

Main Street, Water Street, Beacon Street & Marion Road Roadway Reconstruction Project

Town of Mattapoisett, MA

Neighborhood Meeting Beacon Street

Presented by



January 25, 2018

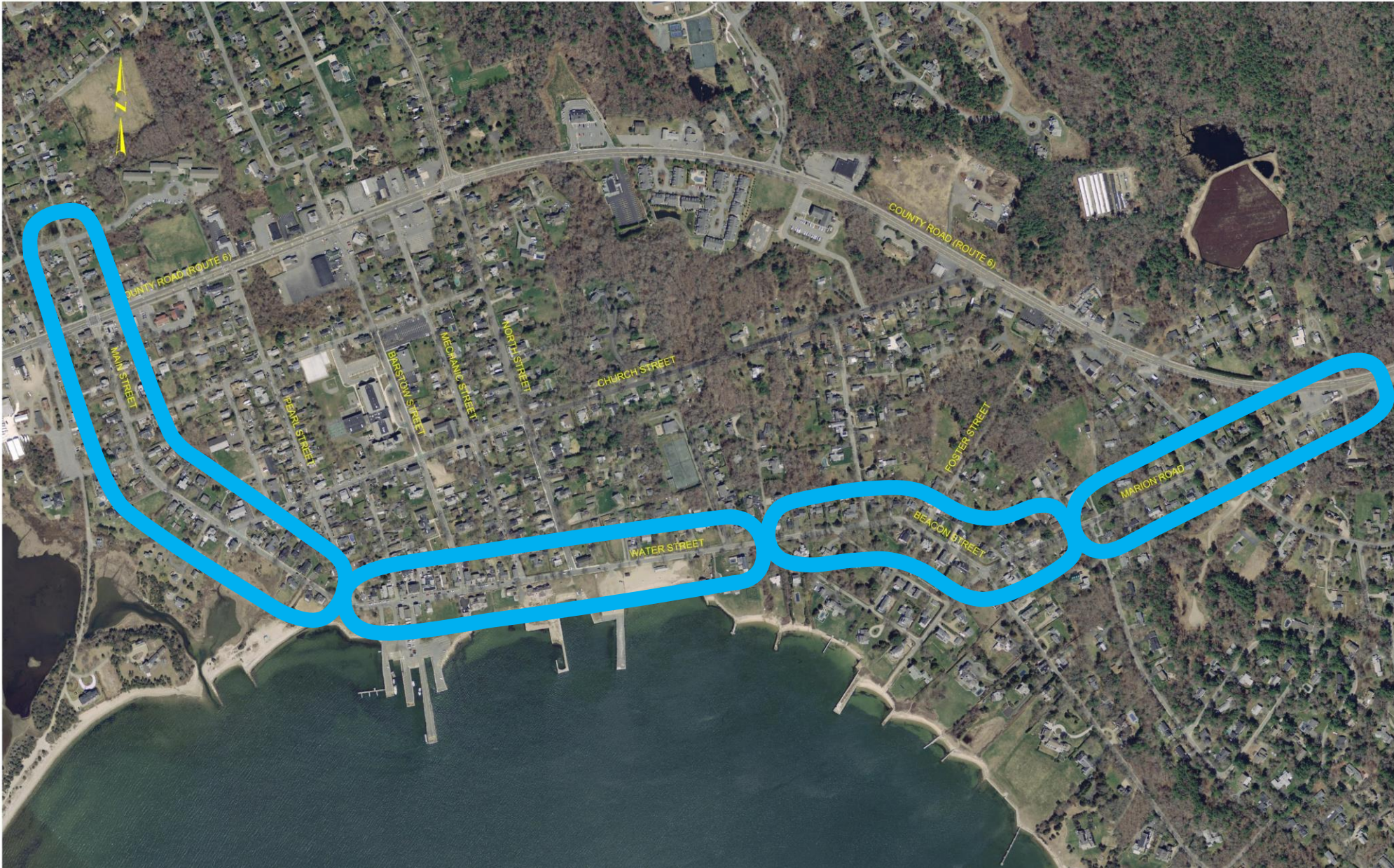


Agenda

- Project Status
 - Overview and Tonight's Goal
 - Schedule
 - Funding
- What have we learned
 - Where, When, and What
- The Concept
 - Design Criteria
 - Design Alternative
 - Design Exceptions
 - Model/Sketches

Main Street, Water Street, Beacon Street & Marion Road Roadway Reconstruction Project

Town of Mattapoissett, MA



Project Status

- Town plans to Reconstruct Main Street, Water Street, Beacon Street, and Marion Road through the Transportation Improvement Program (TIP)
- 3 quarters thru the listening tour
- Developing a Concept or Design Alternative

Tonight's Goal:

Present the Design Alternative, answer questions, solicit comments and ultimately receive consensus to move the project forward



Design Schedule & TIP Update

Original Schedule

- Public Presentation (November 1, 2017)
- 30 Day Comment Period
- Board of Selectmen Presentation (January 22, 2018)
- 10% Design (April 23, 2018)

Revised Schedule

- Public Presentations (January 11th, 18th, and 25th, 2018, and February 1, 2018)
- 30 Day Comment Period
- Board of Selectmen Presentation (March 6, 2018)
- 10% Design (April 23, 2018)
- MassDOT 10% Design Review (Expected by July 2018)
- 25% Design (Authorization in July 2018...Submission January 2019)
- Design Public Hearing (Expected May 2019)
- Final Design (Expected to begin July 2019...PS&E Submission Summer 2020)
- Advertise (Expected September 2020)
- Construction (Expected Spring 2021)
- Fiscal Year 2021 (October 1, 2020 thru September 30, 2021 - \$4,050,000)

TIP Funding

- **Project # 607440 Mattapoissett- Corridor Improvements and Related Work on Main Street, Water Street, Beacon Street and Marion Road**
- **Fiscal Year 2021 - \$4,050,000**
 - October 1, 2020 thru September 30, 2021
 - Please note FY 2021 currently has \$500k available for a project
- **Draft Construction Estimate - \$5,180,000**

What have we learned



Highlights from Public Input

- Introductory Meeting – June 28, 2017
- Mattapoisett Lions Club Annual Harbor Days Festival – July 16, 2017
- Main Street Meeting – August 2, 2017
- Water Street Meeting – August 10, 2017
- Tree Committee Walk-Thru – August 23, 2017
- Beacon Street Meeting – August 30, 2017
- Marion Road Meeting – September 6, 2017
- Bike Committee Meeting – September 14, 2017
- Design Consultant Walk-Thru – September 22, 2017
- Design Consultant Walk-Thru – September 27, 2017
- Safety Officer Meeting – September 27, 2017
- Boat Haulers Meeting – October 2, 2017
- MassDOT Meeting – November 6, 2017



Beacon Street Highlights

Beacon Street

- Maintain the character (Keep the beauty and historic feel of the Street)
 - Changes are not desired
- Safety – dangerous bend, poor sight distance
- Speeding – need to lower vehicular speed
- Drainage – need to address stormwater runoff
- Accommodate all modes of transportation (pedestrians, bicycles, cars, etc.)
- Right-Of-Way impacts would not be welcomed
- Existing trees add to the character

Stakeholder Highlights

Tree Committee

- Arborist confirms trees are healthy

Bike Committee

- Completion of Bike Path will increase bicycle use along project corridor
- Riding in the travel lane is comfortable along the project corridor
- Avoid sharp edge curbing if possible
- Options available to cross Route 6

Safety Officer

- Existing four way Stop at Marion Road and Beacon Street works well
- Recommends a four way Stop at Marion Road and Church Extension
- Speeding – perception vs. reality
- Agrees with concept of a proposed continuous sidewalk along project corridor

Stakeholder Highlights

Boat Haulers

- On-street parking impacts access to the Town Wharf
 - Larger radii entering/exiting Town Wharf or widening entrance/exit
- Height of overhead wires present safety hazard – 20-foot clearance would be ideal; 17-foot minimum
- Operations continue from early spring to late fall – need second access to maintain operations; North Street would be an option, need entrance/exit to Town Wharf revised first, check wires, check traffic signal at Route 6 and North Street for clearance, and Triad will need permission from State to use Route 6
- Need traffic signal loops added along Main Street for boat haulers waiting in the que for the signal at Route 6

Concept/Design Alternative

MassDOT Design Criteria Beacon Street

	MassDOT	AASHTO	VHB Design	Notes
<u>National Highway System (Y or N):</u>		N		
<u>Roadway Classification:</u>		Collector	Minor	
<u>Area Type (Rural, Suburban, Urban):</u>		Urban	Suburban Town Center	
<u>Truck Exclusion Route (Y or N):</u>		N		
Posted Speed:				25 MPH
Design Speed	25 to 35 mph		25	
Min Travel Lane Width:	10 to 12		10	Exhibit 5-14; page 5-31 Shared Lanes at least 14 feet wide
Min Shoulder Width:	5		2	Exhibit 5-11; page 5-26 (Bicycle and pedestrian use) Exhibit 5-12; page 5-27 (4 to 10 feet) Engineering Directive E-14-006 (Bicycles 5')
Horizontal Alignment				
Min Curve Radius (ex 4-8 and 4-9) :	200 @ -2% 185 @ 0% 170 @ 2%		170 @ 2%	For design speeds less than 35 mph, designers should avoid using superelevation to the extent possible
Compound curve relationship meet Section 4.2	>50%		N/A	Page 4-5
Min Curve Length (30V or 15V):	375		123	Page 4-4 Engineering Directive E-14-006; In determining the standards for horizontal alignment, the minimum length of curve criteria need not be met on 3R projects
Vertical Alignment				
Min K Value (Crest- Ex 4-26):	12		TBD	
Min K Value (Sag - Ex 4-27):	26		TBD	
Min Vertical Curve Length (3V):	75		TBD	Page 4-43
Max Grade (Ex 4-21):	9%		TBD	Level Terrain

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	MassDOT	AASHTO	VHB Design	Notes
SSD (Ex 3-8)	155		133	Page 3-38; 0% Grade - check Exhibit 3-8 for downgrade/upgrade
Horiz SSD Middle Ordinate (EX 4-5)	14.8 for 200 16 for 185 17.4 for 170		13.3	
Passing Sight Distance:	N/A		N/A	
Parking Lane Width:	7 (MIN)		7	
Sidewalks:	5 ft		5	Minimum clear width 5 ft; 3 feet clear width at obstruction; page 5-14 6 to 12 feet preferred landscape buffers (2 to 6 feet commonly)
Cross slope (Sect 5.5.2)	2%		2%	
Superelevation (section 4.2)	N/A		N/A	Page 4-16; Designing without superelevation is often a suitable design practice for low-speed roadways (less than 45mph). If site specific conditions allow, designers should avoid using a superelevation to the extent possible for design speeds of 35 mph or less and use a normal crown in the roadway cross-section.
Min Horizontal clearance to obstruction		1.5' or 4' (no curb)	0.5	
Bridge width	N/A		N/A	
Structural Capacity	N/A		N/A	
Vertical clearance	N/A		N/A	

Design Alternative – Beacon Street



Design Exceptions – Beacon Street

- Pedestrian Accommodation - Sidewalk Presence
- Bicycle Accommodation
- Shoulder Width
- Stopping Sight Distance (SSD)
- SSD Middle Ordinate
- Lateral Offset



Section #9



Section #9





Section #9





Section #9





Section #10





Section #10





Section #10





Section #10



Questions/Comments