



VIRTUAL DESIGN PUBLIC HEARING

JUNE 23, 2021

FOR THE PROPOSED

REHABILITATION OF CENTRAL STREET

Project No. 608933

Project Management

IN THE CITY OF PEABODY, 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. 608933

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Rehabilitation of Central Street project in Peabody, MA.

WHEN: Wednesday, June 23, 2021 at 7PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Rehabilitation of Central 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 repaving and replacing sidewalk along Central Street from Walnut Street to the intersection the Central Street, Endicott Street, Andover Street, and Pulaski Street intersection, and also Pulaski Street from this intersection to Buxton Lane. Improvements will include a 5-foot bicycle lane in each direction throughout the project, including buffered bicycle lanes, where possible, and an on-street parking lane along the west side of Central Street.

At Wilson Square, a 10-foot asphalt shared use path will be incorporated on Central Street and continue down Pulaski Street. Drainage improvements, including new drainage structures and drainage pipe will be added throughout the project corridor. The Central Street and Walnut Street traffic signal will receive updated signal timing. The signal at Central Street and Warren Street will be replaced and include Tremont Street. Buxton Street, which is right before this intersection, will be realigned on to Pulaski Street to provide a safer entrance and more sight distance.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The City of Peabody 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. 608933. 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.



NORTHSHORE MALL

YANKEE DIVISION
HIGHWAY

ESSEX CENTER DRIVE

BRIDGE NO.
P-03-010 (AF9)

LIMIT OF WORK
(PULASKI STREET)
STA. 62+00.00
N 3021031.0191
E 810548.5911

END PROJECT
(ANDOVER STREET)
STA. 44+61.00
N 3020538.4817
E 809748.9123

LIMIT OF WORK
(ENDICOTT STREET)
STA. 52+45.00
N 3020239.2913
E 810020.2899

BEGIN PROJECT
(CENTRAL STREET)
STA. 11+00.00
N 3017513.0343
E 810577.1046

PULASKI STREET

N. CENTRAL
STREET

ANDOVER STREET

GARDNER STREET

MARGIN STREET

THOMAS CARROLL
ELEMENTARY
SCHOOL

TREMONT
STREET

MAIN STREET

FOSTER STREET

ENDICOTT
STREET

WARREN STREET

LOWELL STREET

EMERSON PARK

The project involves the rehabilitation of pavement and sidewalk along Central Street from the Walnut Street intersection the Central Street, Endicott Street, Andover Street, and Pulaski Street intersection, and also Pulaski Street from this intersection to Buxton Lane. The cross-section will be improved to include a bicycle lane in each direction throughout the project, and a parking lane along the west side of Central Street. Along the corridor, cement concrete sidewalks will be constructed to include ADA-complaint wheelchair ramps, and vertical granite curb. Drainage improvements, including new catch basins, manholes, and pipe will be added throughout the project corridor. The water main along Central Street will also be rehabilitated. The signal at Central Street and Walnut Street will be retained, but the signal timing will be updated. The signal at Central Street and Warren Street will be replaced and will now be extended to include Tremont Street. The two offset streets will have coordinated timing, acting as one intersection. The intersection of Central Street, Endicott Street, Andover Street, and Pulaski Street will be replaced, as well as the intersection of Pulaski Street, Gardner Street, and Pound Lane.

Specific work items on the project include full depth reconstruction of existing roadway pavement, removing and resetting existing curbing and installing new granite curbing, constructing ADA-compliant wheelchair ramps, constructing new sidewalks, installing new drainage pipes and structures, installing new water pipes, hydrants and services, installing new signs and pavement markings, installing new signal equipment.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Peabody, MA
Rehabilitation of Central Street
Project File No. 608933

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

RE: Virtual Public Hearing
REHABILITATION OF CENTRAL STREET
PEABODY
Project File No. 608933
Attn: Project Management

