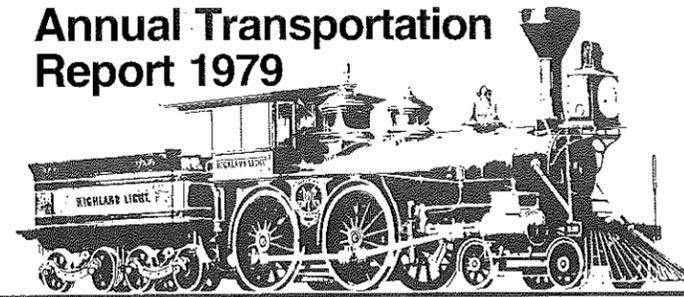
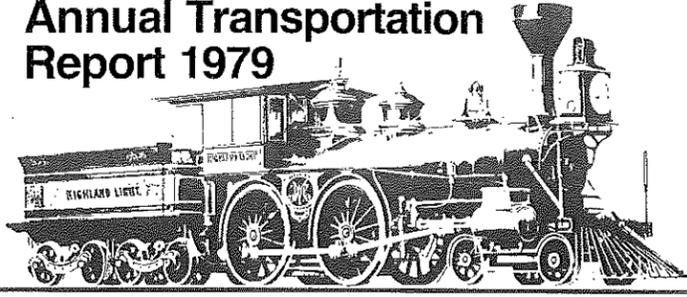


Annual Transportation Report 1979



Cape Cod Planning and Economic
Development Commission
Cape Cod Joint Transportation Committee
1st District Court House
Barnstable, Massachusetts 02630
Telephone 617 362 2511

Annual Transportation Report 1979



THE HIGHLAND LIGHT

This Mason engine built for the Cape Cod Central Railroad in 1867 typifies perhaps the acme of locomotive design as practiced in the sixties. As M.N. Forney, one of the outstanding authorities on motive power, once said of William Mason, "He was a wonderfully ingenious man and combined with his ingenuity a high order of the artistic sense, so that his work was always most exquisitely designed. It might be said of his locomotives that they are 'melodies cast and wrought in metal.'" Attention may be called to the very unusual tender trucks on this engine. The Cape Cod Central later became part of the Old Colony Railroad, which in turn the New Haven leased for a long term. *

OLD COLONY LINE

COTTAGE CITY

OAK BLUFFS.

MARTHA'S VINEYARD AND NANTUCKET

THE ONLY DIRECT ROUTE!



Commencing March 30, 1886.

COTTAGE CITY.

Leaves BOSTON for COTTAGE CITY, OAK BLUFFS at 8:15 A.M. (via Woods Hole), 11:40 A.M. (via New Bedford), week-days.

RETURN, leave COTTAGE CITY, 7:35 A.M. (via New Bedford), 10:30 A.M. (via Woods Hole), week-days.

NANTUCKET

Leaves BOSTON for NANTUCKET, 8:15 A.M. (via Woods Hole), week-days.

RETURN, leave NANTUCKET, Mondays, Wednesdays and Fridays, 8:30 A.M.; Tuesdays, Thursdays, and Saturdays, 6:45 A.M. (via New Bedford).

BOSTON TICKET OFFICES:

OLD STATE HOUSE
(FALL RIVER LINE) and
OLD COLONY DEPOT.

Buy Your Tickets via Old Colony Line.

EXCURSION TICKETS

FROM ALL PRINCIPAL POINTS.

Baggage Checked Through.

BOSTON, March 30, 1886.

J. R. KENDRICK, Gen. Manager.

Management and Support

Cape Cod Planning and Economic Development Commission

Established under Chapter 453 of the Acts of 1965, the Cape Cod Planning and Economic Development Commission (CCPEDC) is the official areawide planning agency in Barnstable County. The CCPEDC has comprehensive planning responsibilities which, in addition to transportation, include land use, coastal zone management, economic development and water quality management.

Memorandum of Understanding

The Commonwealth of Massachusetts in carrying out the comprehensive, continuing and cooperative (3C) Transportation Planning Process has entered into a Memorandum of Understanding (MOU) with each regional planning agency in Massachusetts. This 3C process was established by the Federal Highway Act of 1962, as amended.

The Secretary of the Massachusetts Executive Office of Transportation and Construction, the Commissioner of the Massachusetts Department of Public Works, the Chairman of the Cape Cod Planning & Economic Development Commission and the Chairman of the Cape Cod Regional Transit Authority have signed the MOU governing the comprehensive, continuing and cooperative Transportation Planning Process on Cape Cod. This Committee of Signatories to the MOU acts as the Metropolitan Planning Organization (MPO) for the Cape Cod Region.

In urbanized areas, approval of federally aided transportation projects is contingent on their being based upon a Federally Certified 3C Transportation Planning Process. The Massachusetts Department of Public Works has extended this 3C Process throughout the entire state including Barnstable County. In doing so, the CCPEDC has all the elements of a viable 3C Process.

Highlights of the Prospectus

The Executive Office of Transportation and Construction (EOTC), the Massachusetts Department of Public Works (MDPW), the Cape Cod Planning and Economic Development Commission (CCPEDC) and the Cape Cod Regional Transit Authority (CCRTA) in December, 1978 approved a Prospectus for Cape Cod regarding the Transportation Planning Process. The Prospectus is updated as necessary.

The Prospectus delineates currently valid organizational responsibilities, operating procedures and a general planning overview which can be used as an overall management document by the above agencies which are participating in the continuing, cooperative and comprehensive (3C) Transportation Planning Process.

Cape Cod Joint Transportation Committee

In order to assist in providing for the accomplishment of the objectives of the 3C process, the Committee of Signatories through the Memorandum of Understanding (MOU) has established a transportation committee known

as the Cape Cod Joint Transportation Committee (CCJTC) to serve as the Transportation Policy Advisory Group for the Cape Cod Region.

The function of the CCJTC is to serve as an Advisory Group to the Committee of Signatories by providing a forum for other public agencies, elected officials and citizens to participate in the transportation planning and programming process.

The following work was accomplished in 1979 by the CCPEDC and CCJTC in support of the 3C Process: technical assistance to towns on transportation planning matters, development of the Transportation Plan for Cape Cod and completion of the Transportation Improvement Program for Cape Cod.

The CCJTC meets on the third Thursday of each month at 1:30 p.m. in the Conference Room of the Cape Cod Planning and Economic Development Commission. In 1979 there were two active CCJTC Subcommittees. One is the Bikeways Subcommittee chaired by Mr. Sherman C. Reed concerned with developing a safe regional bikeway system for Cape Cod. The other is the Railroad Subcommittee chaired by Mr. Neal Holland which is charged with the responsibility of investigating all phases of future rail passenger service to Cape Cod.

CAPE COD JOINT TRANSPORTATION COMMITTEE MEMBERSHIP

Federal and MPO Representatives

Edward L. Silva	Federal Highway Administration
Paul A. Patneau	MDPW, BTP&D
Allan B. Jensen	MDPW, District #7
Barry S. Porter	DEQE
Neal Holland	Cape Cod Regional Transit Authority
Deane R. Folsom	Cape Cod Regional Transit Authority

Representatives from Town Boards of Selectmen in Barnstable County

Frank Lambert	Barnstable
Robert W. Parady,	Bourne
Chairman	
Hamilton J. Whiting	Bourne
Earl N. Hatch	Brewster
William R. Main	Chatham
Terry L. Proctor	Dennis
Francis E. Bell	Dennis - Alternate
Lillian Lamperti	Eastham
Cleveland S. White	Falmouth
Quinton R. Kiepe,	Harwich
Vice Chairman	
George A. Benway, Jr.	Mashpee
Sherman C. Reed	Orleans
Michael G. Zeeb	Orleans - Alternate
Jeffrey N. Parker	Provincetown
David P. Persson	Sandwich
Samuel M. Levy	Truro
William J. Sexton	Wellfleet
Samuel Gould, Jr.	Yarmouth

Representatives from other Agencies and Organizations in Barnstable County with an interest in Transportation

Agnes Lasky	American Association Retired Persons
Brenda Boleyn	Association for the Preservation of Cape Cod
Nicholas J. DeRosa	Barnstable Municipal Airport
Michael J. Frucci	Cape Cod Chamber of Commerce
Peter F. Birkel, Jr.	Cape Cod Community College
Beverly McCormick	Cape Cod Community College
James C. Killian	Cape Cod National Seashore
Margaret MacAdam	Elder Services of Cape Cod and the Islands, Inc.
Richard M. Scudder, Jr.	Hyannis Harbor Tours, Inc.
Noel J. Chaput	Independence Park
John J. McCue	Woods Hole, Martha's Vineyard & Nantucket Steamship Authority

PUBLIC OFFICIALS, OFFICERS & STAFF

Barnstable County Commissioners

Charles W. Eager	Chairman, South Yarmouth
Edward A. Crowell	South Dennis
Roger L. Savery	Waqoist

Cape Cod Planning & Economic Development Commission - Officers

Alfred S. DeMott	Chairman
Lawrence S. Tobey, Jr.	Vice Chairman
Father Philip C. Jacobs	Secretary/Treasurer

Cape Cod Planning & Economic Development Commission (CCPEDC) Staff

Robert E. Robes	Executive Director
Toivo Larriminen, Jr.	Transportation Coordinator
Dennis P. O'Leary, Jr.	Transportation Planner
Wayne R. Duchemin	Transportation Planner
Barbara J. Grenier	Transportation Secretary

Cape Cod Regional Transit Authority (CCRTA) Officers

Gaston L. Norgeot	Chairman
Barry H. Johnson	Vice Chairman
Heather McMurtrie	Clerk

Cape Cod Regional Transit Authority (CCRTA) Staff

Robert P. Warren	Administrator
Anthony D. Rogers	Administrative Assistant
Doris W. Lorch	Executive Secretary

* The source of the photograph and description of the 1867 Highland Light is: E.P. Alexander, *Iron Horses, American Locomotives, 1829-1900*, New York: W.W. Norton & Co., Inc., 1941, pp. 144-145.

The CCPEDC extends its appreciation to the Historical Society of Cape Cod for the loan of *Iron Horses* to the Commission.

Transportation Improvement Program

The CCPEDC and CCJTC recommended a Transportation Improvement Program (TIP) for Barnstable County in September, 1979.

The TIP, which lists all transportation improvement projects in Barnstable County with a regional priority, provides the mechanism for moving projects from planning to programming. These regional priorities are considered by the Massachusetts Department of Public Works in the selection procedure by which projects are programmed for right of way, design and construction.

Table 1 lists highway and bikeway projects on which construction will be initiated in 1980-1981. Table 1 is based upon the Program of Projects to be Advertised (January, 1980-December 1981) issued by the Massachusetts Department of Public Works. Each project is identified by a number which is located on Map 1 - Transportation Improvements.

Table 1

Program of Projects to be Advertised in 1980 & 1981 by the Massachusetts Department of Public Works

Town	Identifying Map Number	Description	Target Date for Advertising	Activity	Funding Category	Estimated Cost
Barnstable	1	Rt. 28 & Yarmouth Rd. (Hall's Corner)	July, 1980	Traffic Safety	Consolidated Primary	\$ 400,000
	2	Old Stage Rd. (Race Ln. to Service Rd.)	November, 1980	Reconstruction	State Aid	\$ 450,000
Bourne:	* 3	Resurface Rt. 6 Sagamore Bridge to Rt. 130	October, 1980	Resurfacing	Consolidated Primary	\$ 2,180,000
	4	Resurface Rtes. 6 & 28, Wareham TL to Bourne Bridge	November, 1980	Reconstruction	Rural Secondary	\$ 750,000
	5	Rt. 25 Extension (East of Wareham/Plymouth TL to Bourne Bridge)	March, 1980	Construction	Consolidated Primary	\$ 12,100,000
	* 6	Rt. 28, Connery Circle, Bourne, To End Divided Hwy. Falmouth	April, 1980	Reconstruction	Consolidated Primary	\$ 2,000,000
	7	Trowbridge Rd. at Waterhouse Rd. (Trading Post Corners)	April, 1980	Signals	Rural Secondary	\$ 50,000
Chatham:	8	Sidewalk, Rt. 28, Station 160-224, 6400'	July, 1980	Other	Consolidated Primary	\$ 150,000
	9	Bridge, over Mitchell River (C-7-1)	January, 1980	Reconstruction	Highway Bridge Replacement & Rehabilitation	\$ 300,000

Dennis:	10	Resurface Rt. 28 from Yarmouth TL to Harwich TL	December, 1980	Resurfacing	Consolidated Primary	\$ 400,000
	11	Resurfacing Rt. 28 from Yarmouth TL to Harwich TL	February, 1981	Maintenance	Non-Federal Aid	\$ 360,000
	* 12	Reconstruction to include pavement, drainage, Hwy. guardrail & Bikepath (Setucket Rd.)	March, 1981	Reconstruction	Safer Off-System Roads	\$ 330,000
	13	11 Locations along Rt. 28 at Sea St., Depot St., Hall St., Swan River, etc.	June, 1980	Traffic Safety	Urban Systems	\$ 615,000
Eastham:	* 14	Rt. 6 Reconstruction/Resurf., Brewster/Orleans TL to Eastham Rotary	September 1980	Reconstruction	Consolidated Primary	\$ 1,200,000
	15	Rt. 6 Reconstruction from Orleans Circle to Wellfleet TL	June, 1981	Traffic Safety	Consolidated Primary	\$ 2,500,000
Falmouth:	16	Resurface Woods Hole Rd. from Rt. 28 to end of Highway	August, 1981	Maintenance	Non-Federal Aid	\$ 350,000
	17	Rt. 28, Resurface from Divided Rd. to Depot Ave.	March, 1980	Resurfacing	Non-Federal Aid	\$ 200,000
	* 18	Rt. 28, Connery Circle, Bourne, to End Divided Highway Falmouth	April, 1980	Reconstruction	Consolidated Primary	\$ 2,000,000
	* 19	Traffic signal reconstruction Rt. 28, Falmouth	April, 1980	Signals	Consolidated Primary	\$ 70,000
Harwich:	20	Rt. 28 between Miles St. & Bank St., Harwichport (sidewalk improvements)	June, 1980	Traffic Safety	Consolidated Primary	\$ 205,000
	21	11 Locations, Rt. 28 at Depot/North/Earle/Brooks/Sission/Lower County/Bank ..	June, 1980	Traffic Safety	Urban Systems	\$ 600,000
	22	Resurface Rt. 28 from Dennis TL to Chatham TL	June, 1980	Resurfacing	Non-Federal Aid	\$ 600,000
Orleans:	* 23	Rt. 6, Reconstruction/Resurf., Brewster/Orleans TL to Eastham Rotary	September 1980	Reconstruction	Consolidated Primary	\$ 1,200,000
	24	Rt. 28 at Main St. & Academy Dr. (Signals)	October, 1980	Signals	High Hazard Location	\$ 50,000
Sandwich:	* 25	Resurf. Rt. 6, Sagamore Bridge to Rt. 130	October, 1980	Resurfacing	Consolidated Primary	\$ 2,180,000
	26	Resurf. and Safety Upgrading Rt. 130 (Rt. 130, Sandwich)	May, 1981	Reconstruction	Rural Secondary	\$ 600,000
Yarmouth:	* 27	Reconstruction to incl. pavement, drainage, hwy. guardrail & bikepath	March, 1981	Reconstruction	Safer Off-systems Roads	\$ 330,000

* Denotes part of an advertised project which is to be constructed in more than one Town.

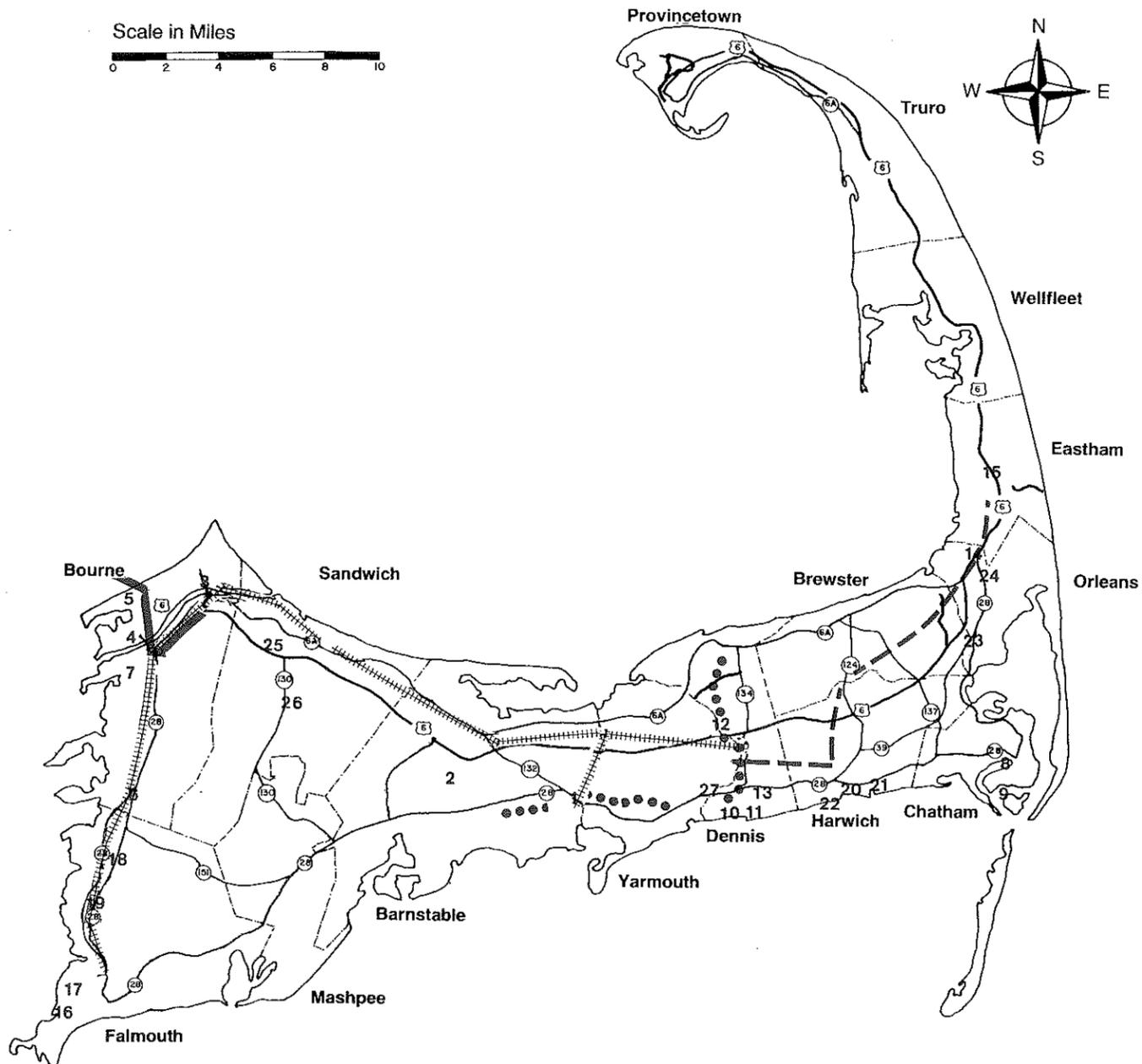
NOTE: The following Towns do not have projects to be advertised by MDPW during 1980-1981: Brewster, Mashpee, Provincetown, Truro and Wellfleet.

Map 1 Transportation Improvements

Legend

- 1-27 Highway Improvements
- ++++ Railroad lines
- Existing Bikeways/Highways
- Rt. 25 Extension
- Cape Cod Rail Trail
- Proposed Bikeways

Scale in Miles
0 2 4 6 8 10

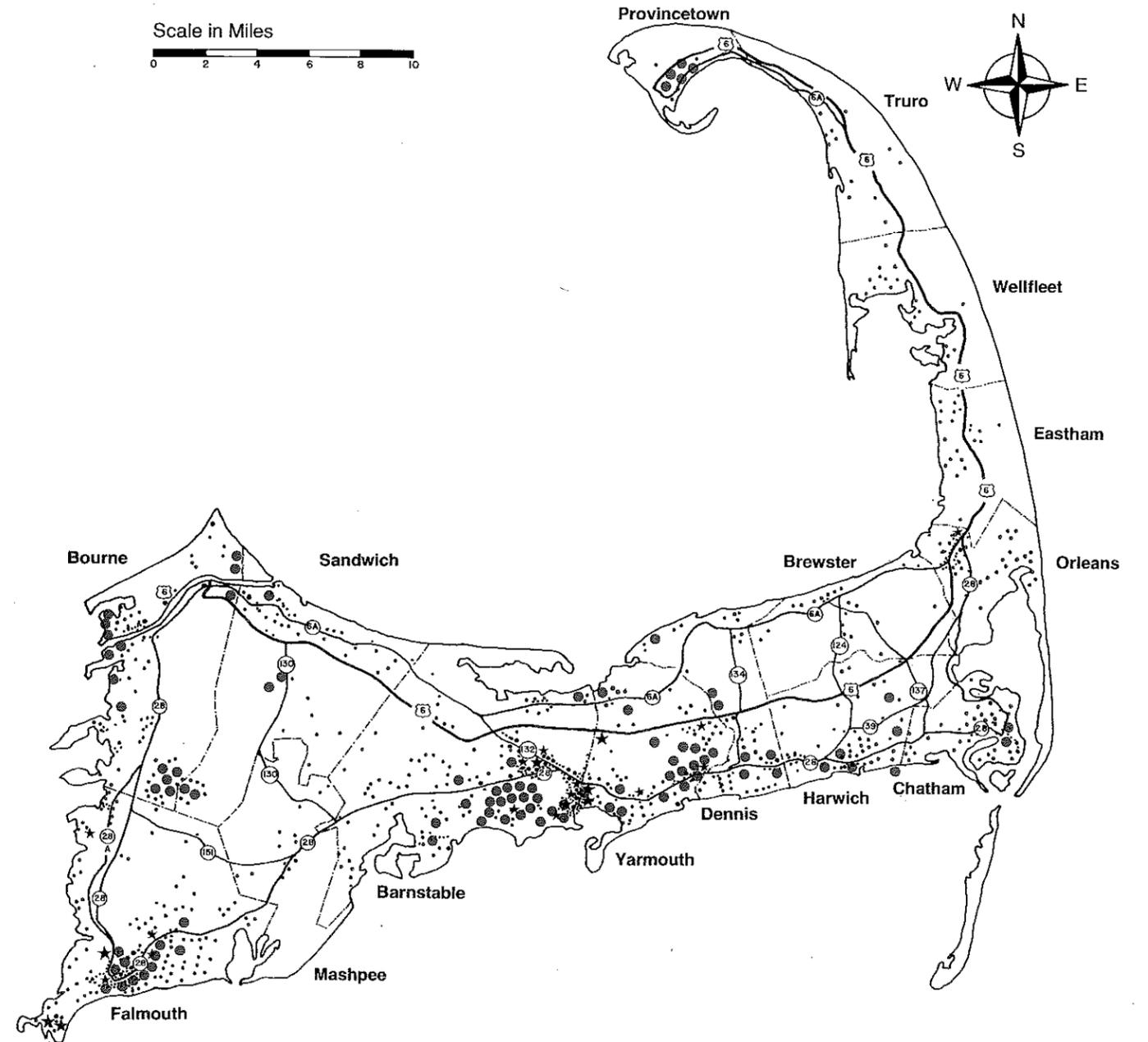


Map 2 Land Use Map by Population, Density & Employment

Major Employment Centers

- 10- 49 Employees
- 50- 99 Employees
- ★ 100-249 Employees
- ★ 250-499 Employees
- 100 Residents
- 500 Residents

Scale in Miles
0 2 4 6 8 10



Transportation Plan

The Cape Cod Planning and Economic Development Commission completed a Regional Transportation Plan for Cape Cod in 1979 with an emphasis on the three Mid-Cape Cod Towns of Barnstable, Yarmouth and Dennis.

Several major highway improvements in Barnstable County included in the Regional Transportation Plan are described below:

Proposed Extension of Old Town House Road: Yarmouth to Barnstable

Benefits of this proposal are:

- lessening of traffic congestion on Rt. 28 in the Mid-Cape area because the Extension would provide an alternative east-west connector serving the Towns of Yarmouth and Barnstable.
- access to industrial lands necessary to the economic base of Yarmouth and Barnstable.
- lessen traffic congestion on Yarmouth Rd. (Willow St.) which is the major north-south artery over which ambulances and rescue squads must travel in going to the Cape Cod Hospital.

Representatives of the Massachusetts Department of Public Works have suggested that the Towns of Barnstable and Yarmouth consider funding the environmental studies which would be required in regard to the Proposed Extension. This suggestion was based on two considerations: first, the environmental concerns are primarily local in scope; and second, participation by the Towns in resolving environmental issues will expedite the proposed project.

The close proximity of the Proposed Extension to public wells and recharge areas in Barnstable and Yarmouth will be one major environmental concern evaluated if the decision is made by the Towns of Yarmouth and Barnstable to fund required environmental studies.

Widening/Reconstruction of Route 6 in Eastham

The CCPEDC in April, 1979 completed a comprehensive report reviewing the Rt. 6 Safety Improvement Project in the Town of Eastham being designed by the Massachusetts Department of Public Works.

This Federal Aid Project which is estimated to cost \$2.5 million will be primarily constructed on existing MDPW right of way along Rt. 6. Minor land takings will be required at several intersections.

Accident data compiled by Mr. Jerry J. Emond, Chief of Police, Town of Eastham, clearly depicts the increasing annual accident rate over the five year period - 1974 to 1978.

These accidents based upon the CCPEDC report are primarily due to the obsolete road design of the existing Rt. 6 through Eastham.

The highway design improvements which will result from construction of the Rt. 6 widening project described in the Report are:

- (1) **Twelve Ft. Lanes** - no feature of a highway has a greater influence on the *safety* of driving than the width and condition of the surface. The present roadway consists of four 10' lanes.
The ideal width for the Route 6 lanes in terms of engineering design is 12'.
- (2) **Movement of Telephone Poles** - the movement of the telephone poles behind the proposed sidewalk on the westerly side of Rt. 6 will result in lateral clearance from poles of about 6' which is the ideal condition.
- (3) **Sidewalk** - the sidewalk which will serve pedestrians and bicyclists will significantly improve public safety as pedestrians and bicyclists now must utilize the roadway itself.
- (4) **Flat Berm with Shoulder** - A flat berm (mountable curb) with shoulder will be constructed on the easterly side in place of the present granite curb which will provide for more lateral maneuverability and safer travel.
- (5) **Sight Distance** - Grading at the Governor Prence Rd. intersection will increase sight distance and improve public safety in that area.

The Report concludes that the above highway design improvements, which will result from construction of the Rt. 6 widening project, will significantly reduce the serious accident problem on Rt. 6 throughout the Town of Eastham.

The results of the CCPEDC Report were presented to Town residents at the Eastham Town Meeting on May 7, 1979.

The residents at this meeting approved the Route 6 widening project by a three to one majority, 293 to 86.

The State Department of Public Works as shown on Table 1 expects to advertise this Project in June, 1981.

Double Barrelling of Rt. 6 - Dennis to Eastham

The Cape Cod Planning and Economic Development Commission with the Towns of Dennis, Harwich, Brewster and Orleans cooperatively were successful in reactivating Double Barrelling of Rt. 6 between Rt. 134 in Dennis and the Orleans/Eastham Rotary Circle.

The Massachusetts Department of Public Works will soon be contracting with a private consulting firm to complete an Environmental Impact Statement on the Double Barrelling Project. This EIS will build upon the Draft Environmental Impact Statement for U.S. Route 6 in Dennis, Harwich, Brewster and Orleans completed in 1974. This Draft was distributed as Report Number FHWA - MA EIS-74-05-D.

It is anticipated that the MDPW in the early Spring of 1980 will enter into a one year contract with Townscape Associates for conduct of the required Environmental

Impact Statement.

The Transportation Plan is being developed in accordance with the Regional Growth Policy Statement for Cape Cod adopted by the Cape Cod Planning and Economic Development Commission. The location of employment centers and population density throughout Cape Cod are shown on Map 2.

Air Quality/Transportation Planning

The CCPEDC in December, 1979 received a grant from the Urban Mass Transportation Administration (UMTA) to carry out air quality/transportation planning.

Air quality planning therefore will be carried out as an element of the comprehensive, continuing and cooperative (3C) Transportation Planning Process on Cape Cod.

Strategies which will be developed in the Regional Transportation Plan to meet air quality standards include: traffic flow improvements, improved public transit, park-and-ride lots, carpooling and bikeways.

The CCPEDC will be working in close cooperation with the Department of Environmental Quality Engineering (DEQE) in carrying out air quality planning for Cape Cod.

Special Studies



1. Public Transportation

A. Public Transportation Services Provided Through the Cape Cod Regional Transit Authority

Door to Door Service

The Cape Cod Regional Transit Authority (CCRTA) with membership of all 15 Towns in Barnstable County, is presently coordinating door to door (demand response) services being provided with 25 vans. One operator under contract with the CCRTA is providing these services: Garfield & Sargent, Inc.

Most of the vans have been modified with special equipment (hydraulic lifts, raised roofs, wheelchair tie downs, etc.) to service elderly and handicapped residents of Cape Cod.

Door to door services are provided from 8:00 A.M. to 4:00 P.M. (Monday through Friday) for shopping, health care, work and other purpose trips. Reservations for door to door service must be made in advance of the need for service.

A special service to St. Anne's Hospital in Fall River is provided each weekday for Cape residents requiring radiation therapy treatment.

Transportation to and from congregate meal sites in Brewster, South Yarmouth, Hyannis, Mashpee and Falmouth is also provided.

Current ridership for the above services totals approximately 12,000 one-way trips per month.

Fixed Route Services

Fixed route service was begun in June of 1979 in the Town of Provincetown. This service was very well received and will commence again for the summer of 1980.

A comprehensive plan for fixed route service within the Town of Barnstable was completed and delivered to Town officials. The Authority has been requested to initiate this service in the Spring of 1980.

B. Capital and Operating Assistance Received by the Cape Cod Regional Transit Authority

The CCRTA in 1978 received its first Capital Grant from the Urban Mass Transportation Administration (UMTA). The Authority under this grant was able to obtain 2 vans in 1979, one of which has been leased to the Brewster Council on Aging. The other van is being leased to the Falmouth Council on Aging.

Under the Capital Grant, the UMTA provides 80% of total capital costs, and the state provides 10%. The remaining 10% is required as a local match.

The CCRTA is also eligible for Federal and State operating assistance. The CCRTA under these programs is eligible to receive 50% Federal share and 25% State share of the net cost of service or operating loss of services coordinated through the CCRTA. A 25% local share of any operating loss is therefore required from the Towns.

The CCRTA in 1979 was awarded its second contract for financial assistance from the Commonwealth of Massachusetts. The period of this contract is FY 80 (July 1, 1979 to June 30, 1980).

C. Feasibility Study

Under the UMTA Capital Grant funds were provided for a study of transportation facility needs for Barnstable County. DeLeuw, Cather and Company was selected by

the Authority to perform this task. The firm is now looking at sites in Barnstable, Bourne and Falmouth and their relationship to the present and future public transportation needs for both bus and rail passenger services.

2. Rail Services

Rail Passenger Demonstration Service

The Cape Cod Planning and Economic Development Commission, the Cape Cod Regional Transit Authority and the State Executive Office of Transportation & Construction jointly participated in the planning and implementation of a one week passenger rail demonstration in August, 1979.

Service was provided between Hyannis and Buzzards Bay and Falmouth and Buzzards Bay.

Close cooperation and assistance required in the Demonstration was provided by: the Consolidated Rail Corporation; AMTRAK; U.S. Army Corps of Engineers - Cape Cod Canal Field Office; and the Budd Company - Railway Division.

A total of 2,729 passengers rode on the Budd SPV-2000 during 7 days of Demonstration Service.

Specific recommendations based upon the Demonstration Service have been made to the State Executive Office of Transportation & Construction (EOTC) for each of the following types of improvements:

- grade crossing reconstruction and signalization
- track & maintenance of way
- potential terminal, station and parking facilities

The EOTC recently has initiated action to assist the U.S. Army Corps of Engineers in replacing the mitre rail on the Railroad Bridge over the Cape Cod Canal.

Restoration of Rail Passenger Service to Cape Cod

The State Executive Office of Transportation and Construction is presently negotiating with the Consolidated Rail Corporation (Conrail) for the purchase of the railroad lines between Attleboro and Sandwich and between Campello Station in Brockton to Middleboro. State acquisition of these line segments is necessary so that the railroad routes to Cape Cod may be preserved and rehabilitated for future passenger service use.

The EOTC is also in the process of acquiring the line segments from Sandwich to Hyannis and Dennis and from Buzzards Bay to Falmouth. These lines have been owned by the Massachusetts Bay Transportation Authority (MBTA) since 1976 when the MBTA purchased the lines from the Penn Central Corporation on an emergency basis.

An intensive investigation will be launched in the Spring of 1980 for the upgrading and equipment requirements for the railroad routes to Cape Cod from New York City and Boston. This work is described below.

Governor Edward J. King, during the Inaugural Train Ride with the Budd SPV-2000, announced that Cape Cod Rail Passenger Service could be reinstated by 1982.

Cape Cod Railroad Passenger Service Study - \$400,000

The Preliminary Design services to be provided regarding future New York City service to Cape Cod via Attleboro and Boston service to Cape Cod via Braintree include the following work:

- engineering plans and cost estimates to replace or restore track to Class III (59 mph) condition for all right of way, signal, bridge and grade crossings
- operational plans and operating cost estimates
- ridership and revenue estimates
- equipment requirements
- cost estimates for all work required to assure compliance with Section 504 of the Rehabilitation Act of 1973.

The major portion of the above Preliminary Design Work should be completed in 1980.

3. Bikeways

A. Cape Cod Rail Trail

The 14 mile Cape Cod Rail Trail will be developed jointly by the Massachusetts Department of Public Works (MDPW) and the State Department of Environmental Management (DEM). The Trail will extend from Route 134 in Dennis to Locust Rd. in Eastham. (refer to Map 1)

The 14 mile bikeway passes through the varying landscapes of forests, ponds, cranberry bogs, saltmarshes and beaches. When completed, the trail will provide cyclists with one of the largest and most complete bicycle trails in the Northeast, affording residents and visitors the opportunity to experience the unique landscapes and conservation areas of Cape Cod without leaving the natural environment.

Fourteen miles of the abandoned railroad right of way was purchased by DEM in October, 1978 for the sum of \$515,000. The section of the abandoned track through the Town of Orleans is owned by the Town.

The MDPW and DEM entered into a Memorandum of Agreement in November, 1979 regarding the Trail in which the Department of Public Works agreed to provide funding for the construction of a bikeway in an amount not to exceed \$816,300. The State will provide 100% of construction costs for the Trail because it has been designated a unique regional bikeway.

It is anticipated that construction of the eastern segment of the Trail between Nickerson State Park in Brewster and Orleans Center will begin in the Spring of 1980.

B. Town Bikeway Proposals to be Funded by MDPW

Table 2 contains a list of other Town bikeway projects which have been approved for funding by MDPW with Bikeway Bond Issue funds. These bikeways will be funded by 75% State funds and a 25% Town match.

Table 2 Town Bikeway Proposals

Town	Bikeway Project	State Share (75%)	Town Share (25%)
Barnstable	Rt. 28 (Bears's Way to West Main St.)	\$ 67,500	\$16,875
Bourne	Rt. 28 (Bourne Bridge to Connery Circle) *	\$133,056	\$44,352
Dennis	Main St. & Old Bass River Road	\$ 80,520	\$20,130
Yarmouth	Buck Island Road & Setucket Rd. (Rt. 6A to Dennis TL)	\$ 96,615	\$24,153

* Alternatives to the original plan are necessary due to lack of adequate right of way along Rt. 28.

This Report was prepared under Contract No. 20545 with the Massachusetts Department of Public Works and Contract No. MA-09-0058 with the Urban Mass Transportation Administration and with the cooperation of the Federal Highway Administration. The opinions, findings and conclusions expressed in this report are those of the authors and not necessarily those of the Massachusetts Department of Public Works, the Federal Highway Administration, or the Urban Mass Transportation Administration.

