



Route 79/Davol Street Corridor Improvements

FALL RIVER

Working Group Meeting

June 18, 2020



Route 79/Davol Street Corridor Improvements – Fall River

ACCESS CONNECTIVITY ECONOMIC DEVELOPMENT



Agenda

- **Recap of Project Goals and Key Objectives**
- **Overview of Shortlisted Alternatives**
- **Alternatives Evaluation Matrix**
- **Next steps and project schedule**
- **Comments/Feedback**

Project Goals

- **Improve mobility, connectivity, and safety for all transportation modes and users along and across the Route 79 and Davol Street**
- **Promote and foster local and regional economic development potential by providing the maximum future developable area possible**
- **Improve quality of life for residents of surrounding neighborhoods and throughout Fall River.**

Key Project Objectives

► Reduce proposed roadway cross section as much as practical

- Goals achieved:
 - Pedestrian/bicycle safety
 - Maximizing development parcel size

► Provide strategically located cross connections

- Goals achieved:
 - Improved connectivity
 - Maximizing development parcel size

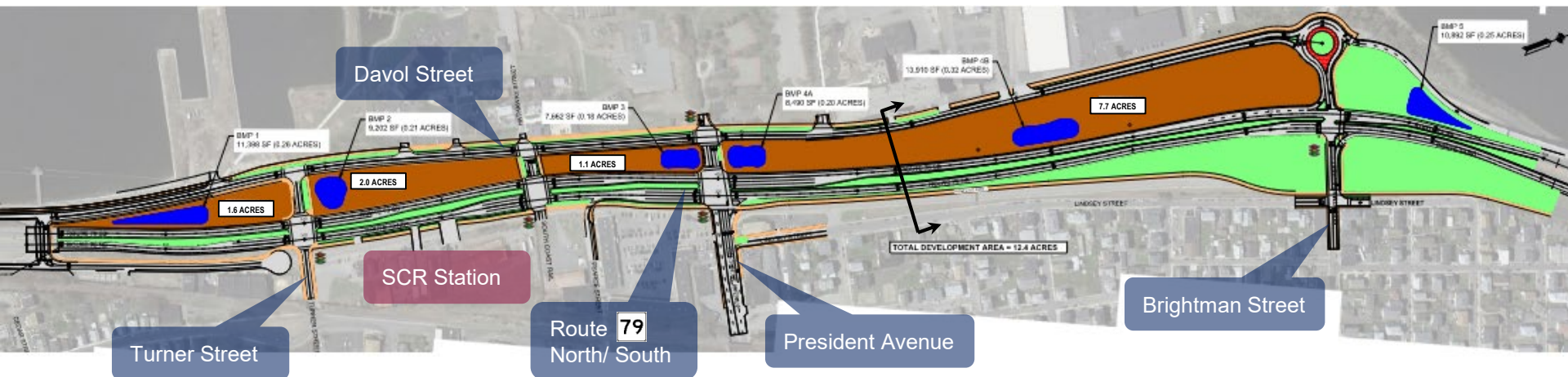
► Maintain continuous waterfront roadway

- Goals achieved:
 - Improved connectivity
 - Improved quality of life

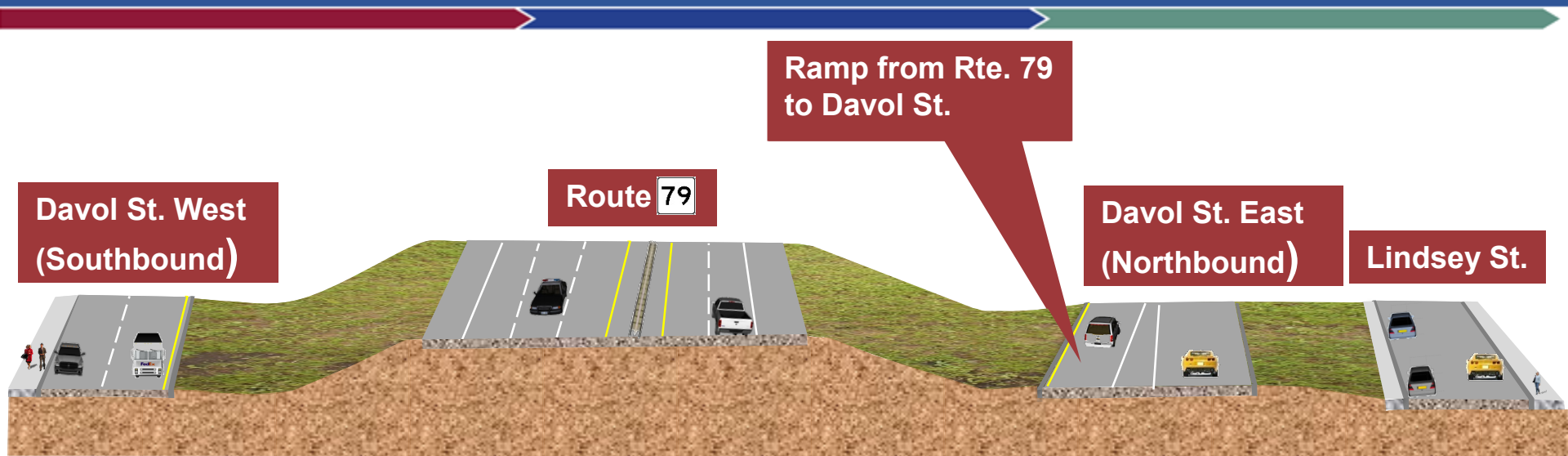
Shortlisted Alternatives – Alternative 2A

Total Development Area: 12.4 Acres

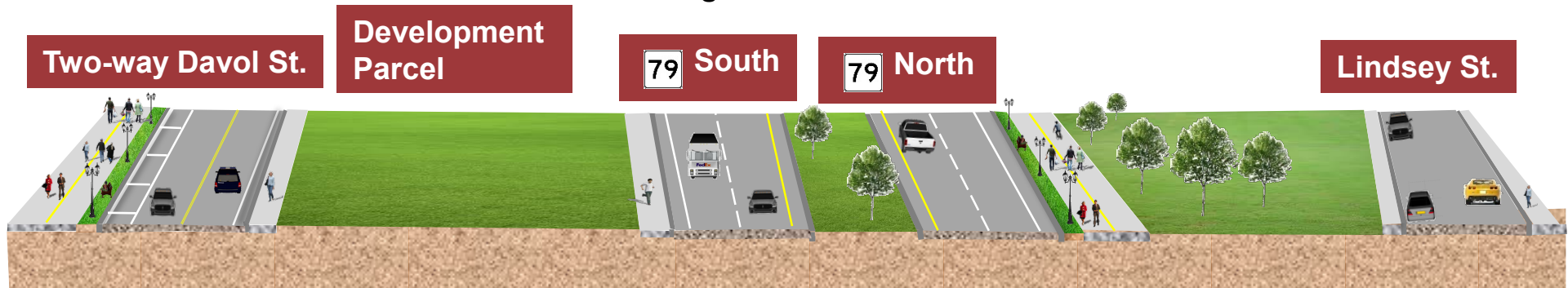
- Two-way Davol Street
- Four lane Route 79 with turning lanes
- Connection at Brightman Street



Alternative 2A: Cross Section north of President Avenue



Existing Cross Section

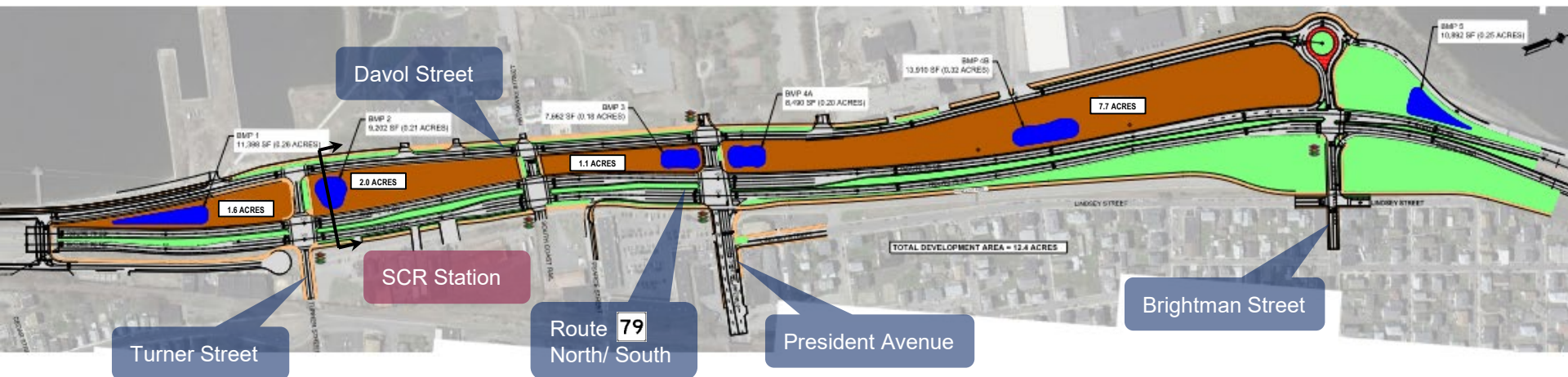


Proposed Cross Section

Shortlisted Alternatives – Alternative 2A

Total Development Area: 12.4 Acres

- Two-way Davol Street
- Four lane Route 79 with turning lanes
- Connection at Brightman Street



Alternative 2A: Cross Section north of Turner Street

Davol St. West
(Southbound)

Route 79

Davol St. East
(Northbound)

Existing Cross Section

Two-way Davol St.

Development Parcel

79 South

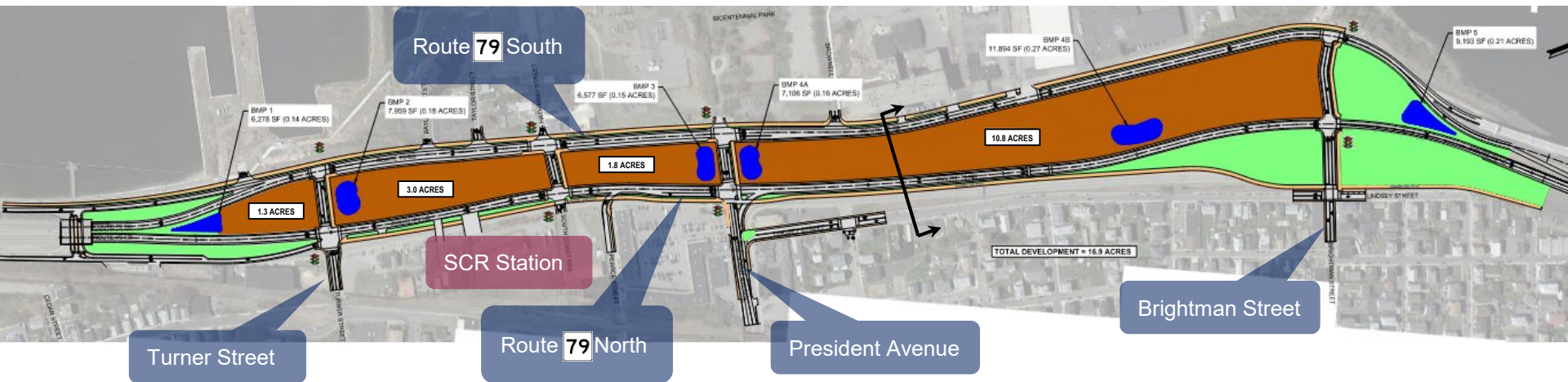
79 North

Proposed Cross Section

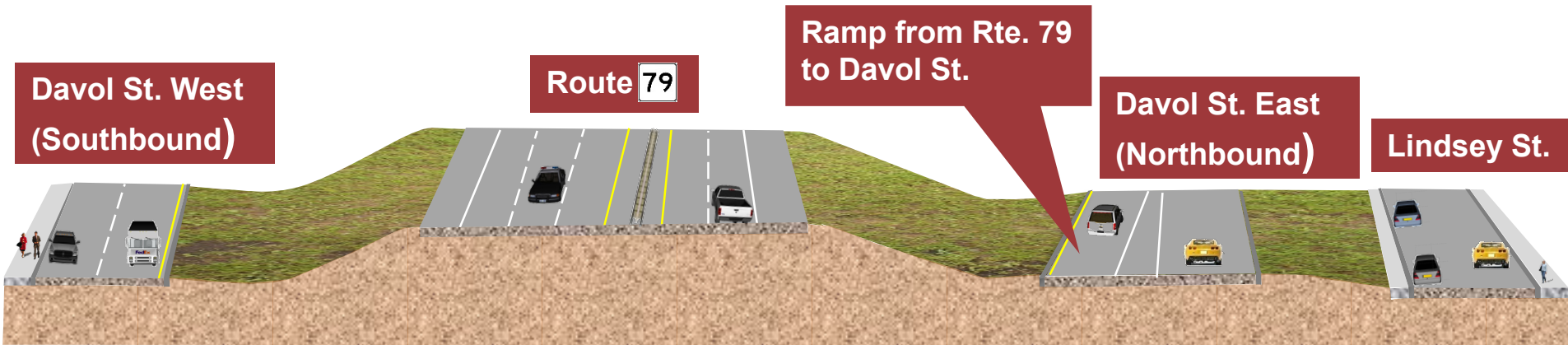
Shortlisted Alternatives – Alternative 7

Total Development Area: 16.9 Acres

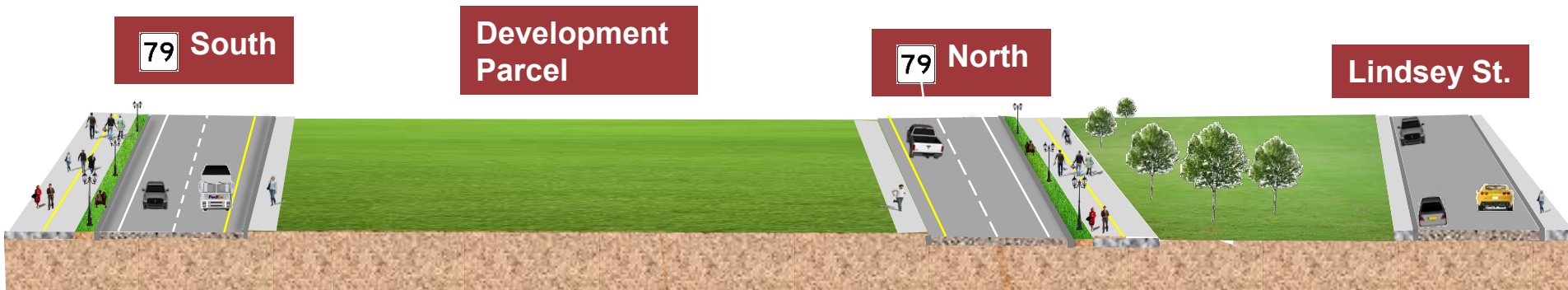
- Route 79 as a one-way pair
- Two lanes in each direction
- Connection at Brightman Street



Alternative 7: Cross Section north of President Avenue



Existing Cross Section

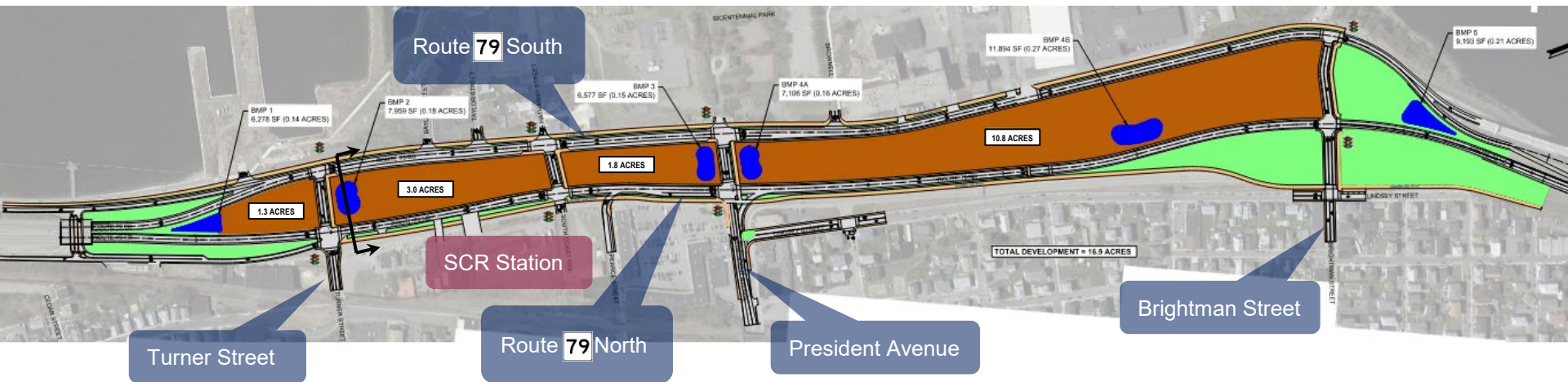


Proposed Cross Section

Shortlisted Alternatives – Alternative 7

Total Development Area: 16.9 Acres

- Route 79 as a one-way pair
- Two lanes in each direction
- Connection at Brightman Street

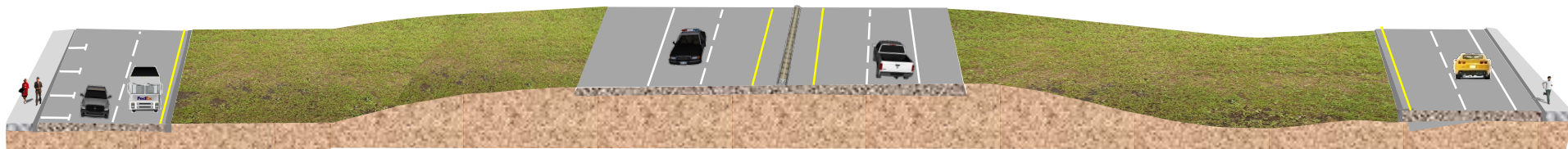


Alternative 7: Cross Section north of Turner Street

Davol St. West
(Southbound)

Route 79

Davol St. East
(Northbound)



Existing Cross Section

79 South

Development
Parcel

79 North



Proposed Cross Section

Alternatives Evaluation Matrix

| | | Alternative 2A 4 Lane Rt 79 w/ Brightman Connection | | Alternative 7 4 Lane Rt 79 as One- Way Pair w/ Brightman Street Connection | |
|--|-------------|--|-------------------|--|-------------------|
| Evaluation Criteria Category | Weight | Raw Score | Weighted Score | Raw Score | Weighted Score |
| Mobility | 10% | 80 | 8.0 | 75 | 7.5 |
| Connectivity | 20% | 80 | 16.0 | 90 | 18.0 |
| Safety | 15% | 70 | 10.5 | 90 | 13.5 |
| Land Use/Economic Development | 25% | 75 | 18.8 | 90 | 22.5 |
| Environmental | 15% | 80 | 12.0 | 90 | 13.5 |
| Construction Challenges | 10% | 60 | 6.0 | 70 | 7.0 |
| Right of Way | 5% | 80 | 4.0 | 90 | 4.5 |
| Total | 100% | | 75.25 | | 86.5 |
| Order of Magnitude Cost | | \$70 Million | | \$66 Million | |
| Relative Value (Weighted Score/Cost): | | | 107.50 | 131.06 | |

Note: Costs do not include replacement of U-Turn Bridge near Cedar

Alternatives Evaluation Matrix

| Evaluation Criteria Category | Weight |
|-------------------------------|--------|
| Mobility | 10% |
| Connectivity | 20% |
| Safety | 15% |
| Land Use/Economic Development | 25% |
| Environmental | 15% |
| Construction Challenges | 10% |
| Right of Way | 5% |
| Total | 100% |

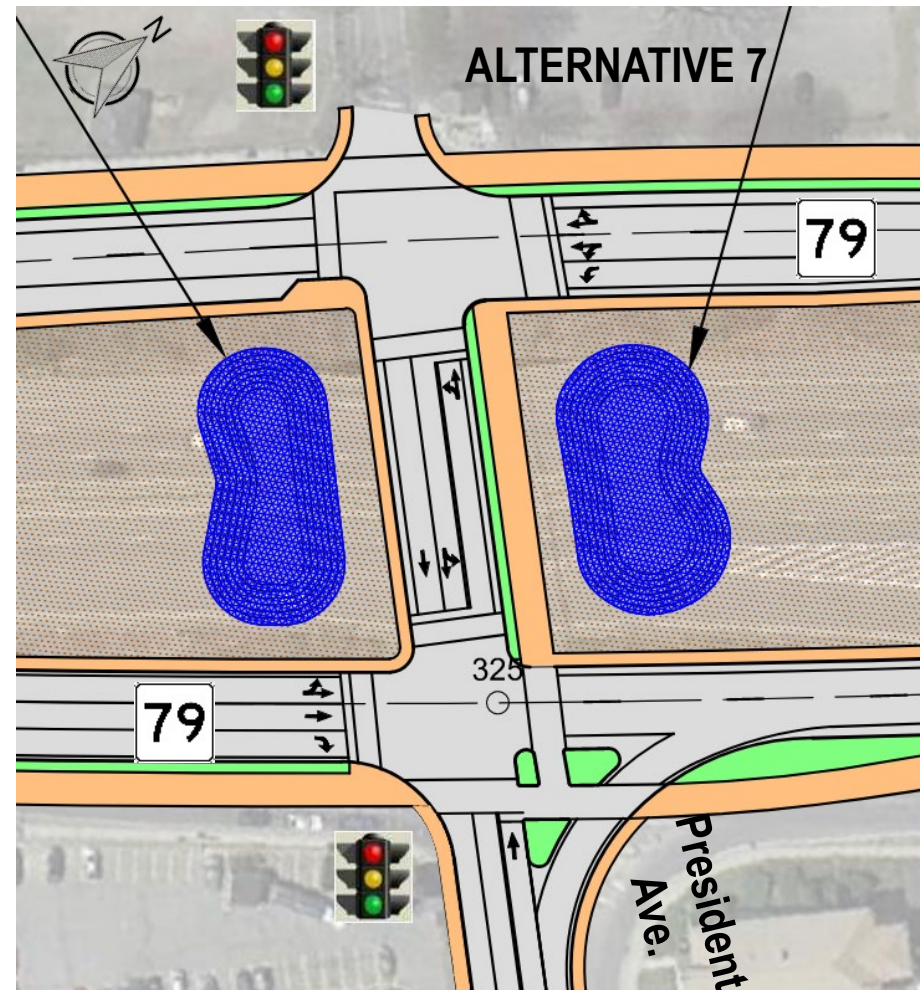
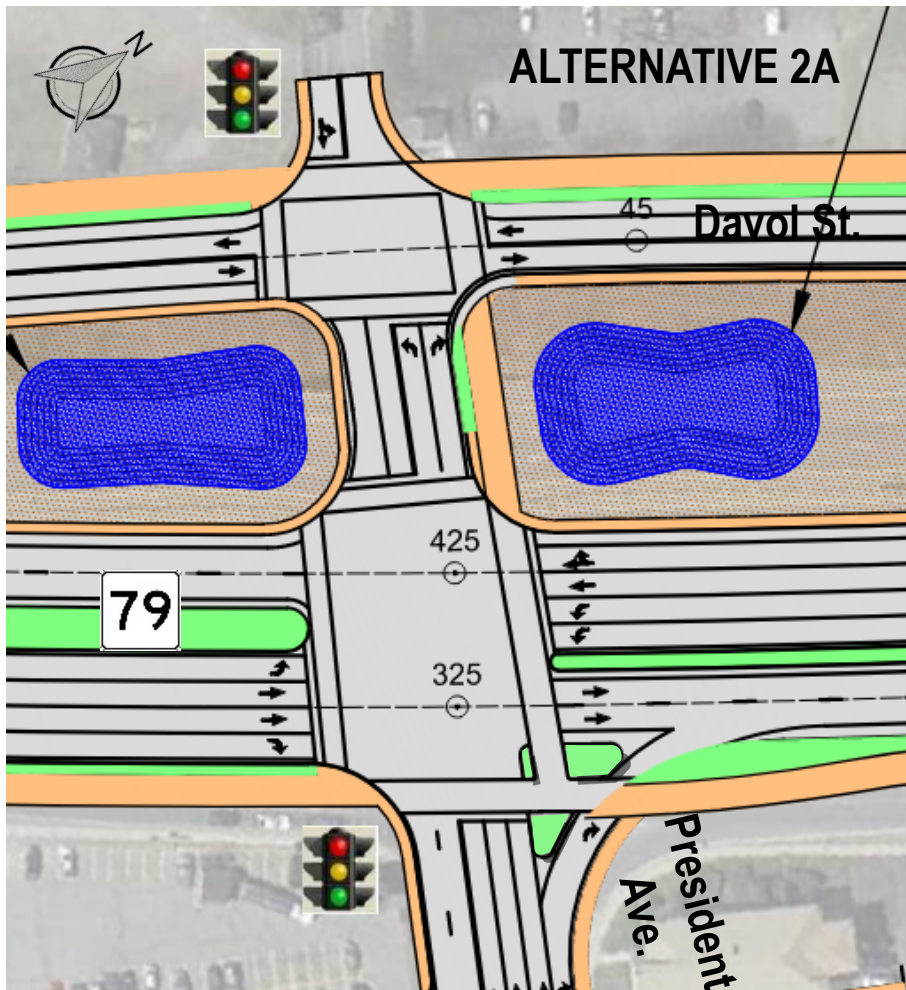
Alternatives Evaluation Matrix - Mobility

| | | Alternative 2A | | Alternative 7 | |
|------------------------------|--------|--|-------------------|---|-------------------|
| | | 4 Lane Rt 79 w/ Brightman Connection | | 4 Lane Rt 79 as One- Way Pair w/ Brightman Street Connection | |
| Evaluation Criteria Category | Weight | Raw Score | Weighted Score | Raw Score | Weighted Score |
| Mobility | 10% | 80 | 8.0 | 75 | 7.5 |

Alternatives Evaluation Matrix - Mobility

- **Vehicular Capacity/Level of Service**
- **Regional Vehicle-Miles Travelled**
- **Regional Vehicle-Hours Travelled**
- **Pedestrian/Bicycle Circulation**
- **Operating Speeds/Travel Times**

Alternatives Evaluation Matrix - Mobility



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Alternatives Evaluation Matrix - Mobility

Estimated Travel Times along Route 79 Corridor (Veterans Memorial Bridge to The Cove):

| | AM Peak Hour | | PM Peak Hour | |
|----------------|--------------|-----------|--------------|-----------|
| | NB | SB | NB | SB |
| Alternative 2A | 2.60 min. | 2.29 min. | 2.89 min. | 2.43 min. |
| Alternative 7 | 3.65 min. | 3.26 min. | 4.02 min. | 3.35 min. |

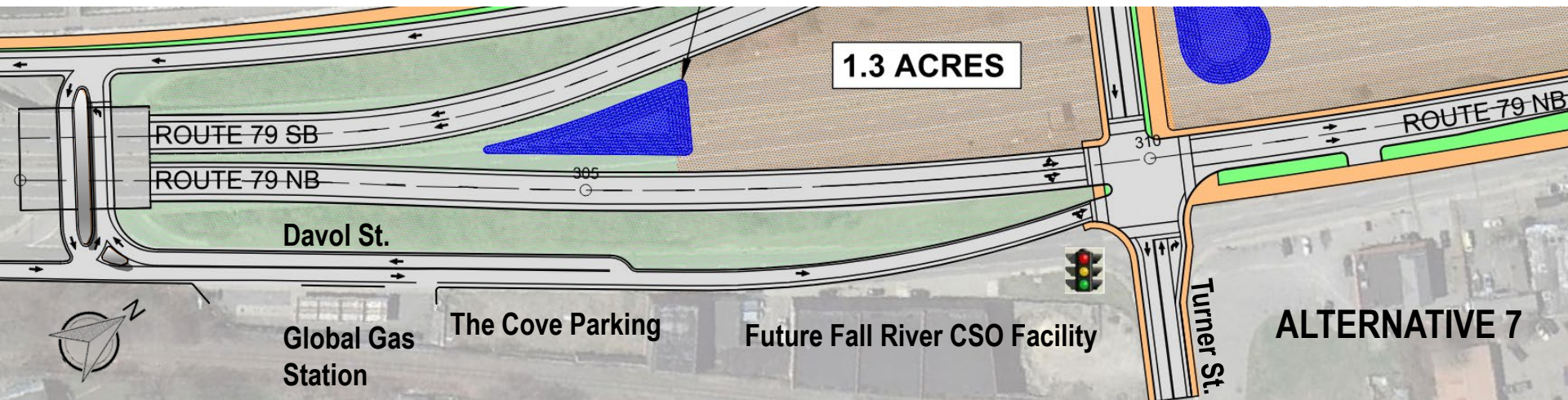
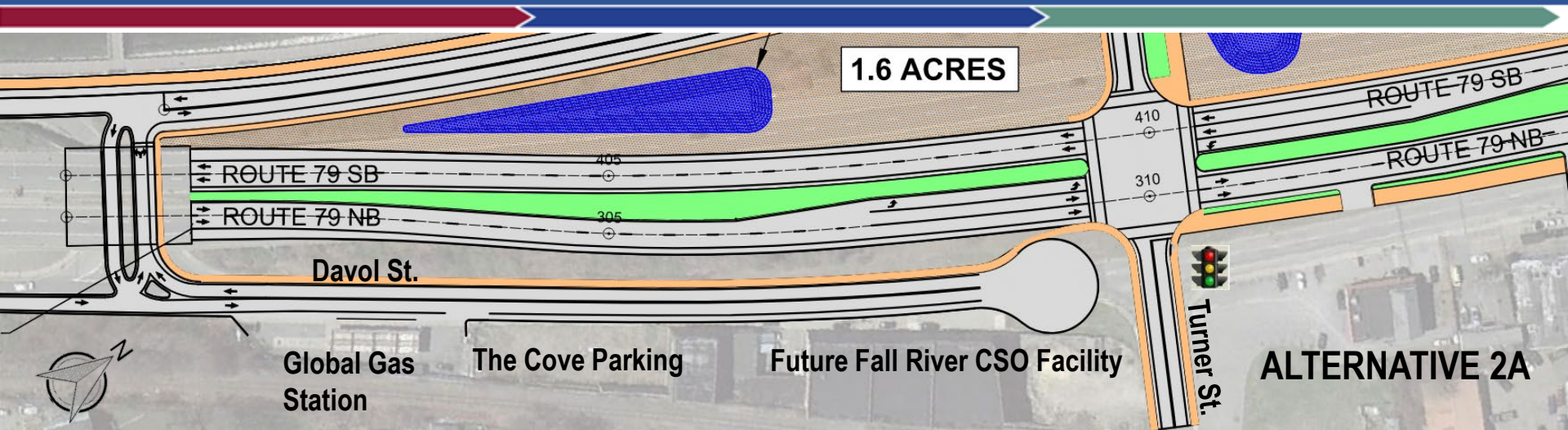
Alternatives Evaluation Matrix - Connectivity

| | | Alternative 2A | | Alternative 7 | |
|------------------------------|--------|--|-------------------|---|-------------------|
| | | 4 Lane Rt 79 w/ Brightman Connection | | 4 Lane Rt 79 as One- Way Pair w/ Brightman Street Connection | |
| Evaluation Criteria Category | Weight | Raw Score | Weighted Score | Raw Score | Weighted Score |
| Connectivity | 20% | 80 | 16.0 | 90 | 18.0 |

Alternatives Evaluation Matrix - Connectivity

- **Vehicular Connections between Neighborhoods and Waterfront**
- **Pedestrian/Bicycle Circulation along and across the Corridor**
- **Connections to Abutting Properties**

Alternatives Evaluation Matrix - Connectivity



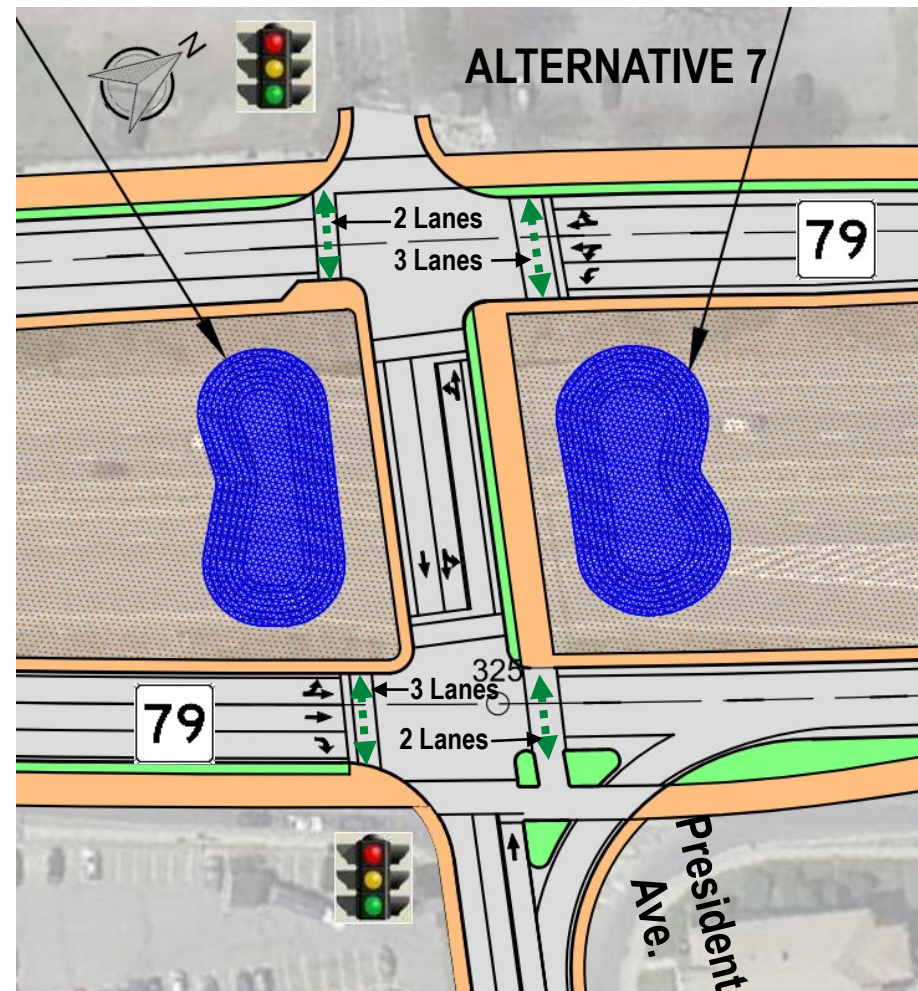
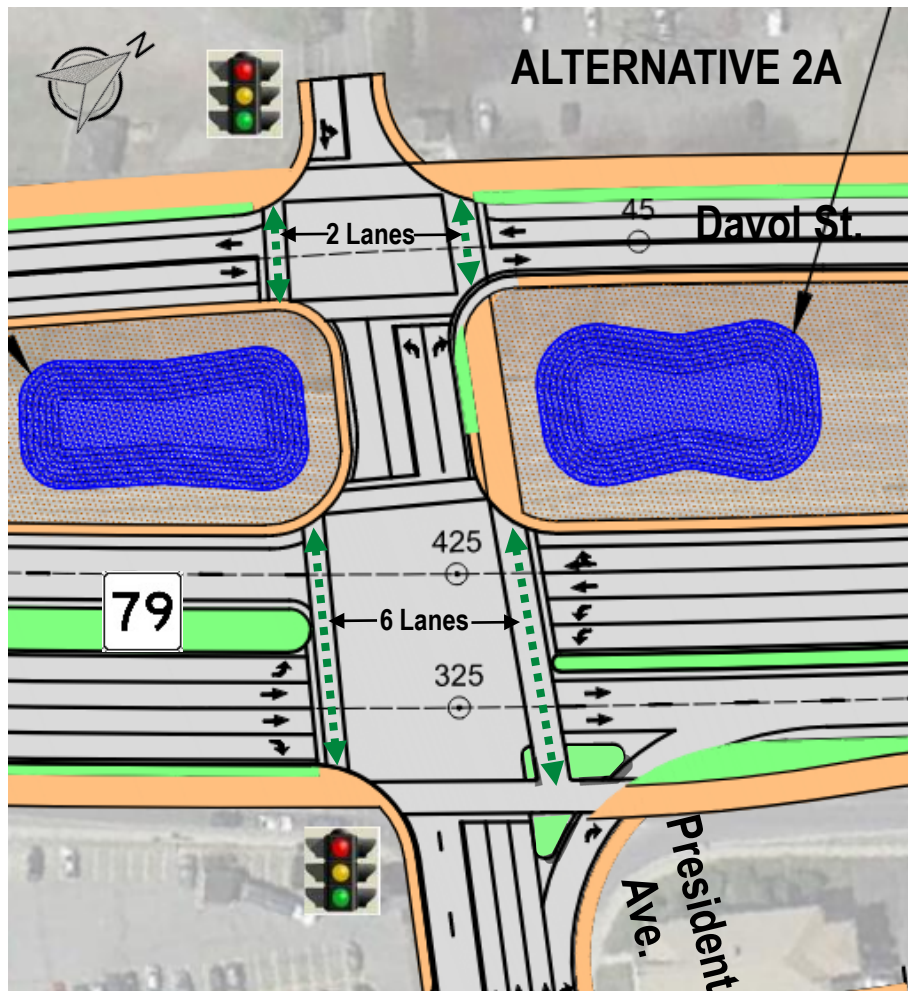
Alternatives Evaluation Matrix - Safety

| | | Alternative 2A | | Alternative 7 | |
|------------------------------|--------|--|-------------------|---|-------------------|
| | | 4 Lane Rt 79 w/ Brightman Connection | | 4 Lane Rt 79 as One- Way Pair w/ Brightman Street Connection | |
| Evaluation Criteria Category | Weight | Raw Score | Weighted Score | Raw Score | Weighted Score |
| Safety | 15% | 70 | 10.5 | 90 | 13.5 |

Alternatives Evaluation Matrix - Safety

- **Roadway Geometry**
- **Vehicle Operating Speeds**
- **Provisions for Pedestrians and Bicyclists**

Alternatives Evaluation Matrix - Safety



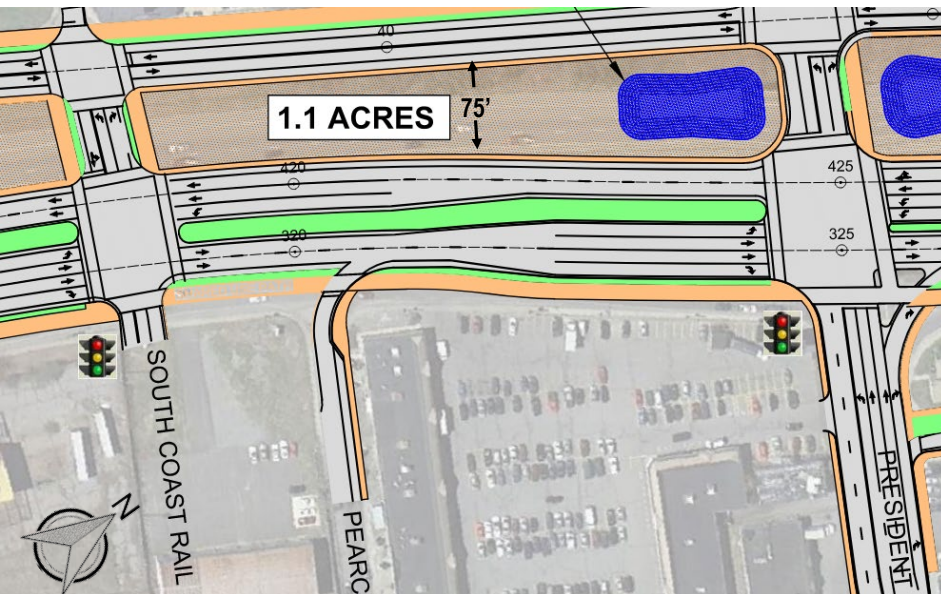
Alternatives Evaluation Matrix – Land Use / Economic Development

| | | Alternative 2A | | Alternative 7 | |
|----------------------------------|--------|--|-------------------|---|-------------------|
| | | 4 Lane Rt 79 w/ Brightman Connection | | 4 Lane Rt 79 as One- Way Pair w/ Brightman Street Connection | |
| Evaluation Criteria Category | Weight | Raw Score | Weighted Score | Raw Score | Weighted Score |
| Land Use/Economic Development | 25% | 75 | 18.8 | 90 | 22.5 |

Alternatives Evaluation Matrix – Land Use / Economic Development

- **Parcel Acreage**
- **Parcel Depth**
- **Size of Infiltration Basins**
- **Waterfront Access**

Alternatives Evaluation Matrix – Land Use / Economic Development

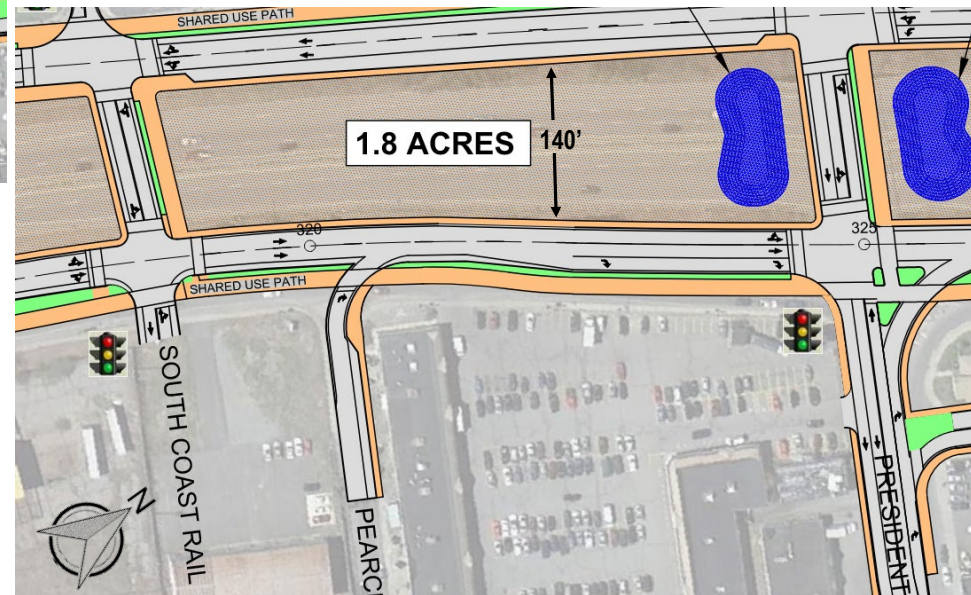


ALTERNATIVE 2A

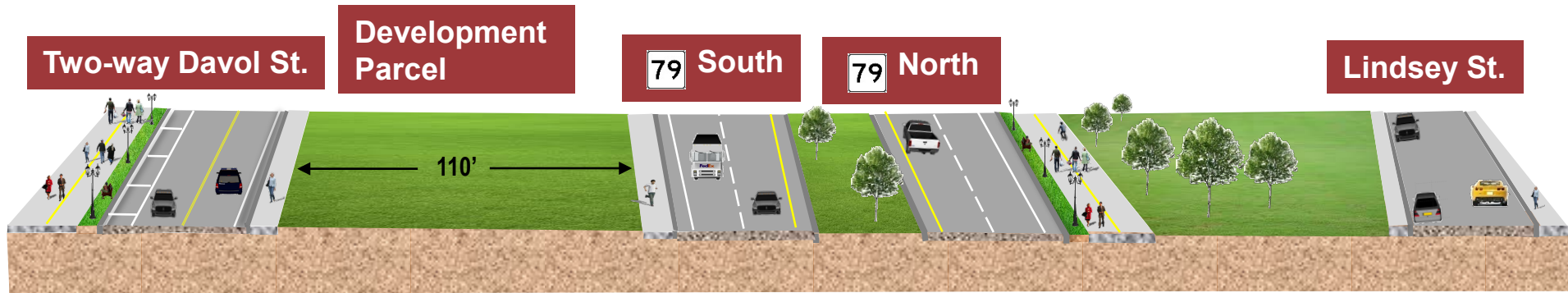
- Total New Parcel Acreage: 12.4 Acres
- Total Infiltration Basins: 1.42 Acres

ALTERNATIVE 7

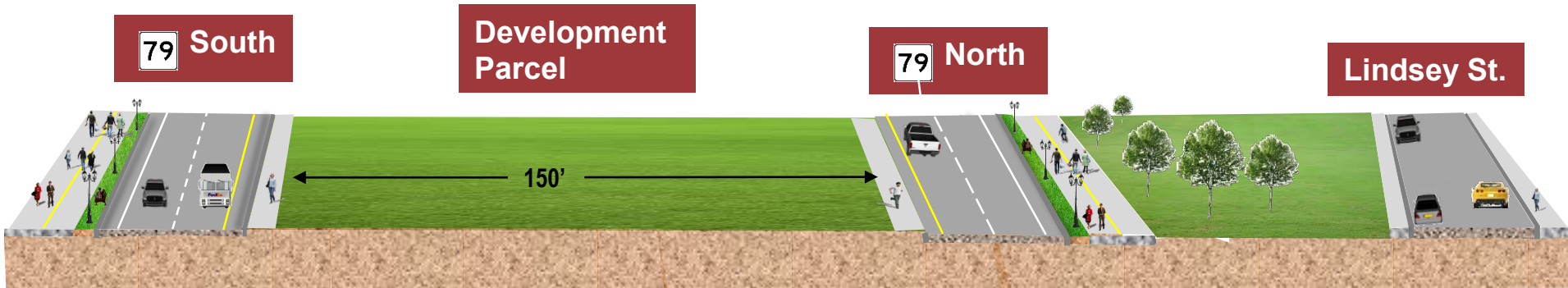
- Total New Parcel Acreage: 16.9 Acres
- Total Infiltration Basins: 1.13 Acres



Alternatives Evaluation Matrix – Land Use / Economic Development



Alternative 2A



Alternative 7

Alternatives Evaluation Matrix – Environmental

| | | Alternative 2A | | Alternative 7 | |
|------------------------------|--------|--|-------------------|---|-------------------|
| | | 4 Lane Rt 79 w/ Brightman Connection | | 4 Lane Rt 79 as One- Way Pair w/ Brightman Street Connection | |
| Evaluation Criteria Category | Weight | Raw Score | Weighted Score | Raw Score | Weighted Score |
| Environmental | 15% | 80 | 12.0 | 90 | 13.5 |

Alternatives Evaluation Matrix – Environmental

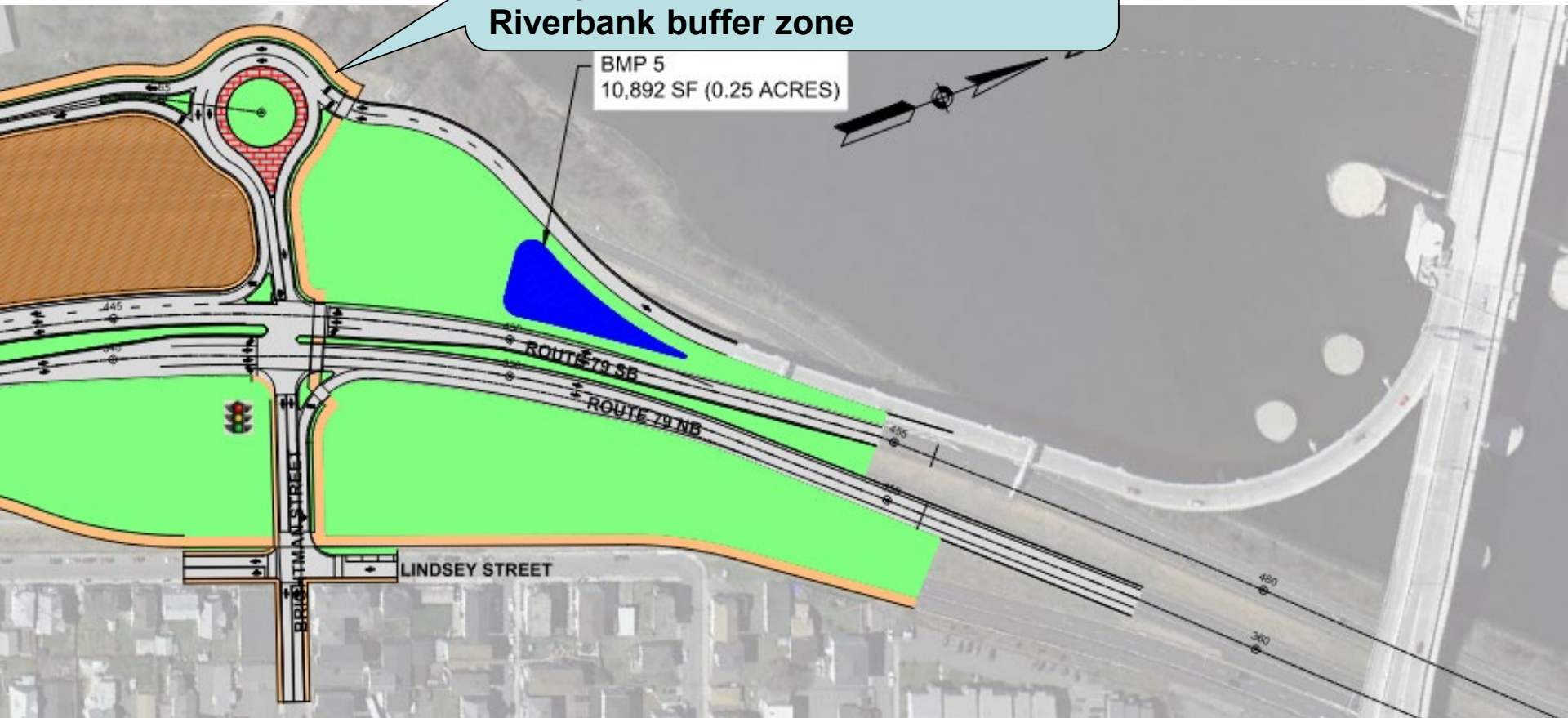
- **Impacts to Wetlands/Riverbank**
- **Floodplain Considerations**
- **Noise**
- **Air Quality**
- **Green Space**

Alternatives Evaluation Matrix – Environmental

ALTERNATIVE 2A

Clearing of approximately 16,000 sf of vegetation within 100-ft Riverbank buffer zone

BMP 5
10,892 SF (0.25 ACRES)



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Alternatives Evaluation Matrix – Environmental

ALTERNATIVE 7

Work with existing roadways.
Clearing within Riverbank buffer
zone not required



Alternatives Evaluation Matrix – Construction Challenges

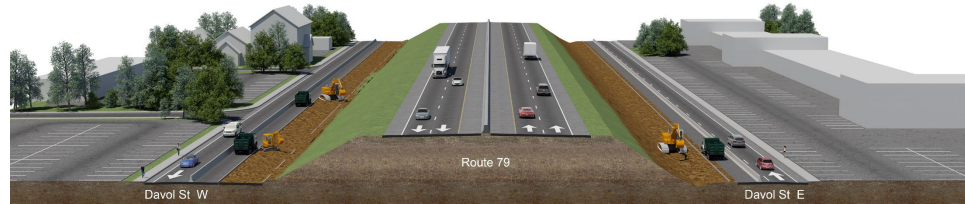
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| | | 4 Lane Rt 79 w/ Brightman Connection | | 4 Lane Rt 79 as One- Way Pair w/ Brightman Street Connection | |
| Evaluation Criteria Category | Weight | Raw Score | Weighted Score | Raw Score | Weighted Score |
| Construction Challenges | 10% | 60 | 6.0 | 70 | 7.0 |

Alternatives Evaluation Matrix – Construction Challenges

- **Utility Impacts**
- **Maintenance of Vehicular and Pedestrian Traffic**
- **Access to Abutters**
- **Construction Duration**

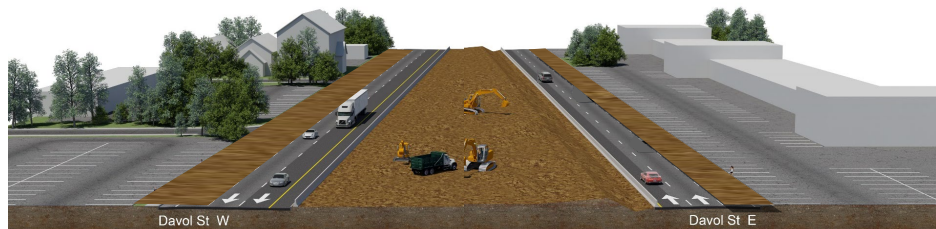
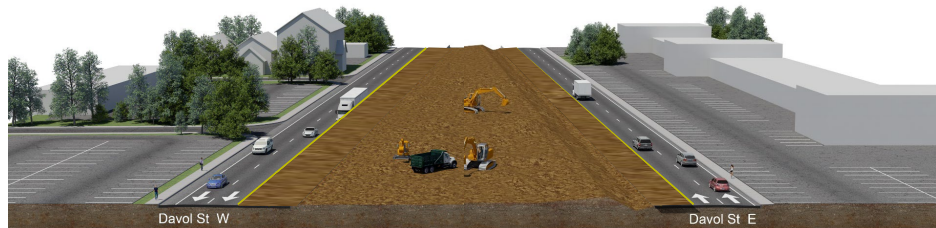
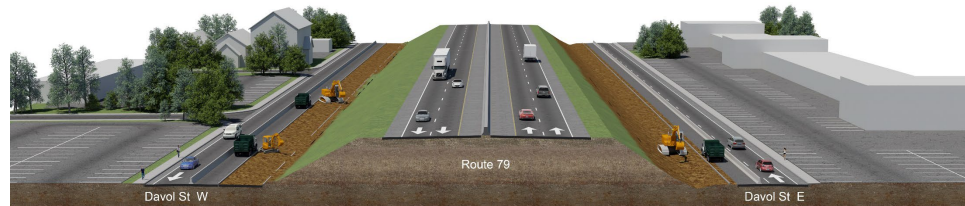
Alternatives Evaluation Matrix – Construction Challenges

ALTERNATIVE 2A: 4 Major Construction Stages Anticipated



Alternatives Evaluation Matrix – Construction Challenges

ALTERNATIVE 7: 3 Major Construction Stages Anticipated



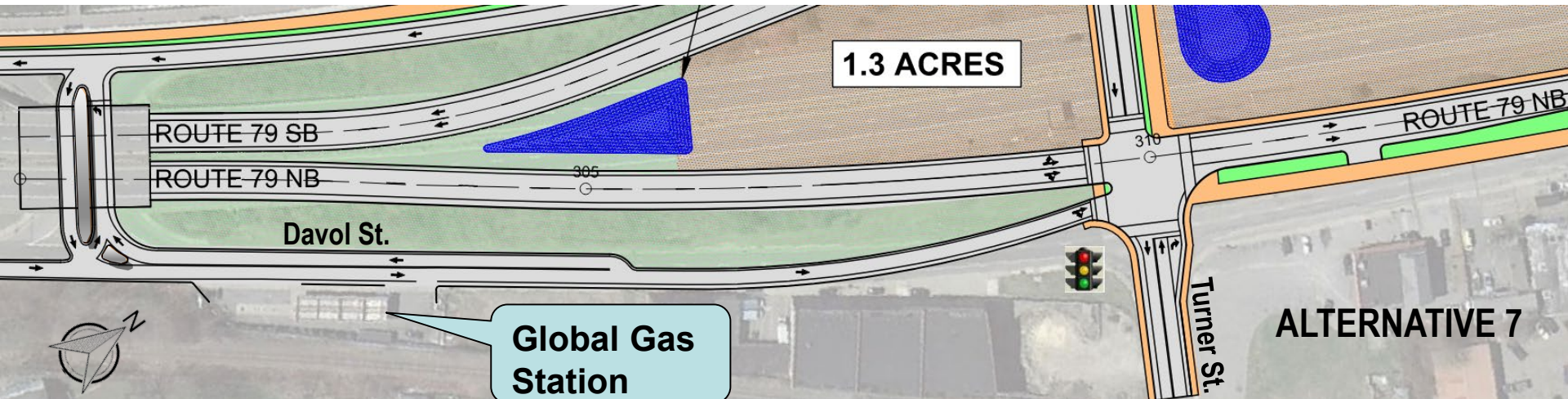
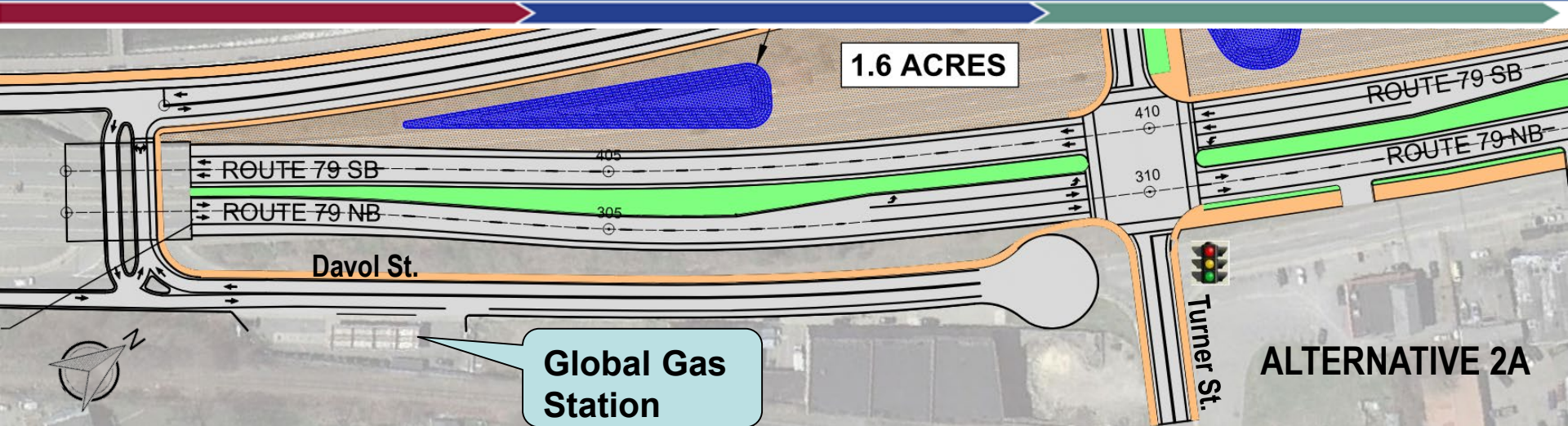
Alternatives Evaluation Matrix – Right of Way

| | | Alternative 2A | | Alternative 7 | |
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| Evaluation Criteria Category | Weight | Raw Score | Weighted Score | Raw Score | Weighted Score |
| Right of Way | 5% | 80 | 4.0 | 90 | 4.5 |

Alternatives Evaluation Matrix – Right of Way

- **State Highway and City Layouts**
- **Utility and Temporary Construction Easements**
- **Impacts to Abutting Properties**

Alternatives Evaluation Matrix – Right of Way



Shortlisted Alternatives Summary

Objective: Rebuild the regional highway infrastructure such as practical

Goals achieved: Improved connectivity

Maximizing development parcel size

Two-way Davol St.

Development
Parcel

79 South

79 North

Lindsey St.

Alternative 2A

79 South

Development
Parcel

79 North

Lindsey St.

Alternative 7

Alternatives Evaluation Matrix

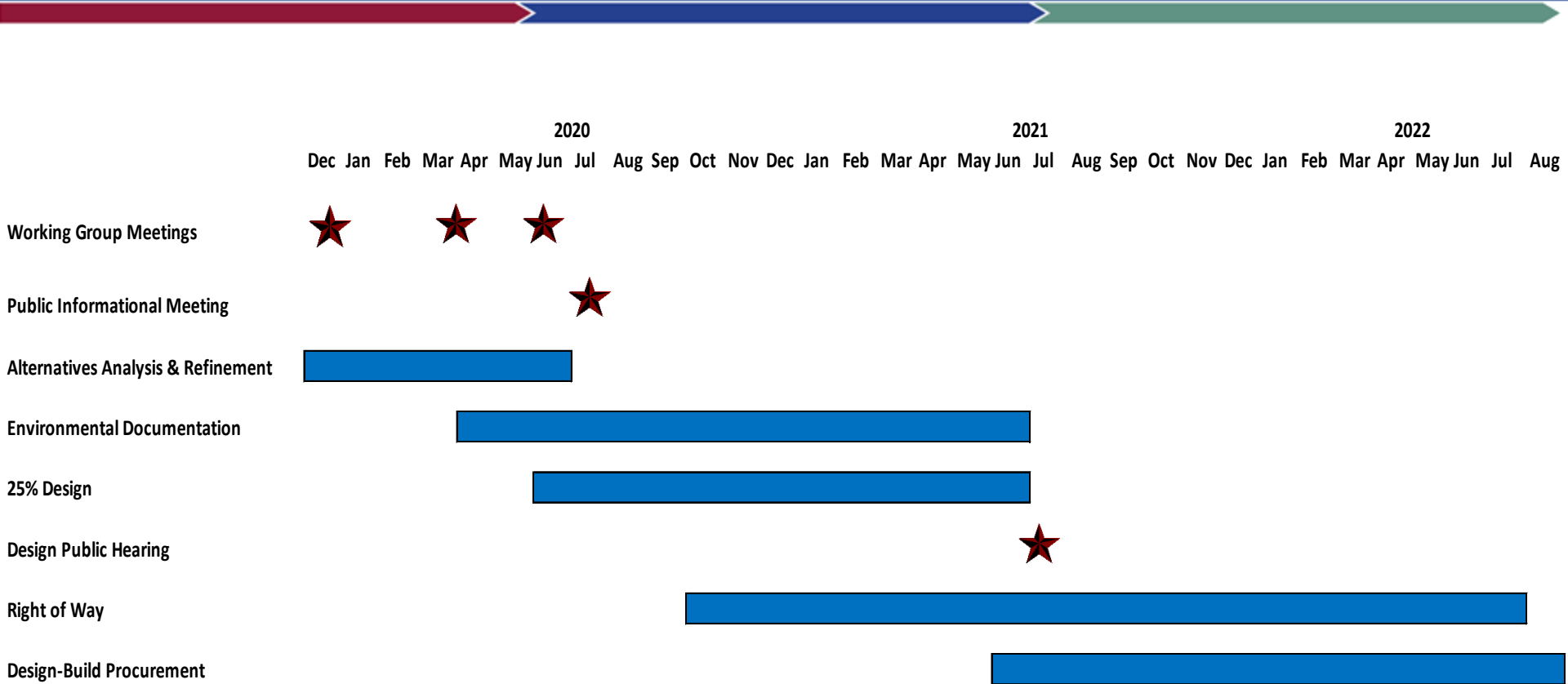
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| Relative Value (Weighted Score/Cost): | | | 107.50 | 131.06 | |

Note: Costs do not include replacement of U-Turn Bridge near Cedar

Next Steps

- **Present Alternatives Evaluation to MassDOT Chief Engineer**
- **Chief Engineer selects Preferred Alternative to be advanced into design**
- **Initiate Preliminary Design – Summer 2020**
- **Present Preferred Alternative at a Public Informational Meeting – July 2020**

Project Schedule



Comments/Feedback



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