LAKE MANSFIELD ROAD

Informational Presentation
From the Lake Mansfield Improvement Task Force
April 17, 2019
Agenda & Objectives

• Brief review, how we got to now
  • Including the 2015-2016 comprehensive plan for the area

• “Walking Tour” of Lake Mansfield Road
  • Conditions and Constraints (how much space is there?)
  • Summary of road engineering work so far

• Road design possibilities
Results of Third Survey

Question 1: Prioritize the five goals for Lake Mansfield

#1 priority: Improve and enhance water quality for humans and wildlife
  Improve lake health and restore shoreline habitat for plants and animals
#2 priority: Ensure the safety for recreational users (cyclists, walkers, people fishing, animals, etc.)
#3 priority: Improve pedestrian access and accessibility
#4 priority: Maintain two-way vehicular access

Question 2: Based on studies to date, best traffic flow on Lake Mansfield Road?

• Narrowed, Two-Way Road (Multi-use for pedestrians, bikes, + vehicles) 45.7%
• One-Way Road (Boat Launch to Beach) & Shoreline Recreation Trail 23.2%
• Closed Road/Shoreline Recreation Trail. 31.1%
Challenges to Improving the Road

• Any improvements must:
  • Ensure a healthy environment
  • Provide for public safety and access
  • Enable recreational enjoyment

• And
  • Increase lakeside buffer
  • Stabilize the lake bank
  • Provide for under-road drainage

• Improvements must also acknowledge these constraints:
  • Limited right of way and private property
  • Complex and costly environmental permitting
  • Engineering challenges including high water table, bedrock, and ledge outcrops
  • Costs, especially in light of town’s overall capital project needs
Walking Tour
Area of Concern: Lake Outlet
Area of Concern: Beach Parking and Runoff
Area of Concern:
East View Pool Entrance
Area of Concern: Vernal Pool
Area of Concern: Whale Rock
Area of Concern: Buffer Zone, Roadside Wetland Areas
Area of Concern: 
Road Deterioration
Lake Mansfield Road is used year round for recreation, access to the lake, and travel around the lake.

The road travels to and through the Lake Mansfield Recreation Area.

Beside vehicular traffic, the roadway is frequently used by walkers, joggers, cyclists, and people fishing from the roadway. It is a shared space.

Since 2005, there have been three traffic studies conducted along Lake Mansfield Road. All the results are fairly consistent.

The volume of traffic on Lake Mansfield Rd is very low, approx. 550 – 575 vehicles per day.
Area of Concern: Knob Hill

This area of concern is being addressed!
Area of Concern: Boat Launch

This area of concern has been addressed!
The Selectboard endorsed the Comprehensive Lake Mansfield Area plan in 2016, but requested more work be done to see if a 2-way road was possible.

Engineering, including subsurface investigation, property surveys, and wetland delineation work was completed last summer.

After 15 years of intensive work, study, design, and discussion, the road continues to deteriorate. We are now at a “decision point.”
What have we learned

- Status quo is not an option
  - Existing road surface could be repaved but...
  - Smooth surface allows higher vehicular speed and decreases recreational safety
  - Cost estimated by DPW to be approximately $60,000 every 5 years (may not last that long, due to the freeze/thaw conditions)
  - Does not address areas of concern except road surface in short term
  - Would exacerbate resource area damage, bank erosion, and further harm water quality
  - Does not help accomplish long range capital planning
What have we learned

• A travelled way of some type is desired.
  • Complete road closure to vehicle traffic has been discussed but generally not favored
• The road base is like a sponge; it moves with freeze and thaw cycles
  • The road base is saturated and is not stable. If it is not corrected then asphalt will continue to break off and pollute the lake.
  • Periodic repaving is not cheap, not healthy for the lake, and does not increase safety
  • Drainage and subbase structure could be remedied by new “rock sandwich” designs
• The lake level cannot be lowered easily or cheaply
• There is not much space for a road, certainly not a standard road
  • 30-foot right of way, and in some cases it is practically less due to wetlands, ledge, and property ownership
  • Stabilizing the edge and providing buffer area will reduce the width more
• There is only about 18 feet to work with, and in some places there is only about 14 or 15 feet.
• Preliminary cost estimates are at least $1 million
What have we learned

• The Lake Mansfield Improvement Task Force believes we now have enough information to make a design recommendation to the Selectboard

• Further delays would risk missing out on grants and funding cycles

• Appropriation of Town funds to design or construction would require Town Meeting approval
TOWN OF GREAT BARRINGTON, MA
LAKE MANSFIELD ROAD
AREA IMPROVEMENTS
AUGUST 2018

PRELIMINARY DESIGN SET
NOT FOR CONSTRUCTION

PROJECT LOCATION MAP

1699 King Street, Suite 405
Enfield, Connecticut 06082
855.347.6788 | www.woodardcurran.com
COMMITMENT & INTEGRITY DRIVE RESULTS

SITE LOCATION MAP
lake
Funding Sources

- Estimated cost is $1 million to create an 18-wide corridor with bank stabilization, road base, and stormwater improvements

- One way traffic plus recreation path
  - Could qualify for grant funding (water quality, stormwater mitigation, and recreational funding programs)

- Shared road
  - Could qualify for grant funding (water quality, stormwater mitigation, and recreational funding programs)

- Two way standard road
  - Would have to be paid by town taxpayers
One Way (northbound)
1. March – May 2019: Outreach and education by LMITF members
2. May – June 2019: Selectboard road design decision
4. October – December 2019: Apply for FY21 CPA funds, develop estimates for Capital Budget process
5. May 2020: Town Meeting vote on CPA and capital funds for construction
6. June 2020: apply for grants
8. Spring 2021 – begin construction?