

Peninsula Trail: Completing the Connection

Not a bridge to nowhere.
A missing connection.

WARRANT ARTICLE #4 | PEDESTRIAN FOOTBRIDGE
COMMUNITY PRESERVATION FUNDING
Special Fall Town Meeting • October 17, 2026

THE BIG PICTURE

The 1.9-mile Peninsula Trail is open to the public, but one critical gap remains. A new pedestrian footbridge at the eastern end will reroute trail users off a dangerous section of Route 30 and complete the connection among three regional trails — the Boroughs Loop Trail, Aqueduct Trail and Bay Circuit Trail. The project is shovel-ready, with construction expected to **begin by 2027/2028** once funding is secured.



WHY THE BRIDGE MATTERS



GETS PEOPLE
OFF A DANGEROUS
SECTION OF
ROUTE 30



CONNECTS
THREE REGIONAL
TRAILS



MAKES
SOUTHBOROUGH
MORE WALKABLE



PROVIDES FREE
OUTDOOR RECREATION
FOR ALL AGES



BUILDS A HEALTHIER,
MORE CONNECTED
COMMUNITY



Today, trail users must walk
close to moving traffic.

- No sidewalk
- Guardrails leave nowhere to step safely off the road
- Vegetation and poison ivy encroach on the roadside

FUNDING SNAPSHOT



\$428,550

Maximum project budget
(includes construction, professional oversight, cost escalation and contingency)



\$365,300

Estimated project cost
(includes cost escalation, excludes contingency)



Up to \$100,000

MassTrails grant
If awarded, could offset a portion of the project cost.



\$265,300

Illustrative lower-cost scenario
Assumes full \$100,000 grant award and no use of the \$63,250 construction contingency. Actual costs may vary.

NO CPA FUNDING = NO BRIDGE = PROJECT STOPS.

Learn more about the project:

SouthboroughTrails.org

Scan the QR code
to see maps and
project details.





Peninsula Trail: Completing the Connection

Warrant Article #4 Pedestrian Footbridge | Community Preservation Funding Special Fall Town Meeting • October 17, 2026 (10 AM Trottier Middel School) Frequently Asked Questions

THE BIG PICTURE

For more than nine years, the Trails Committee has worked to create the 1.9-mile Peninsula Trail, which is now open to the public but has one remaining gap in the planned trail connection. At its western terminus, the trail includes Southborough's first accessible trail segment and accessible trailhead. At the eastern terminus (site of the project), the proposed pedestrian footbridge would **reroute trail users off a dangerous section of Route 30** and complete the connection among three regional trails: the [Boroughs Loop Trail](#)¹, [Aqueduct](#)² and [Bay Circuit trail](#)³. The project is shovel-ready, with construction expected to begin by 2028 once funding is secured.

1. How has the Trails Committee maximized other funding sources?

THE PENINSULA TRAIL MOVED FORWARD. CPA DOLLARS BARELY TOUCHED.

Town Meeting previously approved CPA funding for Phase I (2021) and Phase II (2024). The Trails Committee successfully secured and leveraged grants, other non-taxpayer funding sources that are no longer available, and lower-cost alternatives, allowing substantial work to move forward with very little CPA spending.

Those funding opportunities got us this far. CPA funding is now needed to finish the connection.

CPA funding history	Approved	Spent	How funds were leveraged
2021 Phase I	\$47,011	\$2,400	MassTrails and other funding were leveraged; approximately \$44,600 returned to the CPA fund.
2024 Phase II	\$211,232	\$0	Parking completed using other, nonrecurring funds; natural-surface trail installed instead of boardwalk; full appropriation remains unspent and is proposed for the footbridge and as local match for a 2027 MassTrails grant.
CPA SPENT TO DATE		\$2,400	Major portions of the Peninsula Trail were completed using other funding sources, with just \$2,400 in CPA funds spent.

2. How does this bridge connect communities through trails?

The pedestrian bridge closes the missing link in a larger trail network and reroutes trail users off a dangerous section of Route 30. **Trails are another part of Southborough's walkability network.** Just as sidewalks create safer pedestrian connections along our roads, trails create off-road connections that help make Southborough more walkable.

Southborough has long committed to completing its part of the 33-mile Boroughs Loop Trail, a regional trail connecting Southborough with neighboring communities. The Peninsula Trail also connects to the Aqueduct and Bay Circuit trail systems.

ONE CRITICAL GAP REMAINS: ROUTE 30

Today, trail users must navigate a section of Route 30 with:

- No sidewalk
- Little to no usable shoulder
- Guardrails leave pedestrians with nowhere to step safely off the roadway
- Poison ivy and vegetation encroach on the roadside, pushing pedestrians farther into the road



¹ <https://www.svtweb.org/properties/page/boroughs-loop-trail>

² <https://www.mwra.com/projects-programs/public-affairs/aqueduct-trails>

³ <https://www.baycircuit.org/>

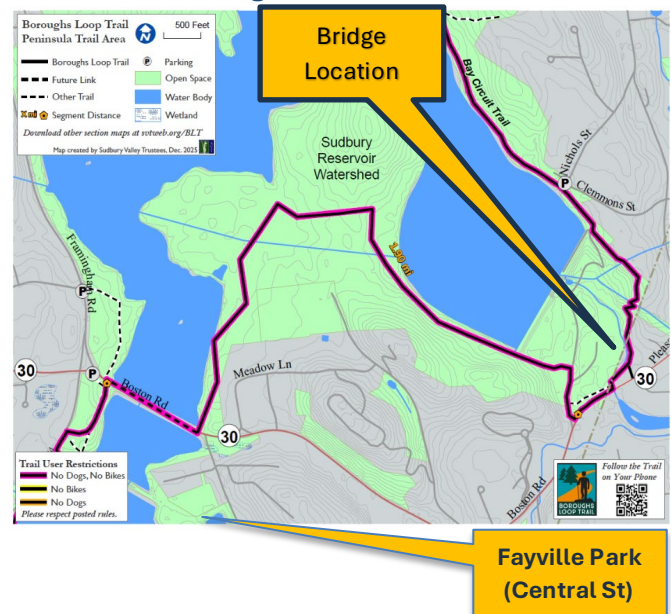
THE RESULT: PEDESTRIANS ARE FORCED TO WALK DANGEROUSLY CLOSE TO MOVING TRAFFIC.

A “bridge to nowhere”? Quite the opposite.

The proposed bridge addresses this known safety concern by getting trail users off the unsafe section of Route 30, closing the gap, and connecting communities through trails.

3. How does completing the connection create a more walkable Southborough?

- **Creates safer connections** between neighborhoods and the community.
- **Makes Southborough more walkable.** Residents in areas such as Pine Hill can walk much of the way to Fayville Park on trails reducing the road walking required.
- Provides **free outdoor recreation for all ages**, supporting healthy, active lifestyles while connecting people with nature and the outdoors.
- **Extends walkability beyond Southborough** by completing the Town’s portion of the 33-mile Boroughs Loop Trail.
- **Expands access to the regional trail network** through connections to the Aqueduct and Bay Circuit trails.



Walkability isn’t a new goal. Residents have asked for a more walkable Southborough for many years. That priority has been consistently reflected in resident surveys and the Town’s Master Plan and Open Space and Recreation Plan.

4. How much does the project cost, and where does the funding come from?

THIS PROJECT USES EXISTING CPA FUNDS.

Funding would come from existing CPA funds available for eligible recreation projects. Approval of this project would not require an increase in property taxes or funding from the Town’s General Fund.

- **CPA provides the local match for a MassTrails grant.** The Trails Committee can pursue up to \$100,000 through the 2027 MassTrails grant program, which previously provided funding for Phase I of the Peninsula Trail. If awarded, the grant would offset up to \$100,000 of the project cost and reduce the amount ultimately needed from CPA funds.
- **Town Meeting is being asked to authorize the full project budget** so the bridge can proceed even if the MassTrails grant is not awarded.
- **There are no other funding sources available to complete the bridge.** Without CPA funding, the bridge cannot move forward and the project ends short of completing the connection.

WHAT DOES THE \$428,550 INCLUDE?

The \$428,550 is the maximum project budget, not simply the purchase price of a bridge. **The core project cost is \$324,050.** The remaining \$104,500 provides allowances for potential price increases and unforeseen construction conditions.

“Energy and persistence conquer all things.”
— Attributed to Benjamin Franklin

PROJECT BUDGET & POTENTIAL GRANT OFFSET		
Project component	What this Covers	Budget
Pedestrian Bridge construction*	Bridge purchase, construction and associated labor and contractor project-management services	\$275,000
Engineering & construction-phase professional services	Technical project management and construction oversight to protect the Town's interests throughout construction	\$49,050
CORE PROJECT COST	Bridge construction + professional oversight	\$324,050
Construction-cost escalation allowance**	Allows for potential increases in material and construction costs before work begins in 2027	\$41,250
Construction contingency**	Provides for unforeseen conditions or issues that may arise during construction	\$63,250
MAXIMUM PROJECT BUDGET	Core project cost + escalation + contingency	\$428,550
Potential 2027 MassTrails Grant	If awarded, state grant funding would offset a portion of the project cost	Up to (\$100,000)
*The \$275,000 bridge construction cost is based on actual competitive bidding and is supported by a separate engineering cost estimate. **Cost escalation and construction contingency are shown separately because they address different risks: potential price increases before construction and unforeseen conditions during construction.		

Potential savings: If Southborough receives the full **\$100,000 MassTrails grant** and the \$63,250 construction contingency is NOT NEEDED, the amount ultimately spent from CPA funds could be as low as **\$265,300**, compared with the \$428,550 maximum project budget.

NO CPA FUNDING = NO BRIDGE = PROJECT STOPS

There are no other funding sources available to complete the bridge currently. Without CPA funding, the bridge project cannot move forward.

HOW DO THE NUMBERS IN ARTICLE 4 ADD UP?

Article 4 asks Town Meeting to combine previously approved, unspent CPA funding with new CPA funding to complete the bridge and extend the deadline:

\$211,232 — Existing, unspent Phase II CPA funding proposed for reauthorization for the footbridge
 + \$217,318 — Additional CPA funding requested
 = \$428,550 — Maximum project authorization

Article 4 divides the new \$217,318 into **\$140,370 in project costs** and **\$76,948 in contingency**. The warrant presents the new appropriation differently from the project budget categories shown above. For the full breakdown of the \$428,550 budget, refer to the table above, also documented in the [CPA application](#)⁴.

⁴Trails Committee CPA Application: <https://www.southboroughma.gov/DocumentCenter/View/6325/Peninsula-Trail---Completing-the-Connection-CPA-Application-STM-2026>

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