Agenda

- Introductions
- Design & Vision
- Public Participation
- Work Schedule
Swampscott Rail Trail

Lynn Shore Drive Trail

Marblehead Rail Trail
Meet Stetson Ave by ramping trail down to roadway grade. Maintaining compliance with ADA requirements will require significant cuts at utility poles.

- Evaluate feasibility w/Ngrid
- Evaluate soil excavation
Swampscott Rail Trail

Lynn Shore Drive Trail

Marblehead Rail Trail
Paradise Road (Route 1A) – Bridge Crossing & Utility Coordination

- Utility coordination and relocation will be required for Paradise Road Bridge Crossing.
- Access Permit from MassDOT required for work within State Highway Layout (SHLO)
Paradise Road (Route 1A) – Example Prefab Pedestrian Bridge

Low Street Pedestrian Bridge, Newburyport
Two-stage crossing:
  • Crosswalk at Humphrey Street w/pedestrian signal
  • Crosswalk at Phillips Ave. Possible trailhead location
Humphrey Street ‘At-Grade Crossing’ – Rectangular Rapid Flashing Beacon (RRFB)

- For midblock crossing locations
- Increased motorist yielding rates
- Pedestrian activated

Quequechan Street, Fall River
Obtain field wire measurements and submit proposed trail plans to National Grid for review showing wire locations along trail profile.
Corridor Wide - Utility Coordination with National Grid

Wire Measurement Submittal:
- Wire Measurement Spreadsheet
- Plans and Profiles
- Field Data Logs
- Field Photos
Opportunity at Muskrat Pond to provide an overlook area and educational signage.
Typical Right-of-Way (ROW) Process:

1. Title Research (currently being performed by others)
2. Review of Title Research Results by Town Counsel
3. Town Counsel makes recommendation for acceptable easement recording
4. Proceed to Town Meeting and easement acquisition
Option 1: Record easements along full width of corridor utilizing the existing Valuation Maps which denote the former railroad right-of-way along the corridor.

Example projects that utilized this approach:
• Twin Cities Rail Trail – Leominster & Fitchburg
• Tri-Community Bikeway – Stoneham & Wobum
Option 2: Record easements along the proposed trail swath and tie them down to state plane coordinates and monuments at each road crossing.

Cost for ROW Bound Survey at road crossings = $15k +
- Plans produced by PLS
- Necessary to tie easements down to roadway layouts as part of recordable plans requirements
- Cost for plan production depends on number of plans required for registry recording ($1-2k per plan)
Option 3: Pending results of Title Review Research, easements could be required along each individual property ownership which could require full property survey along the former RR corridor.

Cost for ROW Bound Survey along RR corridor = $30k +
- Plans produced by PLS
- Cost for plan production depends on number of plans required for registry recording ($1-2k per plan)
What differentiates good from great projects is how the community/stakeholders were involved in the process.
Public Participation

- Site Walk with Town Departments
- Town/Committee Coordination Meetings
- Design Charrette Meeting
- Abutter/Resident Meetings
- Public Information Meeting
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<td>Notice to Proceed</td>
<td>October 2017</td>
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<tr>
<td>Site Walk with Town Departments</td>
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<tr>
<td>Delineate Wetlands</td>
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<td>Design Charrette with Public</td>
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<tr>
<td>Complete Survey/Base Plan*</td>
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<tr>
<td>Develop Bid Docs (Plans/specs/estimate)</td>
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THANK YOU!