
BE TRUE TO
DOVER

Our Aspirations

- Maintain the rural character of Dover
- Actively support conservation efforts and protect our environment
- Be fiscally responsible while investing for the future
- Take time to make informed decisions as a community

Why We Live in Dover

Rural character

Top Rated Schools

Fiscally Responsible Government

*2011 Town Survey - **60% of residents chose "rural character"** as the first or second most important reason they moved to Dover*

Sources: Dover Master Plan 2012

Article 18 Areas for Consideration

- Financial Consequences
- Environmental Impact
- Concern for Abutters
- Traffic and Safety
- Parking Capacity
- Long Term Outlook

Financial Considerations

- Historically infrastructure projects have resulted in unanticipated expenses…taxes
- Will the impact on town services, the police, fire and highway department ultimately lead to budget increases?
- FDG has committed to 10 years of financial support, what about the remaining 89 years?
- How we will pay the $50K deductible on the Environmental Liability policy should we have a claim?

Environmental Considerations

- The rail line has been inactive for 10 years and nature has already started taking it back
- Heavy equipment and surface materials will forever change vegetation and displace animals in the habitat
- Initiating a development project across a 100+ year old rail line is a complex environmental project with potential financial and health risks
- The standard MBTA lease does not allow for soil samples to be taken

Abutter Considerations

- For residents this will be a loss of privacy – people cutting through yards, noise, dogs and trash are genuine concerns
- Equestrians, hikers, dog owners and the Norfolk Hunt Club use and maintain trails throughout the Dover Valley – a century long tradition
- Interrupted and restricted access to conservation land for current users

sources: baycolonyrailtrail.org

Traffic and Safety Considerations

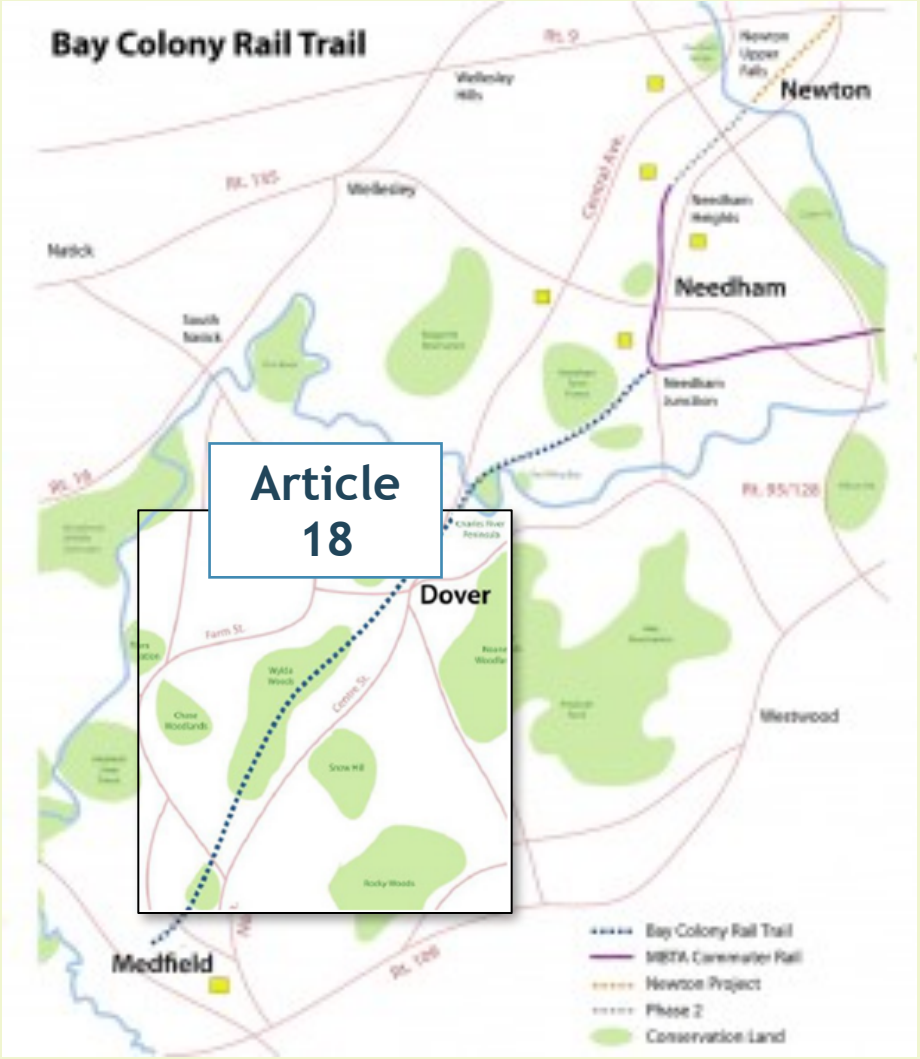
- The Springdale/Dedham Street intersection is a recognized safety issue
- Chief McGowan wrote a letter to the planning board for the Dunkin' Donuts traffic study stating that speed is a major complaint (often 37 mph) and sight lines are a challenge
- Will this intersection need to be re-designed and at what cost?

Parking Considerations

- No additional parking is planned
- Parking in Dover Center is already heavily utilized on weekends with town events, the library and cyclists
- Hunt Drive does not have any designated parking
- The new parking lot in Needham for the rail trail cost $162k

Long Term Considerations

- Article 18 contemplates a short 2-3 mile trail within Dover
- The Bay Colony Rail Trail is an organization working towards a 7 mile trail connecting 4 towns that would result in significantly higher usage
- Longer trail = More Services = $$$

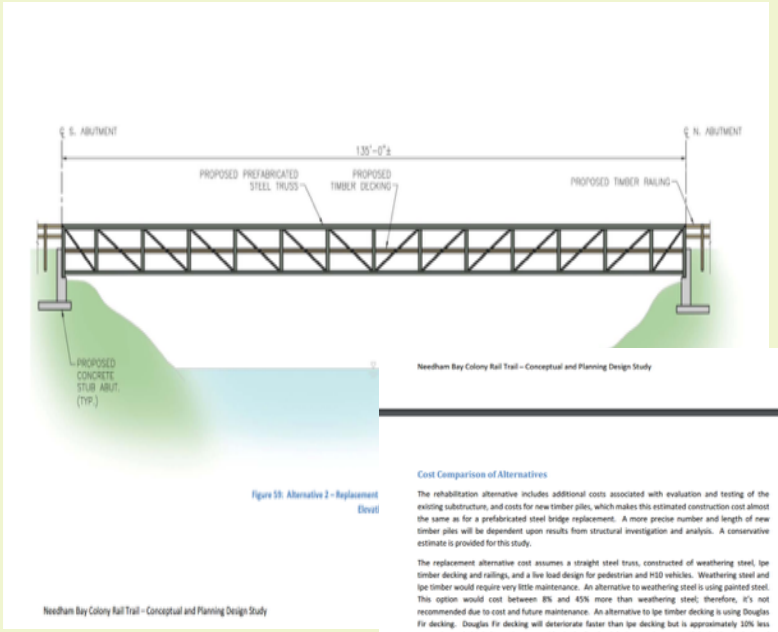


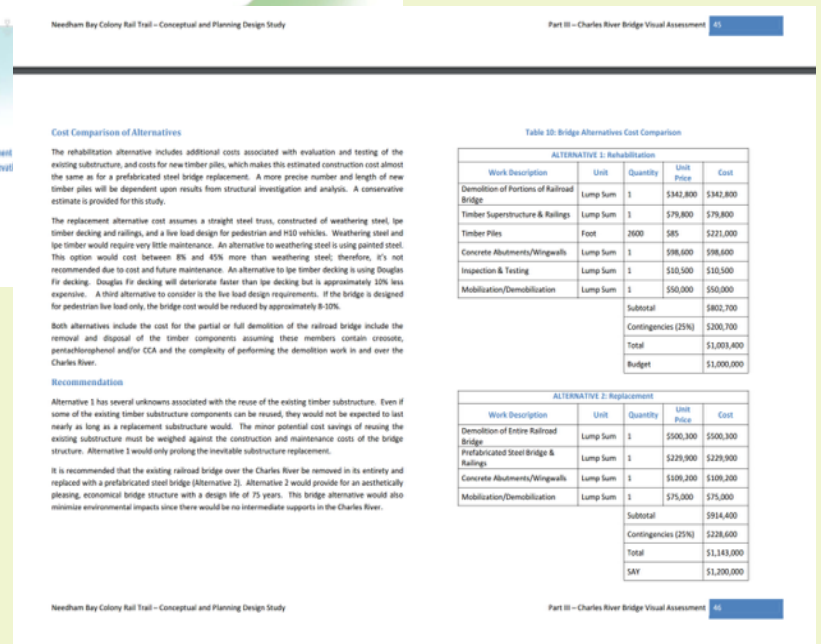
Source: baycolonyrailtrail.org.

The Bay Colony Rail Trail Organization

Will There be a Bridge Over the Charles?

Picture of Needham trail ending at Charles River





Needham Bay Colony Rail Trail – Conceptual and Planning Design Study — Part III – Charles River Bridge Visual Assessment 45

Cost Comparison of Alternatives

The rehabilitation alternative includes additional costs associated with evaluation and testing of the existing substructure, and costs for new timber piles, which makes this estimated construction cost almost the same as for a prefabricated steel bridge replacement. A more precise number and length of new timber piles will be dependent upon results from structural investigation and analysis. A conservative estimate is provided for this study.

The replacement alternative cost assumes a straight steel truss, constructed of weathering steel, Ipe timber decking and railings, and a live load design for pedestrian and H10 vehicles. Weathering steel and Ipe timber would require very little maintenance. An alternative to weathering steel is using painted steel. This option would cost between 8% and 45% more than weathering steel; therefore, it's not recommended due to cost and future maintenance. An alternative to Ipe timber decking is using Douglas Fir decking. Douglas Fir decking will deteriorate faster than Ipe decking but is approximately 10% less expensive. A third alternative to consider is the live load design requirements. If the bridge is designed for pedestrian live load only, the bridge cost would be reduced by approximately 8-10%.

Both alternatives include the cost for the partial or full demolition of the railroad bridge include the removal and disposal of the timber components assuming these members contain creosote, pentachlorophenol and/or CCA and the complexity of performing the demolition work in and over the Charles River.

Recommendation

Alternative 1 has several unknowns associated with the reuse of the existing timber substructure. Even if some of the existing timber substructure components can be reused, they would not be expected to last nearly as long as a replacement substructure would. The minor potential cost savings of reusing the existing substructure must be weighed against the construction and maintenance costs of the bridge structure. Alternative 1 would only prolong the inevitable substructure replacement.

It is recommended that the existing railroad bridge over the Charles River be removed in its entirety and replaced with a prefabricated steel bridge (Alternative 2). Alternative 2 would provide for an aesthetically pleasing, economical bridge structure with a design life of 75 years. This bridge alternative would also minimize environmental impacts since there would be no intermediate supports in the Charles River.

Table 10: Bridge Alternatives Cost Comparison

ALTERNATIVE 1: Rehabilitation

Work Description	Unit	Quantity	Unit Price	Cost
Demolition of Portions of Railroad Bridge	Lump Sum	1	$342,800	$342,800
Timber Superstructure & Railings	Lump Sum	1	$79,800	$79,800
Timber Piles	Foot	2600	$85	$221,000
Concrete Abutments/Wingwalls	Lump Sum	1	$98,600	$98,600
Inspection & Testing	Lump Sum	1	$10,500	$10,500
Mobilization/Demobilization	Lump Sum	1	$50,000	$50,000
		Subtotal		$802,700
		Contingencies (25%)		$200,700
		Total		$1,003,400
		Budget		$1,000,000

ALTERNATIVE 2: Replacement

Work Description	Unit	Quantity	Unit Price	Cost
Demolition of Entire Railroad Bridge	Lump Sum	1	$500,300	$500,300
Prefabricated Steel Bridge & Railings	Lump Sum	1	$229,900	$229,900
Concrete Abutments/Wingwalls	Lump Sum	1	$109,200	$109,200
Mobilization/Demobilization	Lump Sum	1	$75,000	$75,000
		Subtotal		$914,400
		Contingencies (25%)		$228,600
		Total		$1,143,000
		SAY		$1,200,000

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Estimated cost to remove trestle bridge and install a steel bridge: $1.2M

Source: www.needham.baycolonyrailtrail.org

Consider What Dover Already Has

Powissett Farm

Source: www.sunmultisportevents.com

Elm Bank

Source: www.healthylaps.com

Springdale Farm

Over 1500 acres of conservation land and 60 miles of trails

Vote NO on Article 18

- Financial Impact?
- Environmental Impact?
- Concern for Abutters?
- Traffic and Safety?
- Parking Capacity?
- Long term Plan?

Source: www.dover.ma.org