



VIRTUAL DESIGN PUBLIC HEARING

MONDAY, SEPTEMBER 27, 2021

FOR THE PROPOSED

**INTERSECTION RECONSTRUCTION AT MARSTON STREET AND EAST HAVERHILL STREET
Project No. 610923
Project Management**

IN THE CITY OF LAWRENCE, 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 VIRTUAL DESIGN PUBLIC HEARING
Project File No. 610923**

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Marston Street and East Haverhill Street Improvements project in Lawrence, MA.

WHEN: Monday, September 27, 2021, 6:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed improvements on Marston Street and East Haverhill Street project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent practicable.

PROPOSAL: The proposed project consists of reconstruction and improvements to segments of Marston Street, and East Haverhill Street in Lawrence. The primary purpose of the project is to improve safety. The proposed improvements include the construction of enhanced bicycle and pedestrian accommodations including continuous 8' cement concrete sidewalks and ADA compliant pedestrian curb ramps, and a 10' cement concrete shared use path throughout the project area. The Parthum Elementary School is immediately adjacent to the intersection, and enhanced multi-modal accommodations will increase opportunities for school aged children to walk and / or bike to school safely from the surrounding neighborhoods. The proposed improvements also include the construction of a fully actuated traffic signal and geometric modifications to reduce conflict areas, minimize pedestrian crossing distances and increase vehicular, pedestrian and bicycle safety at the City's gateway intersection.

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

Written statements and other exhibits regarding the proposed undertaking are to be submitted to Carrie E. Lavallee, P.E., Acting Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Project Management Project File No. 610923. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked no later than ten (10) business days after the hearing is posted to the MassDOT website listed below. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

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 Virtual Design Public Hearing or a cancellation announcement will be posted 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. Lavalley, 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?

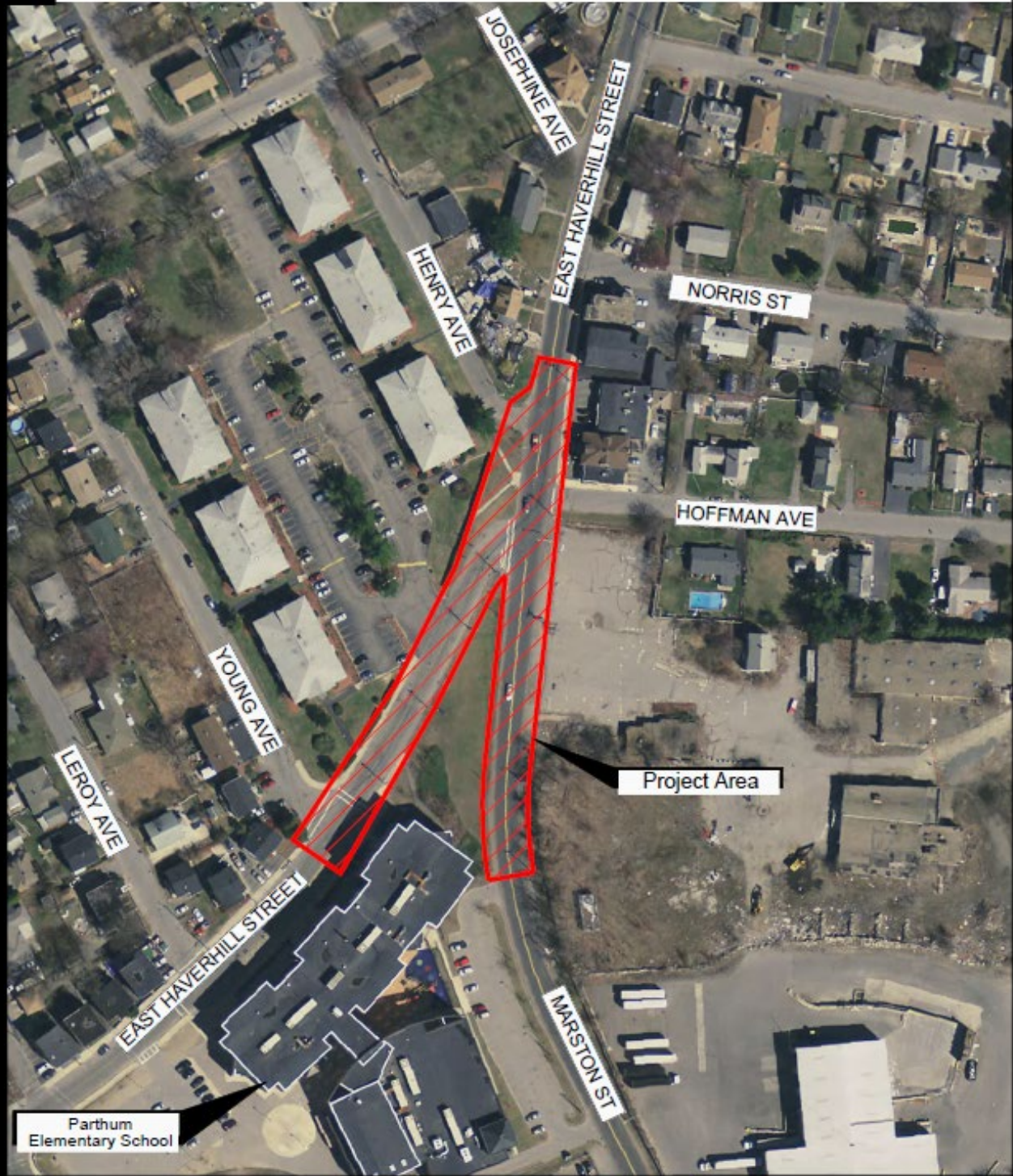
In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. 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.

1" = 150'

East Haverhill Street at Marston Street - Lawrence, MA
Design Justification Workbook



Parthum
Elementary School

Project Area



TEC, Inc.
146 Descomb Road
Andover, MA 01810
978-794-1792
www.TheEngineeringCorp.com

Locus Map
East Haverhill Street at Marston Street
Intersection

Intersection Improvement Project Marston Street and East Haverhill Street in Lawrence Project File No. 610923

PROJECT LOCATION

The project includes traffic and safety improvements to the intersection of Marston Street and East Haverhill Street.

PROJECT PURPOSE

The purpose of this project is to increase safety for all modes of transportation and improve intersection operation. The Massachusetts Department of Transportation (MassDOT) and the City of Lawrence are proposing pedestrian, bicyclist, and vehicular safety and mobility improvements along approximately 600 feet of Marston Street and 460 feet of East Haverhill Street. This proposed project is primarily intended to improve traffic operations at the intersection of Marston Street and East Haverhill Street and improve safety and accessibility for pedestrians and bicyclists from the surrounding school zone and neighborhoods.

PROPOSED IMPROVEMENTS

The project includes transportation improvements along Marston Street and East Haverhill Street. The proposed improvements include:

- Construction of a fully actuated traffic signal and geometric modifications to reduce conflict areas.
- Minimized pedestrian crossing distances and increased vehicular, pedestrian and bicycle safety at the intersection.
- Construction of continuous 8' cement concrete sidewalks and ADA compliant pedestrian curb ramps, and a 10' cement concrete shared use path throughout the project area.
- With Parthum Elementary adjacent to the intersection, enhanced multi-modal accommodations for increased opportunities for school aged children to walk or bike to school safely.
- Striping of new thermoplastic crosswalks, STOP lines, centerlines, lane lines, parking lanes, and shoulder lines within the project limits.
- Earth excavation, pavement milling, super pave asphalt pavement, granite curb, and minor drainage improvements.

TRAFFIC MANAGEMENT

During typical construction operations, all roadways in the project area will remain open to residents and other traffic. Occasional short traffic disruptions and travel lane/shoulder/parking lane closures may occur, but every effort will be made to minimize inconvenience to the travelling public and abutting residents and businesses. Pedestrian and vehicular access to abutting properties will be maintained throughout construction.

RIGHT OF WAY IMPACTS

Temporary construction easements will be required for minor grading impacts to lawns, driveways, and walkways and to restore impacts to adjacent properties. Small permanent easements will also be required for traffic signal equipment, sidewalk, utility poles and associated overhead wires. The City of Lawrence will be responsible for securing all necessary easements. MassDOT's policy concerning land acquisition will be discussed at this hearing.

PROJECT COST

The current estimate of the total construction cost of this project based on 25% design is approximately \$1,600,000.

PROJECT SCHEDULE

The design plans presented this evening are at the 25% design stage. Design, environmental permitting and right of way acquisition must be completed by February 2022. Construction is anticipated to begin in the Summer of 2022.

FREQUENTLY ASKED QUESTIONS

How long will construction last?

It is expected that construction will be substantially complete by September 2023.

What time of day will construction take place?

Work will take place Monday through Friday. No work that requires work in the roadway will take place during peak traffic times which is from 6:30 am to 9:30 am and from 3:30 pm to 7:00 pm.

How will construction impact my business?

Access to residences and businesses will be maintained during construction.

The morning commute is a lot different than the afternoon commute. How will the traffic signal adjust for this?

The traffic signal programming is much more advanced now-a-days. At a minimum, the traffic signal timing scheme will be programmed based on recent traffic counts for each intersection movement at multiple points during the typical day. The traffic signal timings will typically fluctuate throughout the day to optimally accommodate the demand.

Does the video camera for detection record my movements?

The camera is generally pointed at the stop line and detects vehicles within the specified computer-generated zone at the stop line, or at another location on the approach/movement to sense the vehicle's presence. The City does not maintain videotape of the camera images and generally is zoomed out so that license plates are not typically seen if watching in real-time.

Will there be pedestrian accommodations at the traffic signal?

The new traffic signal will provide new pedestrian LED signal heads with countdowns for the flashing don't walk interval. Each crosswalk terminus will have an accessible push button with verbal and vibratory mechanics for persons with disabilities.

I heard the audible push buttons are loud.

The audible tones or messaging on the push button does increase in volume when surrounding ambient noise increases; such as when a truck passes to assist those with hearing disabilities. During normal periods, the decibel level is kept at the lowest setting allowed under state and federal guidance. The setting can be adjusted within residential areas for night-time setting.

In the past, I have not been able to cross the whole roadway during the pedestrian interval.

The pedestrian timing is set up to provide a 7 second WALK phase and then a FLASHING DON'T WALK / DON'T WALK clearance before the next green phase to account for the curb-to-curb distance at a typical walking speed of 3.5 ft/second. If a person starts to walk after the FLASHING DON'T WALK begins, it is likely that the timing will not be enough. This is why we have added the initial 7 seconds of WALK.

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Virtual Public Hearing
Intersection Improvements at Marston Street & East Haverhill Street
LAWRENCE
Project File No. 610923
Attn: Project Management

