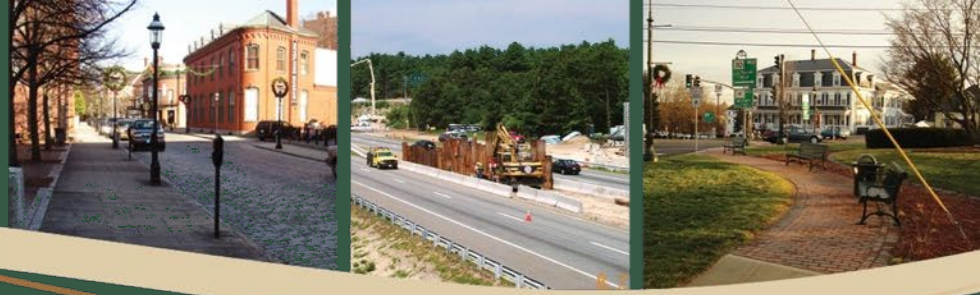


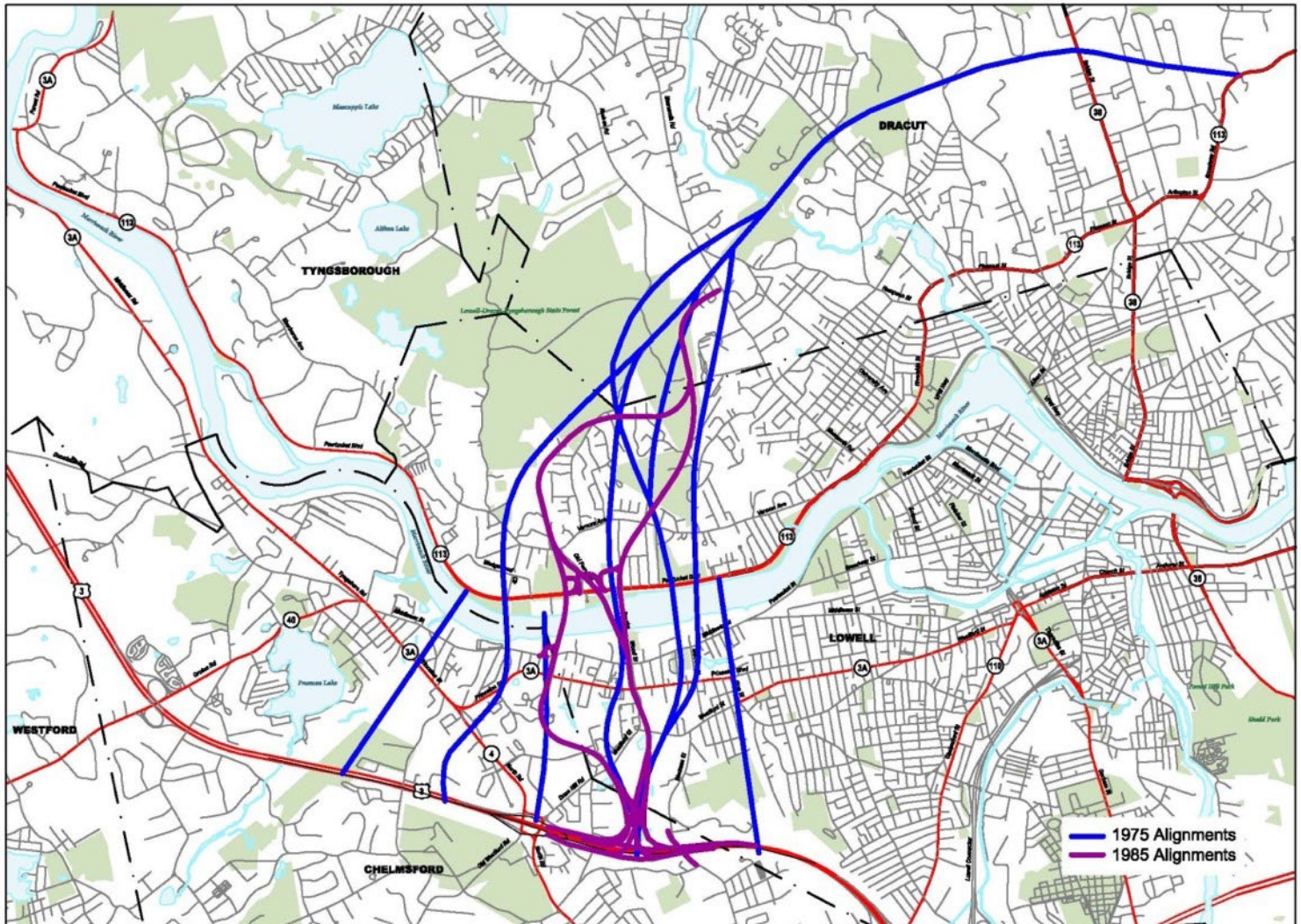
Corridor Study and Feasibility Analysis

Rourke Bridge, Wood Street, Westford Street, and Drum Hill Road

Lowell City Council Meeting
Rourke Bridge Project

November 17, 2015

Rourke Bridge Alternatives: 1975 and 1985



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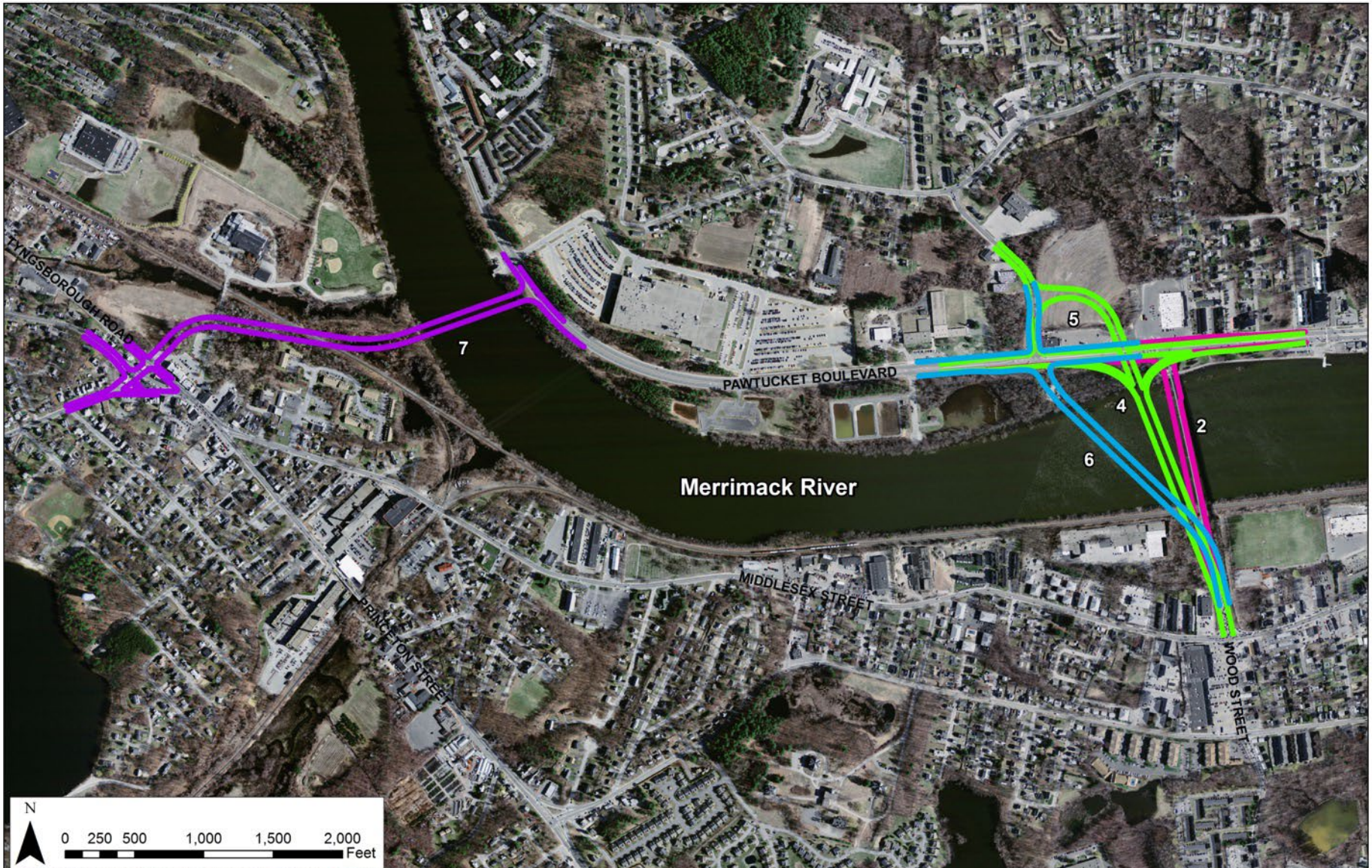
Rourke Bridge, Wood Street, Westford Street, and Drum Hill Road





Rourke Bridge Alternatives:

- Transportation Evaluation
- Environmental Considerations
- Property Impacts
- Cost
- Structural Assessment
  - Considerations
  - Alignment Alternatives

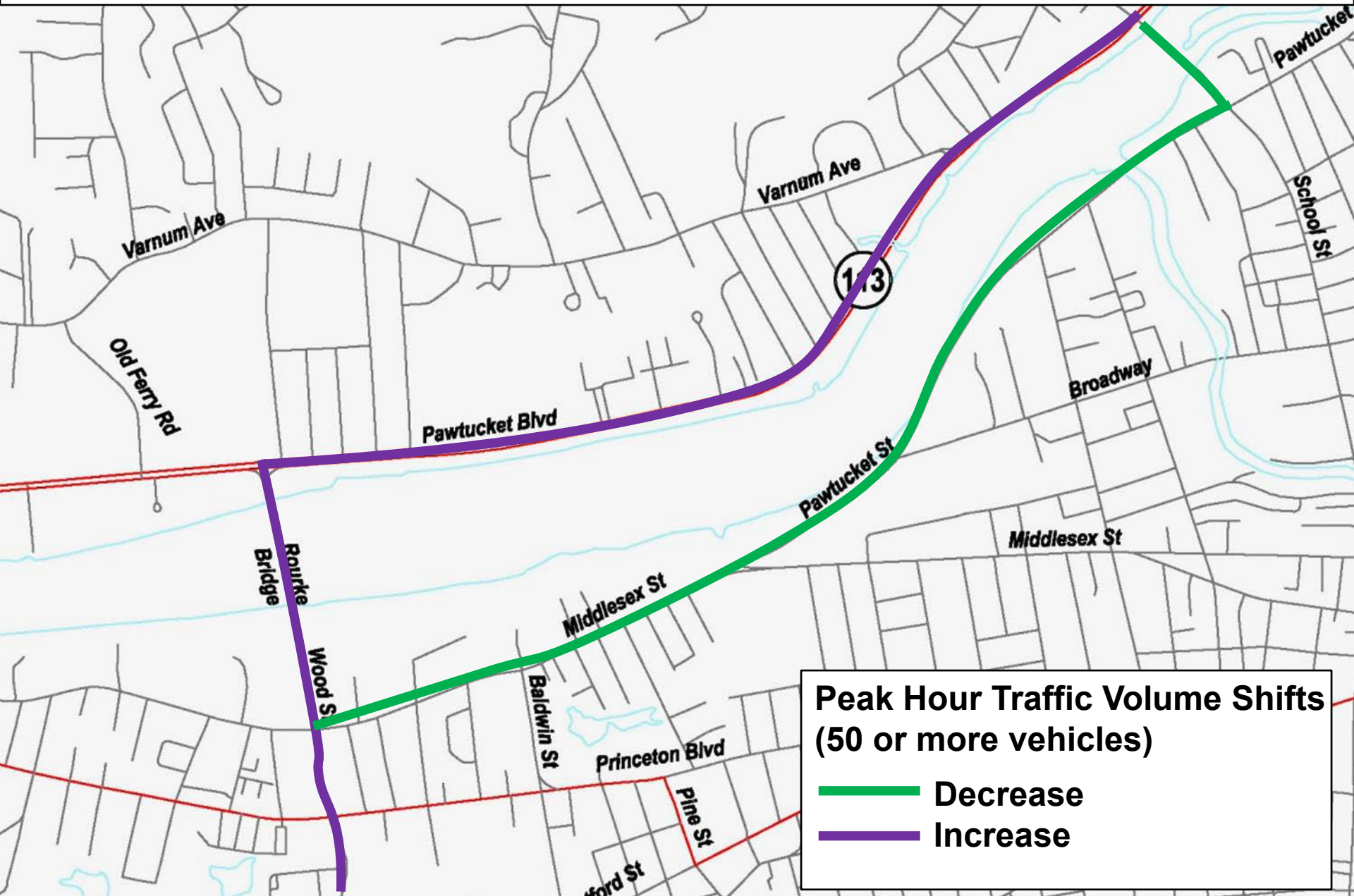
Transportation:

- Similar traffic and mobility characteristics among alternatives
- Emergency access/mobility improved
- Alts 5 and 6 provide more direct connection to Varnum Avenue
  - Reduced potential for neighborhood “cut-through” traffic

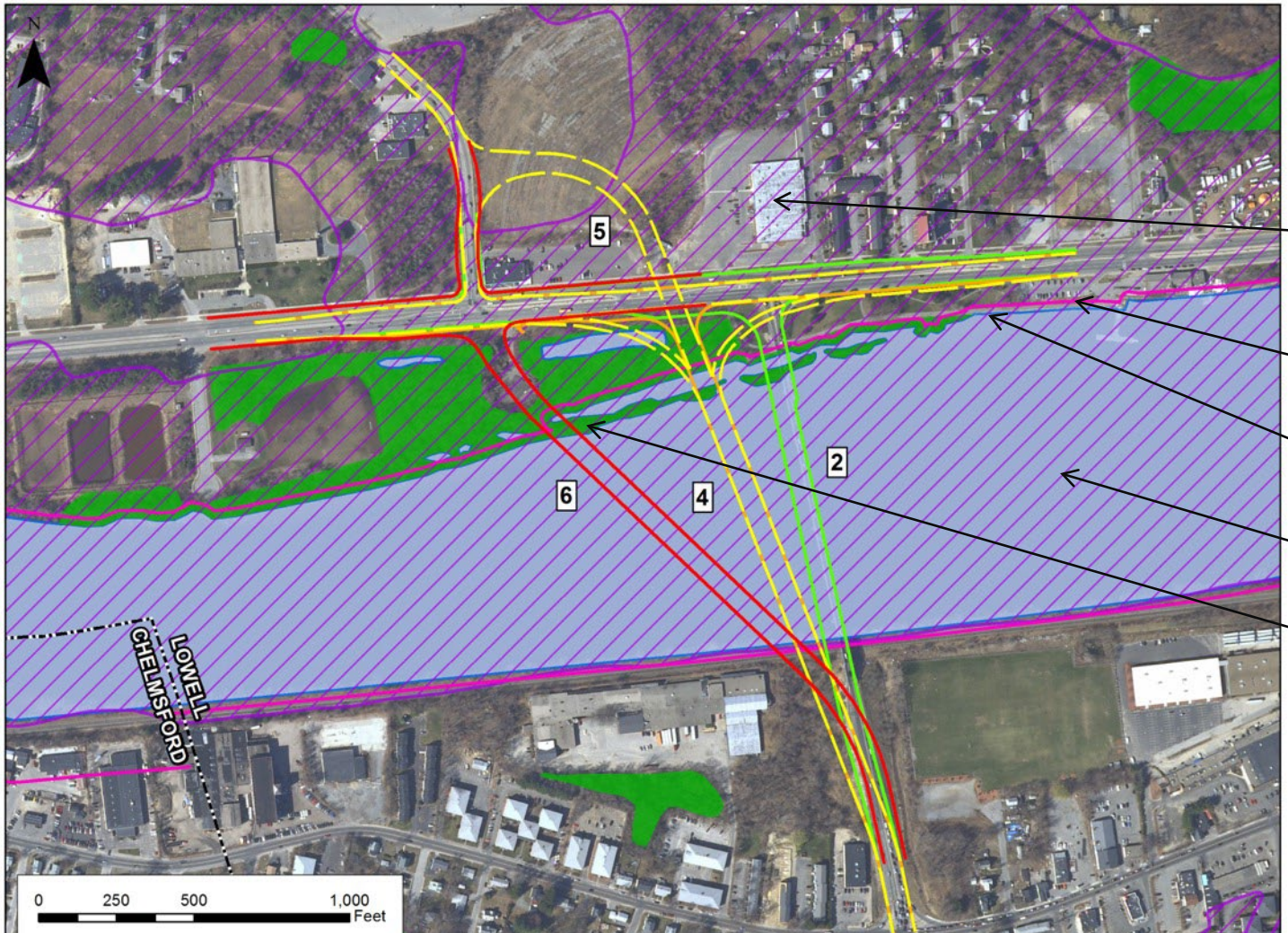
Transportation: Peak hour traffic shifts (2035)

Roadway	2035 Morning Change	2035 Evening Change
Rourke Bridge	285	120
Wood Street	110	40
Route 113	180	55
Varnum Avenue	20	5
Old Ferry Road	35	15
Pawtucket Street	-190	-20
O'Donnell Bridge	-140	-25

2035 Traffic Volume Shifts: Baseline Condition to Alternatives 2, 4, 5, & 6



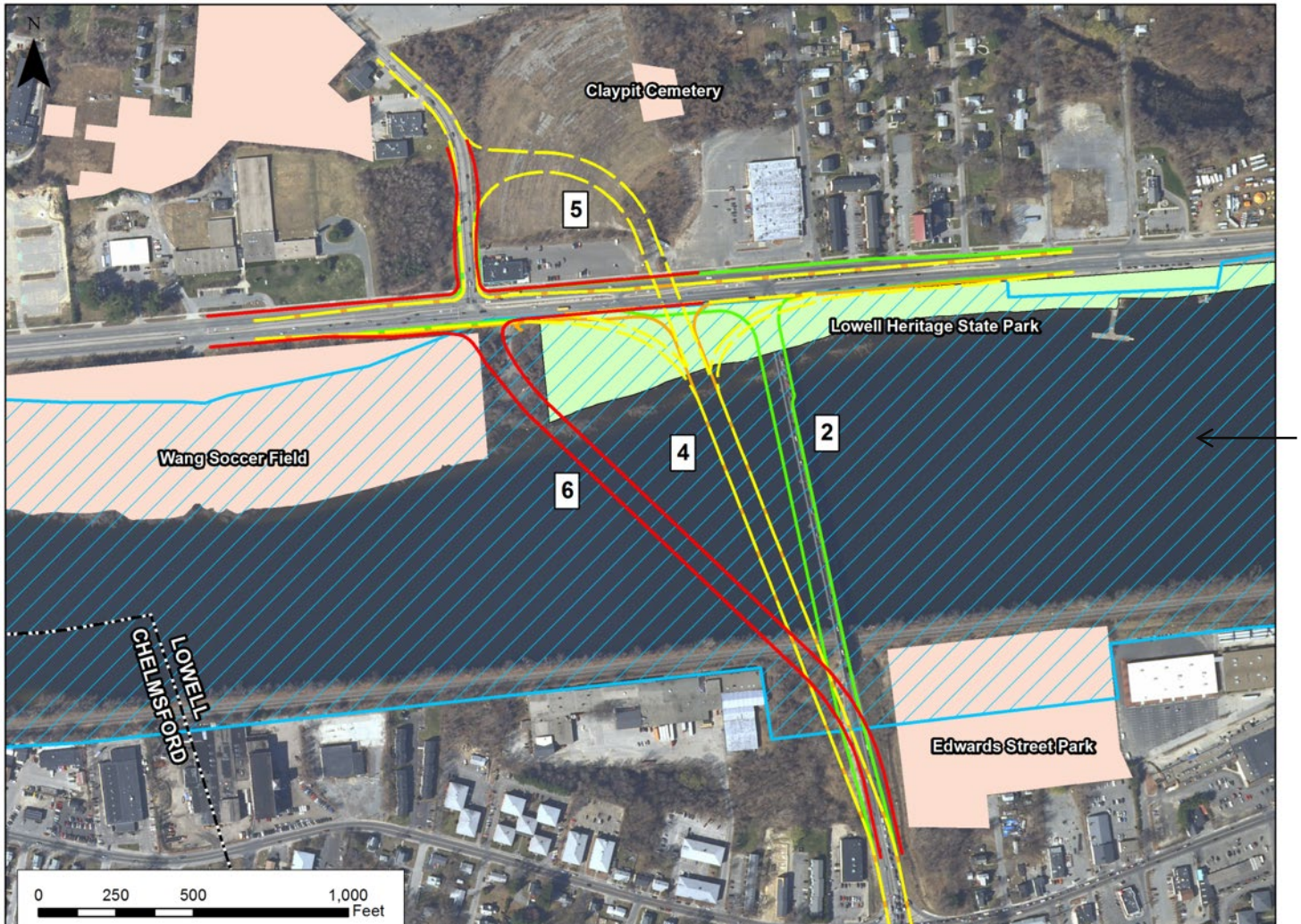
Environmental Resource Area Impacts



- Bordering Land Subject to Flooding
- Riverfront Area
- Bank
- Land Under Water
- Bordering Vegetated Wetland

VHB

Cultural Resource & Protected Species Area Impacts



Estimated Habitat of Rare Wildlife (EH65)

Priority Habitat of Rare Species (PH 1321)

VHB

Wetland Resource Area Impacts

Bridge Alternatives	Alt 2	Alt 4	Alt 5	Alt 6	Alt 7
Bank (lf)	800	1,000	1,000	1,000	800
BVW (sf)	4,500	24,600	22,000	18,700	244,600
LUW (sf)	33,000	46,300	47,700	45,700	34,400
BLSF (sf)	34,900	28,200	94,900	50,900	197,000
Riverfront Area (sf)	2,000	4,600	5,600	6,300	206,500

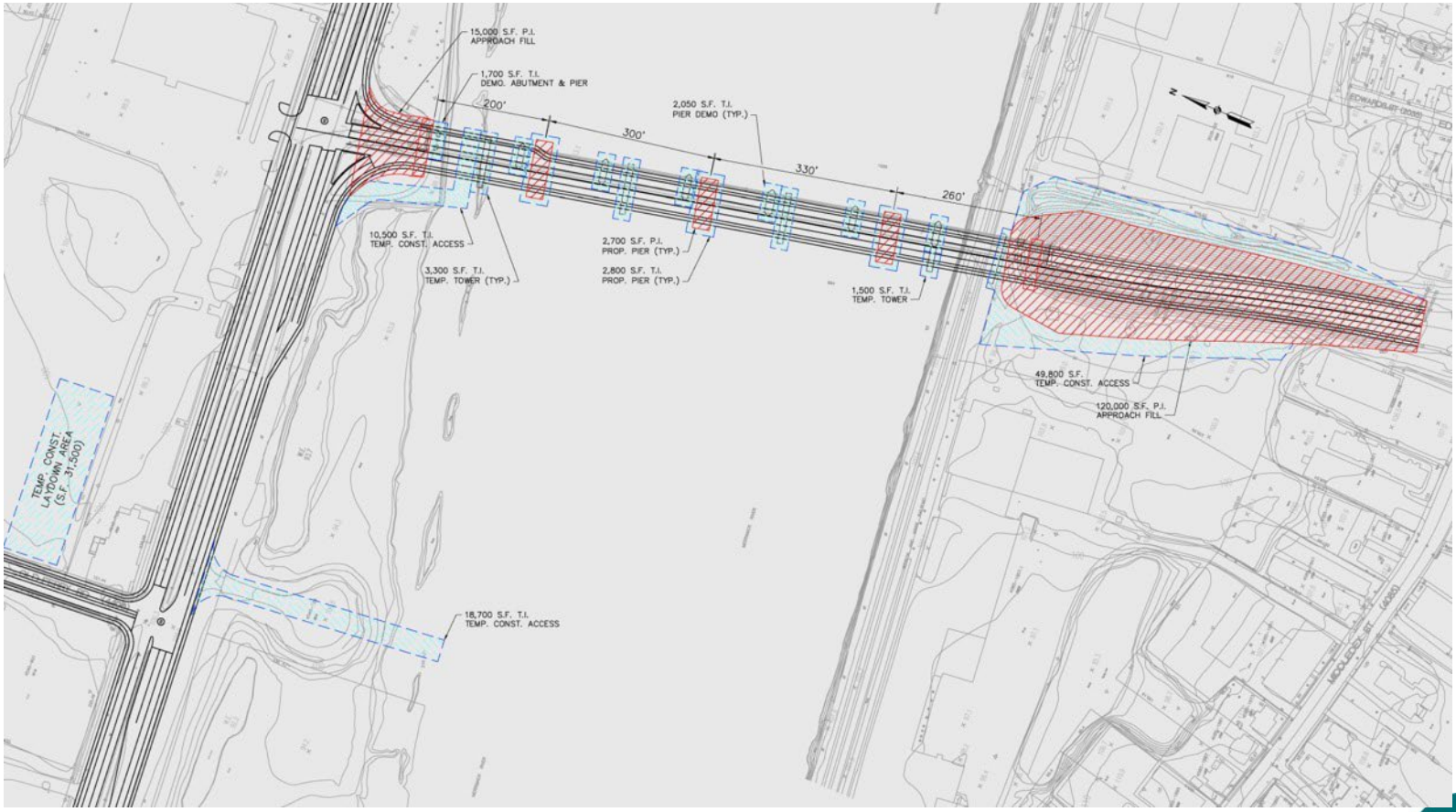


Property and Resource Impacts

- Temporary Property Impacts
  - Construction access roads
  - Barge docks
  - Material storage / laydown areas
- Permanent Property Impacts
  - Land acquisitions
  - Layout alterations
  - Permanent easements

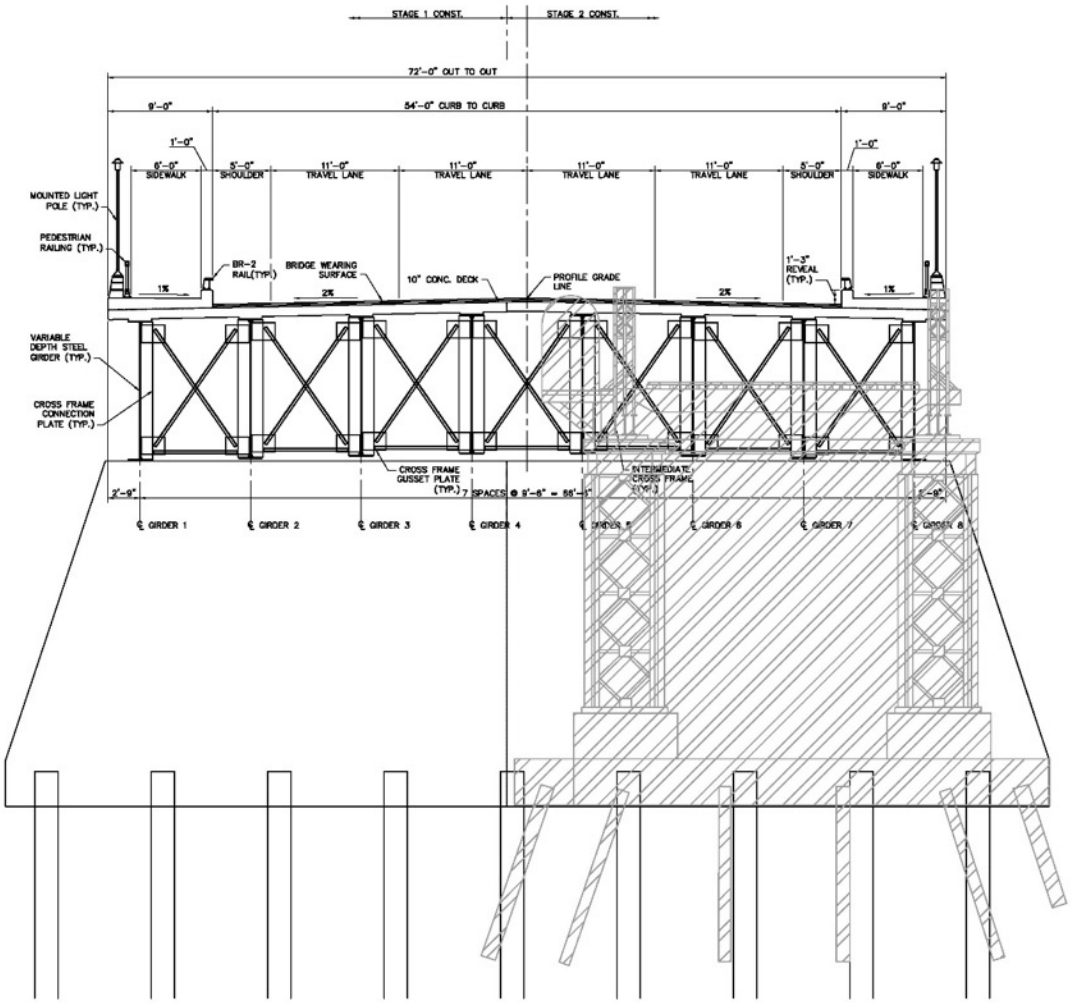
Structural Assessment: Alignment Alternatives

Alternative 2: Maintain Existing Alignment

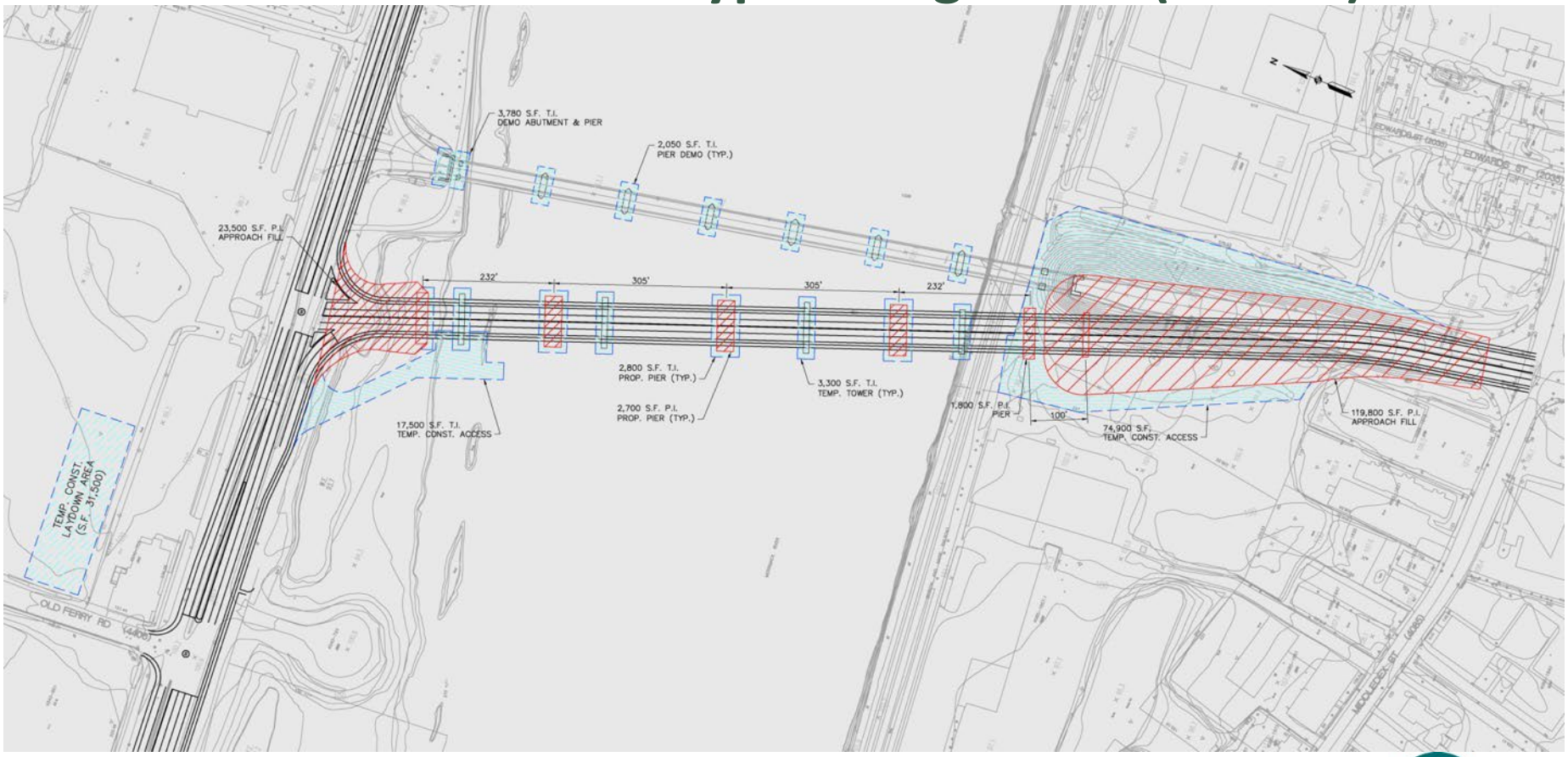


$54.5M

Alternative 2: Maintain Existing Alignment (4-Lane)



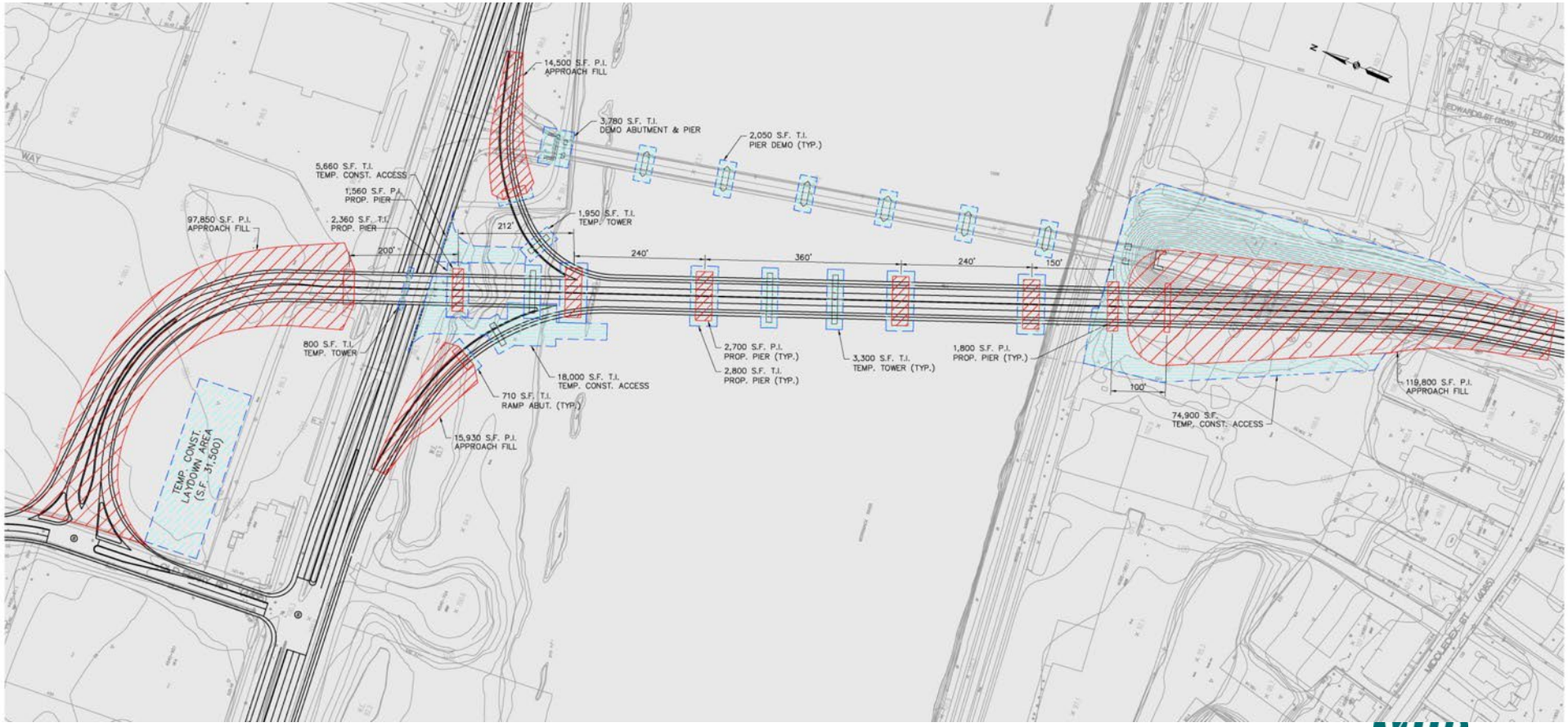
Alternative 4: Western Bypass Alignment (4-Lane)



$60.9M

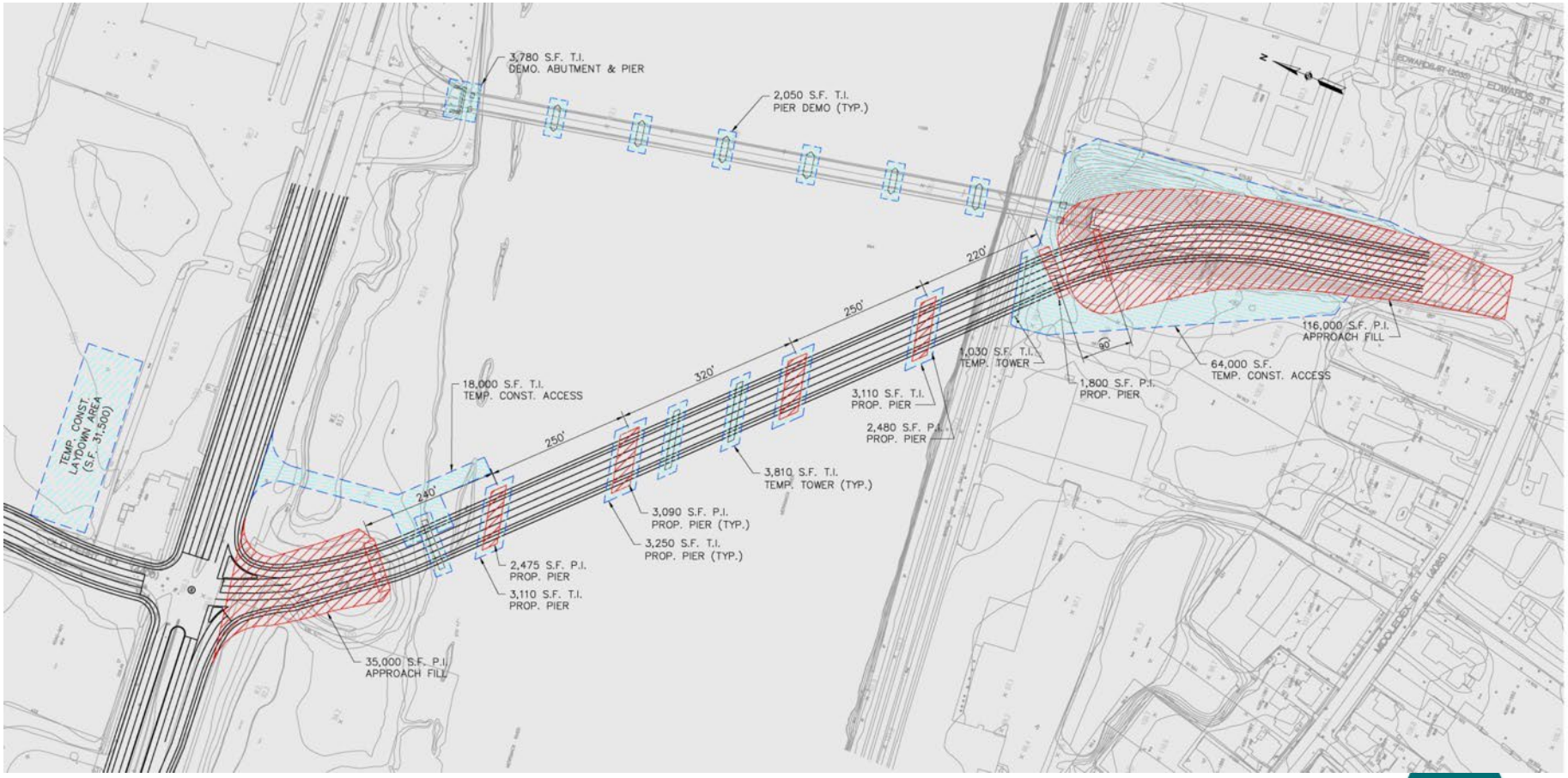
VHB

Alternatives 5: Western Bypass Alignment (4-Lane) with Grade-Separation (rejected by City Council in 2013)



$82.4M

Alternative 6: Skewed Bypass Alignment (4-Lane)



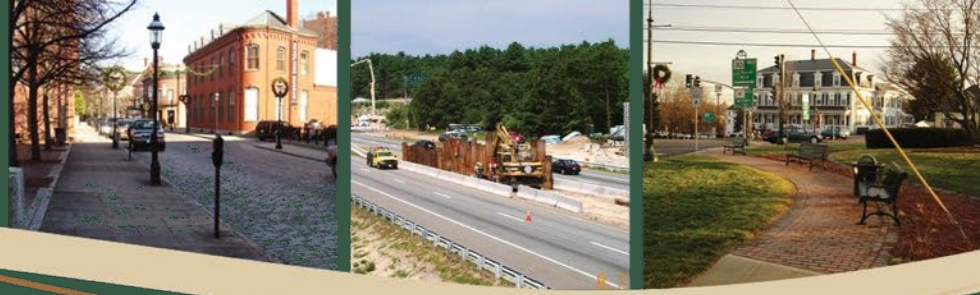
$67.8M

Progress Since Completion of the Final Report

- City submitted a request to initiate the project as an approved MassDOT project; the request was approved by the Project Review Committee
- The project was incorporated into the Regional Transportation Plan
- NMCOG sent a letter to Governor Baker requesting that MassDOT begin the environmental permitting process and design

Next Steps

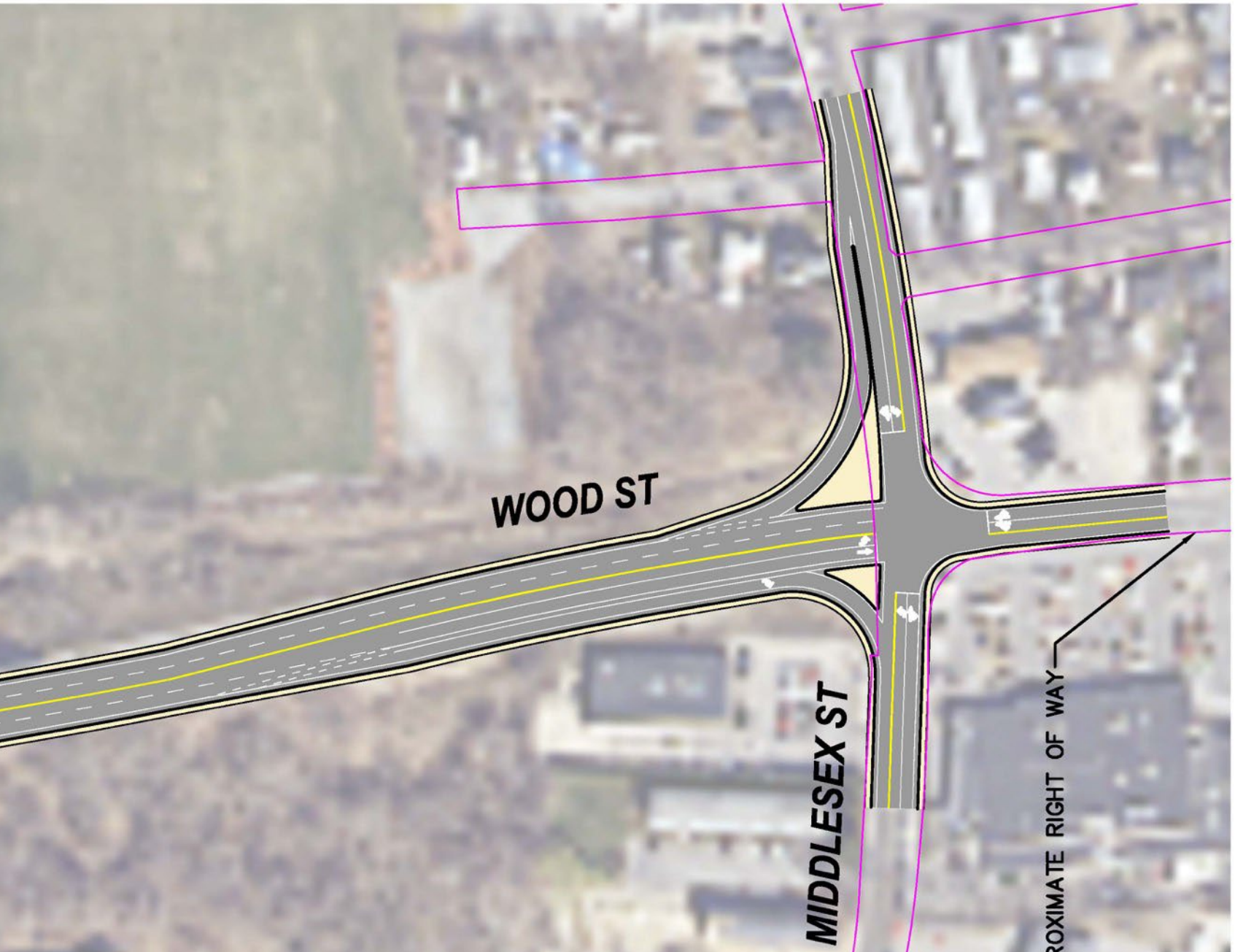
- Complete the environmental review process through NEPA and MEPA (Alternatives 2, 4 and 6)
- Select the preferred alternative
- Complete design and permitting processes
- Secure funding and program the project in the TIP/STIP
- Advertise and award the construction contract
- Construct the project



Corridor Study and Feasibility Analysis

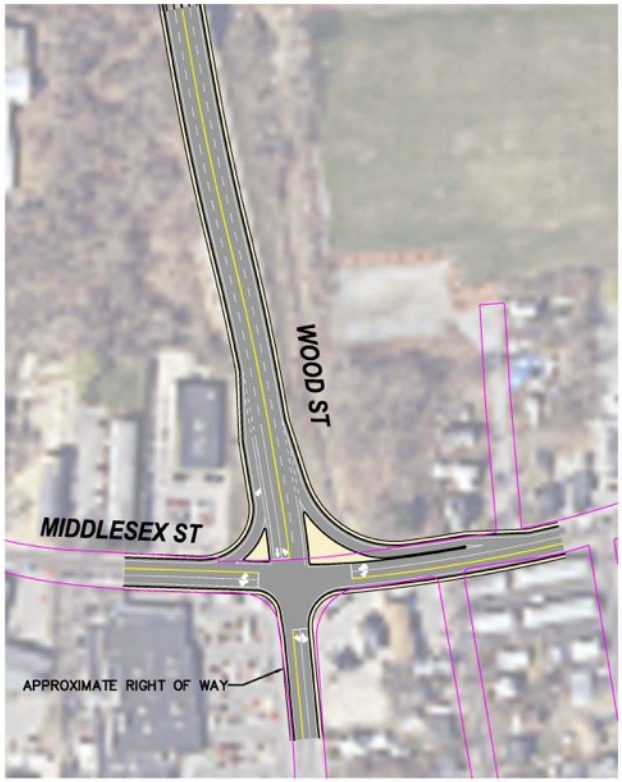
Rourke Bridge, Wood Street, Westford Street, and Drum Hill Road

Questions?


WOOD ST
MIDDLESEX ST
APPROXIMATE RIGHT OF WAY

Corridor Study and Feasibility Analysis

Rourke Bridge, Wood Street, Westford Street, and Drum Hill Road



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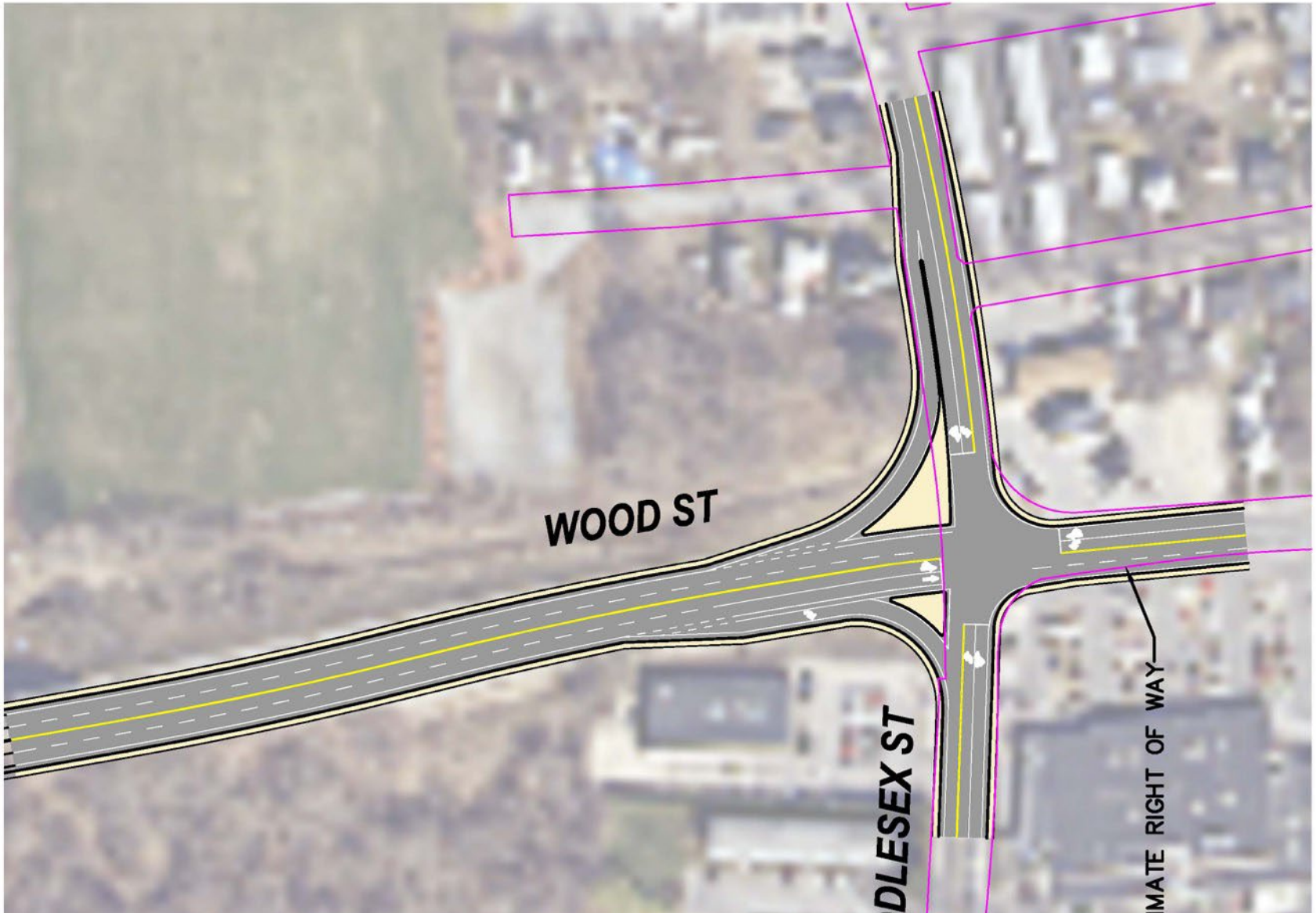
WOOD ST
DLESEX ST
MATE RIGHT OF WAY