



**VIRTUAL DESIGN PUBLIC HEARING**

**NOVEMBER 17, 2021**

**FOR THE PROPOSED**

**BRIDGE REHABILITATION, A-09-036, I-495 OVER ST 28 (SB), A-09-037, I-495 OVER  
B&M AND MBTA, A-09-041, I-495 OVER ST 28 (NB)**

**Project No. 606522**

**Major Projects**

**IN THE TOWN OF ANDOVER, MASSACHUSETTS**

**COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION**

**JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, P.E.  
ACTING CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS**  
**MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION**  
**NOTICE OF A PUBLIC HEARING MEETING**  
**Project File No. 606522**

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed BRIDGE REHABILITATION, A-09-036, I-495 OVER ST 28 (SB), A-09-037, I-495 OVER B&M AND MBTA, A-09-041, I-495 OVER ST 28 (NB) project in **Andover, MA**.

**WHEN: 6:30PM, Wednesday, November 17, 2021**

**PURPOSE:** The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed ANDOVER- BRIDGE REHABILITATION, A-09-036, I-495 OVER ST 28 (SB), A-09-037, I-495 OVER B&M AND MBTA, A-09-041, I-495 OVER ST 28 (NB) project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:** The proposed project consists of the replacement of six bridges in the Town of Andover. The replacement bridges are on I-495 north and southbound over Route 28 north and southbound and I-495 north and southbound over the MBTA Railroad. Improvements on I-495 will include the reconstruction of the bridges and widening the bridges to accommodate a future fourth lane on I-495 north and southbound. Improvements on Route 28 north and southbound under I-495 will include reconstruction of the roadway and sidewalks and providing bicycle accommodations on Route 28 in each direction. Stormwater improvements will be included as well as updated signage and pavement markings.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **Commonwealth of Massachusetts** is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavallee, P.E., Acting Chief Engineer, via e-mail to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@state.ma.us) or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: **Major Projects**, Project File No. **606522**. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days after the hearing is posted to the MassDOT website listed below.

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email ([MassDOT.CivilRights@dot.state.ma.us](mailto:MassDOT.CivilRights@dot.state.ma.us)). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the hearing.

This Live Virtual Design Public Hearing or a cancellation announcement will be hosted on the internet at [www.mass.gov/massdot-highway-design-public-hearings](http://www.mass.gov/massdot-highway-design-public-hearings).

JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, P.E.  
ACTING CHIEF ENGINEER



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Carrie E. Lavallee, P.E.  
Acting Chief Engineer

## **WHAT IS A PUBLIC HEARING?**

### **WHY A PUBLIC HEARING?**

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

### **WHY NOT A VOTE ON HIGHWAY PLANS?**

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

### **WHAT DOES A PUBLIC HEARING ACCOMPLISH?**

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

## **RIGHT OF WAY CONCERNS**

The State is responsible for securing the Right of Way for this project. If your property, or a portion of it, must be acquired by the State for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

### **1. WHO CONTACTS ME?**

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

### **2. WHAT IS A FAIR PRICE FOR MY PROPERTY?**

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

### **3. MUST I ACCEPT THE DEPARTMENT'S OFFER?**

No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

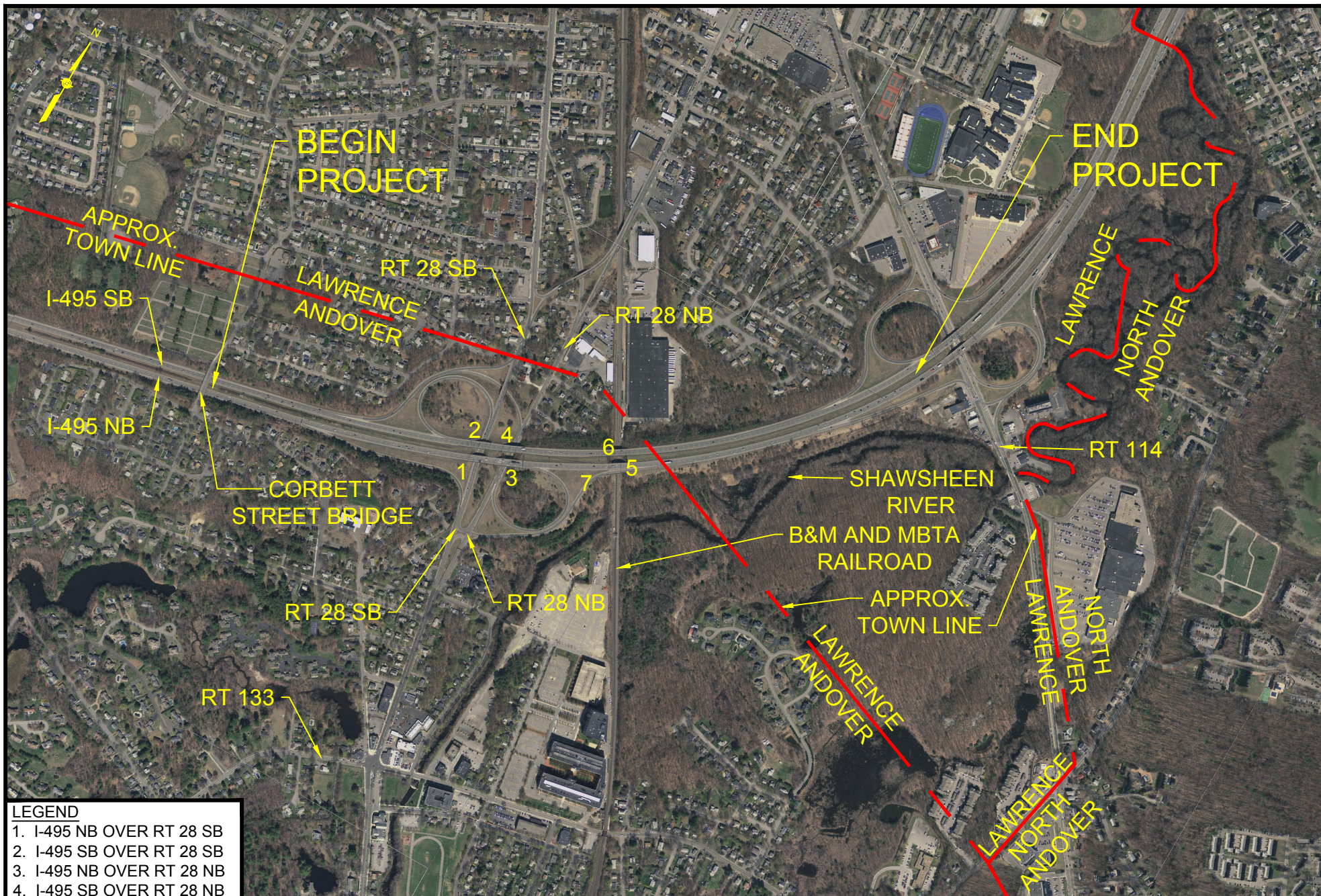
### **4. WHAT WILL HAPPEN TO MY HOUSE?**

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

### **5. WHAT HAPPENS IF I MUST RELOCATE?**

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.





#### LEGEND

1. I-495 NB OVER RT 28 SB
2. I-495 SB OVER RT 28 SB
3. I-495 NB OVER RT 28 NB
4. I-495 SB OVER RT 28 NB
5. I-495 NB OVER CSX
6. I-495 SB OVER CSX
7. ONRAMP FROM RT 28 NB

0 500 1000 2000

SCALE: 1" = 1000'

**AERIAL PHOTO - MassDOT PROJECT 606522**  
**ANDOVER - BRIDGE REHABILITATION A-09-036, I-495 OVER ST 28(SB)**  
**A-09-037, I-495 OVER B&M AND MBTA, A-09-041, I-495 OVER ST 28(NB)**



**Andover, Massachusetts**  
**I-495 over Route 28 (SB), I-495 over Route 28 (NB), and**  
**I-495 over B&M and MBTA Railroads,**  
**Project No. 606522**  
**Major Projects**  
**Project Description**

**Purpose and Need:** The Massachusetts Department of Transportation (MassDOT) proposes to replace six bridges carrying I-495 in Andover to upgrade the existing infrastructure. The bridges are structurally deficient with deterioration throughout. None of the existing bridge superstructures or substructures are capable of carrying the current regulatory loads (HL-93). Drainage improvements and water quality enhancements will be implemented throughout the project.

Additionally, improvements will be made to state Route 28 NB and SB located under I-495; both barrels of Route 28 at the bridges will be overlaid with box-widening to accommodate a bicycle lane in accordance with the Commonwealth's Healthy Transportation Policy. A sidewalk will be located the exterior of each barrel of Route 28.

**Location and Limits:** This bridge replacement project is located on Interstate 495 in the urban environments of the Town of Andover and City of Lawrence MA, starting southwest of the Route 28 interchange near the Corbett Street Bridge in Andover and ending just southwest of the Route 114 interchange in Lawrence. The project limits are approximately one mile long (5,565 ft) for each barrel or a total of approximately 11,130 ft combined.

The affected sections of Route 28 are under the I-495 bridges; Route 28 SB limits are from the Route 495 SB off ramp to Route 28 SB, approximately 625 ft. and Route 28 NB limits are from the Route 28 NB to Route 495 NB on ramp to the Route 495 SB onramp, approximately 915 ft.

**Existing Conditions:** I-495 was built in the early 1960's. Currently, I-495 is classified as an urban freeway on the NHS system. It is a limited access, divided highway with a wide, grassy median. For each barrel, the roadway consists of three 12 ft travel lanes and 6 to 12 ft (right) exterior shoulders and 2 ft to 10 ft (left) interior shoulders. Within the project limits, ramps are in a partial cloverleaf configuration:

Southwest quadrant:

I-495 SB loop-off ramp to Route 28 SB  
Route 28 NB & SB leg-onramp to I-495 SB,

Northeast quadrant:

I-495 NB leg-off ramp to Route 28 SB,  
I-495 NB loop-off ramp to Route 28 NB,  
Route 28 NB leg-onramp to I-495 NB.

All of the existing bridges were constructed in 1962 and are three-span steel girder structures with cast-in-place concrete decks and a bituminous driving surface. All of the existing bridges are supported by two concrete abutments founded on driven piles. All of the piers are founded on spread footings, with the exception of Pier 2 for both of the bridges over the railroad where the pier is supported by a concrete footing founded on driven piles. All of the bridges (except I-495 NB over the railroad) carry three 12-foot lanes, one 12-foot auxiliary lane and one 4-foot inside shoulder. The I-495 NB bridge over the railroad carries three 12-foot lanes, a variable width outside shoulder, and a 4-foot inside shoulder. The on-lane on-ramp for Rte 28 NB to I-495 NB ramp merges with I-495 NB just beyond the end of the bridge, and the ramp structure is part of the I-495 NB bridge (both bridges share the same foundations).

### **Proposed Improvements:**

The existing bridges will be replaced with single-span steel girder bridges with a cast-in-place concrete deck supported on integral abutments. The abutment walls will be constructed as MSE walls, but will not carry any vertical bridge load. The proposed bridges will all carry three 12-foot travel lanes and an auxiliary lane, one ten-foot inside shoulder and one 8-foot outside shoulder. The I-495 NB bridge will also carry one lane for the on-ramp traffic and a variable width gore to accommodate the on-ramp merge. The existing vertical clearances under the bridges will be increased slightly.

The length of I-495 from north of the Corbett Street Bridge in Andover to the Rt. 114 interchange in Lawrence will be is to be reconstructed and the bridges widened. The typical proposed roadway structure will be three 12 ft travel lanes, a 12 ft auxiliary (exterior) lane, a 12 ft (left) interior shoulder with a 10 foot overbuild for future expansion and maintenance, 6 to 12 ft (right) exterior shoulder, and a narrow median. Full depth construction will take place along the median. Mill & overlay and box-widening are proposed for the northbound and southbound barrel. Ramp work will be limited. Signage and lighting will remain similar.

In conjunction with the construction of I-495, there is an opportunity to add bicycle lanes on Rt. 28 under the I-495 bridges in compliance with the Commonwealth's Healthy Transportation Policy; there will be some work along both sides of Rt. 28 at I-495 to add the bicycle lanes while improving the traffic lanes and sidewalks along Rt. 28. A typical configuration for one barrel consists of: a 5 ft exterior sidewalk with 6 inch curb; 5 ft exterior bike lane; three 11 ft wide travel lanes; a 2 ft interior shoulder, and a 2 ft offset from the face of guardrail, giving a 4 ft total clearance between guardrail and traveled way). Mill & overlay and box-widening are proposed for Route 28 under the bridges.

Posted speeds will remain unchanged. The design speed for 495 will be 70 mph. The design speed for Route 28 will remain unchanged.

**Avoidance, Minimization and Mitigation Measures:** Accelerated construction techniques will be considered to minimize construction time and impacts to traffic.

In order to minimize the impact to the motoring public, construction staging has been designed to allow for three lanes of travel on both sides of I-495 in each direction during peak hours. In the first stage of construction, work is intended to take place in the median area between the two



barrels of I-495 and during this stage, 3 new lanes will be constructed to be utilized by traffic during the following phases when the existing I-495 bridges are to be demolished and reconstructed.

Minor ramp detours may be required and if implemented, will be employed during night hours with the ramps being made open before the morning peak hours.

THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

Andover, MA  
BRIDGE REHABILITATION, A-09-036, I-495 OVER ST 28 (SB), A-09-037, I-495 OVER  
B&M AND MBTA, A-09-041, I-495 OVER ST 28 (NB)  
Project File No. 606522

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@state.ma.us) or you may mail this sheet with any additional comments to:

Carrie E. Lavalley, P.E., Acting Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza, Boston, MA 02116-3973  
Attn: Major Projects

Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days after the hearing.

**PLEASE TYPE OR PRINT LEGIBLY.**

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Organization: \_\_\_\_\_

Address: \_\_\_\_\_

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Carrie E. Lavallee, P.E.  
Acting Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza  
Boston, MA 02116-3973

RE: Virtual Public Hearing  
BRIDGE REHABILITATION, A-09-036, I-495 OVER ST 28 (SB), A-09-037, I-495 OVER  
B&M AND MBTA, A-09-041, I-495 OVER ST 28 (NB)  
**ANDOVER**  
Project File No. 606522  
Attn: Major Projects