archaeological resources, if present.

According to public GIS data (Mass Mapper), there are no certified vernal pools, potential vernal pools, or state-designated Priority Habitats of Rare Species or Estimated Habitats of Rare Wetlands Wildlife. Mass Mapper also

From: VHB
Ref: 15583.03
April 18, 2025
Page 13 of 17



Memorandum

indicates there are no Outstanding Resource Waters, Areas of Critical Environmental Concern, Chapter 91 water bodies, or Surface Water Protection Zone A areas on the site.

Preliminary research of U.S. Fish and Wildlife Service (USFWS) records indicates that the tricolored bat and the monarch butterfly inhabit the project area. At the time of this review, the tricolored bat is proposed to be listed as a federal endangered species, and the monarch butterfly is proposed to be listed as a threatened species. If these species do become federally listed before construction, adherence to certain protective conditions may be required, which could include restrictions on land clearing and tree removal.



Table 2 – Environmental Resources / Constraints

Environmental Constraint	Applicable	Comments/Notes
Waters of the U.S. including wetlands	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	Pecousic Brook and vegetated wetlands are present on site
Areas subject to Mass. Wetlands Protection Act jurisdiction, municipal wetlands bylaw jurisdiction	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	Wetland resource areas on or near the site: Bordering Vegetated Wetland, Bank, Land Under Water Bodies and Waterways, Bordering Land Subject to Flooding, Riverfront Area, and 100-foot buffer zones
Certified or Potential Vernal Pools (CVP, PVP)	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	No CVPs or PVPs were identified at the Project site
State-Listed Rare Species (Estimated Habitat/Priority Habitat)	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	No mapped state-listed rare species habitat
Outstanding Resource Waters (ORW)	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	No Outstanding Resource Waters are on the site
Area of Critical Environmental Concern (ACEC)	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	No ACECs at the site
Chapter 91 public waters jurisdiction	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	Pecousic Brook does not appear to be a navigable water body in the vicinity of the site.
Surface Water Protection Zone A	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	No Surface Water Supply Protection Zone A at the site
Within MA Coastal Zone	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	Not located in the MA Coastal Zone
Federally-Listed Rare Species	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	Two species proposed to be federally-listed are present at the site. Consultation with USFWS is required as part of federal permit conditions.
Essential Fish Habitat (EFH)	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	According to the online data source www.greateratlantic.fisheries.noaa.gov/habitat Pecousic Brook does not provide Essential Fish Habitat
Within 0.25 miles of the main stem or tributary to a Wild and Scenic River	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	According to the National Park Service, the site is not within 0.25 miles of a Wild and Scenic River
State or Nationally Registered Historic Places	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	Preliminary review of Massachusetts Historic Commission (MHC) data did not indicate historic places on the project site; archaeological resources were not reviewed but must be determined through consultation with MHC.

Note: this review did not include investigation for possible presence of hazardous substances or waste. However, since this is an old railbed, it is anticipated that the soil conditions on the railbed and the adjacent embankments are highly contaminated. As noted above in the design criteria for the trail cross section, the goal is to build the trail up



Memorandum

from the existing railbed, so excavations are minimal. The path will be designed to meet the criteria established by MassDEP for converting rails to trail, *Best Management Practices for Controlling Exposure to Soil during the Development of Rail Trails*.

Right of Way

The proposed trail extension runs entirely through a parcel owned by East Longmeadow Center Village, LLP. Property information was obtained from the Town's GIS database, and further details, including ownership and book/page references, are provided in the attached plans. The Town is currently in discussions with the landowner regarding the acquisition of the property or securing an easement.

- **Property Details:**

- Address: 0 Westwood Avenue
- Parcel ID: No. 6167
- Map Parcel ID: No. 14-37-0
- Location ID: No. F_379809_2851394
- Book: 13997, Page: 0207

Additionally, the current crossing at the terminus of the Red Stone Rail Trail at Maple Street does not comply with the latest ADA/AAB standards. To meet these updated requirements, the crossing will be realigned to cross Maple Street at a perpendicular angle. This modification will necessitate securing a permanent easement from the property owner listed below:

- **Property Details for Easement:**

- Property Owner: Stephen L. Graham, 64 Maple Street
- Parcel ID: No. 2067
- Map Parcel ID: No. 27-9-0
- Location ID: No. F_380166_2849365
- Book: 23042, Page: 0428

Order of Magnitude Construction Cost Estimate

An estimated or order-of-magnitude construction cost for the trail project described above has been prepared using unit item and lump sum cost estimates. The pricing data has been sourced from the MassDOT Weighted Average Bid Application (WABA) online, as well as from other similar projects designed and bid by the VHB team. Given that additional design and permitting are required before construction can begin, a design contingency factor of 25% has



Memorandum

been included to account for unforeseen changes or challenges following the completion of ground survey and final design. Additionally, cost escalation due to inflation has been factored in to project the costs over a 5-year period for planning purposes, recognizing that construction costs may fluctuate in the current economic climate. A 5% per year for 5-years was added.

It is recommended that these cost estimates be updated should funding for construction not be pursued within the next 3- to 5-years, as market conditions and material costs can change.

A more detailed construction cost estimate has been included as part of this submission. Please note that the estimated costs do not include design or permitting fees. Permitting may require additional mitigations or design adjustments that could increase overall project costs. These potential increases are accounted for within the contingency amount. Until the final design is completed, and the project is bid by contractors, the actual cost remains uncertain. The costs do not include obtaining easements and/or takings and does not include the removal of vehicles within the project limits from Maple Street to the Center Square Parking area.

The current estimated construction cost for the project is approximately \$1.6 million (Spring of 2025), which includes the structural construction cost estimate noted earlier in this memorandum. When adjusted for anticipated cost escalation through the year 2030, the projected construction cost increases to approximately \$2.05 million.

Project Next Steps

There are several critical next design steps that will need to be completed before constructing the project, such as:

1. **Ground Survey:** A detailed survey will need to be conducted so the proposed design can be further evaluated. The current design is based on LiDAR from online sources and ground survey would collect more detailed information such as topography, infrastructure, utilities, trees, culvert structures, signage, pavement locations and other features that would be needed to evaluate the alignment and permitting needs further. This survey will also provide data to inform the design process of , land ownership boundaries, and any potential areas of concern that may affect both construction and long-term use of the trail.
2. **Preliminary and Final Engineering:** After the survey is completed, the preliminary and final engineering design will be developed. This phase will involve refining the conceptual design, considering factors such as drainage, structural elements, pavement materials, and other design parameters for the trail alignment. Engineering will include detailed drawings, construction cost estimates, and construction schedule. Additionally, vetting the alignment with key stakeholders, such as the Town, utility companies, and regulatory agencies, etc. to address comments based on the current conceptual alignment. The level of design needed will be dictated by the source for construction funding.



Memorandum

3. **Permitting:** Environmental permitting will be required, as the majority of the alignment run close to and within wetland buffers.
4. **Design and Construction Funding:** Funding for the project has not been identified. Next steps will be to fund survey, engineering design, and permitting. Once this is completed, construction can occur. Funding may come from a combination of local government sources, grants, and potentially state or federal funding designated for transportation, or recreational type infrastructure projects. Securing both design and construction funding at the same time can move the project forward more quickly without significant delays due to financial constraints.



Conceptual Cost Estimate (Spring 2025)

Project: Redstone Rail Trail Extension (Maple Street to Westwood Avenue)
 Location: East Longmeadow

Job Number: 15583.03
 % Complete: 10%
 Date: 4/16/2025
 Calculated By: PJB
 Reviewed By: VK

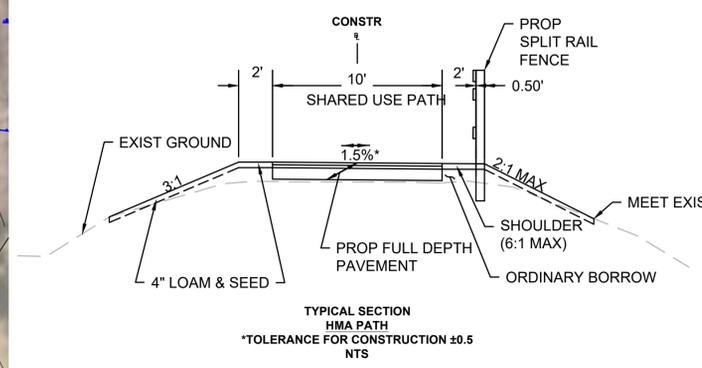
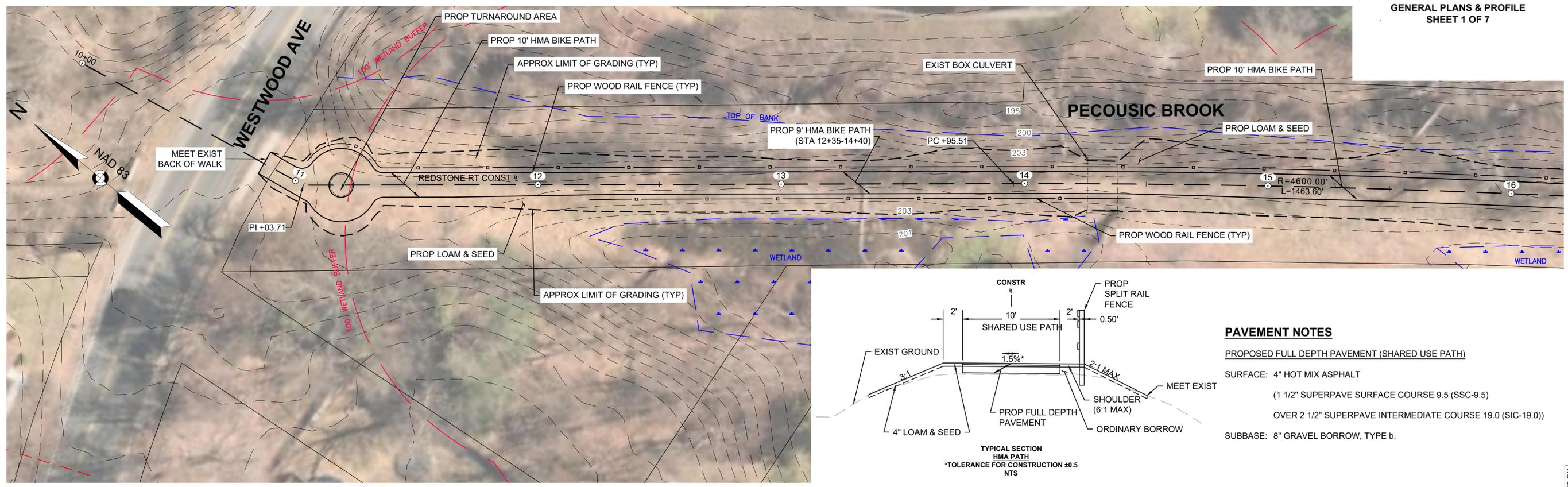
Item Number	Quantity	Unit	Description	Unit Price	Amount
120.1	300	CY	UNCLASSIFIED EXCAVATION	\$65.00	\$19,500.00
150.	1,000	CY	ORDINARY BORROW	\$56.00	\$56,000.00
151.	550	CY	GRAVEL BORROW	\$71.00	\$39,050.00
170.	4,000	SY	FINE GRADING AND COMPACTING - SUBGRADE AREA	\$8.00	\$32,000.00
450.22	330	TON	SUPERPAVE SURFACE COURSE - 9.5 (SSC - 9.5)	\$228.00	\$75,240.00
450.31	530	TON	SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC -12.5)	\$240.00	\$127,200.00
452.	300	GAL	ASPHALT EMULSION FOR TACK COAT	\$11.50	\$3,450.00
* 655.	3,250	FT	CEDAR RAIL FENCE	\$145.00	\$471,250.00
701.	50	SY	CEMENT CONCRETE SIDEWALK	\$88.00	\$4,400.00
701.2	65	SY	CEMENT CONCRETE PEDESTRIAN CURB RAMP	\$165.00	\$10,725.00
751.	460	CY	LOAM FOR ROADSIDES	\$98.00	\$45,080.00
765.	3,800	SY	SEEDING	\$3.00	\$11,400.00
685.	60	CY	STONE MASONRY WALL IN CEMENT MORTAR	\$1,650.00	\$99,000.00
* 824.53	1	LS	RECTANGULAR RAPID-FLASHING BEACON - REMOVED AND RESET	\$10,000.00	\$10,000.00
866.106	1,200	FT	6 INCH REFLECTORIZED WHITE LINE (PAINTED)	\$2.75	\$3,300.00
866.112	500	FT	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	\$8.00	\$4,000.00
* 865.2	5,800	SF	PAVEMENT SURFACE COATING	\$20.00	\$116,000.00
* 900.00	1	LS	CULVERT REPAIR	\$94,000.00	\$94,000.00
* 999.1	1	ALLOW.	LANDSCAPING	\$25,000.00	\$25,000.00
* 999.2	1	ALLOW.	WAYFINDING	\$20,000.00	\$20,000.00
* 999.3	1	ALLOW.	UNIFORMED POLICE OFFICER	\$5,000.00	\$5,000.00

Subtotal:	\$1,271,595.00
Contingencies (25%):	\$317,898.75
Utility Relocation (Estimated):	\$12,000.00
2025 Total:	\$1,601,493.75
5% Escalation (2026):	\$80,074.69
5% Escalation (2027):	\$84,078.42
5% Escalation (2028):	\$88,282.34
5% Escalation (2029):	\$92,696.46
5% Escalation (2030):	\$97,331.28

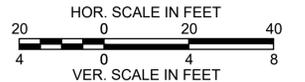
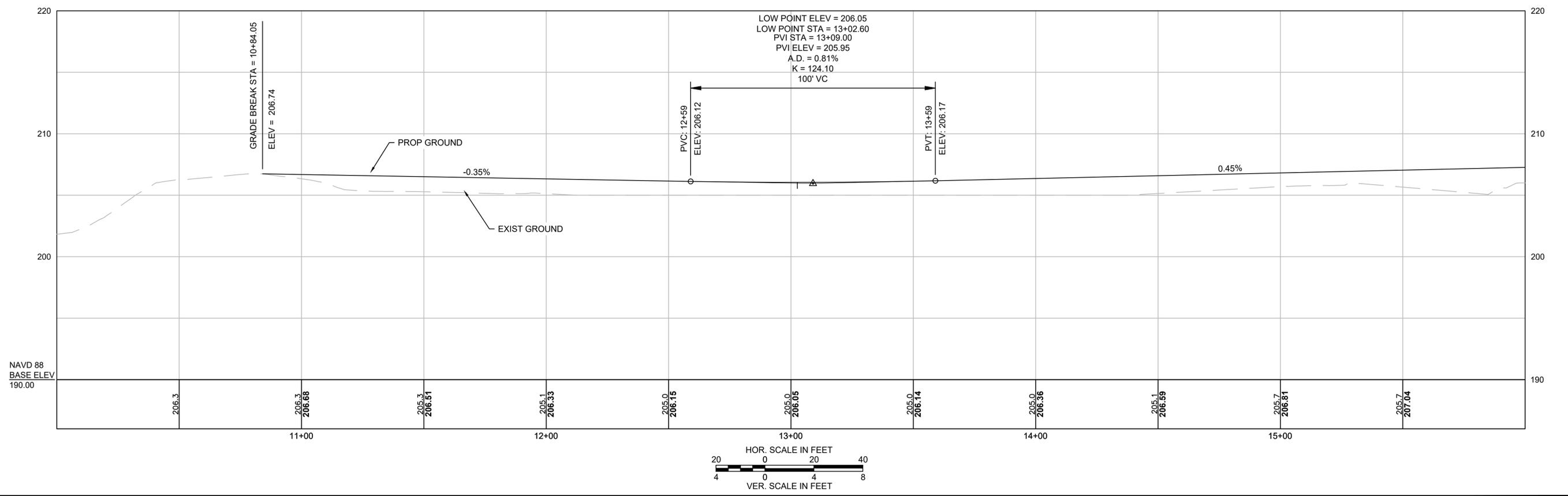
Total: \$2,043,956.95

* Non-standard item; special provision required

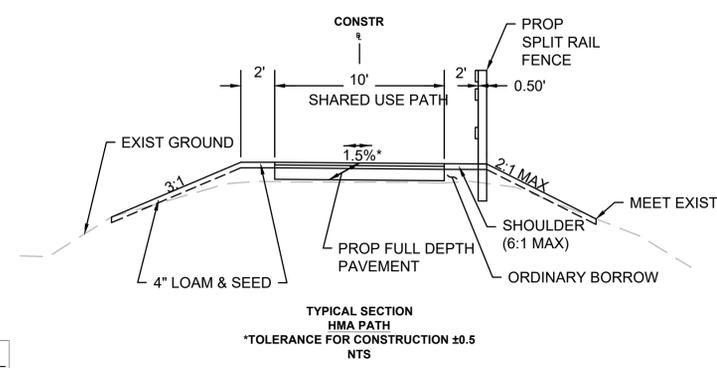
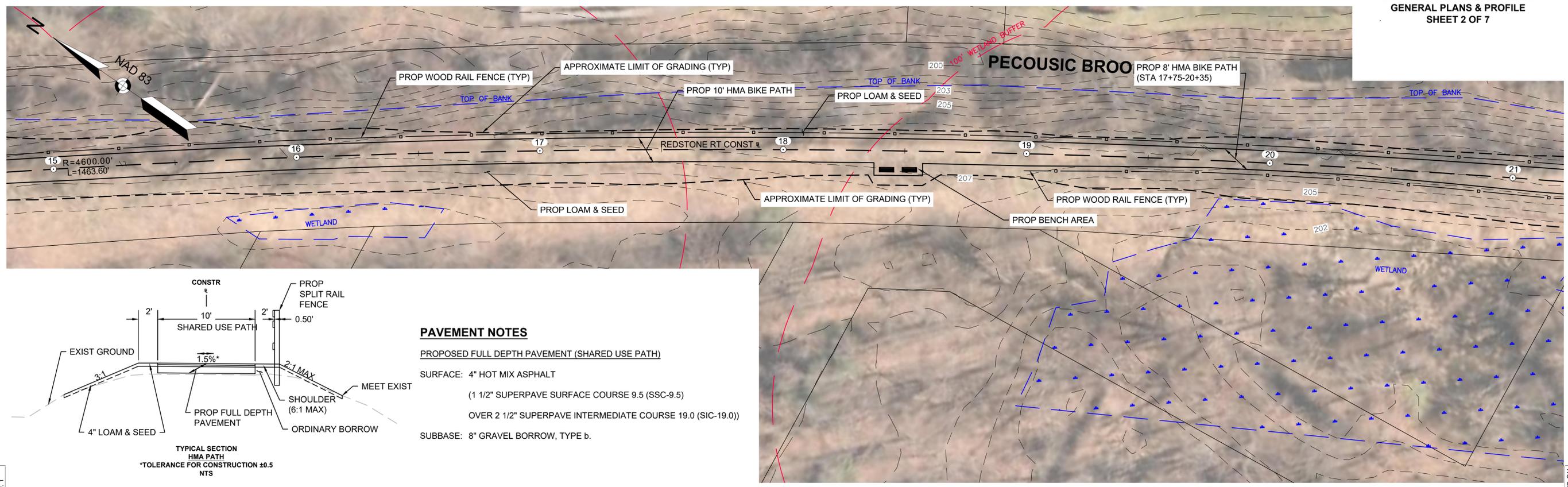
** Standard item; special provision provided for supplemental project specific information.



PAVEMENT NOTES
 PROPOSED FULL DEPTH PAVEMENT (SHARED USE PATH)
 SURFACE: 4" HOT MIX ASPHALT
 (1 1/2" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5)
 OVER 2 1/2" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0))
 SUBBASE: 8" GRAVEL BORROW, TYPE b.



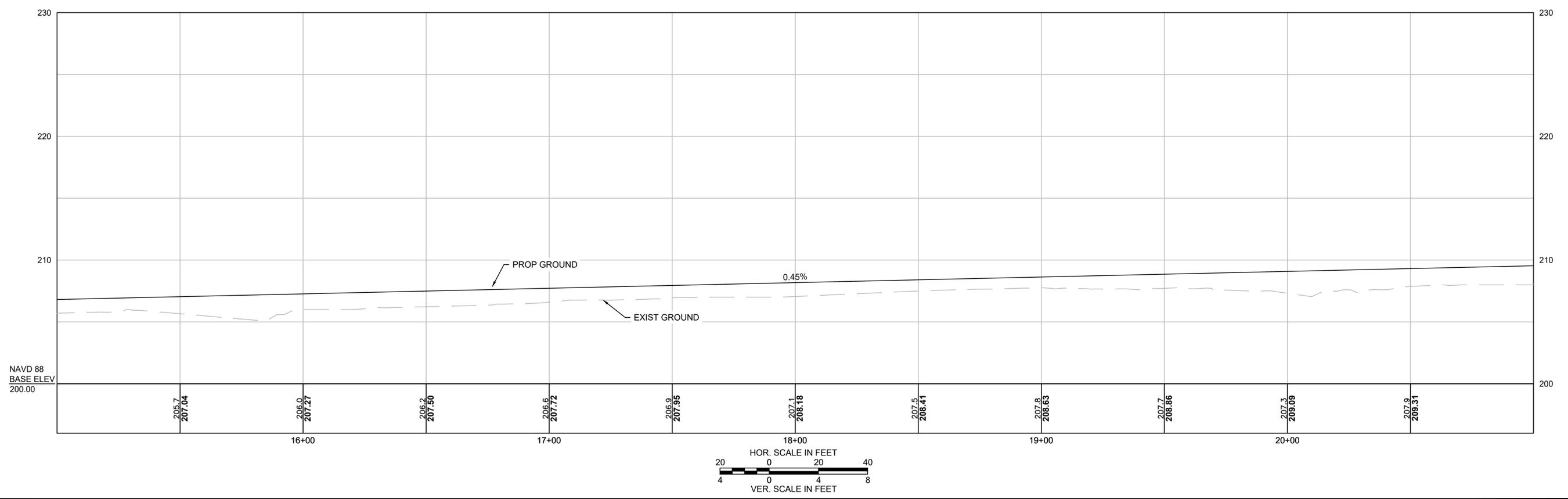
CONTINUED ON
 SHEET NO. 2

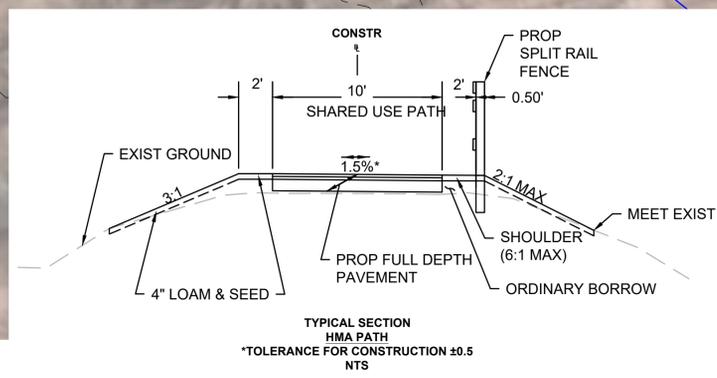
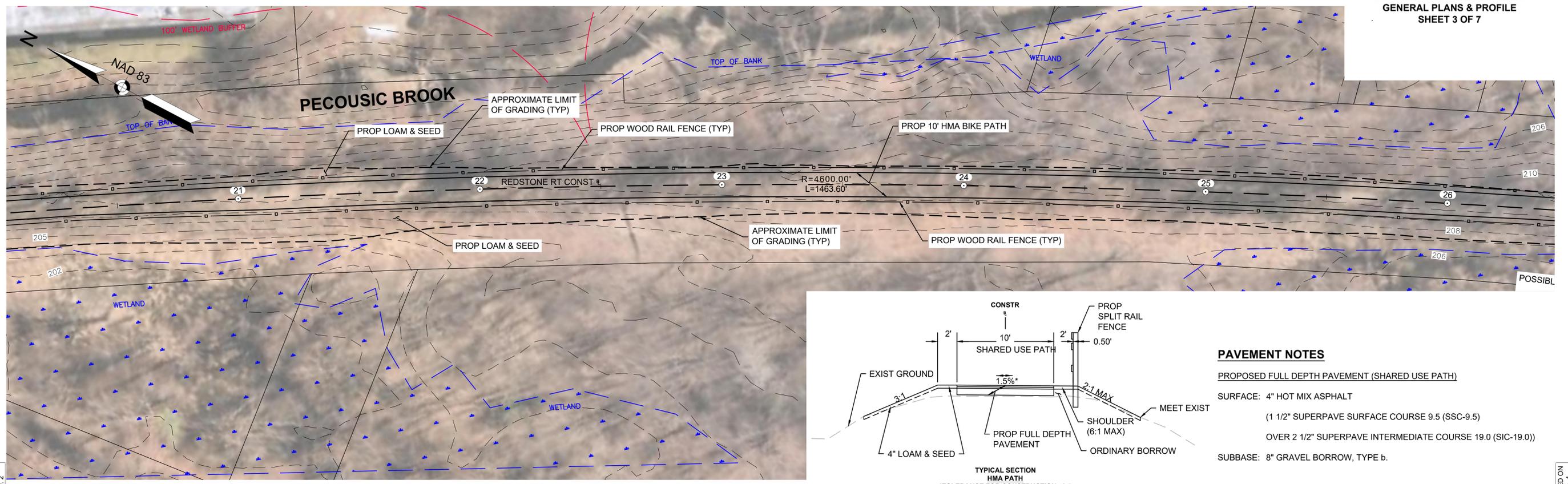


PAVEMENT NOTES
 PROPOSED FULL DEPTH PAVEMENT (SHARED USE PATH)
 SURFACE: 4" HOT MIX ASPHALT
 (1 1/2" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5)
 OVER 2 1/2" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0)
 SUBBASE: 8" GRAVEL BORROW, TYPE b.

CONTINUED ON
SHEET NO. 1

CONTINUED ON
SHEET NO. 3

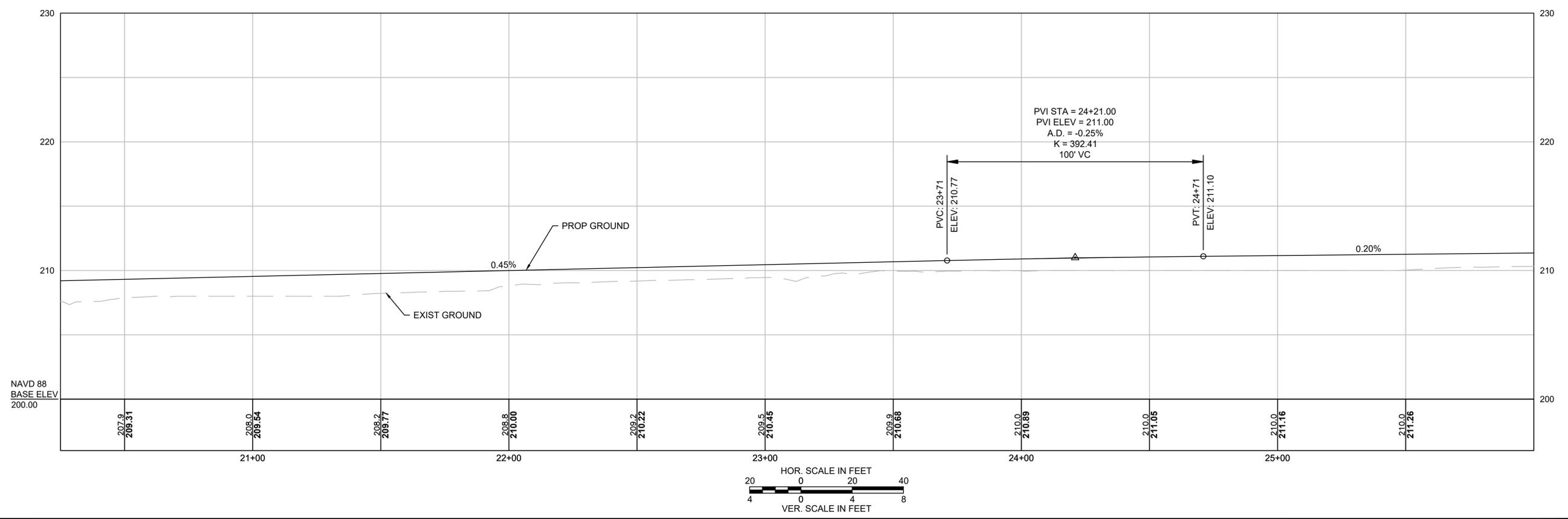


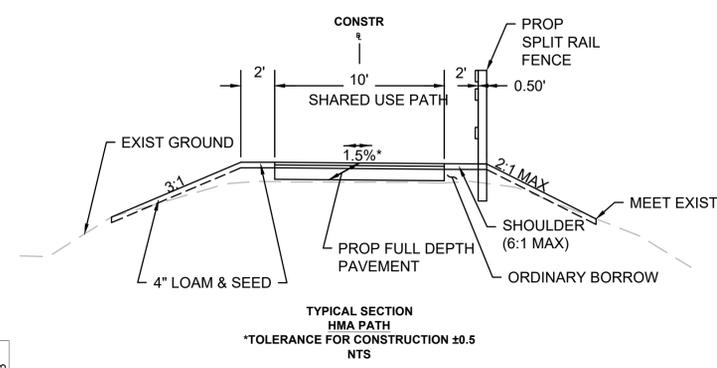
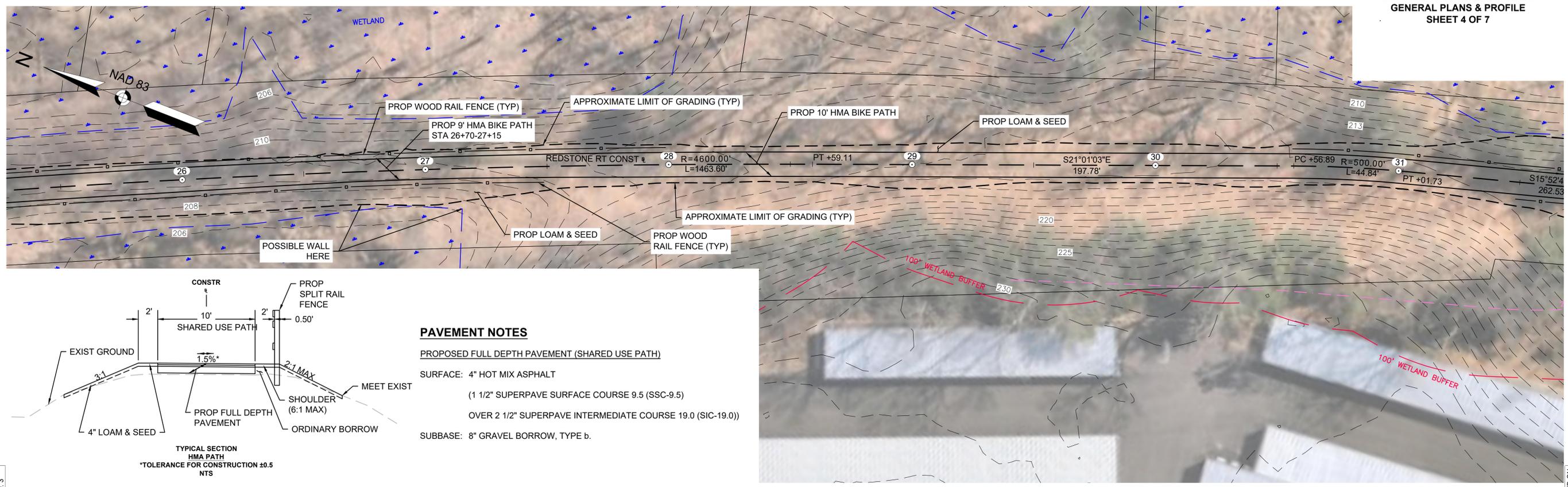


PAVEMENT NOTES
 PROPOSED FULL DEPTH PAVEMENT (SHARED USE PATH)
 SURFACE: 4" HOT MIX ASPHALT
 (1 1/2" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5)
 OVER 2 1/2" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0))
 SUBBASE: 8" GRAVEL BORROW, TYPE b.

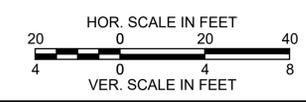
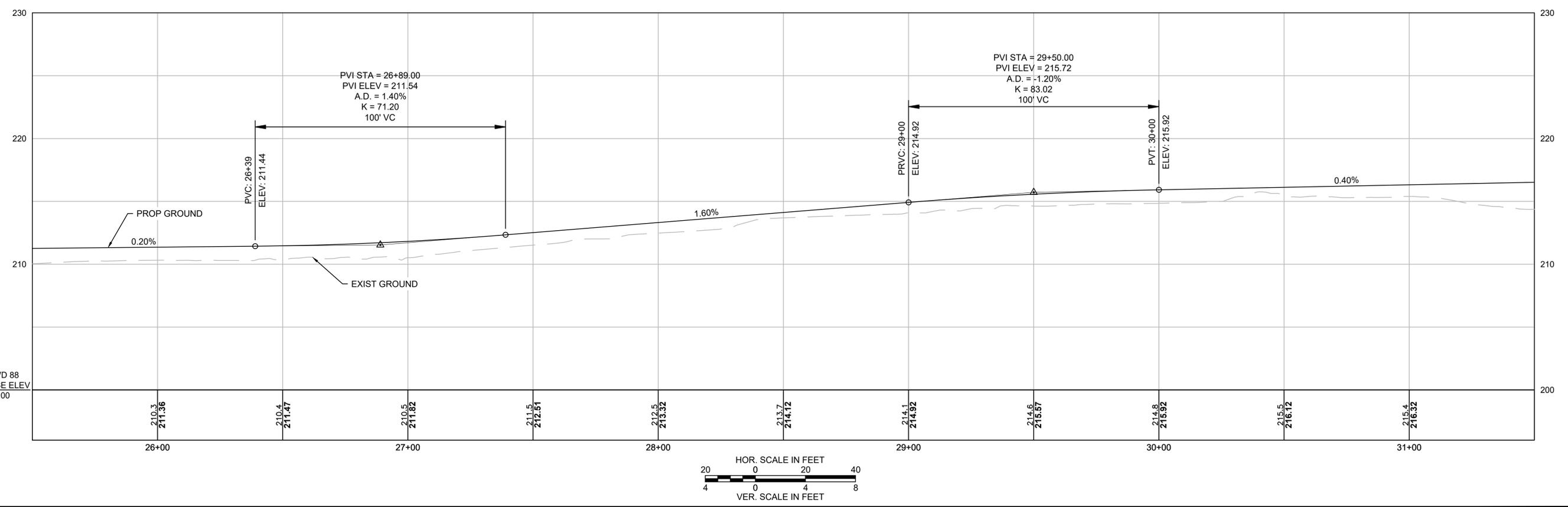
CONTINUED ON
 SHEET NO. 2

CONTINUED ON
 SHEET NO. 4



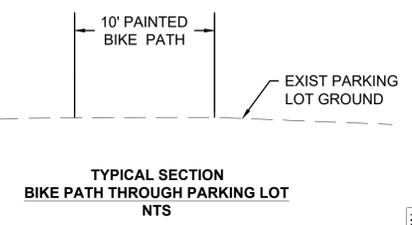
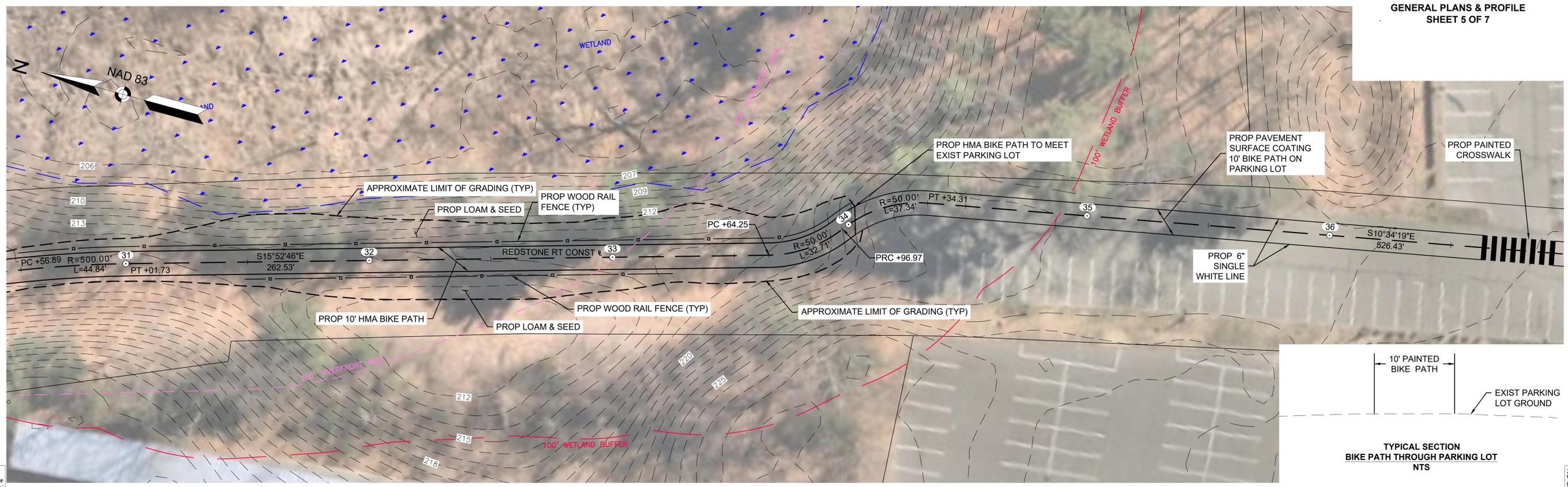


PAVEMENT NOTES
 PROPOSED FULL DEPTH PAVEMENT (SHARED USE PATH)
 SURFACE: 4" HOT MIX ASPHALT
 (1 1/2" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5)
 OVER 2 1/2" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0)
 SUBBASE: 8" GRAVEL BORROW, TYPE b.



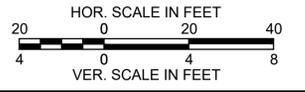
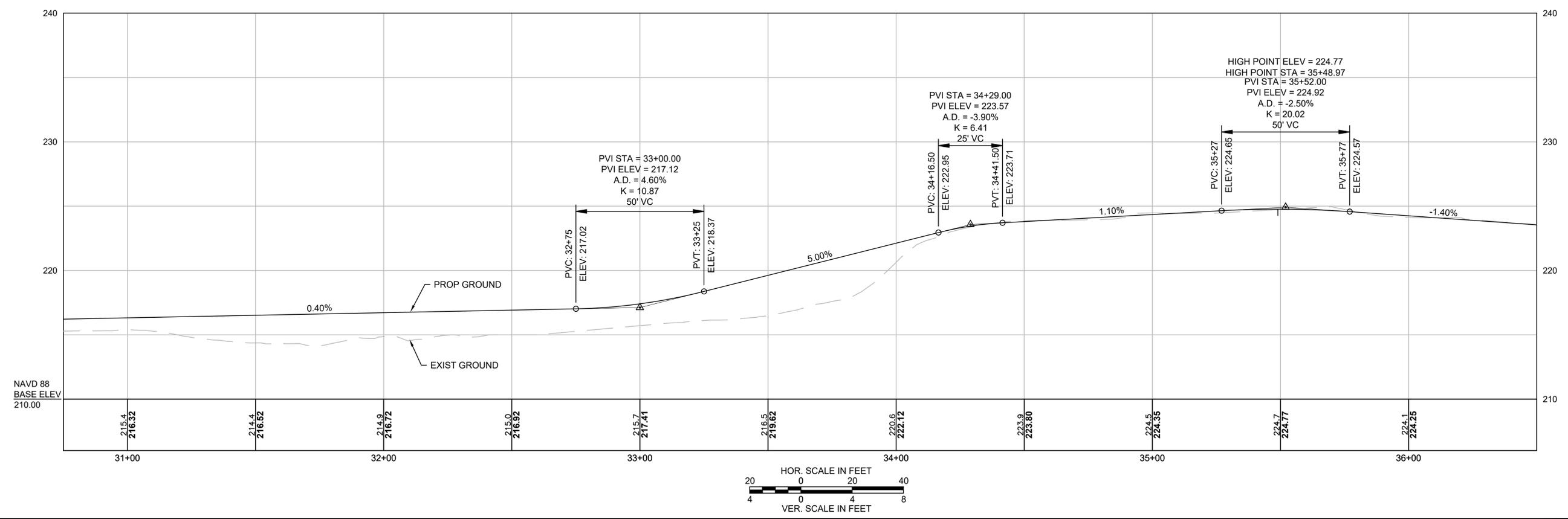
CONTINUED ON
SHEET NO. 3

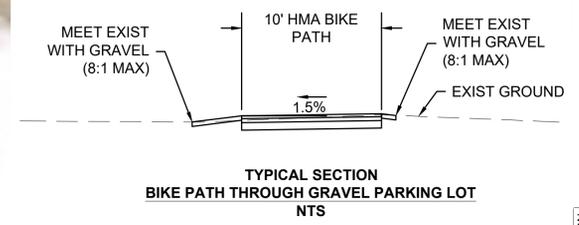
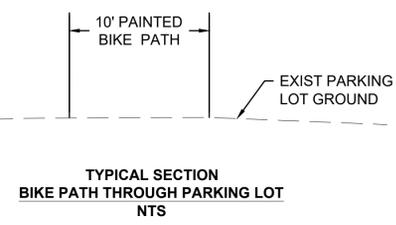
CONTINUED ON
SHEET NO. 5



CONTINUED ON
 SHEET NO. 4

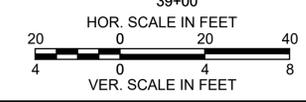
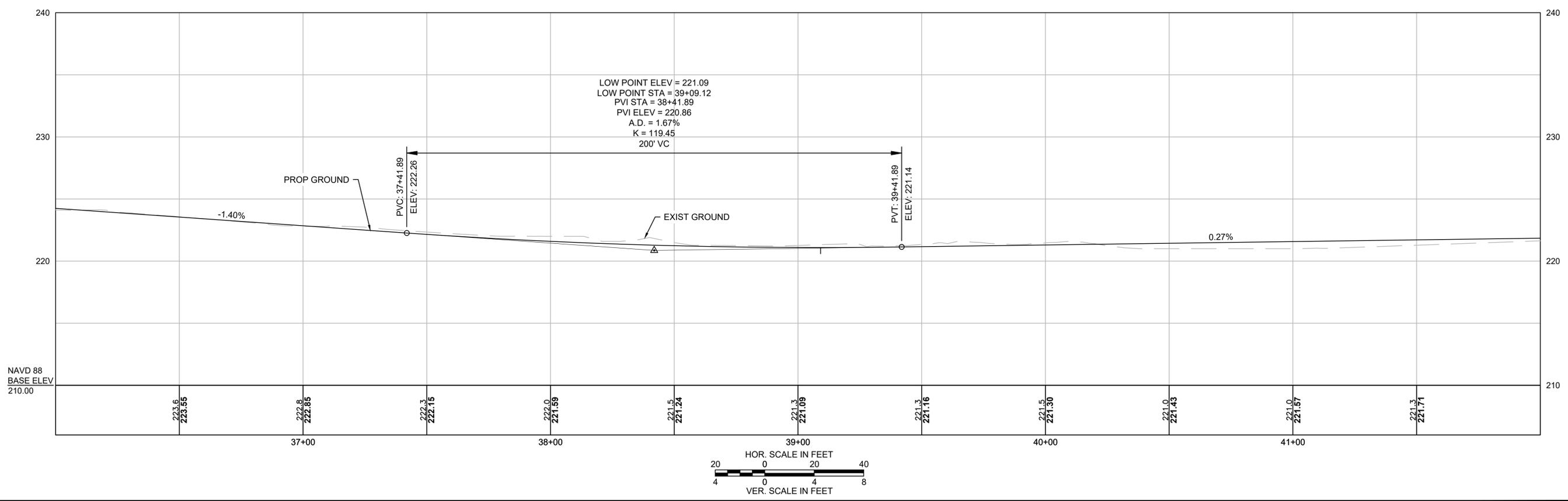
CONTINUED ON
 SHEET NO. 6

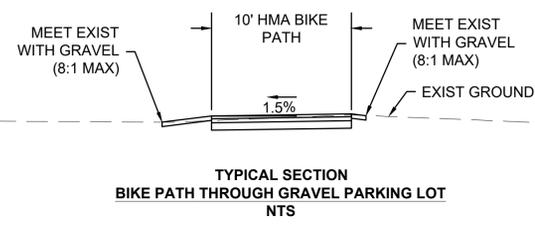




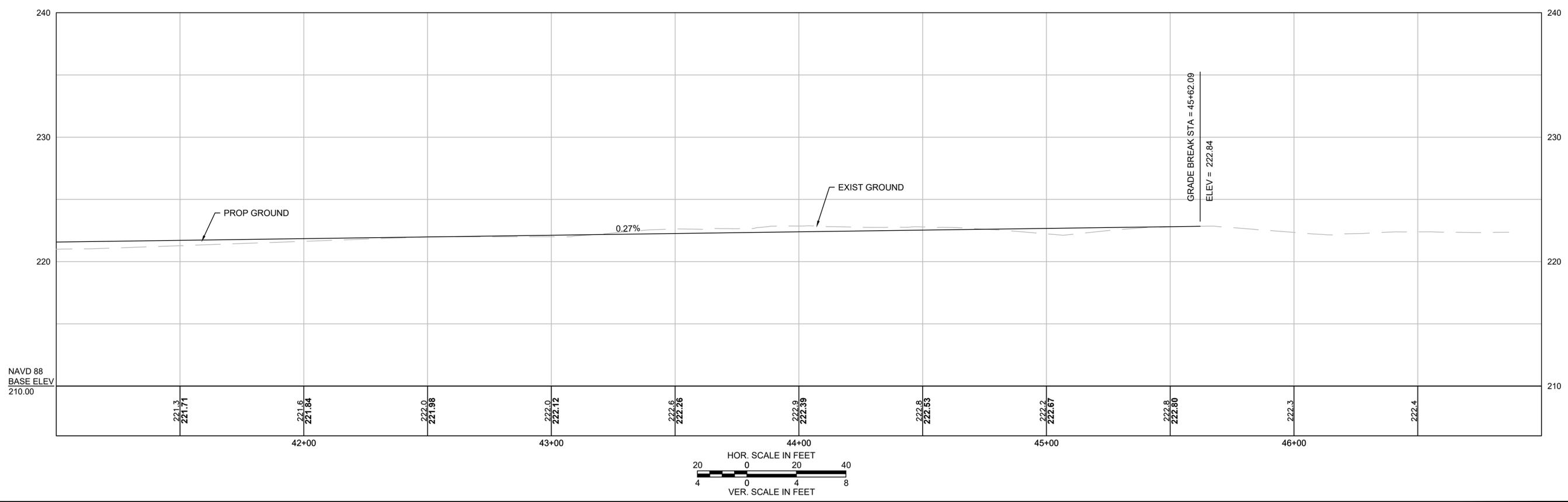
CONTINUED ON
 SHEET NO. 5

CONTINUED ON
 SHEET NO. 7





CONTINUED ON
 SHEET NO. 6



Project Fact Sheet– Improvements at Heritage Park & Blackmon Pond



Berkshire Design Group

Project Summary

In collaboration with the Berkshire Design Group and the Town of East Longmeadow Recreation Department, the upcoming project will focus on improvements to Heritage Park, located at 291 North Main Street in East Longmeadow. The park spans approximately 65.5 acres (see image below). In addition to enhancements throughout the park, the project will include the restoration of Blackmon Pond, bringing life to a previously sediment filled pond.

Why is this project needed?

This project will make Heritage Park safer, more accessible, and more enjoyable for the community, supporting healthy and active lifestyles. The restoration of Blackmon Pond will improve stormwater management, helping to prevent flooding, an increasingly important measure in response to the impacts of climate change.

Project Impacts

Heritage Park will be temporarily closed during construction. As part of the restoration process, Blackmon Pond will be drained for several months. While the community may experience some construction-related noise and temporary impacts to air quality, these disruptions will be limited to the duration of the construction period.

Project Benefits

The public amenities listed below will be available for the whole community:

- Four new multi-use sports fields
- Three new basketball courts
- A new playground and splash pad
- A new band shell for community events
- A maintenance garage & restroom facility
- Improved walking paths, seating areas additional parking throughout the park

Project Timeline

The project is estimated to commence construction between 2027-2028, with an estimated completion date of 2030. The project design is 90% complete.

Project Site



Contact Information

For more information, please contact Alyssa Jacobs at 978.461.6271 or ajacobs@epsilonassociates.com

YOU'RE INVITED



JULY 14TH

2025

10:00_{AM}

**RIBBON
CUTTING
CEREMONY**

WESTCOMM Public Safety Complex

645 Shawinigan Drive

Chicopee Massachusetts, 01020

www.westcomm-ma.gov

PROJECT FINANCED BY

Monson Savings