**PROJECT DESCRIPTION**

**PROJECT LOCATION**

The project is located in the City of Salem. It begins on Canal Street opposite of the existing Marblehead Rail Trail then follows along old railroad property owned by the City. It passes by Rosie’s Pond and then crosses over onto MBTA property where it continues adjacent to the railroad tracks. Heading north it passes behind the properties on the west side of Canal Street then connects to the shared use path that is currently being built at approximately Roslyn Street.

**PROJECT PURPOSE**

This project will provide bike and pedestrian accommodations by closing the gap between the existing Marblehead Rail Trail and the portion of the shared use path being constructed under Project No. 605146 (Canal Street Reconstruction). The completed path will connect downtown Marblehead with downtown Salem as well as Salem State University and the MBTA commuter rail system.

**PROPOSED IMPROVEMENTS**

The typical path width will be 10’ with 2’ shoulders. The path will begin at an at-grade crossing constructed under Project No. 605146 (Canal Street Reconstruction) which will have rapid flashing beacons to alert motorists of the crossing. An additional at grade crossing will be required to cross a relocated spur RR track. This crossing will be at 90 degrees to the tracks and have stop sign control on the path. Also included as part of the construction will be drainage, landscaping, fencing, retaining walls, guardrail and the relocation of railroad utilities.

**TRAFFIC MANAGEMENT**

The majority of construction for this project will be along the old rail corridor (City property) and MBTA property away from the local roadways, so traffic will not be affected other than access to and from the site.

**RIGHT OF WAY IMPACTS**

Permanent easements will be required as part of this project. The City of Salem will be responsible for securing all necessary easements.

**PROJECT COST**

The current estimate of the total construction cost of this project is approximately $2.4 million.

**PROJECT SCHEDULE**

The project is currently funded for construction in Fiscal Year 2019. Design, permitting and ROW acquisition needs to be completed by early September 2019.