



VIRTUAL DESIGN PUBLIC HEARING

April 27, 2022

FOR THE PROPOSED

ELM STREET RESURFACING AND SIDEWALK IMPROVEMENTS (SRTS)

Project No. 610672

IN THE CITY OF GARDNER, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, PE
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING MEETING
Project File No. 610672

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Resurfacing of Elm Street and Sidewalk Improvements Safe Routes to School (SRTS) project in **Gardner, MA**.

WHEN: 6:30 pm, Wednesday, April 27, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Resurfacing of Elm Street and Sidewalk Improvements Safe Routes to School 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 includes the resurfacing of Elm Street in the City of Gardner from Cross Street to Temple Street, approximately 1,340 feet. The project involves the alteration of roadway geometry including the implementation of a road diet. Safety improvements, the formalization of the pick-up / drop-off area for the Elm Street School, and bicycle accommodations have been provided in accordance with applicable design guides. Improvements also include the reconstruction of ADA compliant pedestrian facilities (sidewalks, pedestrian curb ramps), and Rectangular Rapid Flashing Beacons (RRFB's) at the school driveways for increased safety.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **City of Gardner** 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 MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: **Project Management**, Project File No. **610672**. 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). 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.

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

Your Municipality is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Municipality 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. 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.



PREPARED FOR:



TITLE:

**ELM STREET RESURFACING AND SIDEWALK
IMPROVEMENTS
MASSDOT PROJECT #610672
PROJECT LOCUS MAP**

DATE:

04-27-2022

SCALE:

1" = 1000'

PREPARED BY:

**WORLDTECH
ENGINEERING**

300 TRADE CENTER, SUITE 5580
WOBURN, MASSACHUSETTS 01801
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PROJECT PURPOSE

The Massachusetts Department of Transportation (MassDOT) – Highway Division proposes roadway resurfacing and reconstruction of cement concrete sidewalks on Elm Street in the City of Gardner, as part of the Safe Routes to School (SRTS) program. The purpose of the project is to improve roadway and sidewalk infrastructure, and safety for all users along the Elm Street corridor.

PROJECT LOCATION AND EXISTING CONDITIONS

Elm Street is a bi-directional Urban Minor Arterial roadway extending generally in a north-south direction providing one travel lane in each direction separated by a double yellow centerline. The roadway width is generally 32-feet-wide with unmarked shoulders. The existing pavement structure is in a fair condition, with deteriorated sidewalks and little to no curb reveal. The corridor lacks pedestrian curb ramps at intersections, including along the frontage of the Elm Street School. Limited signage and wide unmarked travel lanes contribute to high vehicular speeds. Land use along Elm Street consists of residential dwellings, with the exception being the Elm Street Elementary School, the focus of the Safe Routes to School (SRTS) program. The adjacent intersections of Temple Street to the south, and Cross Street to the north, are four-legged unsignalized intersections under two-way stop control.

SCOPE OF WORK

The project involves the resurfacing of the travel way and reconstruction of sidewalks along Elm Street, incorporating painted bicycle lanes in each direction. The corridor will consist of 11-foot travel lanes in each direction, with 5-foot painted bicycle lanes marked between the travel lanes and each curb line. Cement concrete sidewalks are generally 5-feet wide along each side of the corridor. A grass strip will be provided along segments of the corridor in the southbound direction, as space permits. Adjacent to the Elm Street School, an 8-foot-wide drop-off / pick-up area will be implemented. The designated drop-off / pick-up area will be accessed via an 8-foot cement concrete sidewalk and 6-foot asphalt bicycle lane, at sidewalk level, along the frontage of the Elm Street School building.

Along the corridor, cement concrete sidewalks will be accompanied ADA-complaint pedestrian curb ramps at each end of marked crosswalks and the raised bicycle lane. Existing curbing will be removed and discarded, and new granite curb will be installed at a consistent height. Curb extensions at each end of the drop-off / pick-up area will formalize the parking area and shorten pedestrian crossings at the school driveways. The Elm Street crossings at each school driveway will be supplemented with a pedestrian activated Rectangular Rapid Flashing Beacon (RRFB). Drainage improvements, including new catch basins, manholes, and pipe will be installed to supplement the existing drainage system based on curb line adjustments.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The contractor will coordinate with MassDOT and city officials regarding work hours, school arrival / dismissal periods, and traffic circulation. All temporary traffic control measures will be approved by the city prior to implementation.

A majority the proposed improvements can be constructed using alternating lane closures, allowing one direction of travel at a time. Under this configuration, all approaches will be under police control during daytime hours, for the duration of the work. Work outside of the travel way can be constructed using shoulder closures. This work zone configuration would allow for bi-directional travel guided by temporary traffic control measures. Geometric improvements at the intersections will require a combination of an alternating lane closure and a corner closure with the assistance of police details.

There may be a limited time in which portions of the roadway may require a closure. Under this circumstance, a temporary detour would be established with advanced warning signs. Closures would be carefully coordinated to take place during off-peak hours, outside of the school calendar. Detour routes would be approved by the City of Gardner and MassDOT. Advanced notice would be provided to the impacted areas, including direct abutters. Access to properties will be maintained at all times.

RIGHT-OF-WAY

The majority of the roadway improvements can be accommodated within the existing City Layout, as the work will occur within the footprint of the existing roadway (travel way and sidewalks).

Temporary easements may be required along the existing back of sidewalk to reconstruct portions of abutting driveways and walkways, construction of the proposed sidewalk, installation of tree protection measures, and placement of loam and seed in areas of landscape disturbance. A limited number of permanent easements are required for sidewalk / pedestrian curb ramp encroachments and utility pole relocations.

The City of Gardner is responsible for all necessary Right-of-Way acquisitions and / or easements.

PROJECT STATUS

The plans available are 25% complete (Preliminary Design Stage). The next step will be to review the comments that we receive and make appropriate revisions. Following the revisions, the next step will be to develop Final Plans, Specifications, and Estimate (PS&E), after which the project will be advertised for construction. The construction for this project is tentatively set to begin in the summer of 2023.

PROJECT COSTS

The total construction cost at the 25% Design stage is currently estimated to be approximately \$1,100,000.

Address: _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Virtual Public Hearing
ELM STREET RESURFACING AND SIDEWALK IMPROVEMENTS (SRTS)
GARDNER, MA
Project File No. 610672
Attn: Roadway Project Management Section

