



DESIGN PUBLIC HEARING

OCTOBER 2, 2019

AT

BILLERICA TOWN HALL

Billerica, Massachusetts

6:30 PM

For the Proposed

YANKEE DOODLE BIKE PATH PROJECT

Project No. 608227

IN THE TOWN OF BILLERICA, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 608227

A Design Public Hearing will be held by MassDOT and the Town of Billerica to discuss the proposed Yankee Doodle Bike Path Project in Billerica, MA

WHERE: Town Hall Auditorium
365 Boston Road
Billerica, MA 01821

WHEN: Wednesday, October 2, 2019 at 6:30 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Yankee Doodle Bike Path project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The project consists of constructing an approximately 4-mile long bike path from Billerica High School to the Narrow Gauge Railroad at the Town of Bedford town line. The bike path will be a combination off and on-road facility with several roadway crossings.

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

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 608227. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email (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 (10) business days before the meeting. In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
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,

Patricia A Leavenworth, P. E.
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 ISSUES

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

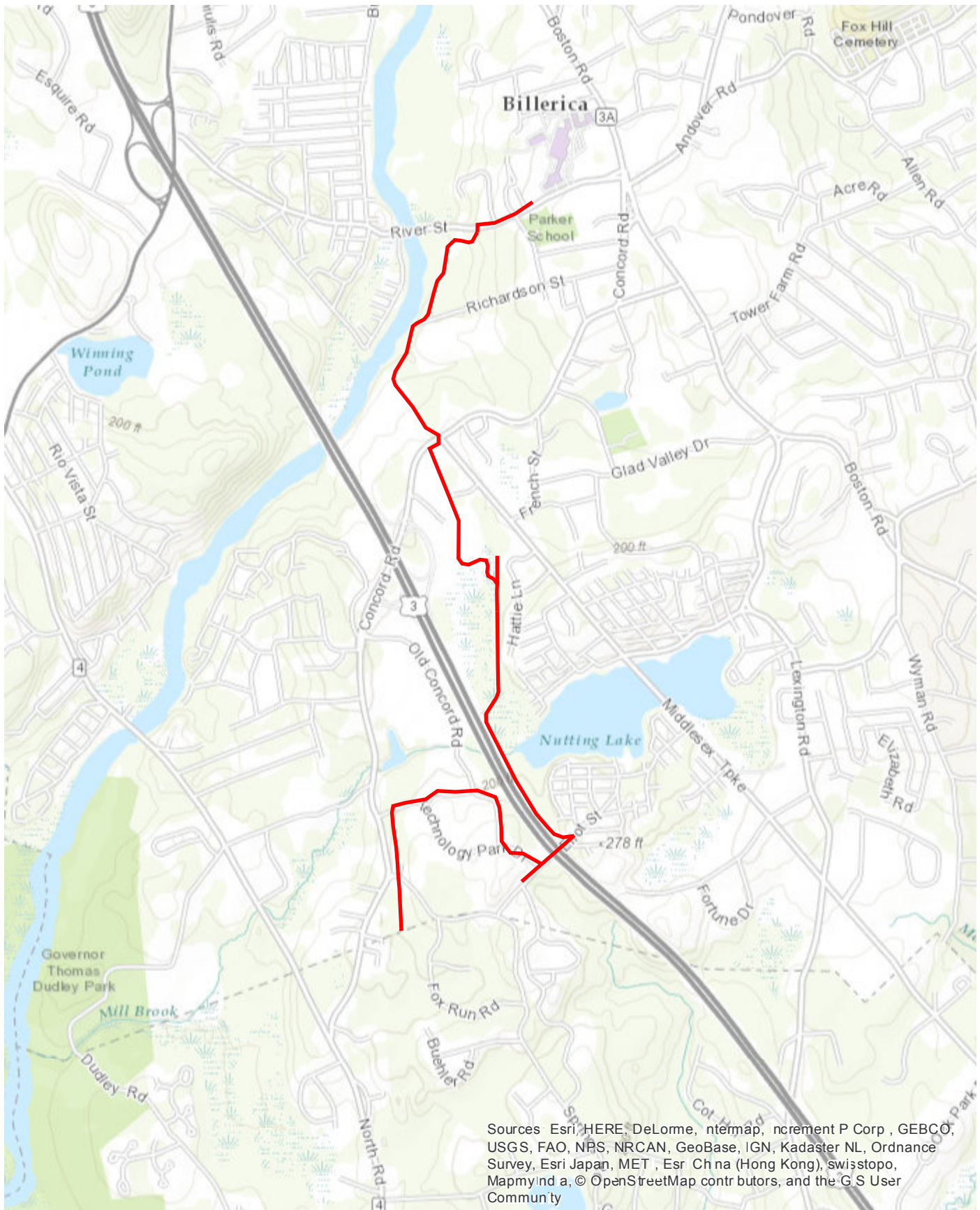
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NRS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Yankee Doodle Bike Path

| Billerica, Ma

Site Locus Map

Description

The Yankee Doodle Bike Path alignment was developed during an alternatives analysis process in coordination with the Yankee Doodle Bike Path Committee and the Town of Billerica. The preferred alignment is a combination of a shared use path adjacent to local road, on-road shared lane sections and an off-road shared use path that mostly follows the abandoned Boston and Maine rail road bed, linking up the Bedford Narrow Gauge Rail Trail, which connects with the Minuteman Bikeway. The Town's vision for this shared-use path is as a connection to surrounding communities and the Minuteman Bikeway, providing an accessible, non-motorized, recreational and alternative transportation resource for residents and visitors. The path will accommodate a variety of users including pedestrians, bicyclists, and wheelchair users that will improve access and safety to a variety of municipal, business and residential areas.

The proposed design will include approximately 4 miles of a paved 10-foot wide shared-use path. The typical path cross section includes 2-foot wide grass shoulders and a 2-foot lateral clearance from the edge of the trail surface to all lateral obstructions such as trees, poles, walls, fences, etc. The vertical geometry of the path will be designed to meet the maximum grade of 5% for all off-road sections and on-road sections will follow the natural topography. While a large portion of the proposed path involves converting an existing former railroad bed to a shared use path, several sections require separated bicycle facilities adjacent to the road.

The proposed path will begin at Billerica Memorial High School and travel along the north side of River Street as a separated path that is adjacent to the road. The path will cross River St (approximately 35 feet west of Parker Street) and enter the former railroad alignment. The path will then cross the town owned property between River Street and Richardson Street as an off-road facility. The path will cross Richardson Street and continue along the Concord River through the Cabot Corporation property. The path will cross Concord Road at the intersection with Middlesex Turnpike and travel adjacent to the edge of the parking lot for the Federal Street business park. The path will then follow the former railroad alignment up to Route 3. A small parking lot will also be provided on Middlesex Turnpike that will connect to the former railroad alignment. The path will travel adjacent to Route 3 and connect to Orchard Road where it will cross Route 3 using the existing Orchard Road bridge. The path will then turn onto Technology Park Drive as a separated bicycle facility that is adjacent to the road. The path will cross Technology Park Drive (approximately 270 feet west of Wall Street) and again enter the former railroad alignment. The path will follow the rail alignment across Springs Rd and meet with the existing Narrow Gauge Rail Trail at the Bedford town line.

There are four at-grade roadway crossings within the project limits: River Street (approximately 35 feet west of Parker Street); Concord Road (at the intersection of Middlesex Turnpike); Technology Park Drive (approximately 270 feet west of Wall Street) and Spring Road (at the intersection of Astrig Way). At Concord Road, bicycles will cross during the existing traffic signal pedestrian phase. At the other crossing locations warning devices (flashing beacons) are proposed that will be activated by pushbuttons.

The path will also include seven proposed bridge structures that range from small boardwalk structures over wetlands, to precast concrete culvert stream crossings, and a prefabricated steel truss to connect to the Orchard Road Bridge Crossing over Route 3.

Right of Way Impacts: A secure right-of-way is necessary for the proposed project. Temporary and permanent easements will be required for the construction of this project.

Traffic Management: It is the intent of the project that all streets remain open to traffic during construction. However, work performed at intersections may require some lane reductions or temporary lane closures to facilitate the construction process. Driveway access for abutting residences shall be maintained at all times during construction.

Project Construction Cost: The estimated cost of the project is \$9.7 million dollars. This project is funded under the Federal Aid Program whereby 80% of the construction cost will be funded by the Federal Highway Administration (FHWA) and 20% of the construction cost will be funded by the Commonwealth of Massachusetts.

Project Schedule: The design plans displayed at this meeting are at the 25% design stage. Comments made at this hearing will be incorporated to the maximum extent feasible. The 75% design will commence following the hearing. The project is currently programmed for CMQ construction funding in FY2023.

Please Fold and Tape



Please Place
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Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Yankee Doodle Bike Path
Billerica, MA
Project File No. 608227
Project Management Section

