



VIRTUAL DESIGN PUBLIC HEARING

OCTOBER 14, 2021

AT 6:30 PM

FOR THE PROPOSED

ROUTE 2A (MARRETT ROAD) OVER I-95 BRIDGE REPLACEMENT PROJECT

Project No. 603722

Bridge No. L-10-010 (B67)

Bridge Project Management Section

IN THE TOWN OF LEXINGTON, 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. 603722

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed LEXINGTON BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95 project.

WHEN: **Thursday, October 14, 2021, 6PM-8PM**

WHERE: https://us02web.zoom.us/webinar/register/WN_If2fNLzHThe0VaTQ3tcrdQ

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed LEXINGTON BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARRETT ROAD) OVER I-95 project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed bridge project consists of the replacement of the existing Route 2A (Marrett Road) bridge in its present location, modification of the layout of the interchange off/on ramps, roundabouts on each end of the bridge, and other safety improvements. The proposed two span bridge will provide two 11-foot travel lanes westbound, one 12-foot lane eastbound, a 4-foot median, and a single 10-foot shared-use path on the north side. Traffic will be managed through staged construction. Short-term detours during night-time hours will be required for certain construction activities. The project will also provide pedestrian and bicycle accommodations within the project limits to improve connectivity and access. Multimodal accommodations consisting of accessible pedestrian facilities and a shared use path have been provided in accordance with applicable design guides.

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. Lavalley, P.E., Acting Chief Engineer, via e-mail to 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. 603722. 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 published on the internet at www.mass.gov/massdot-highway-design-public-hearings.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEY, 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

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?

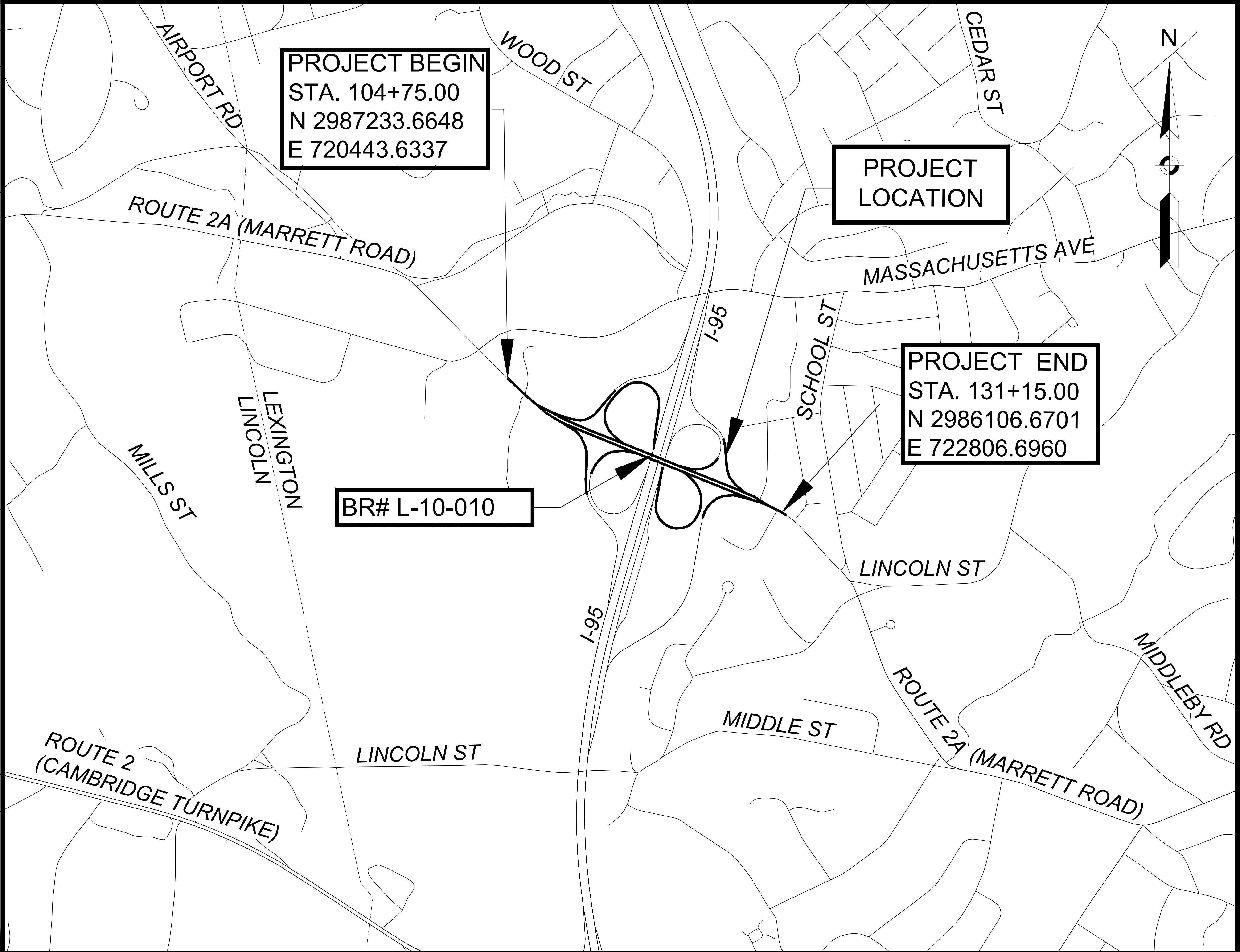
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time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



PROJECT BEGIN
STA. 104+75.00
N 2987233.6648
E 720443.6337

PROJECT
LOCATION

PROJECT END
STA. 131+15.00
N 2986106.6701
E 722806.6960

BR# L-10-010

Project Location

Bridge No. L-10-010 carries Route 2A (Marrett Road) over I-95 in the Town of Lexington. The bridge is located approximately 1,200 feet east of the intersection of Forbes Road and Marrett Road (Route 2A).

Project Purpose

The purpose of the project is to replace the currently deficient bridge with a new structure that will meet current design loadings and bridge standards. The proposed replacement of the bridge will provide for a safer, more reliable structure and roadway approaches for the traveling public. This project also aims to improve traffic flow and safety through modification of the layout of the I-95 Exit 46 interchange off/on ramps, ramp realignments, geometry modification, loop ramp eliminations and introduction of a roundabout on each end of the bridge.

Existing Conditions

Marrett Road (Route 2A) typically provides two-travel lanes in each direction throughout the project limits. The roadway is classified as an Urban Minor Arterial and the western portion, which provides a link to the Hansom Air Force Base, is part of the National Highway System. The existing bridge is 78-feet wide between curbs and maintains a two-lane travel way in each direction. There is one narrow sidewalk on the north side of the bridge and continues along Route 2A, terminating approximately 60-feet east of Leroy Road. There is also a sidewalk on the south side of Route 2A at Elena Road extending east beyond the project limits. There are no bicycle accommodations along this roadway. There are two pairs of MBTA bus stops along Route 2A that are located east of Forbes Road and west of Wilson Road. The vertical geometry of the roadway slopes upwards from west to east. The horizontal geometry is straight throughout.

The Average Daily Traffic (ADT) is approximately 16,500 vehicles per day with 3.5% truck traffic (T). The proposed design speed is 35 mph.

The existing four span structure was built in 1961 and has an approximate curb-to-curb roadway width of 78-feet with 6-foot median. The existing bridge provides accommodations for two travel lanes in each direction and a narrow sidewalk on the north side of the bridge. The four span structure is approximately 282 feet long with an out-to-out deck width of approximately 88-feet. The bridge superstructure consists of two (2) welded steel plate fascia girders and twelve (12) rolled steel interior beams for spans 1, 2 and 4. Span 3 consists of ten (10) welded steel plate girders. In all spans, the beams and girders support a reinforced concrete deck. The substructure consists of a reinforced concrete abutment at each end and three (3) piers in between. The existing structure is structurally deficient.

Project Improvements

The bridge will be replaced with a two (2) span superstructure that supports an 8-inch-thick concrete deck and asphalt overlay. The superstructure will be supported on a pair of new concrete

integral abutments and a multi-column pier at approximately the same location to the existing middle pier.

The proposed bridge will provide a curb-to-curb roadway width of 54-feet with two (2) 11-foot travel lanes westbound, one (1) 12-foot lane eastbound and a single 10-foot shared-use path on the north side. The shared-use path will be 12-feet wide off the bridge. The eastern and western approaches will be reconstructed, and Ramps B (Route 2A EB to I-95 NB) and D (Route 2A WB to I-95 SB) will be discontinued to incorporate the two roundabouts. The proposed horizontal geometry will shift slightly to the north to accommodate traffic during staged construction and the vertical geometry will raise approximately 3-feet at the proposed bridge to accommodate the deeper beams and to maintain the necessary vertical clearance over I-95.

Bus “pull-offs” will be provided for the MBTA at the eastern end of the project, just west of Wilson Road. It was deemed that the shoulders in this area were not wide enough to accommodate the MBTA busses that currently service Marrett Road. The bus stops at the western end of the project near Forbes Road will remain unchanged.

Traffic Management

The proposed multiple stage temporary traffic control plan will include the Route 2A bridge demolition, bridge construction, paving of roadways, full-depth reconstruction of roadways, construction of new roundabouts, etc. A full closure of Route 2A and I-95 will be required for certain construction activities; therefore, detour plan is proposed for both roadways. The proposed work hours for the full closures are between 11:00 PM and 5:00 AM.

Right of Way Impacts

The Town shall obtain the necessary temporary construction easements, permanent easements, and fee takings required for the project. There are currently four (4) temporary construction easements that will be required from the abutting properties.

Project Cost

The total preliminary construction cost estimate for the entire project is \$30.5 million.

Project Schedule

The design plans presented at the Design Public Hearing are preliminary design plans (25% Design Level). Design, permitting, and right-of-way acquisition will be completed by Fall/Winter 2021. The project is anticipated to be advertised for in 2022.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Lexington, MA
Route 2A (Marrett Road) over I-95 Bridge Replacement
Project File No. 603722

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

RE: Virtual Public Hearing
ROUTE 2A (MARRETT ROAD) OVER I-95 BRIDGE REPLACEMENT
LEXINGTON
Project File No. 603722
Attn: Bridge Project Management

