



Route 6 (Scenic Highway) Corridor Improvements

Concept Design Presentation

Virtual Meeting | March 7, 2022 | 12:00 PM

Project No. 606082

Project Team:

- **MassDOT Project Manager**
 - Muazzez G. Reardon, P.E.
- **MassDOT Legislative Liaison**
 - Gareth Saunders
- **MassDOT District 5 Project Development Engineer**
 - Pamela Haznar, P.E.
- **MassDOT District 5 Operations Engineer**
 - Bill Travers
- **Consultant Project Manager**
 - Jonathan Kapust, P.E. (HNTB)

Agenda

01 Project History

02 Project Goals

03 Proposed Design

04 Project Impacts

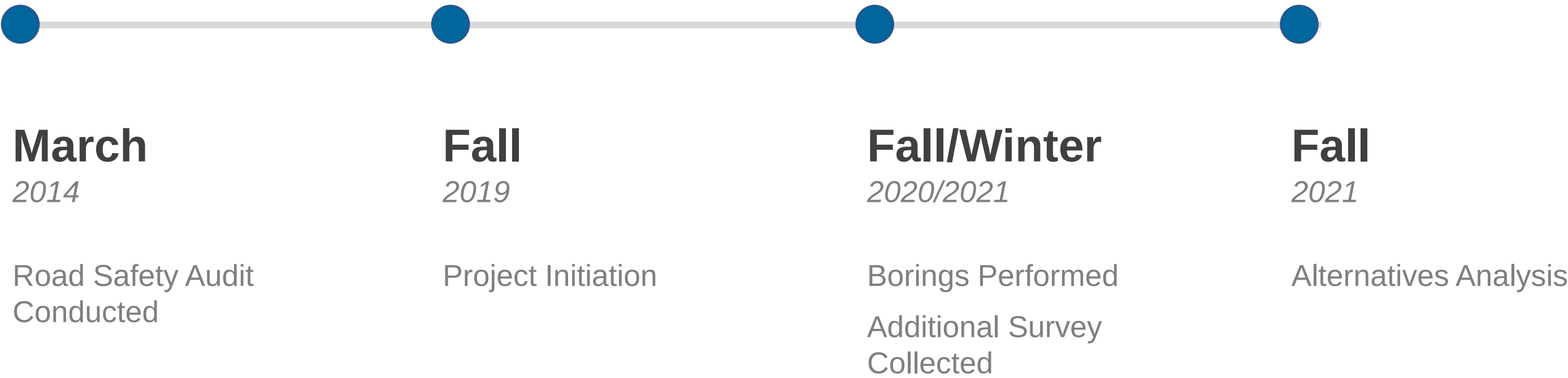
05 Timeline

Project Location

- Approximately 1.5 miles of Route 6
- Nightingale Road intersection
- Edgehill Road intersection
- No work along Scenic Overlook



How did we get here?



Recent public outreach

- Letters Sent to Public Officials
 - January 2020
- Comment Response Letters Received
 - Letter from Town of Bourne January 2020

Existing Issues

Safety Concerns:

- Significant number of crashes
 - Vehicles cross centerline
- Road Safety Audit in 2014 found:
 - High Speeds
 - Lack of Shoulders
 - Hydroplaning
 - Drainage Issues



Existing Issues (cont'd)

Safety Concerns:

- Lack of adequate drainage is contributor to crashes.
- Drainage Swale and Cross Slope/Superelevation improvements needed.





**What do we
want to
accomplish?**

Project Purpose

To improve safety within the corridor by:

- Lane and Shoulder Widening
 - Improve substandard widths
- Center Raised Median
 - Address crossover crashes
- Cross slope Improvements
 - Update the cross slope in curves to improve vehicular control
 - Improve stormwater catchment to minimize flow across lanes
 - Address icing in winter storm road events



Project Purpose (cont'd)

To improve safety within the corridor:

- Westbound Swale/ Upgraded Drainage System
 - Reduce ponding in roadway and probability of hydroplaning
 - Address icing in winter storm road events
- Install a Shared Use Path
 - Response to municipality request
 - Provides a safe, healthy alternative mode of travel





**How will
bicyclists and
pedestrians
be impacted?**

Bicycle and Pedestrian Connections

- 10' Shared Use Path
 - Protected
 - Connection to Scenic Overlook
 - New crossing at Edgehill Road

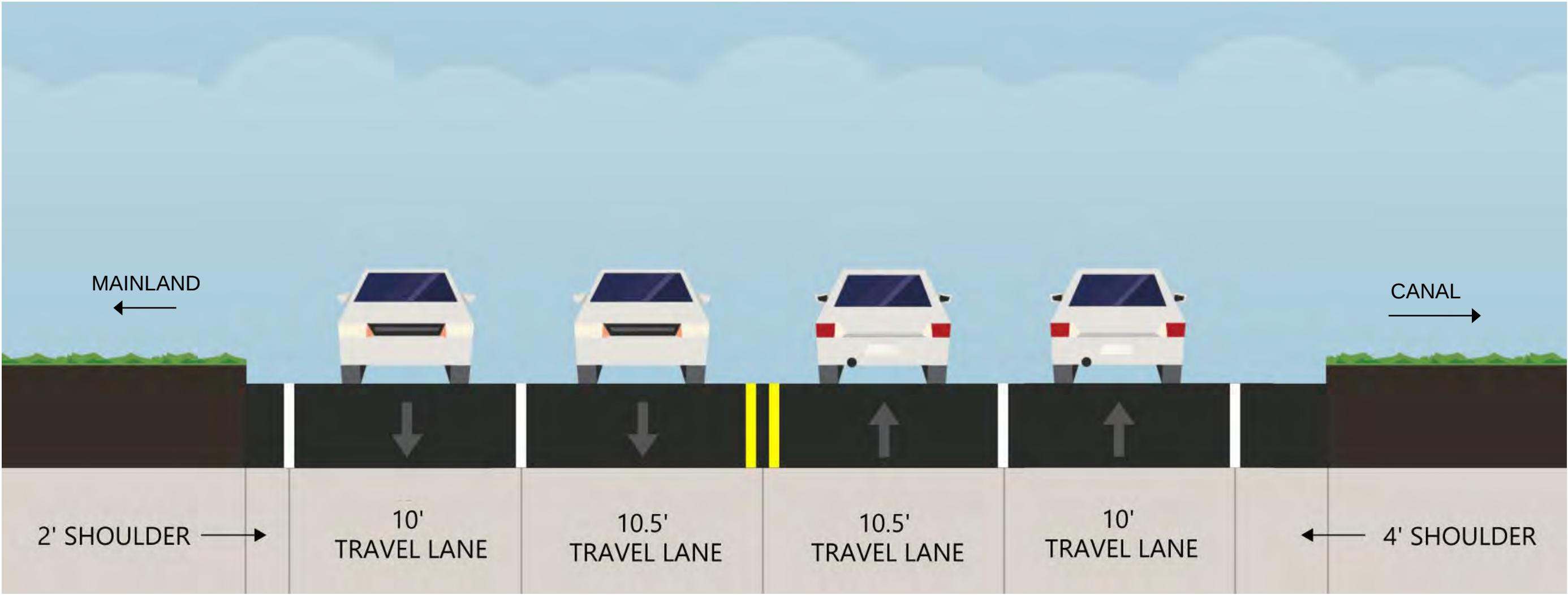




**What
alternatives
were
considered?**

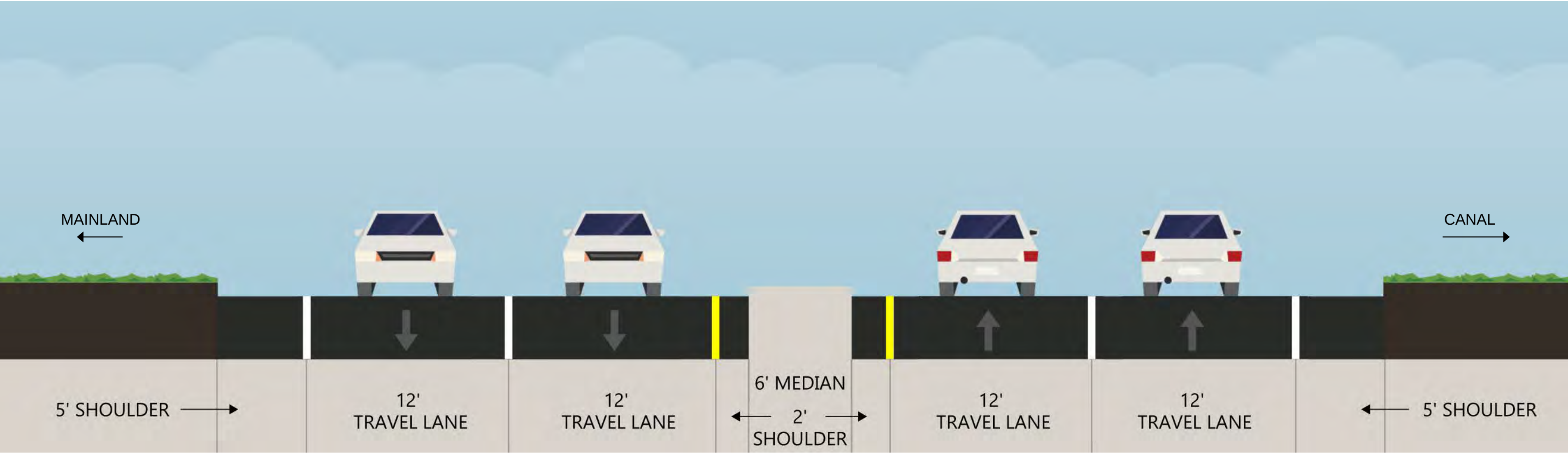
Existing Roadway

Shared Use Path Width:	N/A
Lanes Maintained in TTCP:	N/A
Earthwork (Total Cut):	N/A
Cost:	N/A



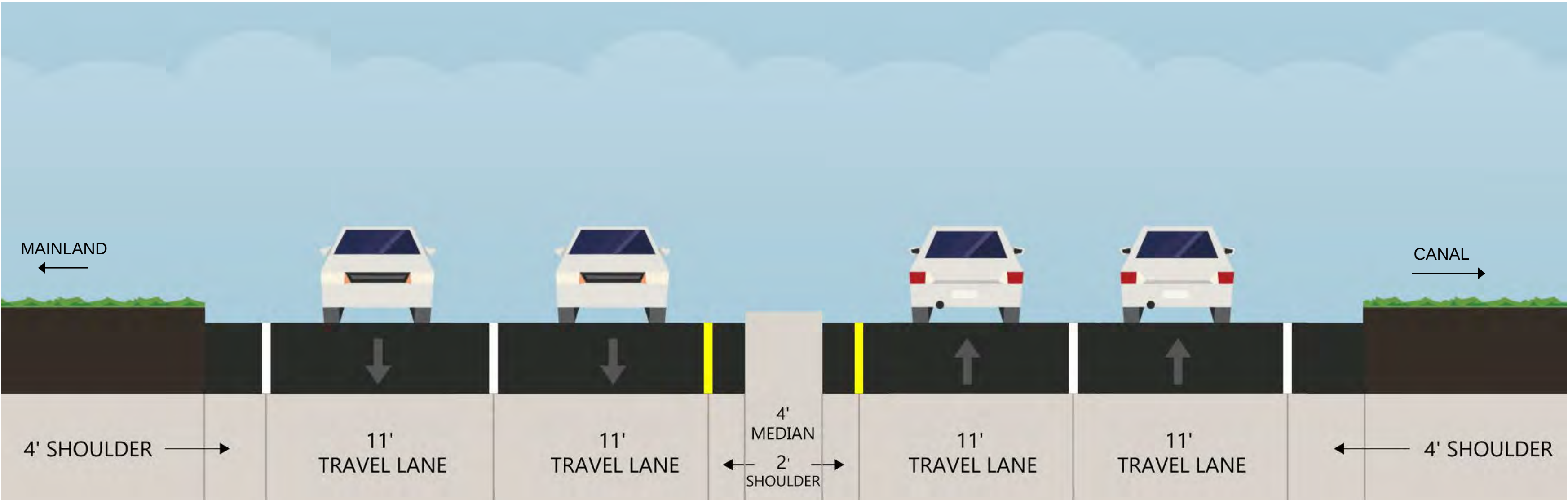
Alternative 1:
Wide Median Concept

Shared Use Path Width:	not included
Lanes Maintained in TTCP:	2 WB, 1 EB (all stages)
Earthwork (Total Cut):	93,000 cubic yards
Cost:	\$11.6 million



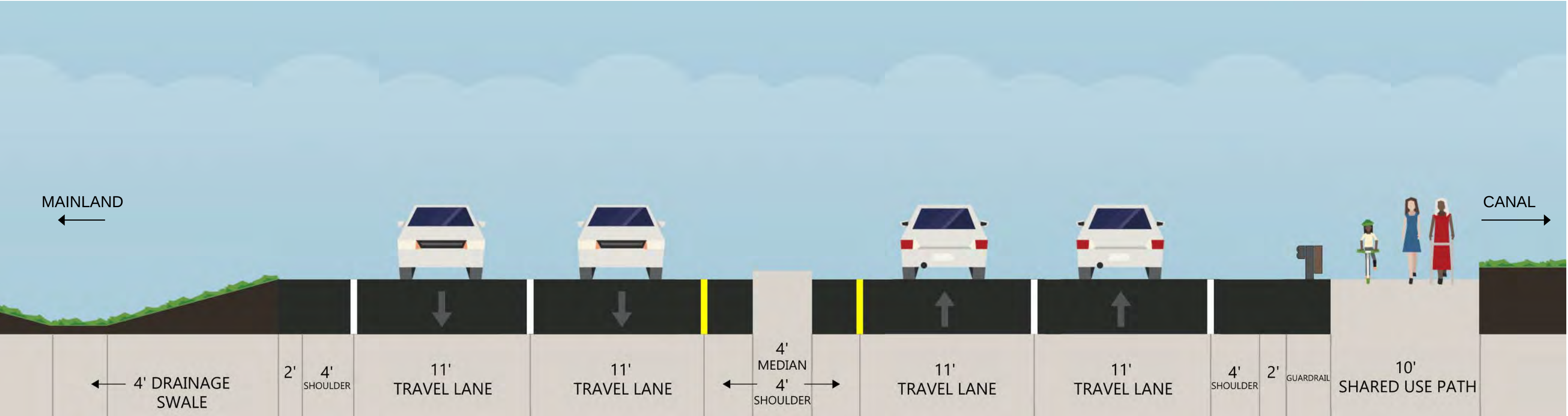
Alternative 2:
Narrowed Cross Section

Shared Use Path Width:	not included
Lanes Maintained in TTCP:	2 WB, 1 EB (all stages)
Earthwork (Total Cut):	72,500 cubic yards
Cost:	\$9.9 million



Alternative No. 3:
Shared Use Path EB Side

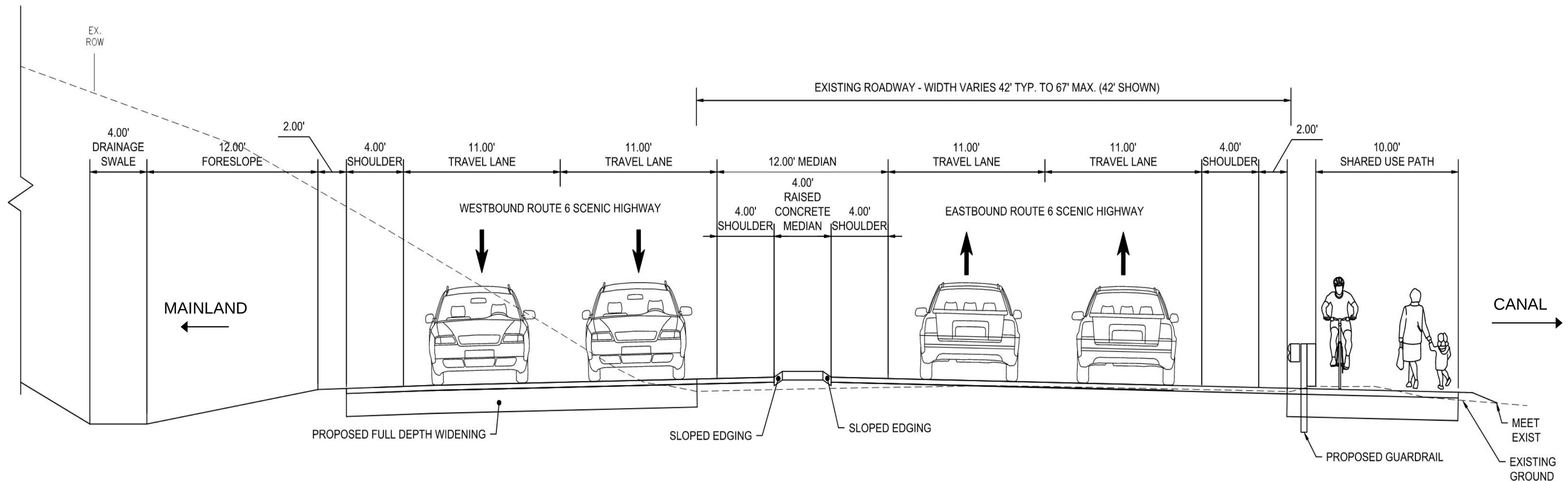
Shared Use Path Width:	10 feet
Lanes Maintained in TTCP:	4 (Stages 2 - 4)
Earthwork (Total Cut):	108,000 cubic yards
Cost:	\$15.7 million





What is the preferred alternative?

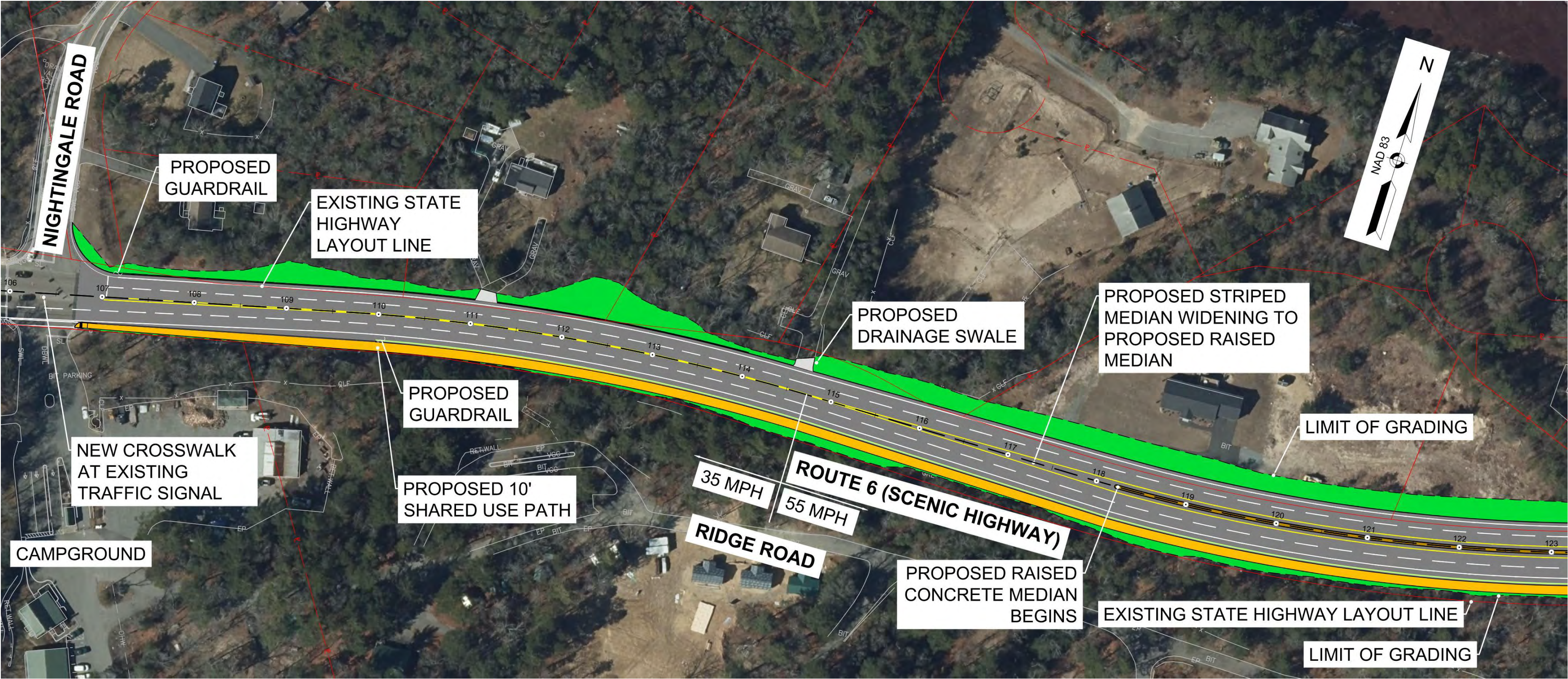
Preferred Alternative At-A-Glance Alternative No. 3



- 10' minimum width shared use path along Route 6 Eastbound
- Swale along Route 6 westbound
- Additional width for lanes and shoulders
- 4' wide raised median – no barrier
- Majority of widening into westbound hillside

Preferred Alternative

Sheet 1 of 5



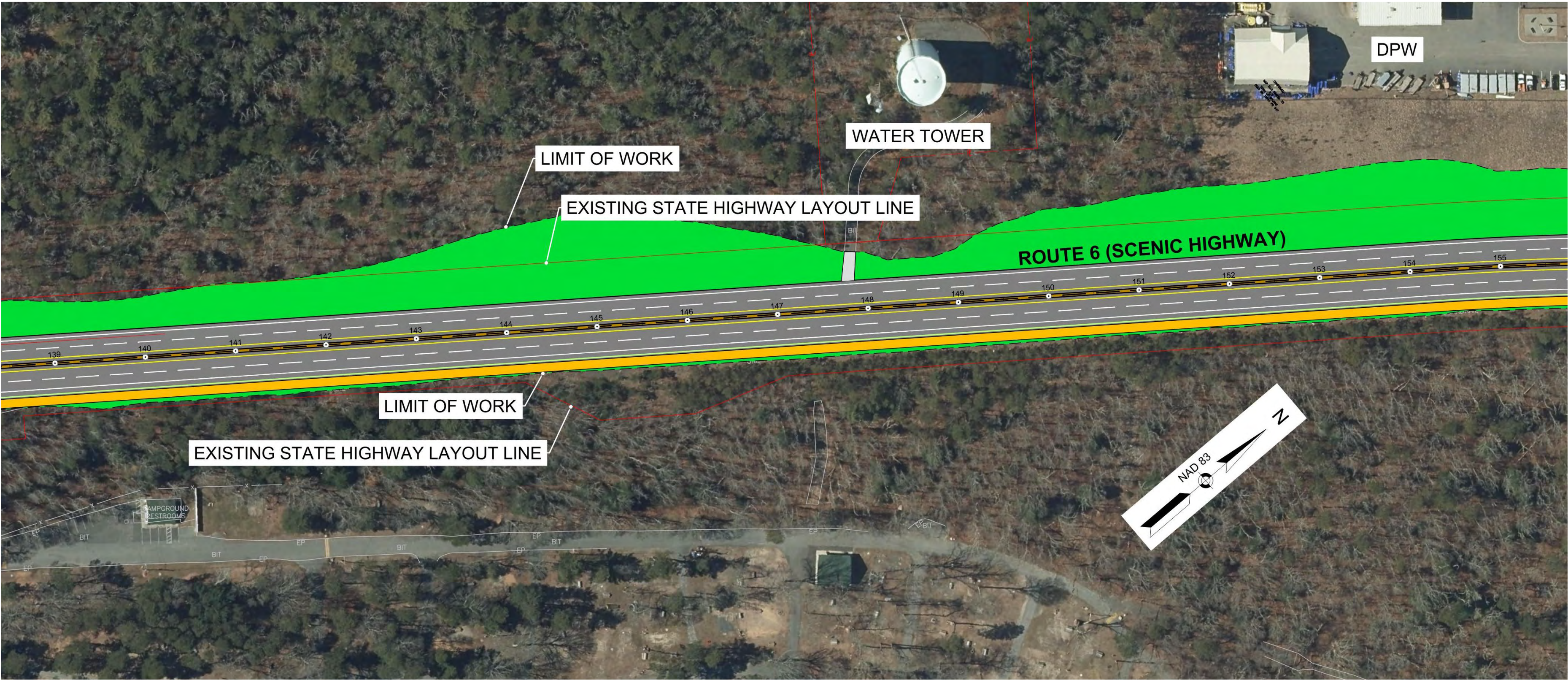
Preferred Alternative

Sheet 2 of 5



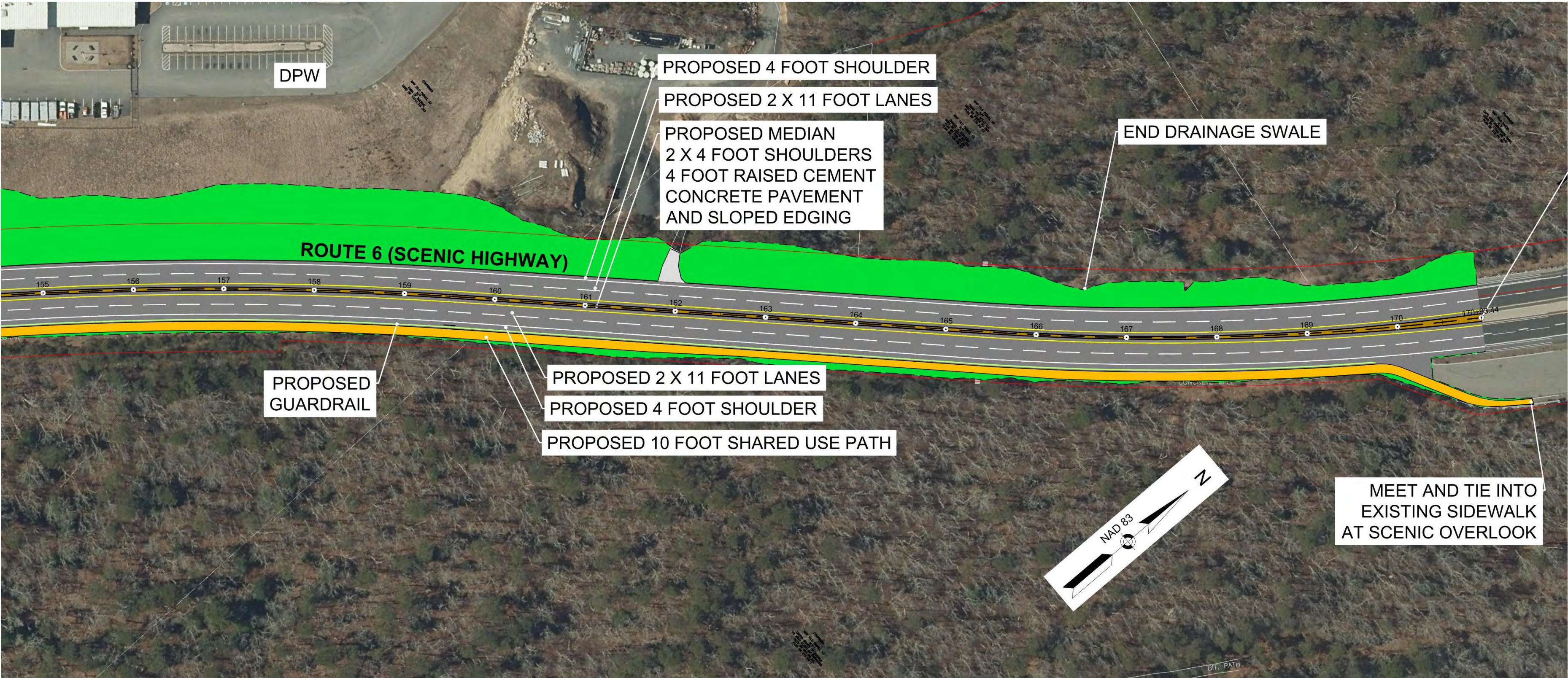
Preferred Alternative

Sheet 3 of 5



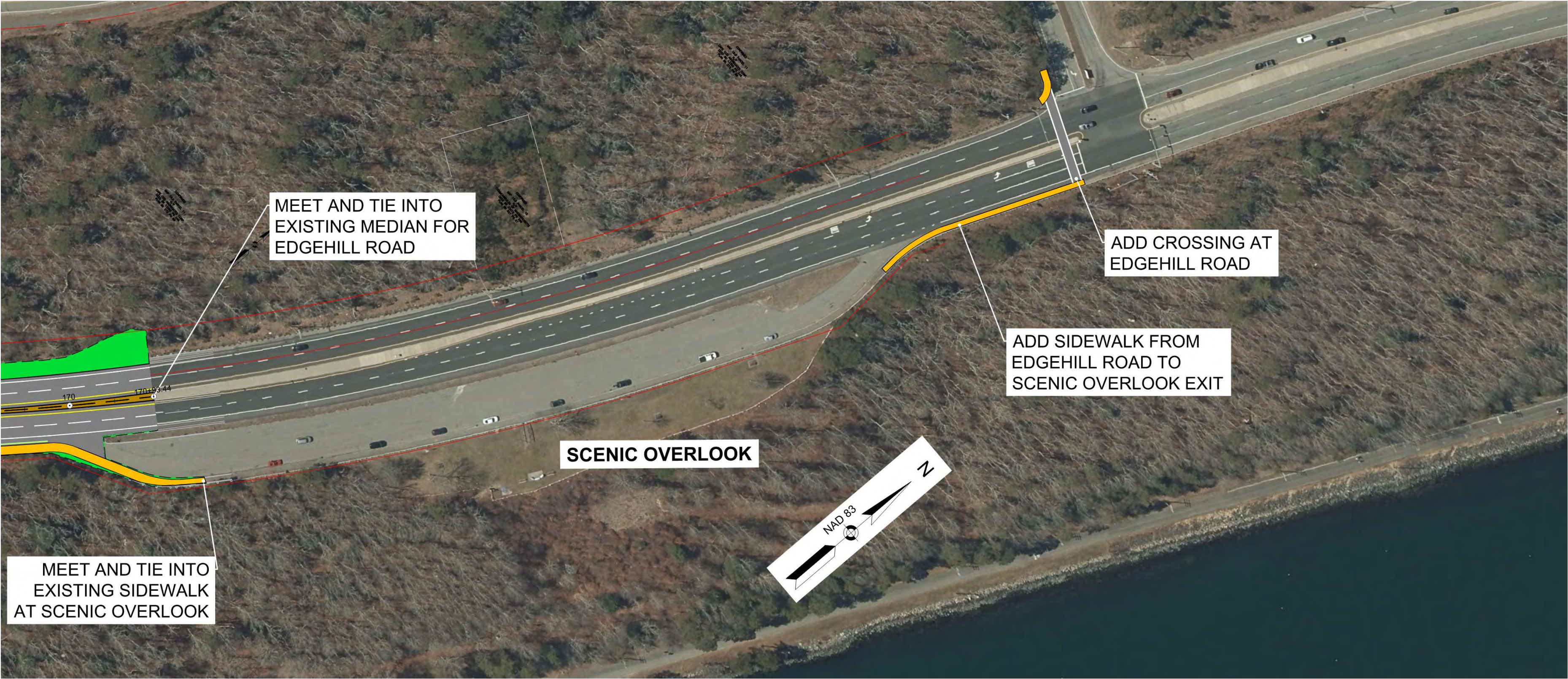
Preferred Alternative

Sheet 4 of 5



Preferred Alternative

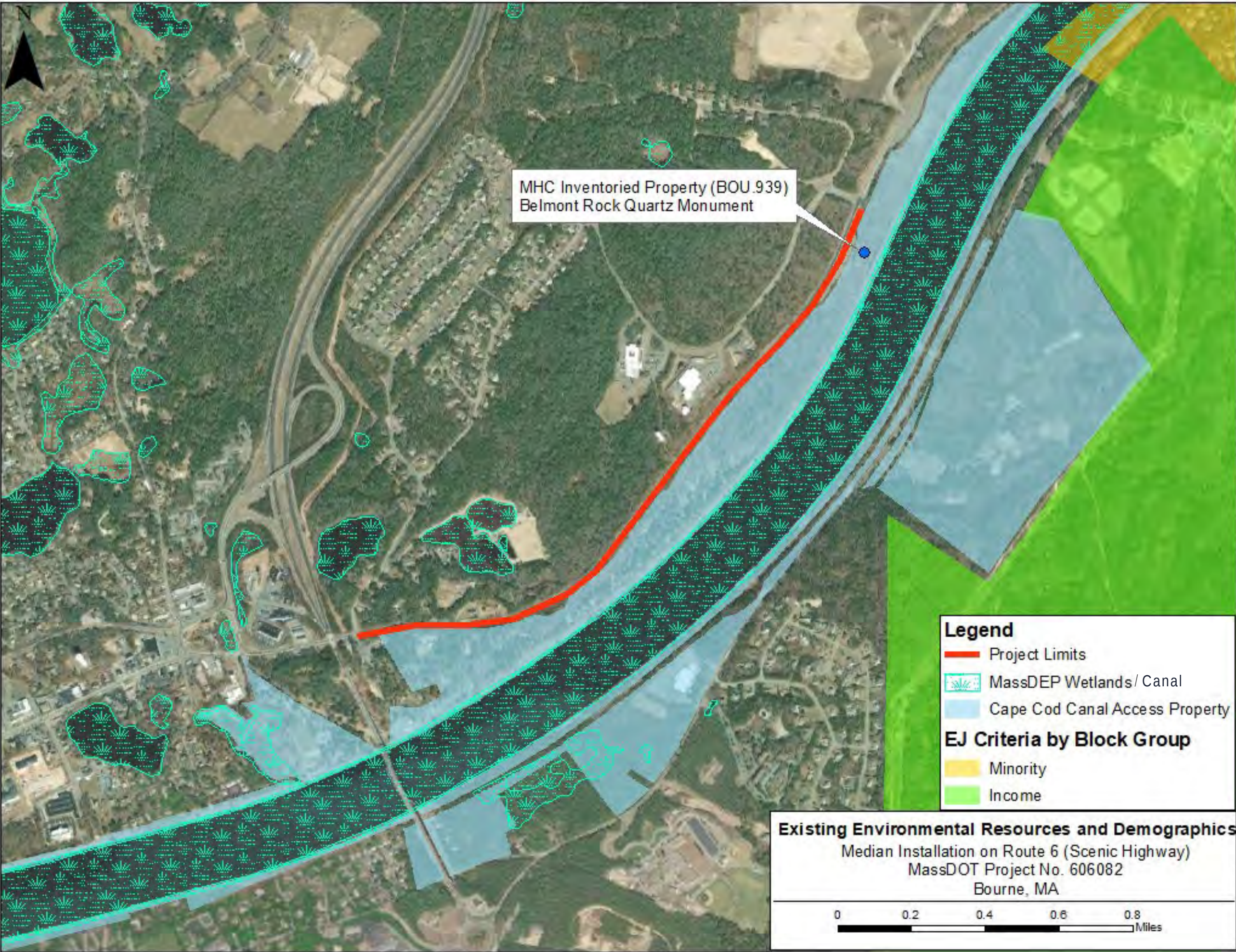
Sheet 5 of 5





**What are the
environmental,
cultural
resource, and
community
impacts?**

Existing Environmental Resources and Demographics



Environmental Impact Evaluation

- **Wetlands and Biological Resources**
 - No impacts to regulated wetlands
- **Recreational and Cultural Resource Areas**
 - No impacts to Inventoried Property
 - No impacts to protected open space
- **Community Representation**
 - Expanded analysis of project impacts on all populations including impacts on low-income, minority and limited English proficient populations
 - Advanced project notice and opportunity for meaningful public engagement



**What is the
construction
approach and
how will road
users be
affected?**

Construction Staging and Traffic Impacts

- Staged construction (approximately 4 stages)
- 4 lanes maintained
- No detours

Our next steps



Public Outreach
Spring 2022



25% Design
Submission
Summer 2022



Design Public Hearing
Fall 2022



Project Advertisement
Anticipated Fall 2024



Begin Construction
Anticipated Winter
2025



**Questions and
discussion**

Comments and Questions?

- Contact Gareth Saunders at gareth.saunders@dot.state.ma.us