



CROWELL ROAD INTERSECTION DESIGN PROJECT

Main Street/Crowell Road/Queen Anne Road/Depot Road



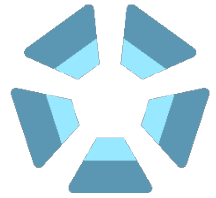
CHATHAM | BOARD OF SELECTMEN

SEPTEMBER 30, 2019



HOWARD STEIN HUDSON

Engineers + Planners

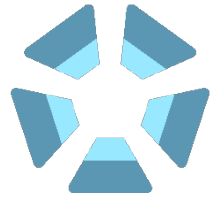


Agenda

CROWELL ROAD INTERSECTION DESIGN PROJECT

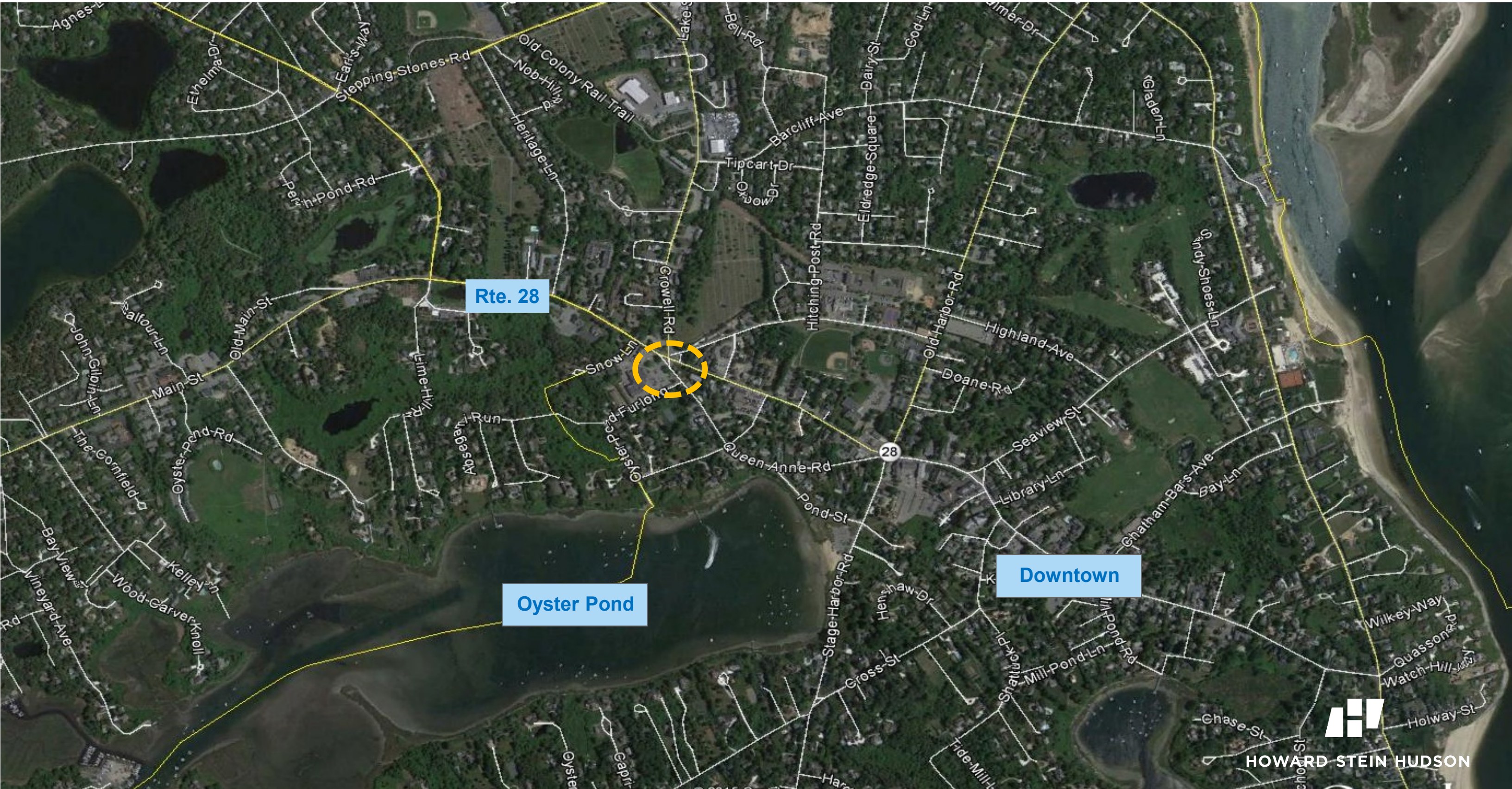
- Project Area
- Current Project History
- Preferred Design Alternative
- Next Steps
- Questions and Comments





Project Area

CROWELL ROAD INTERSECTION DESIGN PROJECT



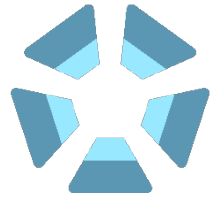
Rte. 28

Oyster Pond

Downtown

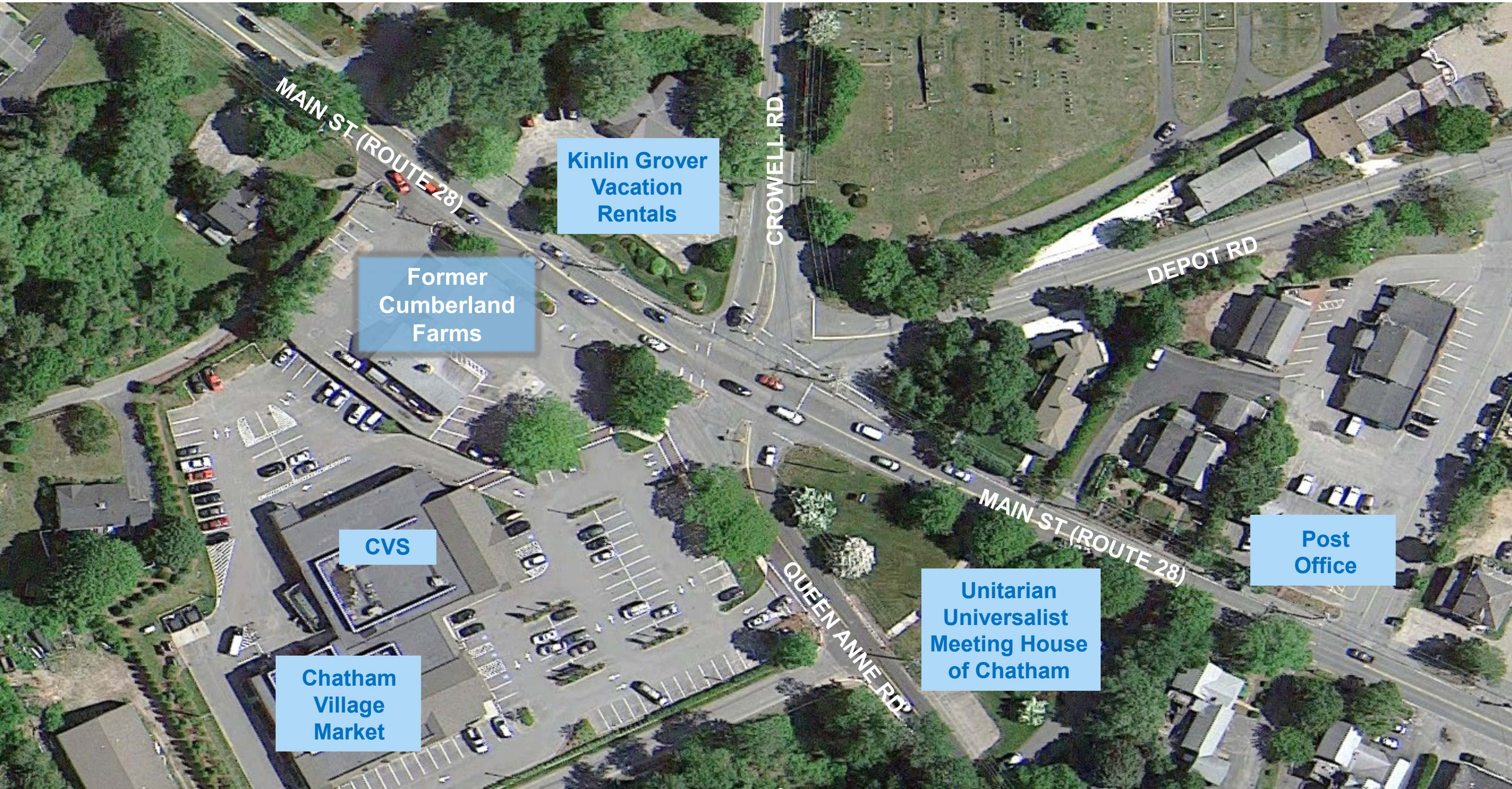


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Project Area

CROWELL ROAD INTERSECTION DESIGN PROJECT



MAIN ST (ROUTE 28)

Kinlin Grover
Vacation
Rentals

Former
Cumberland
Farms

CROWELL RD

DEPOT RD

CVS

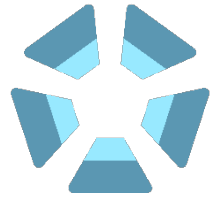
Chatham
Village
Market

QUEEN ANNE RD

Unitarian
Universalist
Meeting House
of Chatham

Post
Office

MAIN ST (ROUTE 28)



Current Project History

CROWELL ROAD INTERSECTION DESIGN PROJECT



- **Town's Comprehensive Plan (2003)**

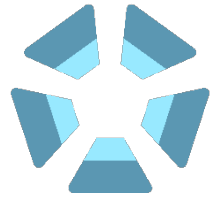
- **TIP Process Initiated (2009-2013)**
 - Project Need (PNF)/Project Initiation (PIF) Forms
 - MassDOT PRC Project Eligibility Determination

- **Public Outreach Meeting #1 – June 22, 2015**

- **Abutter Interviews – June 2015**

- **Town of Chatham and MassDOT Agency Coordination Meetings**
 - May 5, 2015
 - January 18, 2017





Current Project History

CROWELL ROAD INTERSECTION DESIGN PROJECT



- **Appearance before Board of Selectmen – August 15, 2017**
 - Voted to support Alternative 3 – Signalized Intersection
 - 60-day comment period – extended to October 30, 2017

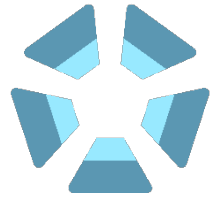
- **Public Outreach Meeting #2 – October 16, 2017**

- **Staked State ROW on Main Street – November 4-5, 2017**

- **Comment period extended to November 8, 2017**

- **Appearance before the Board of Selectmen – November 14, 2017**
 - Direction to develop Alternative 3A based upon public input





Current Project History

CROWELL ROAD INTERSECTION DESIGN PROJECT



- **Appearance before Board of Selectmen – April 30, 2018**
 - Voted to explore a Reduced Alternative 3A with MassDOT

- **Reduced Alternative 3A not supported by MassDOT**
 - The design would not adequately address queuing or safety concerns through the intersection.
 - Would be a costly project that producing no improvement for road users.

- **Revised Alternative 3A has been updated based on community and MassDOT input in preparation of this request to advance towards a 25% Design.**



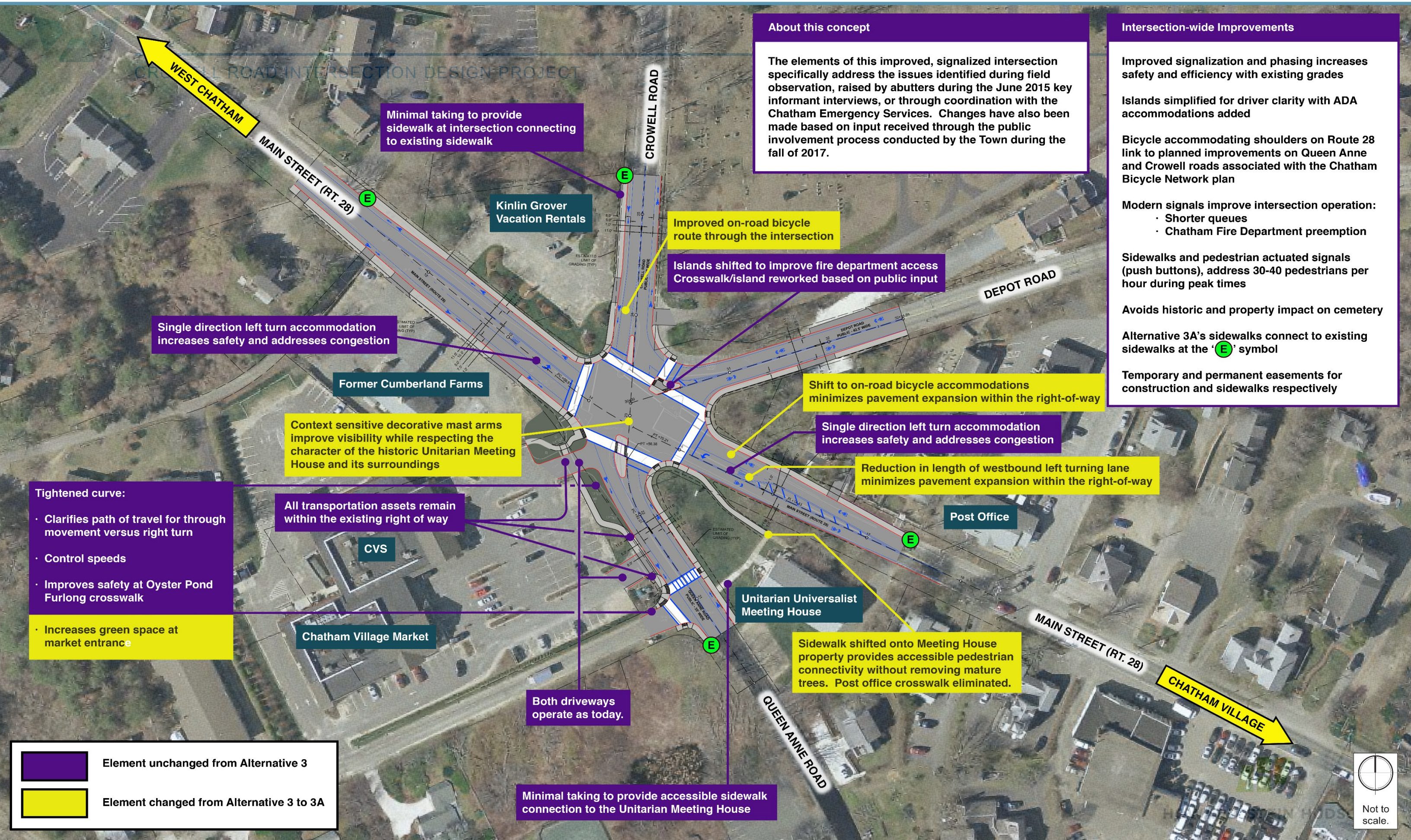


2017 Design Concept



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About this concept

The elements of this improved, signalized intersection specifically address the issues identified during field observation, raised by abutters during the June 2015 key informant interviews, or through coordination with the Chatham Emergency Services. Changes have also been made based on input received through the public involvement process conducted by the Town during the fall of 2017.

Intersection-wide Improvements

Improved signalization and phasing increases safety and efficiency with existing grades

Islands simplified for driver clarity with ADA accommodations added

Bicycle accommodating shoulders on Route 28 link to planned improvements on Queen Anne and Crowell roads associated with the Chatham Bicycle Network plan

Modern signals improve intersection operation:

- Shorter queues
- Chatham Fire Department preemption

Sidewalks and pedestrian actuated signals (push buttons), address 30-40 pedestrians per hour during peak times

Avoids historic and property impact on cemetery

Alternative 3A's sidewalks connect to existing sidewalks at the 'E' symbol

Temporary and permanent easements for construction and sidewalks respectively

Minimal taking to provide sidewalk at intersection connecting to existing sidewalk

Kinlin Grover Vacation Rentals

Improved on-road bicycle route through the intersection

Islands shifted to improve fire department access
Crosswalk/island reworked based on public input

Single direction left turn accommodation increases safety and addresses congestion

Former Cumberland Farms

Shift to on-road bicycle accommodations minimizes pavement expansion within the right-of-way

Context sensitive decorative mast arms improve visibility while respecting the character of the historic Unitarian Meeting House and its surroundings

Single direction left turn accommodation increases safety and addresses congestion

Reduction in length of westbound left turning lane minimizes pavement expansion within the right-of-way

Tightened curve:

- Clarifies path of travel for through movement versus right turn
- Control speeds
- Improves safety at Oyster Pond Furlong crosswalk
- Increases green space at market entrance

All transportation assets remain within the existing right of way

CVS

Post Office

Chatham Village Market

Unitarian Universalist Meeting House

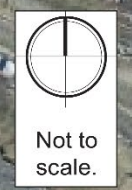
Sidewalk shifted onto Meeting House property provides accessible pedestrian connectivity without removing mature trees. Post office crosswalk eliminated.

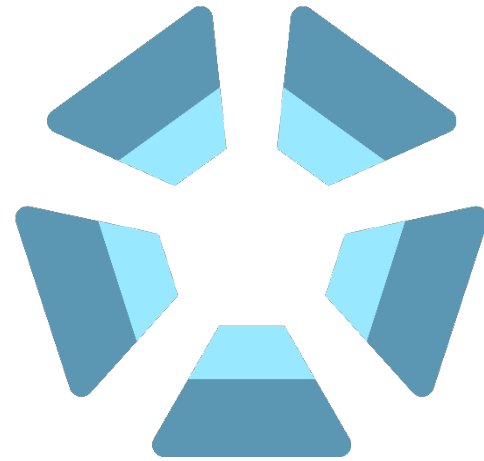
Both driveways operate as today.

Minimal taking to provide accessible sidewalk connection to the Unitarian Meeting House

Legend

- Element unchanged from Alternative 3
- Element changed from Alternative 3 to 3A



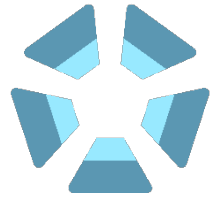


2019 Design Concept



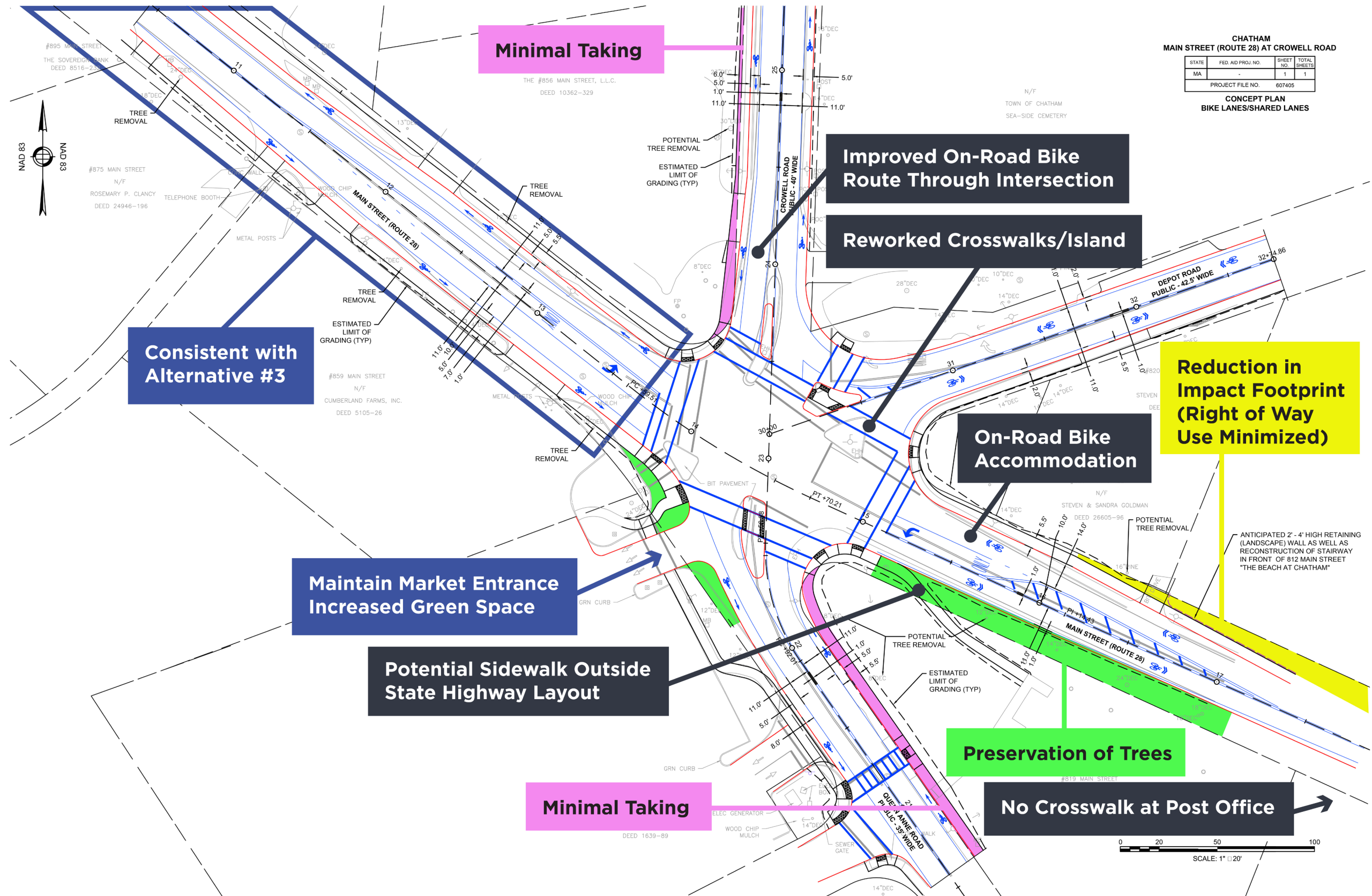
HOWARD STEIN HUDSON

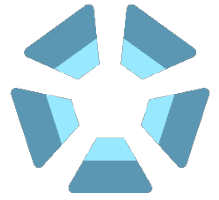
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Reduced Alternative 3A, April 2018

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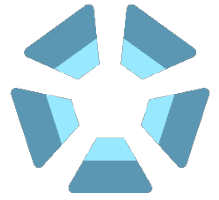




Main Street Eastbound – Existing

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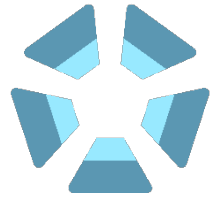




Main Street Eastbound – Proposed

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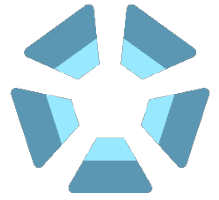




Main Street Westbound – Existing

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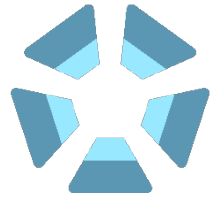




Main Street Westbound – Proposed

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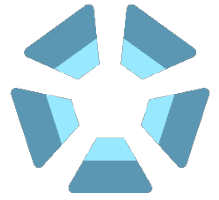




Queen Anne Road – Existing

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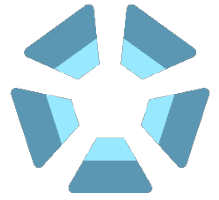




Queen Anne Road – Proposed

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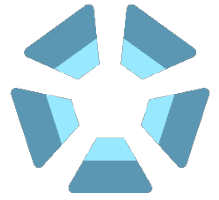




Crowell Road – Existing

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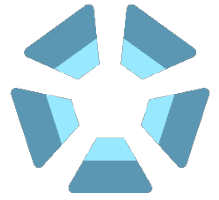




Crowell Road – Proposed

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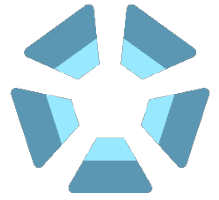




Depot Road – Existing

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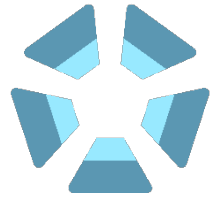




Depot Road – Proposed

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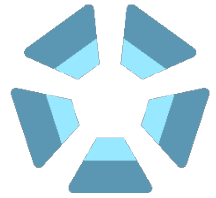
List of Design Exceptions Required

CROWELL ROAD INTERSECTION DESIGN PROJECT



- Shoulder widths on Main Street (east of the intersection).
- Not providing bike accommodations on both sides of Main Street (east of the intersection).
- Not providing bike or pedestrian accommodations on both sides of Depot Road.
- Not providing pedestrian accommodations on both sides of Crowell Road.





Next Steps

CROWELL ROAD INTERSECTION DESIGN PROJECT

- **September 30, 2019 – Request BOS authorization to proceed to 25% design**
 - Further develops details of signal timing and operations – including pedestrian signalization and possible seasonal timing
 - Further develops right-of-way details
 - Provides all the required 25% design elements

- **Fall 2019/Winter 2020 – Submit 25% Design to MassDOT**
 - Provides additional opportunity for Town/public comment
 - Will include updated crash and traffic count data

- **Spring 2020 – MassDOT 25% Design Public Hearing**
 - Questions and comments
 - Further design refinements

- **Winter 2022/23 – Construction**
 - Included in FY2023 in Cape Cod 2020-2024 TIP
 - Programmed at \$3,048,976 (State and Federal Funds)





Questions and Comments

CROWELL ROAD INTERSECTION DESIGN PROJECT

www.chathamcrowellroad.info

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