

**Adams - North Adams - Extension of the  
Ashuwillticook Rail Trail**  
**Fact Sheet**  
**February 2008**



**Past Development Efforts:**

In a first effort, Berkshire Regional Planning Commission conducted an alternative analysis on behalf of the town of Adams and the City of North Adams (\$8,000). The BRPC report identified possible routes and measured the feasibility of each. The study weighed many factors such as property impacts, terrain, environmental impacts, scenic quality and cost. A preferred route was suggested.

With the use of a Department of Conservation and Recreation Greenways and Trails Grant, the Towns of Adams and the City of North Adams hired VHB to continue the effort started by BRPC (\$75,000 grant with \$5,000 match from each town.) VHB looked more closely at the preferred route and each of the alternatives proposed by BRPC.

**(Phase One) - Hoosic Street to Lime Avenue in Adams (1.2 miles)**

MHD met with the Town of Adams in December, 2006 and held a public meeting in March 2007. At the public meeting, the community spoke out in support of extending the trail as far as Lime Street for a total of 1.2 miles. From Hoosic Street to Cook Street, the proposed alignment is fixed along abandoned rail bed, owned by DCR. The addition to Lime Street will include one private property and either the use of a street through the Adams Corporate Park or a town-owned easement adjacent to the river. The trail will go through the design stage this year, although there is some wetland permitting that will need to be worked out. This project is still in the preliminary design stage and still needs to receive right-of-way acquisition.

**Status: MassHighway to bring project to 25% design in FY '09.**

**Action Plan: Berkshire MPO has indicated its support for using the Congressional earmark money to fund construction of the Adams extension in 2009. PRC approved the extension project.**

**(Phase Two) Lime Street to North Adams**

The VHB study looked at several alternatives that were developed by the earlier BRPC study. After evaluating the alternative routes, VHB concentrated its effort on determine the environmental impacts and constructability of a preferred route.

**Status: The BRPC plans to meet with project committees and get project moving forward into design and permitting.**

**Action Plan: Public consensus, Identify preferred alignment, Obtain funds to commission a design firm to bring route to 25% Design**

**Funding: (\$130,000.00 needed)** Grant funds for future phases could come from a combination of sources, such as federal and state transportation funds, the DCR's Greenways and Trails Grant Program, the Self-Help Grant Program and local private grant sources.