



VIRTUAL DESIGN PUBLIC HEARING

February 9, 2022

FOR THE PROPOSED

**INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE & BURNHAM ROAD
Project No. 610658
MassDOT Project Management Section**

IN THE CITY OF METHUEN, 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
Project File No. 610658

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Intersection Improvements at Riverside Drive and Burnham Road project in **Methuen, MA**.

WHEN: 6:30PM EST, Wednesday February 9, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Intersection Improvements at Riverside Drive and Burnham Road project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The purpose of the Project is to increase safety in the area through roadway improvements that comply with the Healthy Transportation Policy (P-13-0001) - including roadway resurfacing, an extension of sidewalks to access a nearby park, bicycle facilities, and a new traffic signal at the intersection of Riverside Drive and Burnham Road. New sidewalk and bicycle facilities will be added to increase accessibility to the Raymond J. Martin Riverside Park and Francis Morse Park Pathway. The new traffic signal will increase safety, functionality for roadway users traveling through the Riverside Drive at Burnham Road intersection.

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 MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: **Project Management, Project File No. 610658**. 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 on 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. 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.

TO SAFEGUARD THE PROPERTY OWNER

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?

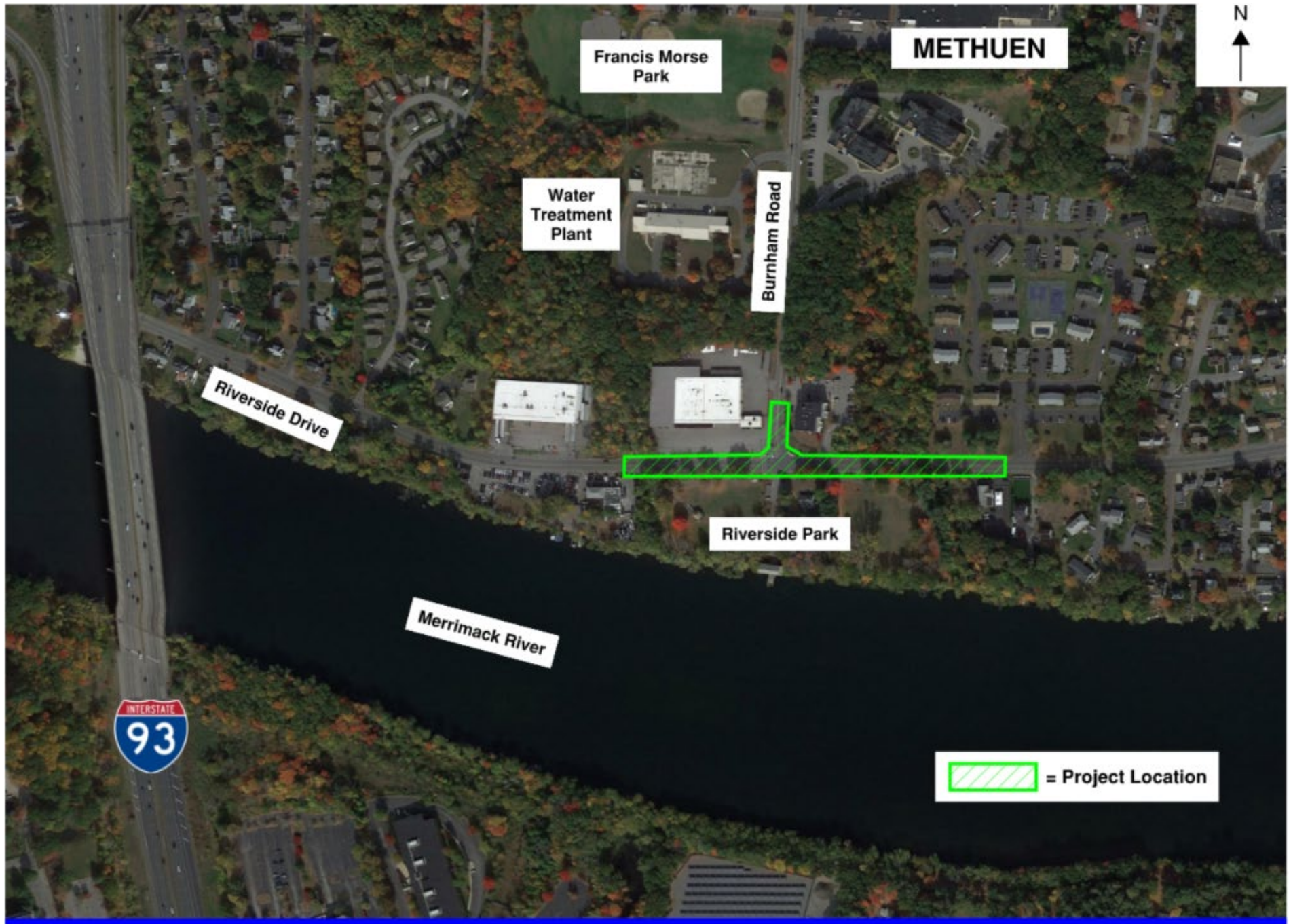
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time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



INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND BURNHAM ROAD (610658)

PROJECT DESCRIPTION

Project Location and Existing Conditions:

The primary facility within the limits of this project is Riverside Drive. Riverside Drive is classified as a minor arterial and has two (average) 18-foot travel lanes with 2-foot shoulders. The existing pavement width is approximately 40 feet. There are currently no pedestrian facilities along the north side of Riverside Drive aside from short sidewalk segments at the intersection corners for wheelchair accessible ramps. There is an existing sidewalk on the east side of Burnham Road. There are currently no bicycle facilities in the project area. An 8.5-foot wide park path that is offset from the roadway runs parallel to Riverside Drive within the extents of Raymond J. Martin Riverside Park.

The intersection of Riverside Drive and Burnham Road is currently uncontrolled for Riverside Drive and stop-controlled for Burnham Road. Crosswalks are located on the north, east, and west legs of the intersection. Pedestrian crossing signs are provided on the east and west legs of the intersection.

On the western limits of the study area, there is a crosswalk that connects the park path from Raymond J. Martin Riverside Park to the Francis Morse Park Pathway. The crosswalk does not align with the terminus of the park path nor does it have a pedestrian crossing sign to warn eastbound vehicular traffic.

About 400' east of the Riverside Drive at Burnham Road intersection is a crosswalk with one end at the terminus of the park path from Raymond J. Martin Riverside Park and the other end at an existing guardrail.

Project Purpose:

The Massachusetts Department of Transportation (MassDOT) – Highway Department proposes to provide intersection improvements to the Riverside Drive at Burnham Road intersection as well as transportation improvements for approximately 0.23 miles of Riverside Drive. The purpose of the project is to incorporate a “Complete Streets” design to improve multi-modal accommodation and comply with the Healthy Transportation Policy (P-13-0001).

Proposed Project:

The design will provide sidewalks on the north side of Riverside Drive for the length of the project and on the south side east of Raymond J. Martin Riverside Park. The roadway will be milled and overlaid, and new striping will provide 11-foot travel lanes, 5-foot bike lanes, and 3-foot buffers. The two existing crosswalks to the west and east of Riverside Drive that connect to the park shall be improved with appropriate landings and pedestrian activated Rectangular Rapid Flashing Beacons (RRFBs).

The intersection of Riverside Drive and Burnham Road is proposed to be signalized with new signal equipment, including crosswalks and pedestrian signals. Dedicated left turn lanes on Riverside Drive will be included.

Overhead telephone, electrical and cable lines run between utility poles along the length of the project. Four utility poles will be required to be relocated as a result of the proposed widening of the corridor. There are several locations where the gas line will need to be relocated due to proposed drainage structures. Various utility castings are proposed to be adjusted during the work. A water intake line, testing line, and various communications extend underground from the water treatment plant on Burnham Road and cross under Riverside Drive to the pump house in Raymond J. Martin Riverside Park.

All proposed work will occur within the State Highway Layout with the exception of some roadside slopes and driveway aprons. Temporary easements are required on the affected parcels. No permanent easements or fee takings are anticipated.

Maintenance of Traffic During Construction:

The Contractor will be required to coordinate with MassDOT and Town Officials regarding work hours and changes to traffic patterns. Access to all business and driveways will be maintained at all times. Detour routes are not anticipated for this project.

Daily lane closures during off peak hours may be needed for work along the existing roadway.

Construction activities within the existing Riverside Drive and Burnham Road pavement footprint can be constructed with daily lane closures while maintaining at least one lane of traffic in each direction. Work beyond the existing pavement can be constructed using shoulder closures. Improvements at intersections will require lane and/or corner closures, as required to complete the work.

Project Schedule:

The design reviewed at this meeting 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 scheduled for April 2022. Final design is scheduled to be completed in Summer 2022. The date for public bidding advertisement is scheduled for Summer 2023.

Project Cost:

The estimated construction cost for this project is approximately \$1.4 million. Funding for the construction will be Federal Highway Administration (80%) (FHWA) and the Commonwealth of Massachusetts (20%).

Address: _____

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

RE: Virtual Public Hearing
INTERSECTION IMPROVEMENTS AT RIVERSIDE DR/BURNHAM RD
METHUEN
Project File No. 610658
Attn: Project Management

