



VIRTUAL DESIGN PUBLIC HEARING

January 14, 2025 at 6:30PM

FOR THE PROPOSED

**RECONSTRUCTION OF CENTRAL STREET AND SOUTH MAIN STREET
FROM MINERAL STREET TO COUNTY ROAD
Project No. 605743**

IN THE TOWN OF IPSWICH, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

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

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A VIRTUAL DESIGN PUBLIC HEARING
Project File No. 605743**

A Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Reconstruction of Central Street and South Main Street project in Ipswich, MA.

WHEN: 6:30 PM, Tuesday, January 14, 2025

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of Central Street and South Main Street 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 roadway corridor and intersection improvements on Central Street and South Main Street, from Mineral Street to County Street. Improvements include full pedestrian accommodations and on-road bicycle accommodations, intersection reconfiguration to revise the existing traffic patterns at North Main Street / Market Street (a.k.a. Market Square) and at County Street / Poplar Street. The project includes a new traffic signal system at Market Square, geometric modifications, stormwater drainage system upgrades, ADA/AAB compliant curb ramps and sidewalk, pavement rehabilitation, new signage and pavement markings along the corridor and at intersections. Landscape and streetscape elements that complement and enhance the historic character of the area will also be included in the project.

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

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavallee, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. 605743. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted.

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 and prior to the hearing, 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 hearing will be hosted, or a cancellation announcement posted, on the internet at <https://www.mass.gov/orgs/highway-division/events>.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, 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,

Carrie E. Lavalley, 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 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 will contact you. They will explain the impacts of the project on your property, the procedures used in acquiring any necessary rights in land, and your rights as protected under Massachusetts General Laws Chapter 79.

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

Town officials will often seek donations for temporary and permanent rights to minimize the cost of acquisition for your community. Donations, however, are not required and property owners affected by the project are entitled to appraisal, review appraisal, and just compensation.

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. Rights of Entry are occasionally used instead of temporary easements for work that 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 and can be revoked by the property owner at any time. Rights of Entry are not required. Property owners are entitled to appraisal, review appraisal, and just compensation.

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 and 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'S OFFER?

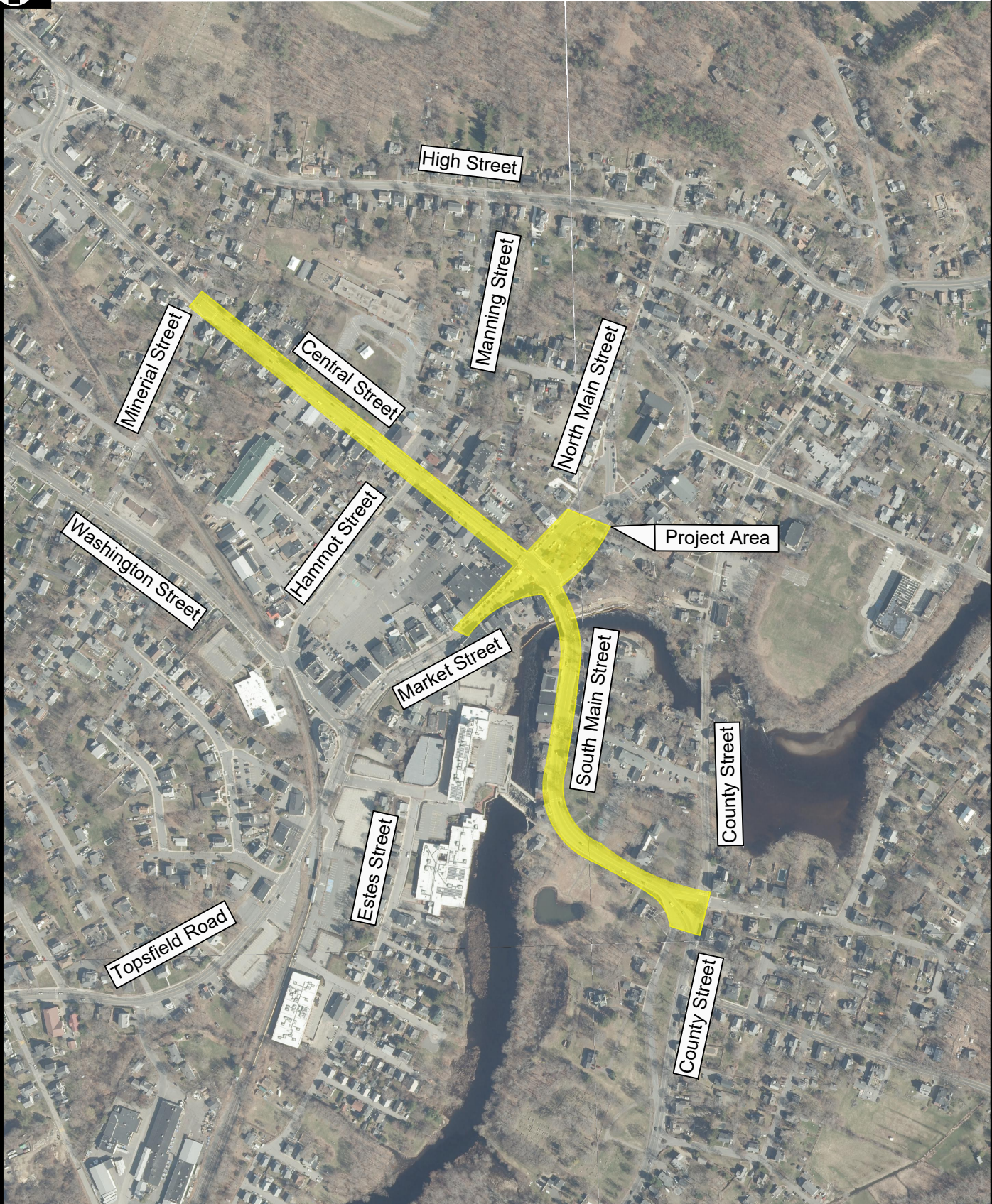
No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



1" = 500'

Central Street and South Main Street - Ipswich, MA

Design Public Hearing



Locus Map



TEC, Inc.
282 Merrimack Street, 2nd Floor
Lawrence, MA 01843
978-794-1792
www.TheEngineeringCorp.com

IPSWICH – CENTRAL STREET & SOUTH MAIN STREET CORRIDOR IMPROVEMENTS (605743)

PROJECT DESCRIPTION

Project Location and Existing Conditions:

The current Central Street and South Main Street (Route 1A/133) corridor contains a two-lane bi-directional roadway extending from the intersection with Mineral Street to the intersection with Argilla Road. The project includes the intersection of Central Street, North Main Street, South Main Street and Market Street (aka Market Square) and the intersection of South Main Street, County Street, County Road (Route 1A/133) and Poplar Street. The existing roadway has a typical width ranging between 34-feet to 41-feet with an existing 5-foot sidewalk on both sides. No dedicated bicycle accommodations currently exist.

Project Purpose:

The Town of Ipswich proposes to reconstruct Central Street and South Main Street. The purpose of the project is to upgrade roadway infrastructure (e.g. stormwater drainage system, curb, sidewalks, pavement, signs, pavement markings), enhance safety for all users, improve traffic operations and circulation, improve accessibility for pedestrians, and provide accommodations for cyclists while minimizing impacts to the historic character and aesthetics.

Proposed Project:

Central Street and South Main Street are proposed to be reconstructed to feature one 11-foot wide travel lane with a 5-foot to 7-foot bicycle lane in each direction. In constrained locations where on-street parking or the historic Choate Bridge preclude the provision of a minimum 5-foot bicycle lane, shared vehicle and bicycle accommodations are proposed. Pedestrians will be accommodated on 5.5-foot wide (minimum) sidewalks. The Market Square intersection will be reconfigured to a more conventional four-way intersection with a new traffic signal system. The direction of the auxiliary one-way portion of North Main Street will be reversed for better traffic flow through Market Square. The intersection of South Main Street, County Road, County Street, and Poplar Street will also be reconfigured to a typical “T-intersection”. High visibility crosswalks will be constructed at all crossing locations. The existing stormwater drainage system will be reconstructed as part of the project. Special considerations will be made for lighting, landscape, and streetscape elements that enhance the area while embracing its historic character.

Maintenance of Traffic During Construction:

The Contractor will coordinate with MassDOT and Town Officials regarding work hours and traffic circulation. All temporary traffic control measures will be approved by the Town prior to implementation.

A majority of 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 control.

There may be a limited time in which portions of the roadway(s) may require a full closure. Under this circumstance, a temporary detour would be established with advance warning signs. Closures would be carefully coordinated to take place during off-peak hours. Detour routes would be approved at the State and Town level and advance notice would be provided to the impacted areas.

Project Schedule:

The design reviewed at this hearing is at the 25% stage of completion. Comments made at this design hearing will be incorporated to the maximum extent feasible in the 75% design currently anticipated for Fall 2025. Environmental and other local permitting (e.g. Public Shade Tree Hearing) would occur during this phase. The 100% and final designs would then be completed in 2026, and the date for public bidding advertisement is scheduled for Federal Fiscal Year 2027.

Project Cost:

The estimated total construction cost for this project is approximately \$14.5 million. Funding for the construction will be through the Federal Highway Administration (80%) (FHWA) and the Commonwealth of Massachusetts (20%).

FREQUENTLY ASKED QUESTIONS

How long will construction last?

It is expected that construction will be substantially complete within approximately two construction seasons.

What time of day will construction take place?

Work will take place Monday through Friday. No work that requires a lane closure will take place during peak traffic times, which is generally from 7:00 am to 9:00 am and from 3:00 pm to 6:00 pm. Night work may be necessary to facilitate utility relocations and would require approval by the Town and MassDOT.

How will construction impact my business or residence?

Access to all residences and businesses will be maintained during construction.

Will trees be impacted by the project?

Yes, due to the reconfiguration of the Market Square and South Main Street at County Street intersections, a few existing trees will need to be removed or trimmed. An Arborist review will be performed to recommend which trees should be removed or trimmed. Due to the reconfiguration of these intersections, additional “green space” will be created. As the design progresses a Landscape Architect will identify locations where replacement trees may be accommodated within the public right-of-way.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Ipswich, MA
Central Street and South Main Street Improvement Project
Project File No. 605743

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

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

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.

Name: _____ Title: _____

Organization: _____

Address: _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Public Hearing
Central Street and South Main Street Project
IPSWICH
Project File No. 605743
Attn: Project Management

