



Mattapoissett Rail Trail Phase 2A Design and Engineering Study

Town of Mattapoissett, MA

Select Board Meeting
June 27, 2023



AGENDA

Project Area/Overview

Data Collection

Crossing Assessment

Stakeholder Engagement

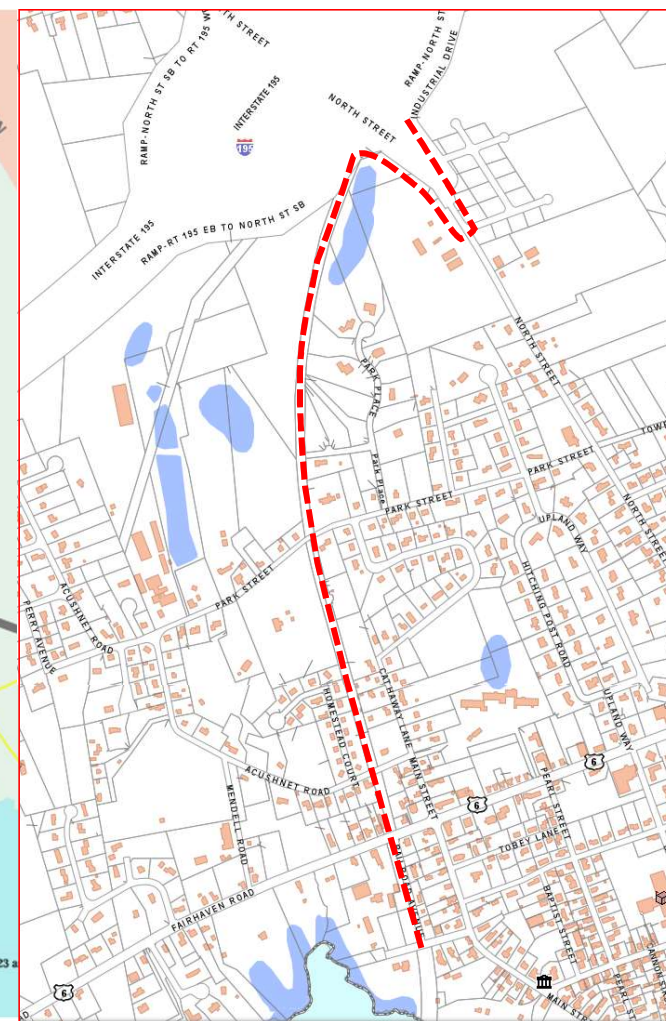
Conceptual Design

Next Steps



Project Area

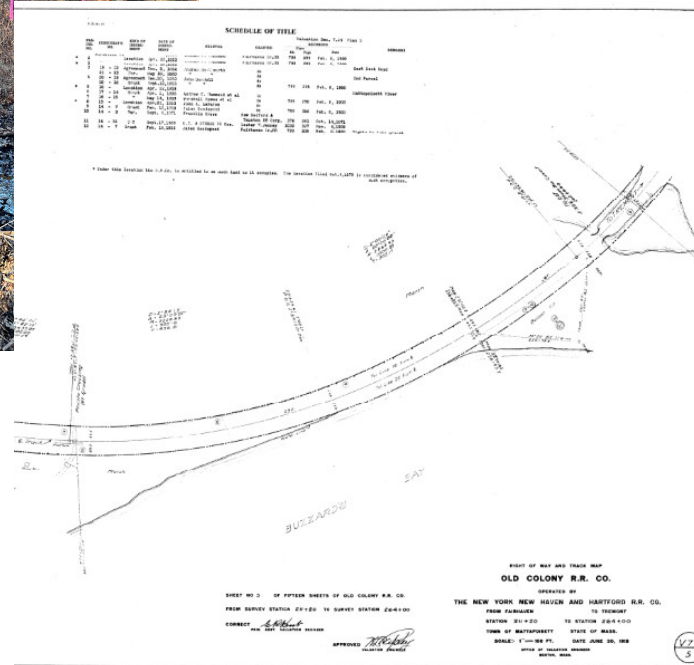
Town of Mattapoisett
Mattapoisett Rail Trail Phase 2A Feasibility Study



Data Collection

Town of Mattapoissett
Mattapoissett Rail Trail Phase 2A Feasibility Study

Field Review including Wetland Delineation/Mapping and Deed Research



Crossing Assessments

FHWA Crossing Guidance

• STEP Analysis and Countermeasures

| Pedestrian Crash Countermeasure for Uncontrolled Crossings | Safety Issue Addressed | | | | |
|---|---------------------------------|-------------------------|-----------------------------------|---|--------------------------------------|
| | Conflicts at crossing locations | Excessive vehicle speed | Inadequate conspicuity/visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic |
| Crosswalk visibility enhancement | | | | | |
| High-visibility crosswalk markings* | | | | | |
| Parking restriction on crosswalk approach* | | | | | |
| Improved nighttime lighting* | | | | | |
| Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line* | | | | | |
| In-Street Pedestrian Crossing sign* | | | | | |
| Curb extension* | | | | | |
| Raised crosswalk | | | | | |
| Pedestrian refuge island | | | | | |
| Pedestrian Hybrid Beacon | | | | | |
| Road Diet | | | | | |
| Rectangular Rapid-Flashing Beacon | | | | | |

| Roadway Configuration | Posted Speed Limit and AADT | | | | | | | | |
|--|-----------------------------|----------------|--------------|---------------------------|----------------|--------------|----------------------|--------------|--------------|
| | Vehicle AADT <9,000 | | | Vehicle AADT 9,000–15,000 | | | Vehicle AADT >15,000 | | |
| | ≤30 mph | 35 mph | ≥40 mph | ≤30 mph | 35 mph | ≥40 mph | ≤30 mph | 35 mph | ≥40 mph |
| 2 lanes (1 lane in each direction) | ① 2 4 5 6 | ① 5 6 7 9 | ① 5 6 7 9 | ① 4 5 6 7 9 | ① 5 6 7 9 | ① 5 6 7 9 | ① 4 5 6 7 9 | ① 5 6 7 9 | ① 5 6 7 9 |
| 3 lanes with raised median (1 lane in each direction) | ① 2 3 4 5 | ① 5 7 9 | ① 5 7 9 | ① 3 4 5 | ① 5 7 9 | ① 5 7 9 | ① 4 5 7 9 | ① 5 7 9 | ① 5 7 9 |
| 3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane) | ① 2 3 4 5 6 7 9 | ① 5 6 7 9 | ① 5 6 7 9 | ① 3 4 5 6 7 9 | ① 5 6 7 9 | ① 5 6 7 9 | ① 4 5 6 7 9 | ① 5 6 7 9 | ① 5 6 7 9 |
| 4+ lanes with raised median (2 or more lanes in each direction) | ① 5 6 7 8 9 | ① 5 7 8 9 | ① 5 8 9 | ① 5 7 8 9 | ① 5 7 8 9 | ① 5 8 9 | ① 5 7 8 9 | ① 5 8 9 | ① 5 8 9 |
| 4+ lanes w/o raised median (2 or more lanes in each direction) | ① 5 6 7 8 9 | ① 5 6 7 8 9 | ① 5 6 8 9 | ① 5 6 7 8 9 | ① 5 6 7 8 9 | ① 5 6 8 9 | ① 5 6 7 8 9 | ① 5 6 8 9 | ① 5 6 8 9 |
| <div>Given the set of conditions in a cell, # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</div> <div>1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)**</div> | | | | | | | | | |

Stakeholder Engagement

Town of Mattapoisett
Mattapoisett Rail Trail Phase 2A Feasibility Study

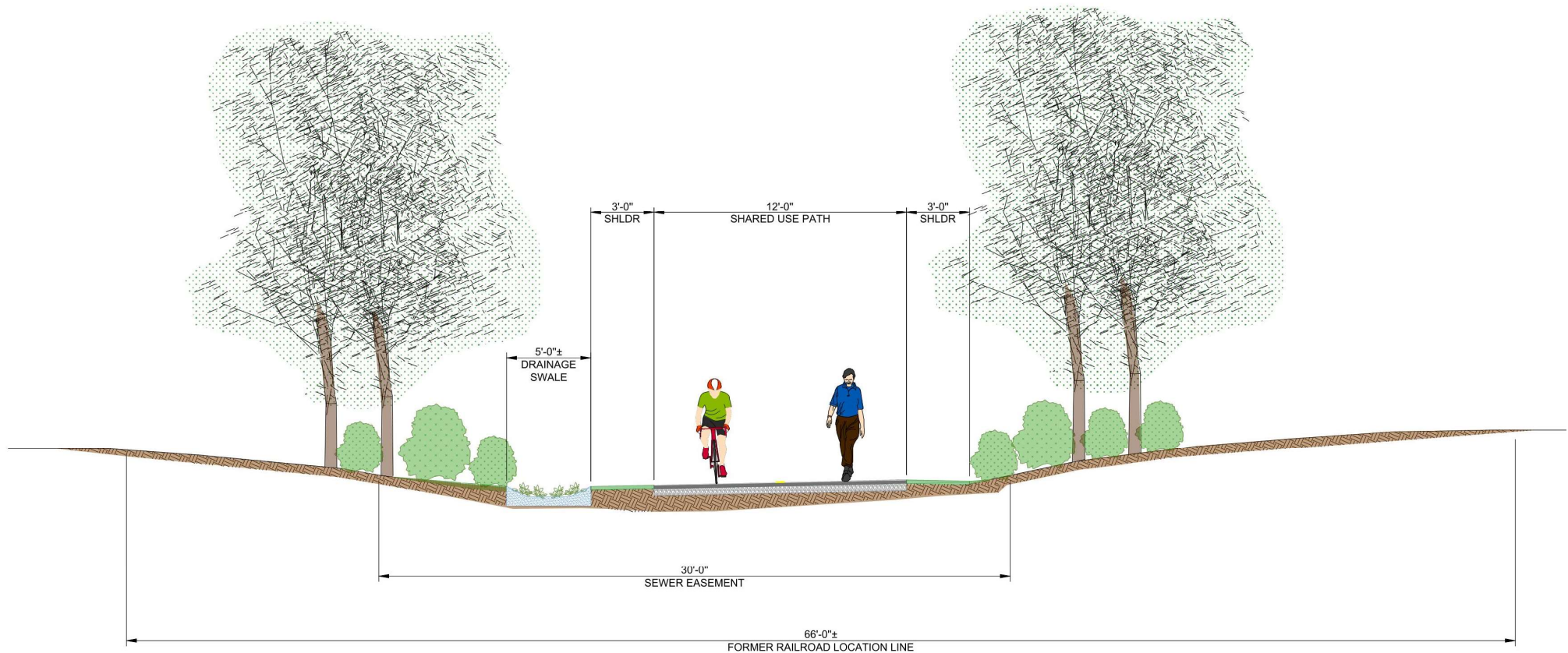
Meetings Conducted with Each Entity —————> Highlights

- Fire and Safety
- Conservation Commission
- Friends of the Mattapoisett Rail Trail
- Mattapoisett Bike Path Study Committee
- MassDOT
- Public Informational Meeting
- Maintain two-way on Railroad Avenue
- Include “S-curves” to extent possible
- Signalization dependent on warrants/ICE
- On-road only as needed to connect Marion
- ConCom, MEPA, Army Corp, and DEP filings
- Swale and connected wetland replication
- Landscape features and buffer character

Conceptual Design

Town of Mattapoisett
Mattapoisett Rail Trail Phase 2A Feasibility Study

Typical Section



Conceptual Design

Town of Mattapoisett
Mattapoisett Rail Trail Phase 2A Feasibility Study

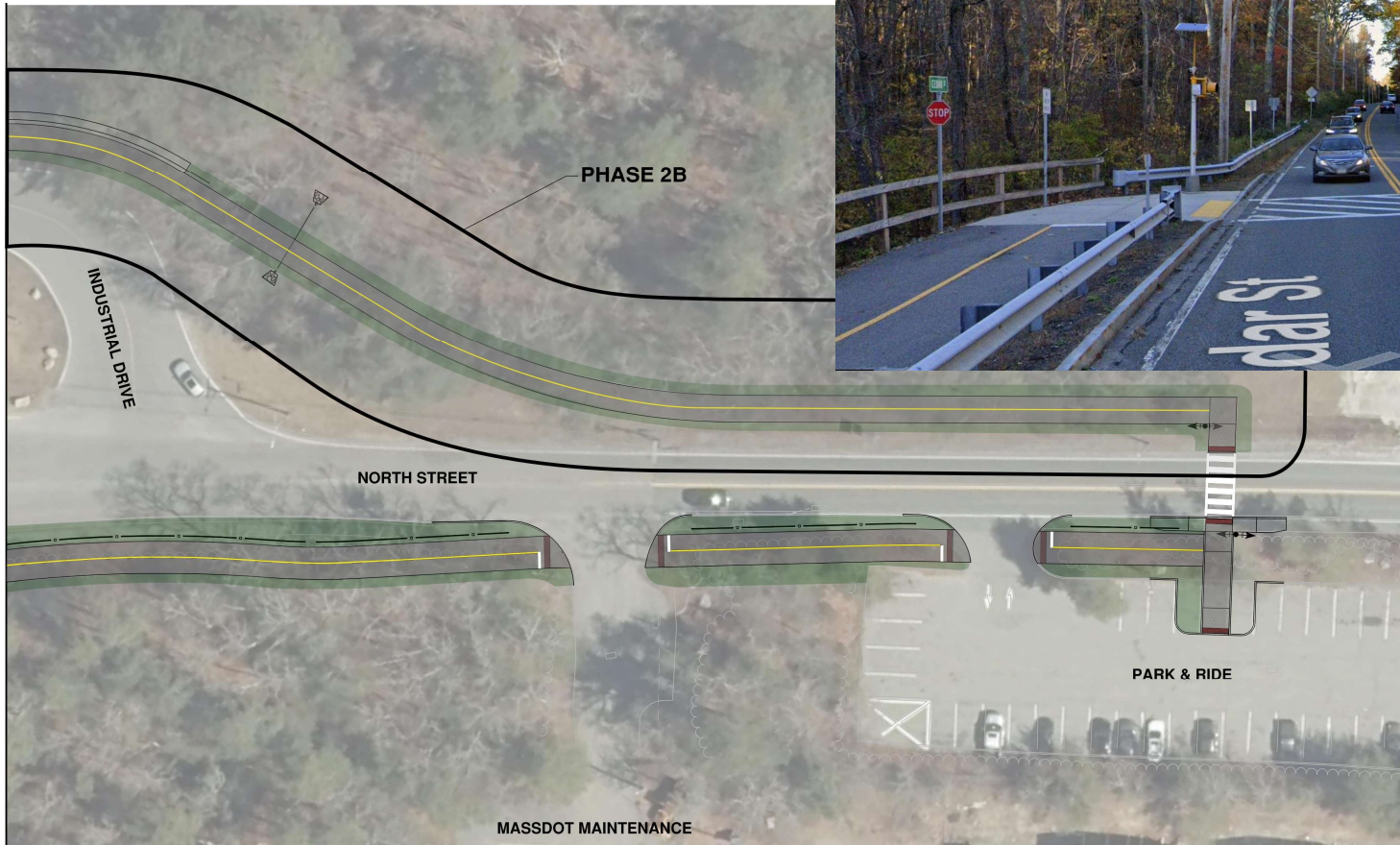
Alignment



Conceptual Design

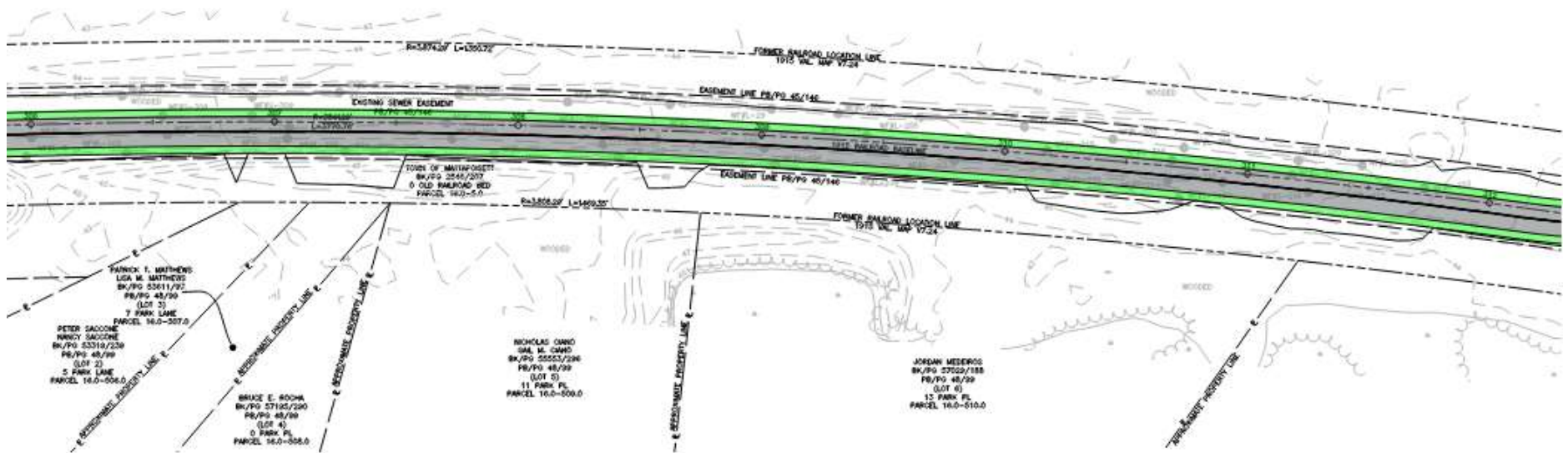
Town of Mattapoisett
Mattapoisett Rail Trail Phase 2A Feasibility Study

Crossings



Impacts

1. All construction including grading is expected to be within sewer easement limits
2. Path components requiring maintenance expected to be within sewer easement, associated grading extends beyond sewer easement requiring temporary easements
3. Some component of the path extends beyond sewer easement



Impacts

| Impact Type | 1 | 2 | 3 |
|-------------|----|----|---|
| Total | 11 | 20 | 3 |

- Path will cross two utility easement corridors with ownership identified as
COMMONWEALTH OF MASSACHUSETTS: EASEMENT IN FAVOR OF NSTAR ELECTRIC
- Path will extend along west side of North Street and proposed wetland replication on
MassDOT Maintenance/P&R parcel (MASSACHUSETTS HIGHWAY DEPARTMENT)

Costs

Town of Mattapoisett
Mattapoisett Rail Trail Phase 2A Feasibility Study

- Clearing and Earthwork
 - Paved Path and Grass Shoulder construction
 - Slope Work and Swale
 - Wetland Replication Area
 - Traffic Control
 - Signing and Striping
 - Landscape Architecture
-

Phase 2A Construction: \$2.85 Million

Funding and Next Steps

Town of Mattapoisett
Mattapoisett Rail Trail Phase 2A Feasibility Study

Funding Options

- Transportation Improvement Program (TIP)
- MassTrails
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets for All (SS4A)
- Earmark Grants

Next Steps

- Assist Town with Funding Applications
- Preliminary Design incl Prelim ROW & EEC
- Design Public Hearing
- Final Design
- Construction

Thank You!

