



**VIRTUAL DESIGN PUBLIC HEARING**

**JANUARY 30, 2024**

**FOR THE PROPOSED**

**MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1**

**Project No. 610544**

**Highway Design**

**IN THE CITY OF PEABODY, 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 PUBLIC HEARING  
Project File No. 610544

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Multi-use Path Construction of Independence Greenway at I-95 and Route 1 project in Peabody, MA.

WHEN: 6 – 7 PM, Tuesday, January 30, 2024

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Multi-use Path Construction of Independence Greenway at I-95 and Route 1 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 the construction of a new 10-12 feet wide, approximately 1.25 mile long, shared use path beginning at Lt. Ross Park and terminating at the existing Independence Greenway trailhead at Peabody Road. Shared use accommodations consisting of a wide outside travel lane with shared lane markings 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 city 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., Chief Engineer, via e-mail to [MassDOTProjectManagement@dot.state.ma.us](mailto:MassDOTProjectManagement@dot.state.ma.us) or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. 610544. Statements and exhibits intended for inclusion in the 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](mailto: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.  
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?**

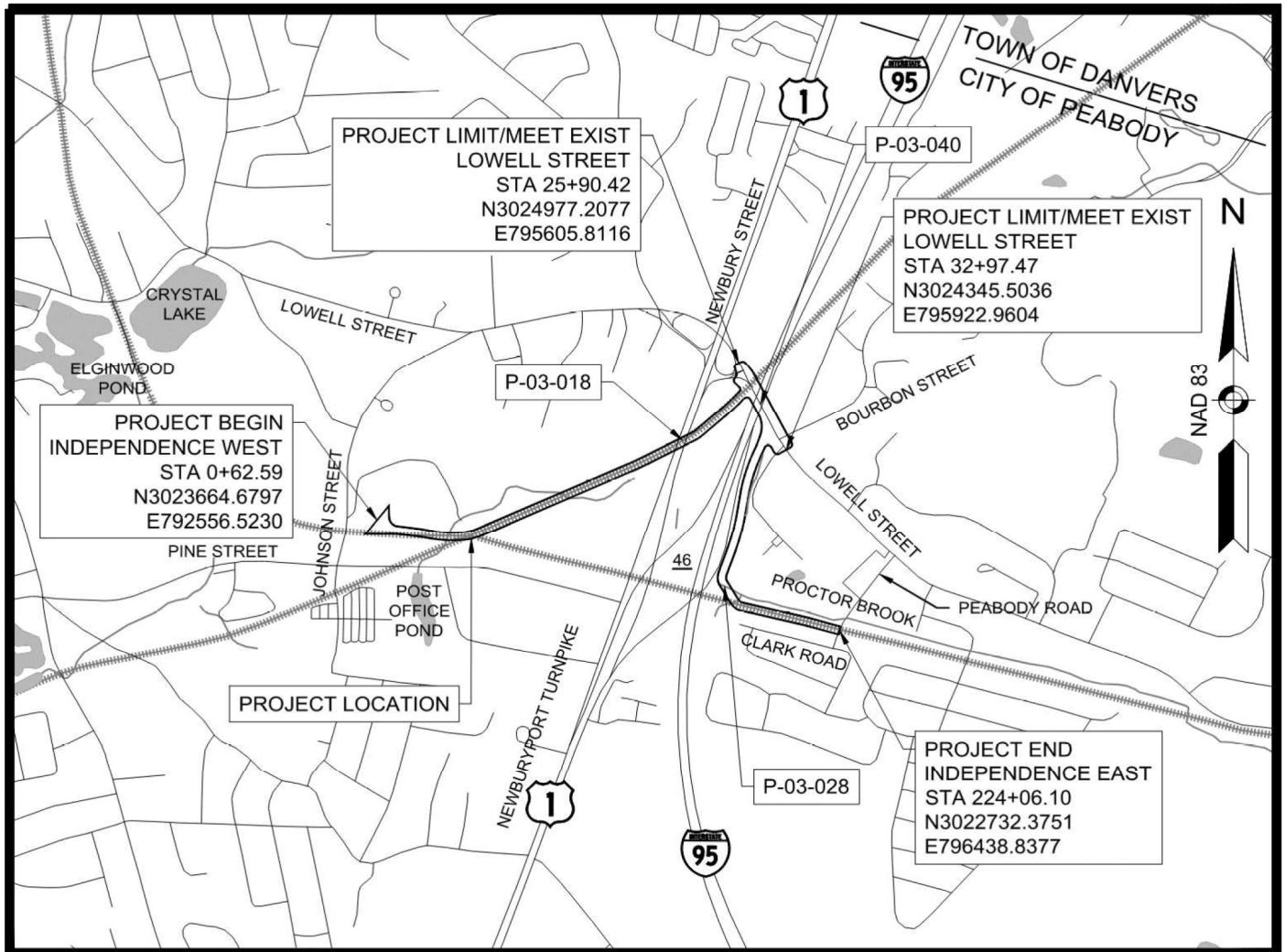
No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.

# MassDOT Design Justification Workbook

Project: 610544

Description: PEABODY - INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1

## LOCUS MAP



## PROJECT DESCRIPTION

The proposed project consists of the construction of a new multi-use trail beginning at Lt. Ross Park in the abandoned railbed until it meets US1. The proposed path will cross over US1 via a new pedestrian bridge, then traverse northeasterly along the abandoned railbed to Lowell Street where it will travel under I-95 via a separated path. The multi-use path then follows toe-of-slope of the I-95 off-ramp and crosses Proctor Brook via a new pedestrian bridge. The proposed path ends where it connects to the existing trailhead at Peabody Road.

The proposed bridge over US1 will consist of a 229-foot, single span steel superstructure with two smaller single spans on either side. All substructures will be located within existing MBTA Railroad right-of-way currently being leased by the State to the City. The superstructure will be located within the US1 State Highway Layout and the existing MBTA Railroad right-of-way currently being leased by the State to the City. The outside width of the superstructure is proposed to be 14'-2".

The proposed bridge over the Proctor Brook will consist of a 179-foot, single span, steel superstructure supported on shallow reinforced concrete foundations located on either side of the brook and within land that will be owned by the City. The outside width of the superstructure is proposed to be 13'-9".

There are existing overhead utilities including electrical and communication that are supported on wood utility poles located on either side of US1. These overhead wires will require permanent relocation below ground where they intersect with the proposed bridge. Additionally, there are high voltage electrical lines on steel poles that run parallel to the proposed pedestrian bridge and trail. These lines and poles are to be retained.

Lowell Street will remain open during construction but will require lane/shoulder closures to complete the work. Access through the Hallmark property will be restricted during construction to accommodate material laydown. Access to businesses along Lowell Street and residences, including the cemetery along Peabody Road, will remain open during construction. Mobilizing and staging of the bridge over US1 will require shoulder/lane closures in the Northbound and Southbound direction during the daytime hours; and complete shut down during the nighttime hours to set the bridge.

## Project Questions

1. What is the purpose of this project?
  - a. The purpose of the Independence Greenway Multi-Use Path is to provide an accessible connection for bicycle and pedestrian users between the existing trailheads at Lt. Ross Park and Peabody Road.
2. What type of path is proposed?
  - a. A 10-12ft wide asphalt path with gravel shoulders is proposed.
3. How will the path cross Route 1?
  - a. A pedestrian bridge is proposed over Route 1 to safely transport users from one side to the other.
4. How will path users navigate the Lowell St portion of the path?
  - a. New pedestrian signals and crosswalks are proposed at the intersection of Route 1 Northbound Ramps and Lowell St. While on Lowell St, the path will be protected from vehicular traffic via a concrete barrier.

THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

Peabody, MA  
Multi-Use Path Construction of Independence Greenway at I-95 and Route 1  
Project File No. 610544

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](mailto: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.**

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

RE: Virtual Public Hearing  
MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 &  
ROUTE 1  
**PEABODY**  
Project File No. 610544  
Attn: Project Management

