



Independence Greenway – Peabody

Shared Use Path

Virtual Design Public Hearing

Thank you for joining us.

This meeting will begin shortly.





Independence Greenway – Peabody

Shared Use Path

*Construction of Independence
Greenway at I-95 and Route 1*

Virtual Design Public Hearing

Zoom | (January 30) | (6-7 PM)

Project File No. 610544



Zoom Hearing Controls



- Ask a question and share comments



- Raise your hand - *9 for users dialing in and Alt + Y to raise your hand



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Live Transcript

- Closed captioning automatically generated by Zoom



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Raise Hand



Q&A



Live Transcript

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- By continuing attendance with this virtual public hearing, you consent to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera, and keep your microphone muted, or excuse yourself from the hearing.
- Other Important Notes
- Your microphone and webcam are automatically disabled upon entering this hearing.
- The hearing will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey! Your feedback is important.

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All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.

Presentation Participants

- **MassDOT**
 - Kristine Chestna, PE - Project Manager
 - Dan Fleury - District 4 ADA Coordinator
 - Nancy Knight – ROW Agent
 - Hung Pham and Joseph Yoo – Producer/Facilitator
- **BSC Group**
 - Kathryn Eagan, PE – Project Manager
 - Alessandra Keller, PE – Structural Engineer
 - Samuel Offei-Addo, PE, PTOE – Traffic Engineer
- **City of Peabody**
 - Brendan Callahan – Assistant Director of Planning

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Local Newspaper Advertisement

Daily Item

Lynnfield & Peabody Weekly News

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Municipal Organizations

City of Peabody

Community Organizations and Others

Boston Metro Regional Planning Commission

Disability Resource Center

Peabody Chamber of Commerce

Registry of Motor Vehicles

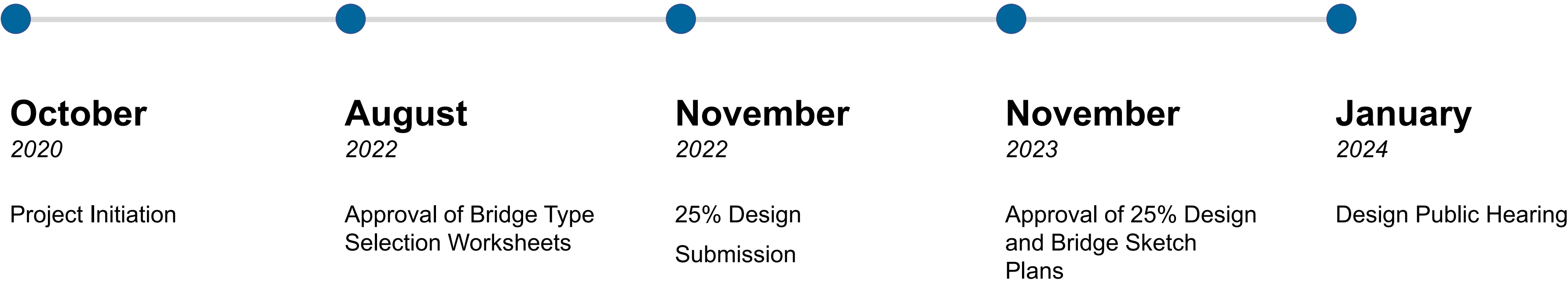
Agenda

1. Project Initiation
2. Existing Conditions
3. Proposed Design
4. Right of Way Impacts
5. Environmental Permitting
6. Construction/Traffic Impacts
7. Next Steps
8. Contact Info for Written Feedback
9. Questions & Answers



Peabody City Hall

How did we get here?





**Why was this
project
initiated?**

Purpose

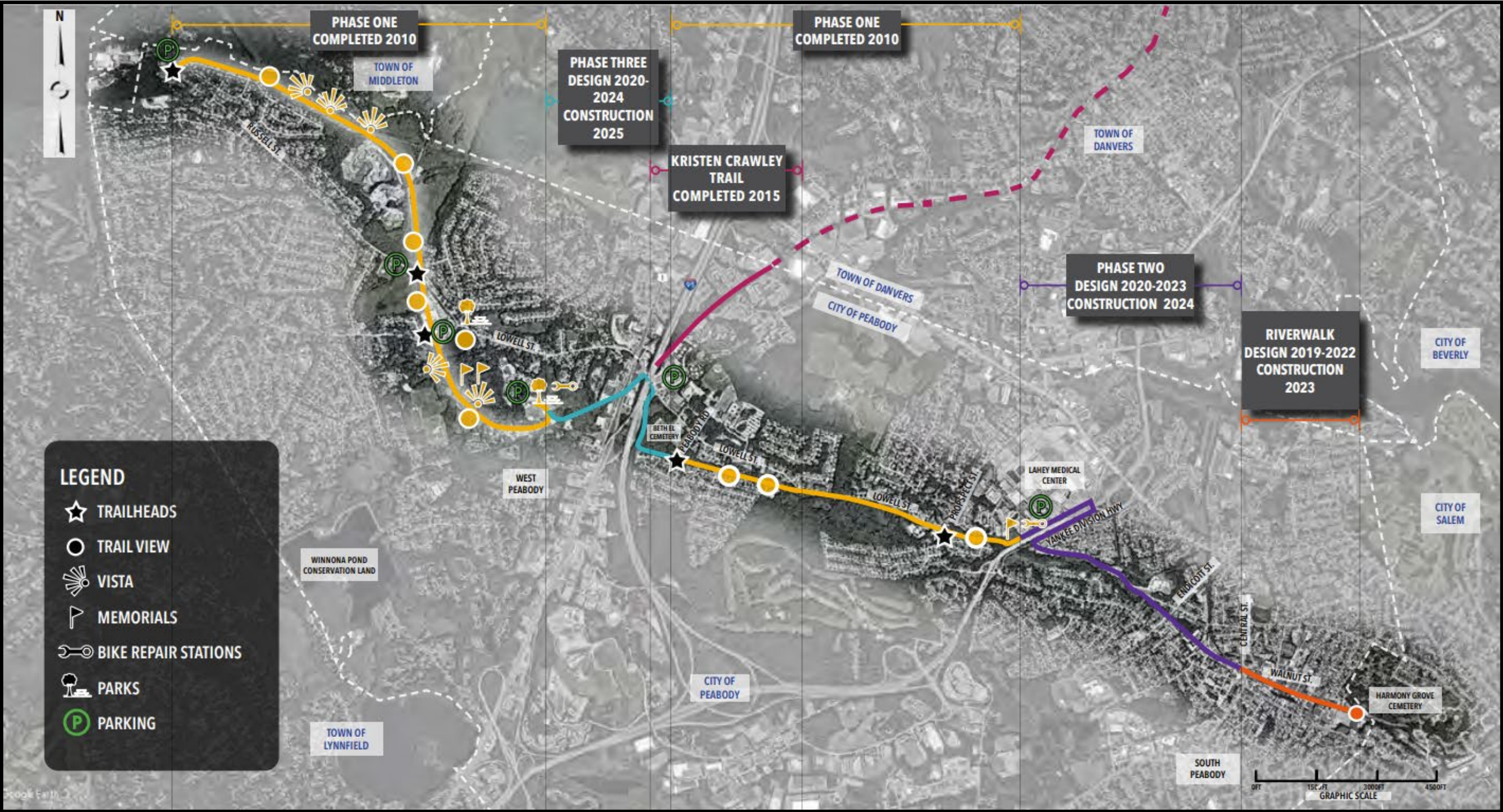
- The purpose of the Independence Greenway Shared-Use Path is to provide an accessible connection for bicycle and pedestrian users between the existing trailheads at Lt. Ross Park and Peabody Road
- Providing a direct and safe route over Route 1 and along Lowell St
- Providing a connection with the Border to Boston Trail



Overview Project Locus Plan



Interconnectivity



Project Overview

- The existing Independence Greenway is a paved, 6.1 – mile multi-use bike path
- The path consists of 4.6 miles of separated multi-use path and 1.5 miles of on-street path
- The project adds 1.25 miles of separated, multi-use path, replacing the 1.5 – mile, on-street route



Existing segment of the Independence Greenway

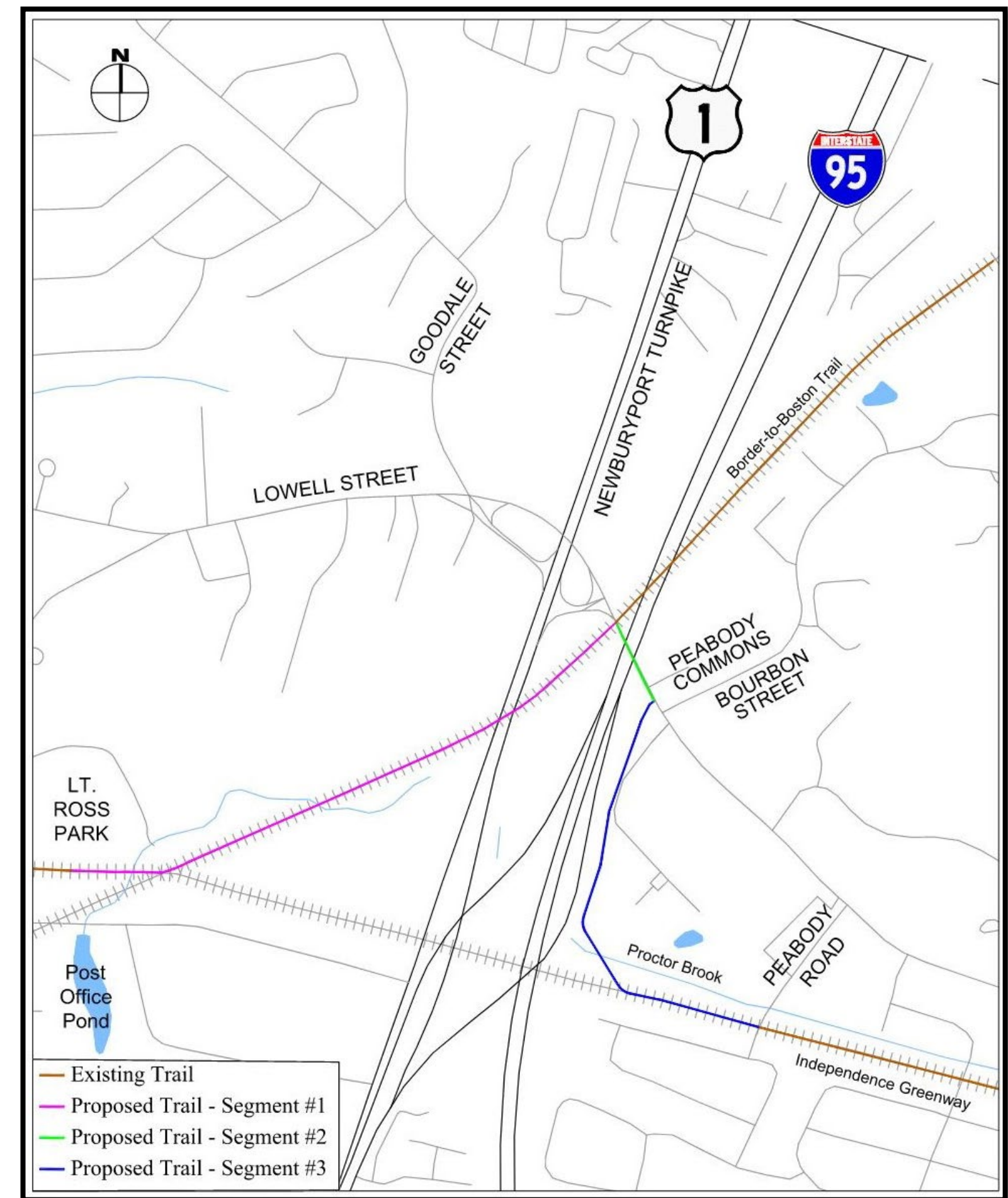


Existing Conditions

Existing Conditions

Three Segments

- Segment 1 – Lt. Ross Park to Lowell St
- Segment 2 – Lowell St (Route 1 Ramps to Bourbon St.)
- Segment 3 – Lowell St to Peabody Road



Existing Condition – Lt. Ross Park to Lowell St

Abandoned Railbed

- 99-yr lease with MBTA

Route 1

- MassDOT Right-of-Way (ROW)



Looking northeast down the abandoned railbed from the existing Independence Greenway at Lt. Ross Park



Looking northeast down the abandoned railbed at Route 1

Existing Condition – Lowell St

Lowell Street

- Classified as an urban major collector
- Commercial and residential land use
- Under MassDOT jurisdiction within project limits
- Sidewalk on north side
- No bicycle facilities or public transit routes



Looking northwest on Lowell St from the driveway at Peabody Commons

Existing Condition – Lowell St to Peabody Road

Interstate 95

- MassDOT Right-of-Way (ROW)
- Bottom of embankment

Abandoned Railbed

- City of Peabody property



Looking southeast along the bank of Proctor Brook near I-95 outfall



Looking southeast down the abandoned railbed behind Clark Road



**Proposed
Design**

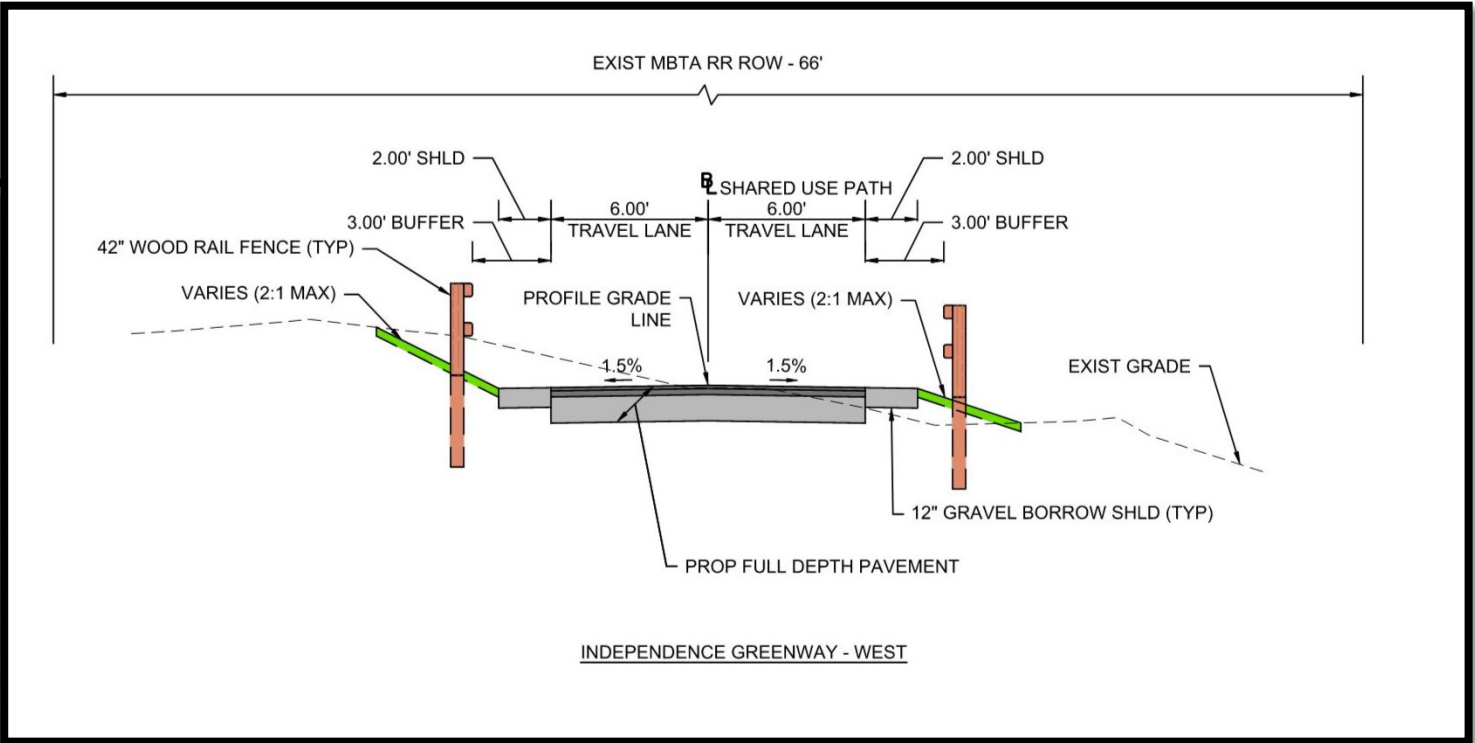
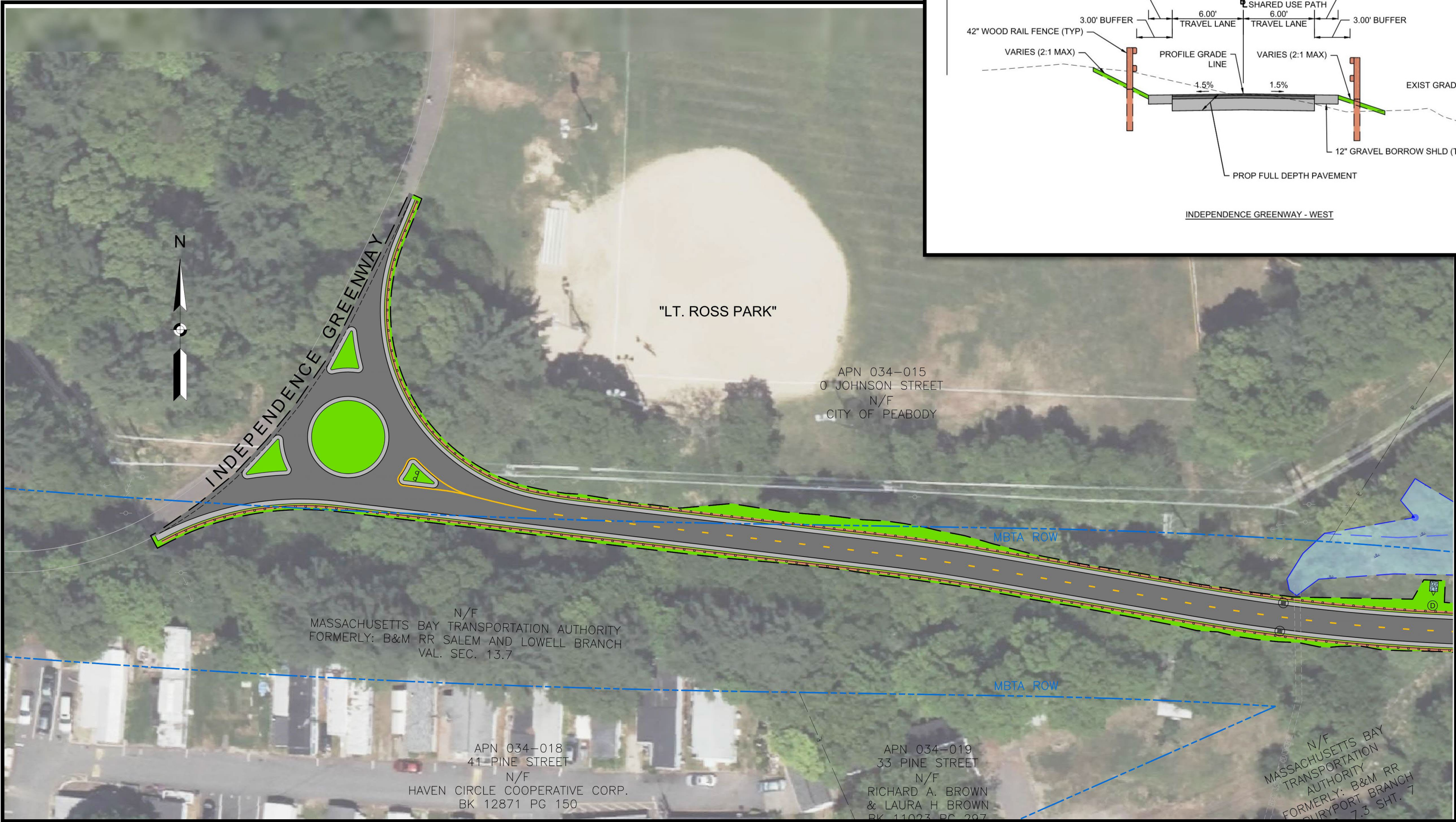
Proposed Design

- 1.25-mile Shared-Use Path
 - 10-12ft wide paved path with gravel shoulders
- Revised lane configuration on Lowell St
 - Signal timing optimization
- Construction of two pedestrian bridges
 - Route 1
 - Proctor Brook

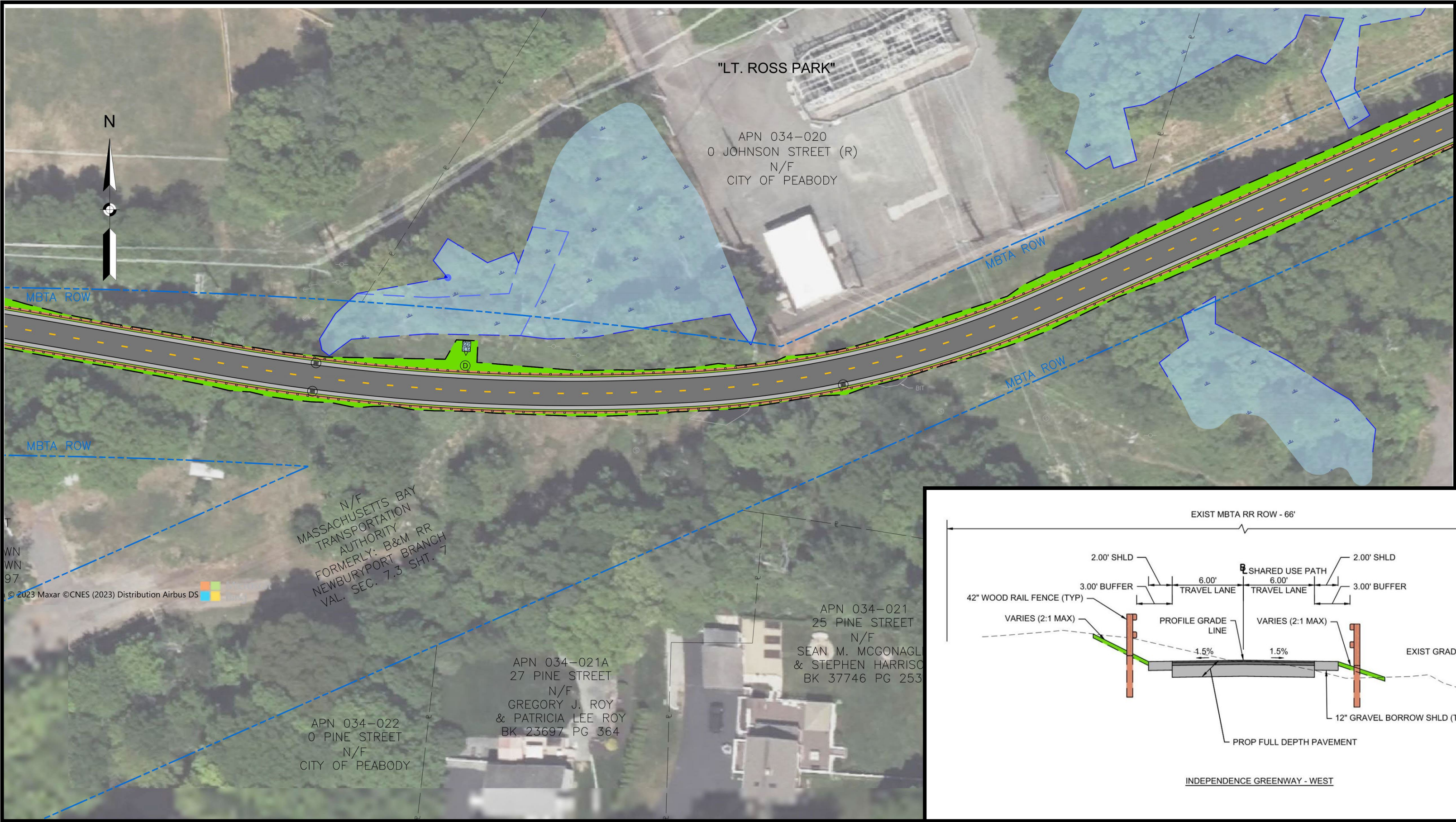


Existing segment of the Independence Greenway

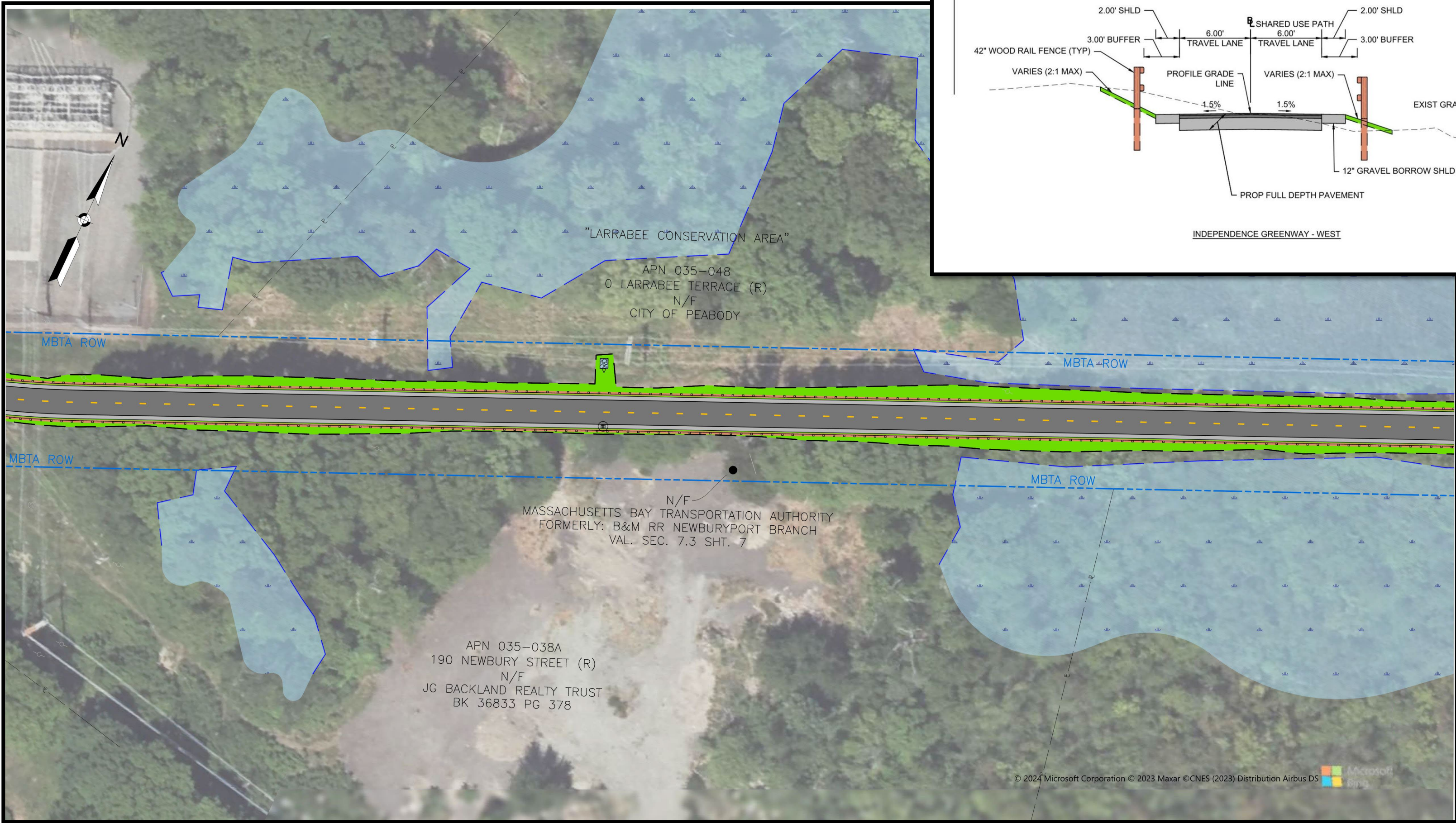
Proposed Path Layout - 1



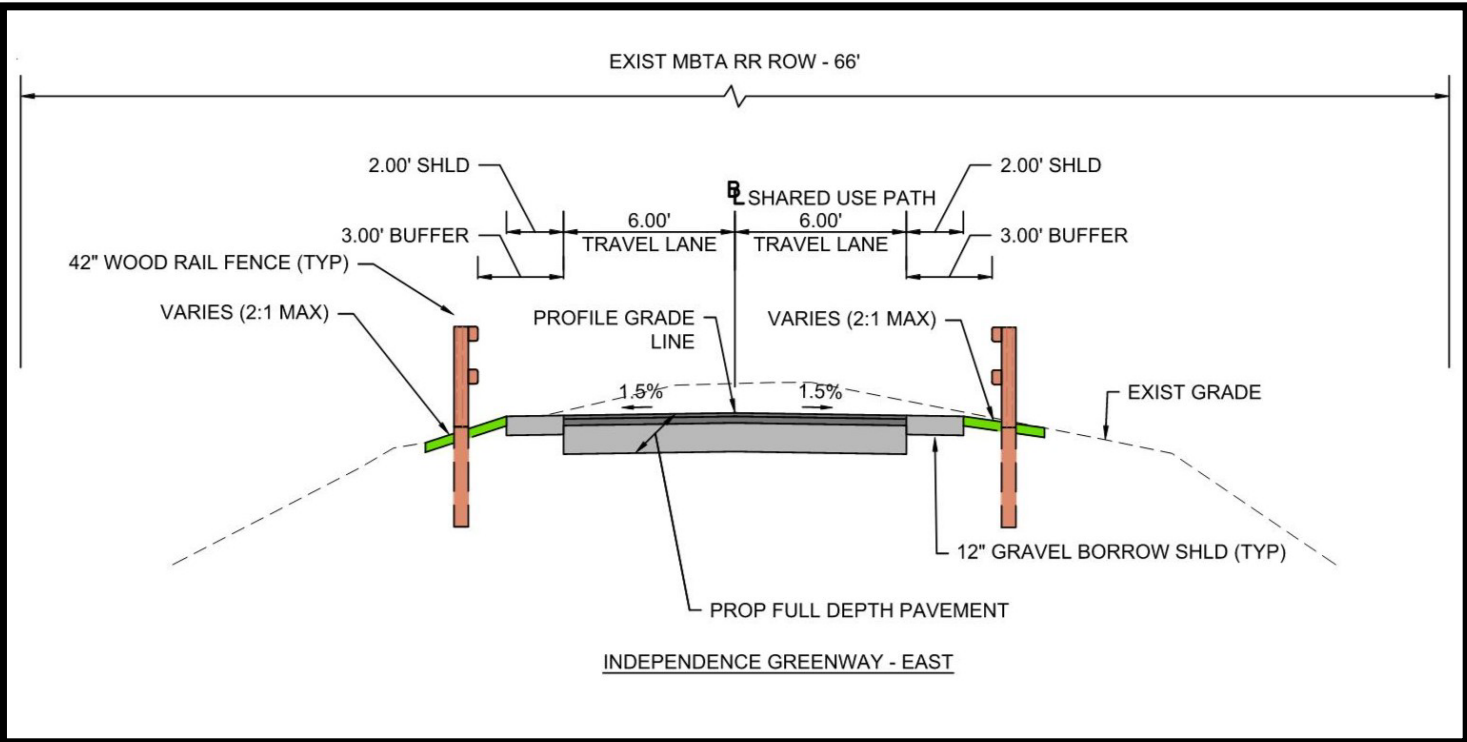
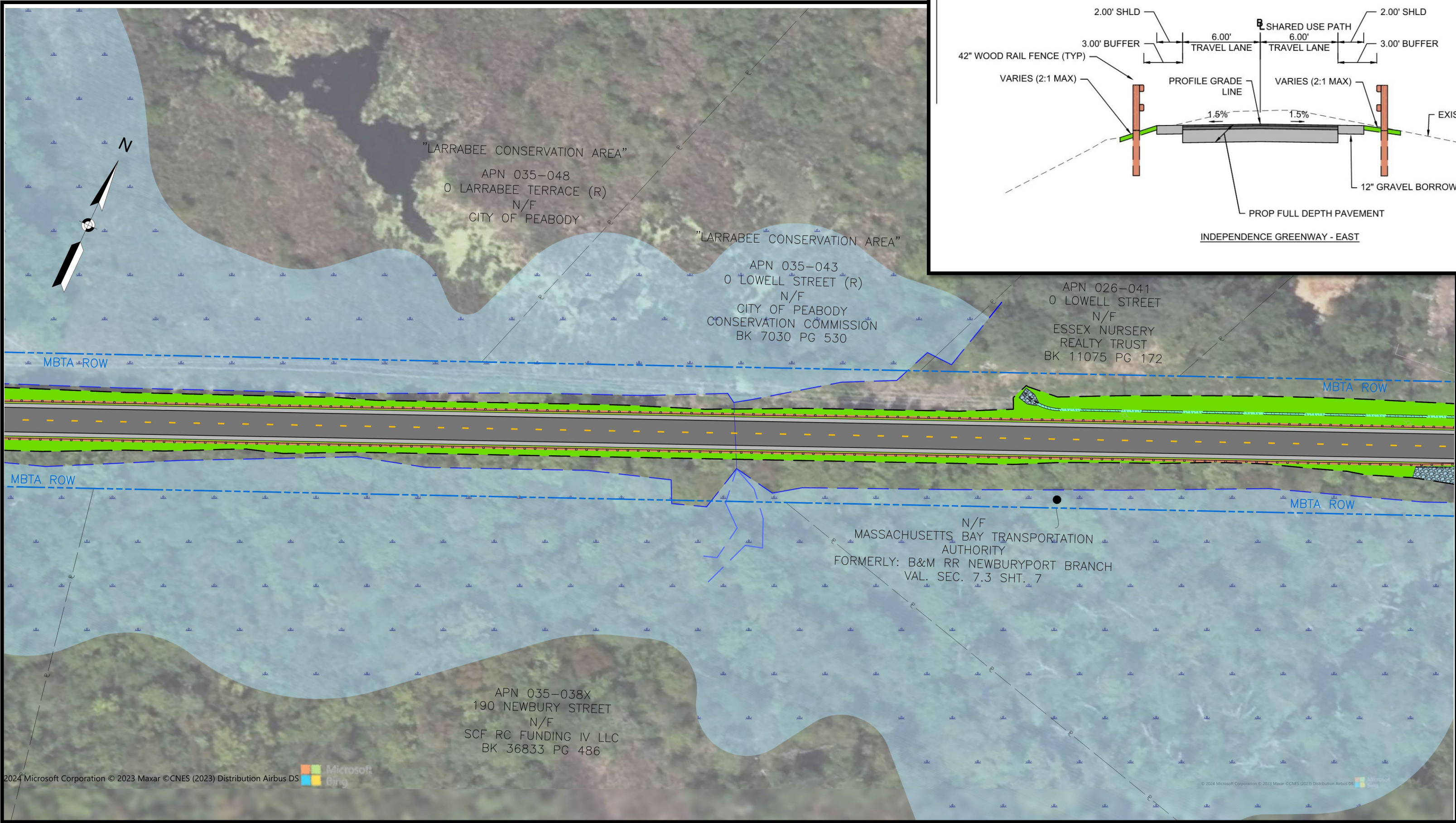
Proposed Path Layout - 2



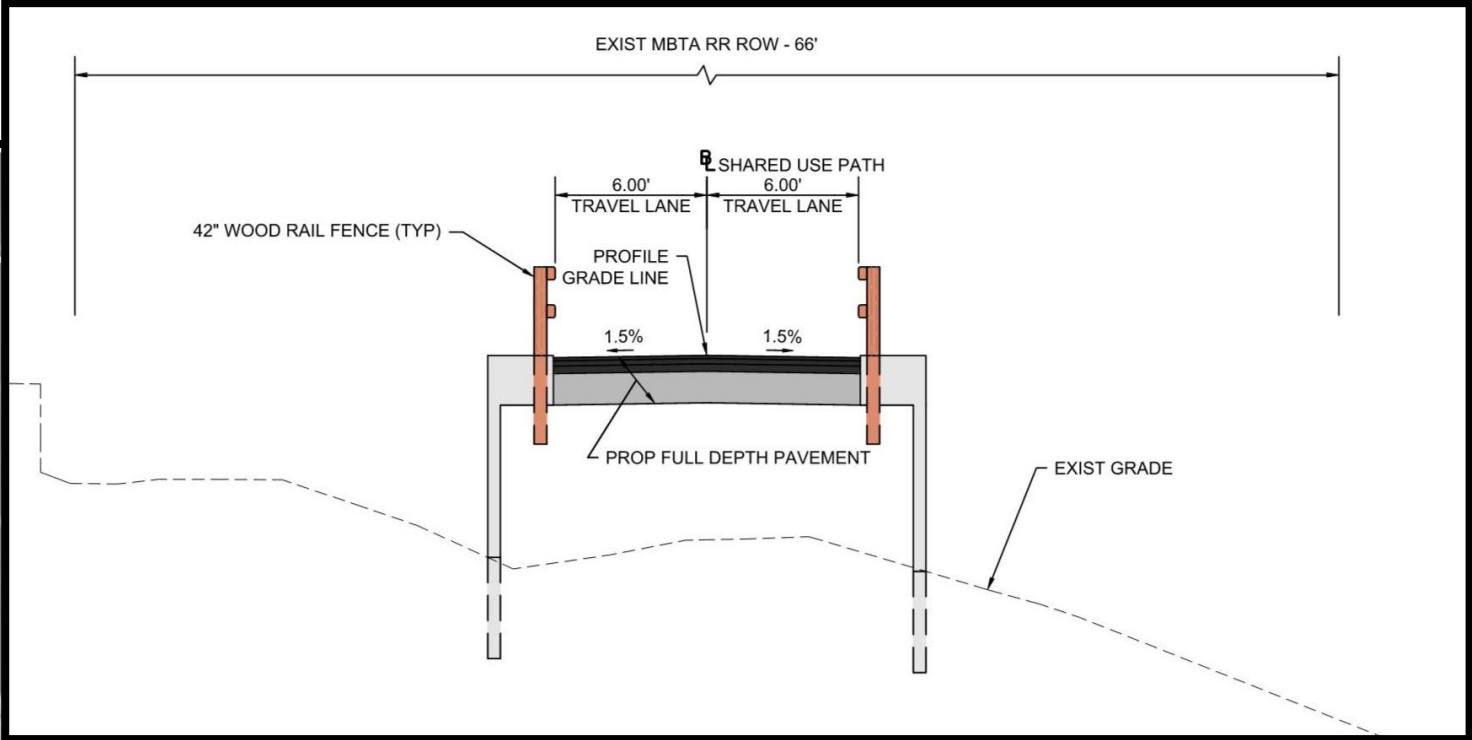
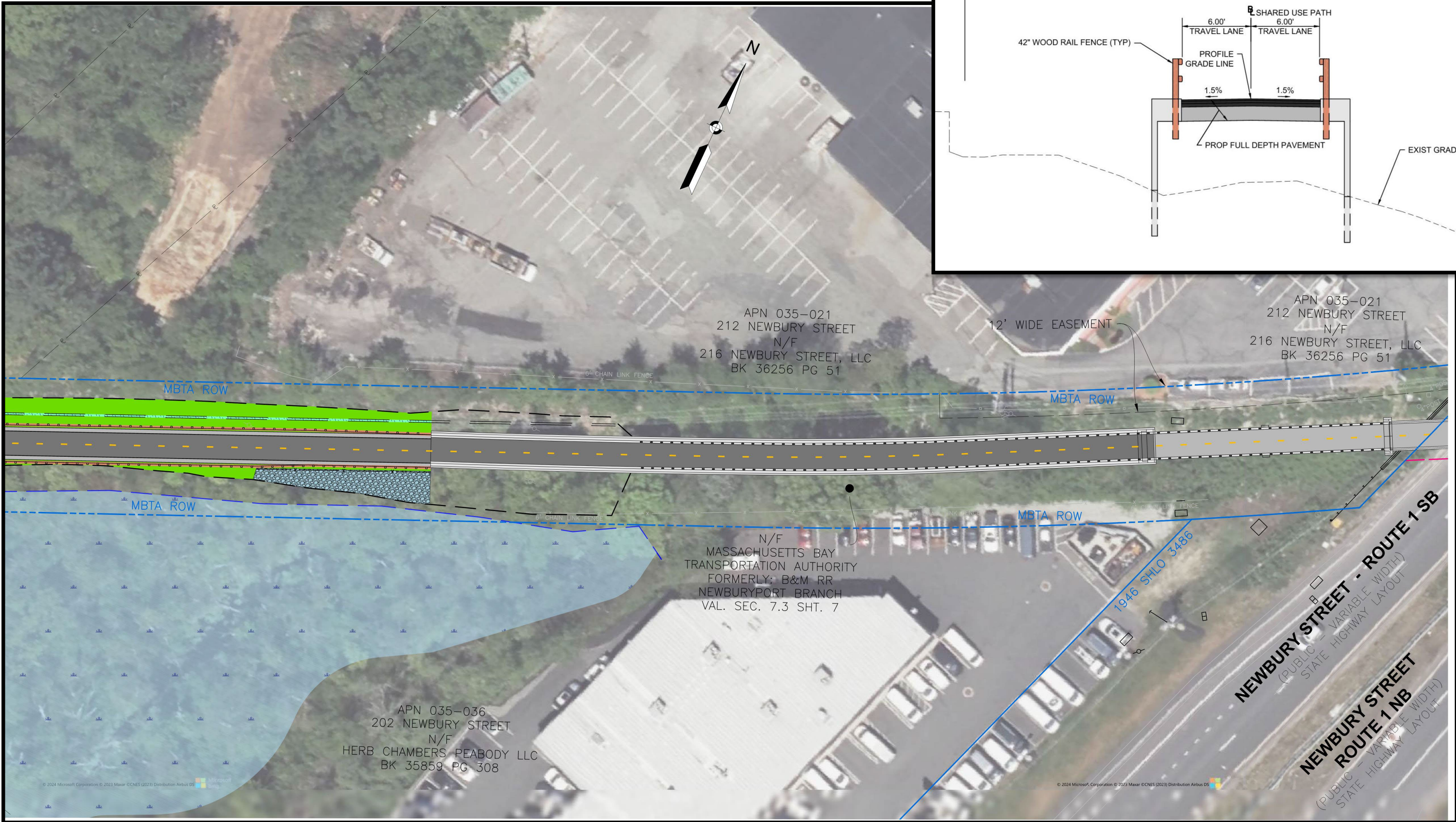
Proposed Path Layout - 3



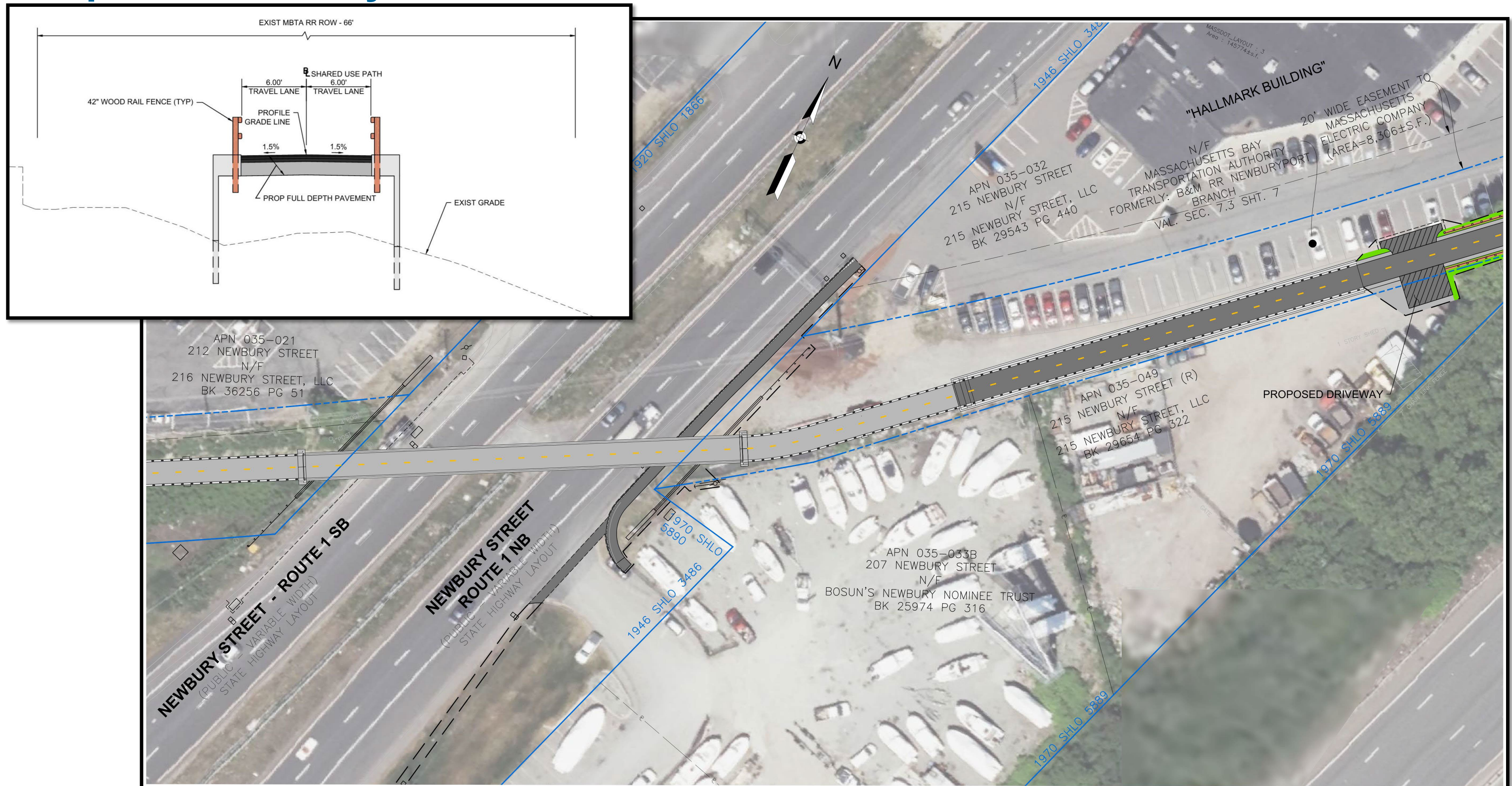
Proposed Path Layout - 4



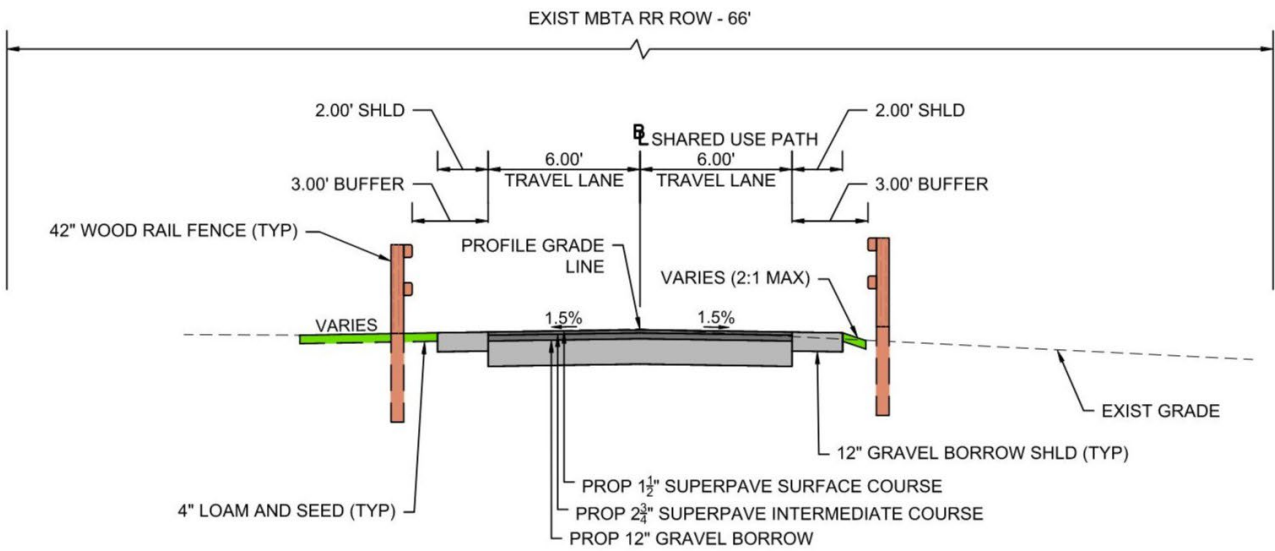
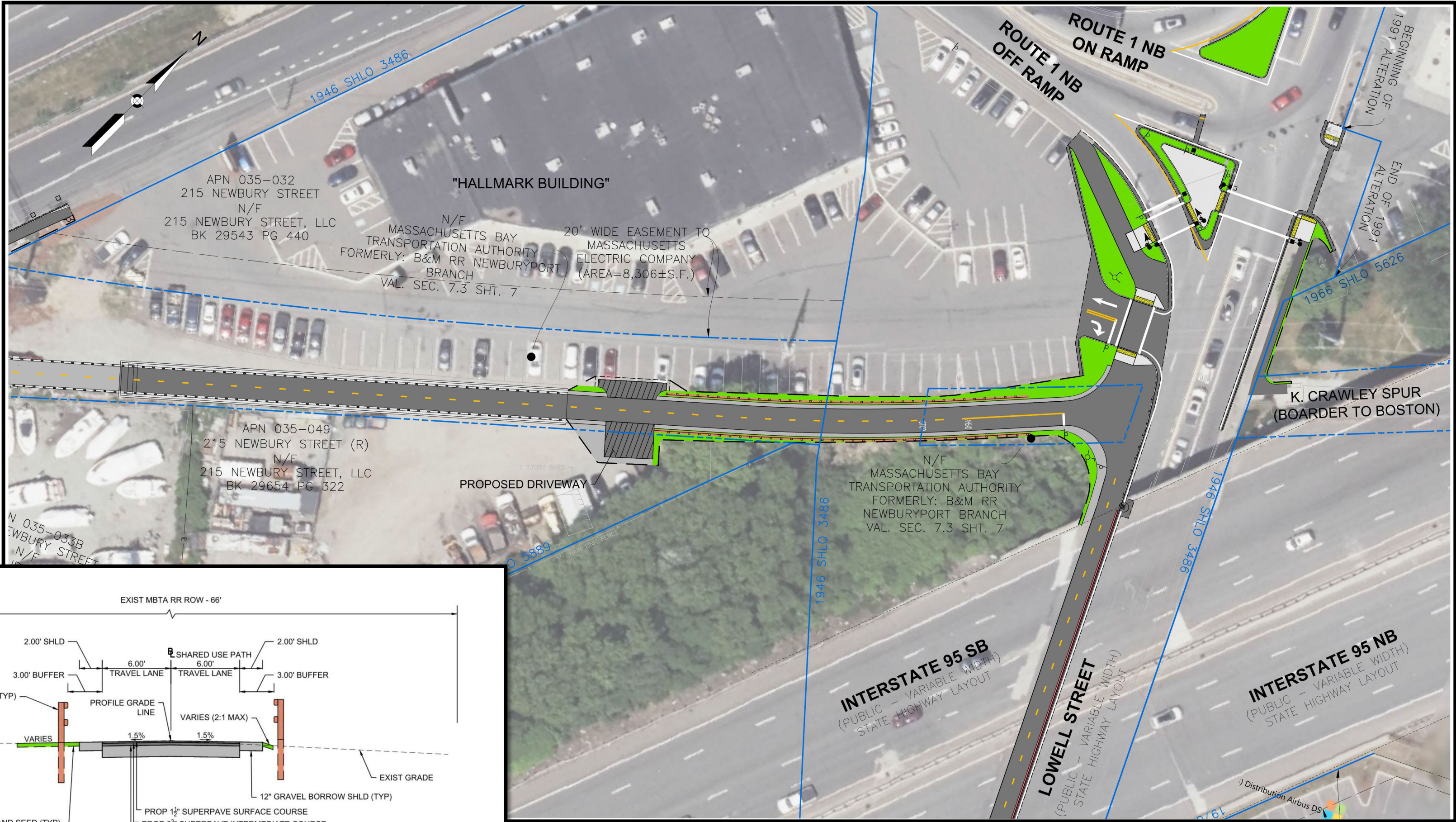
Proposed Path Layout - 5



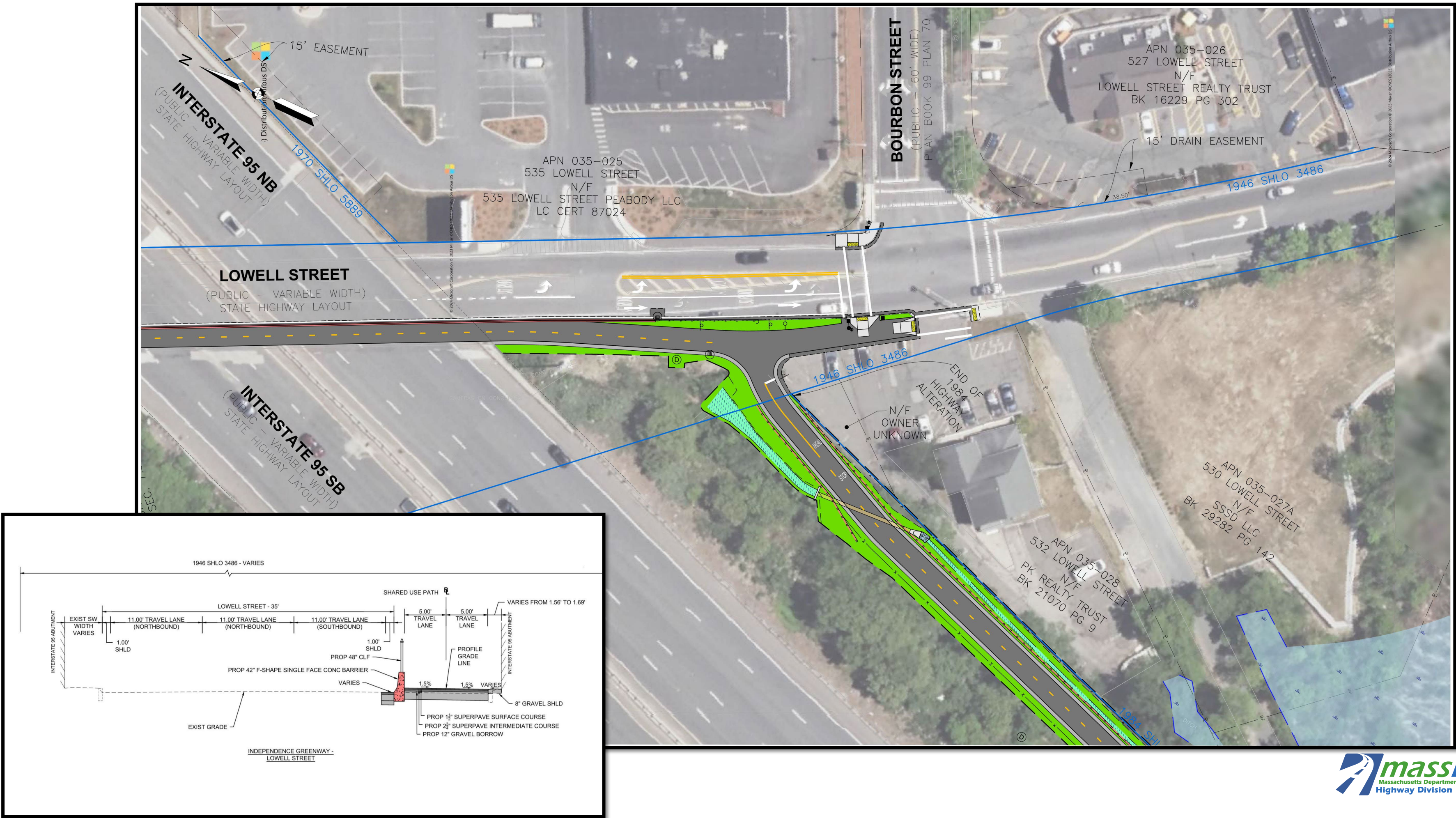
Proposed Path Layout - 6



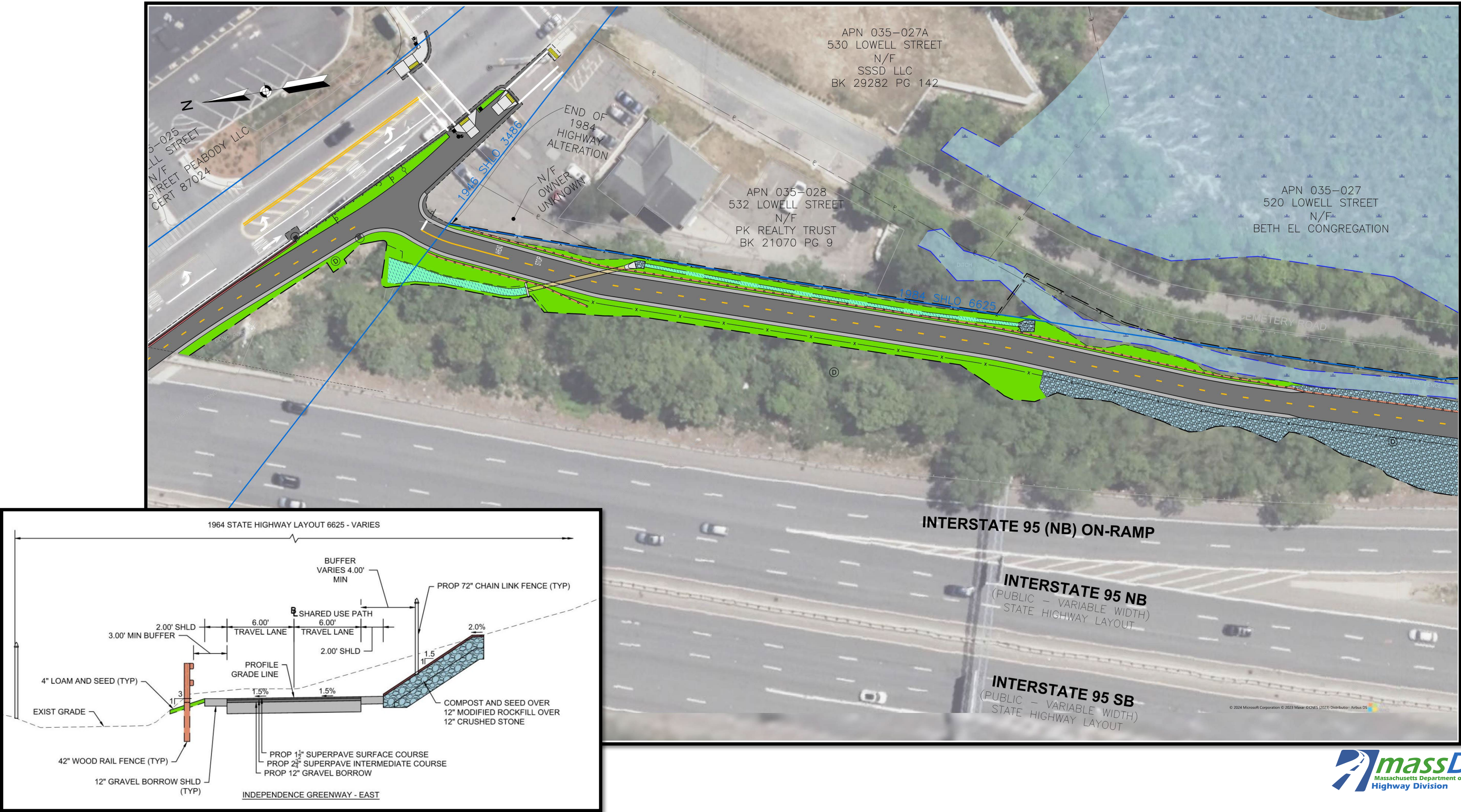
Proposed Path Layout - 7



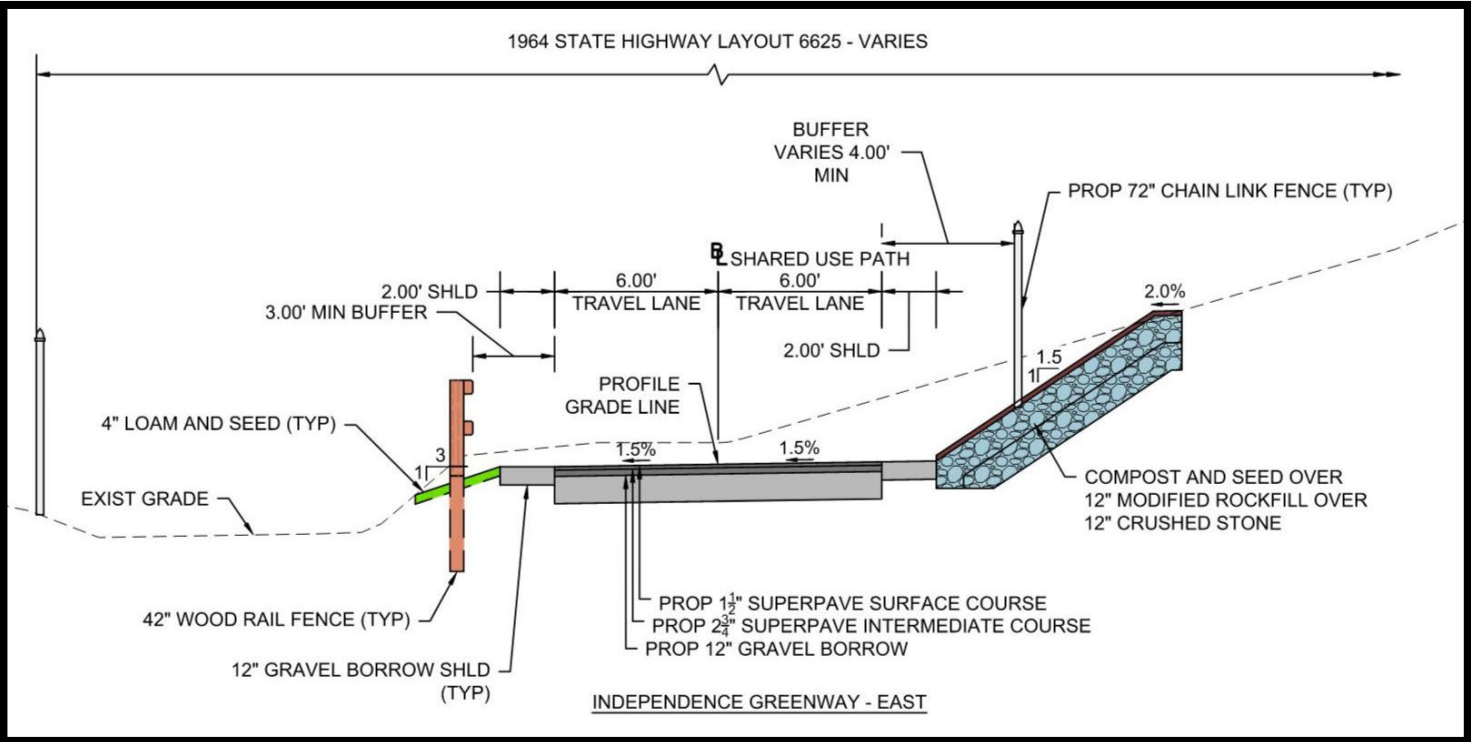
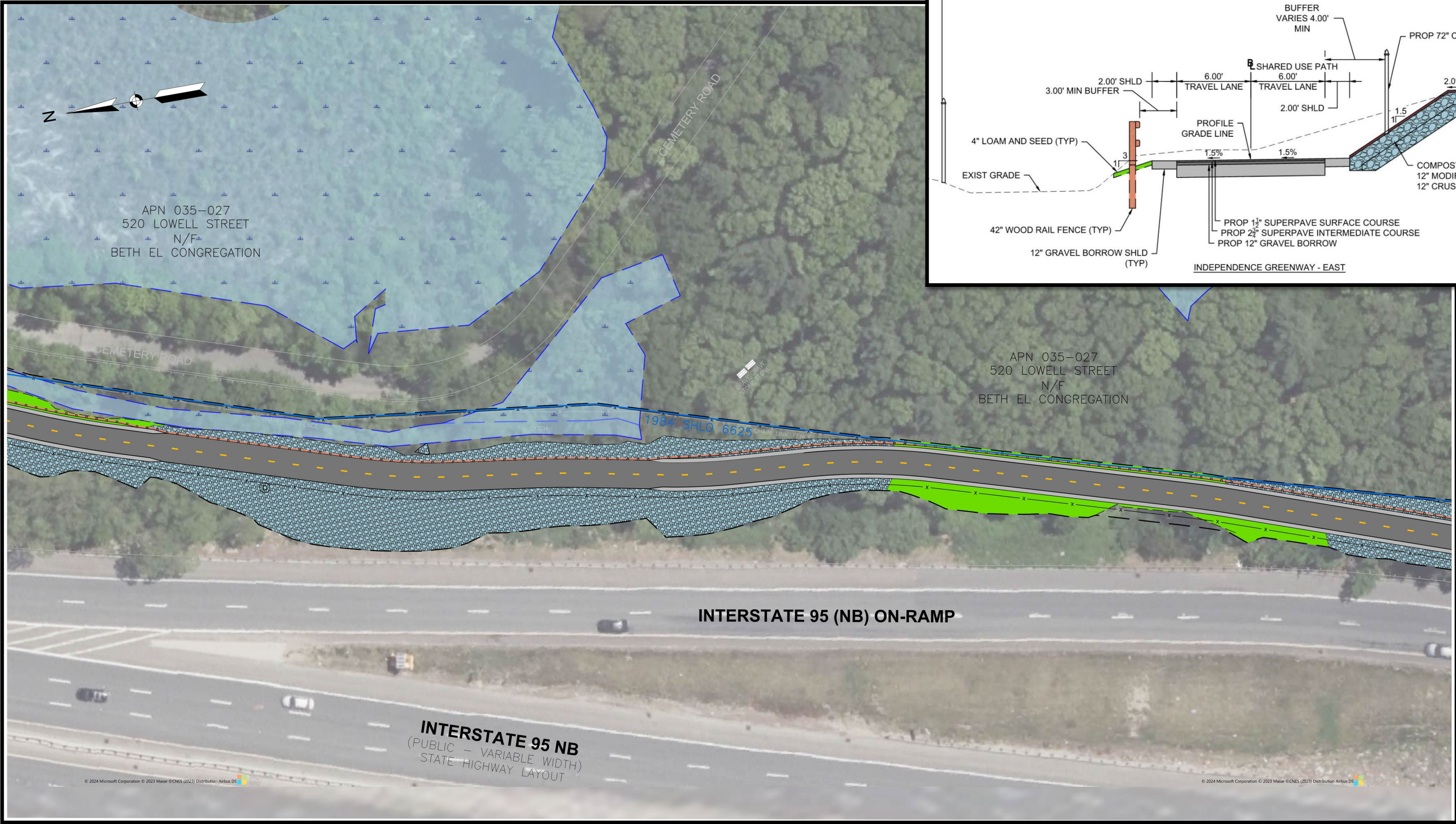
Proposed Path Layout - 9



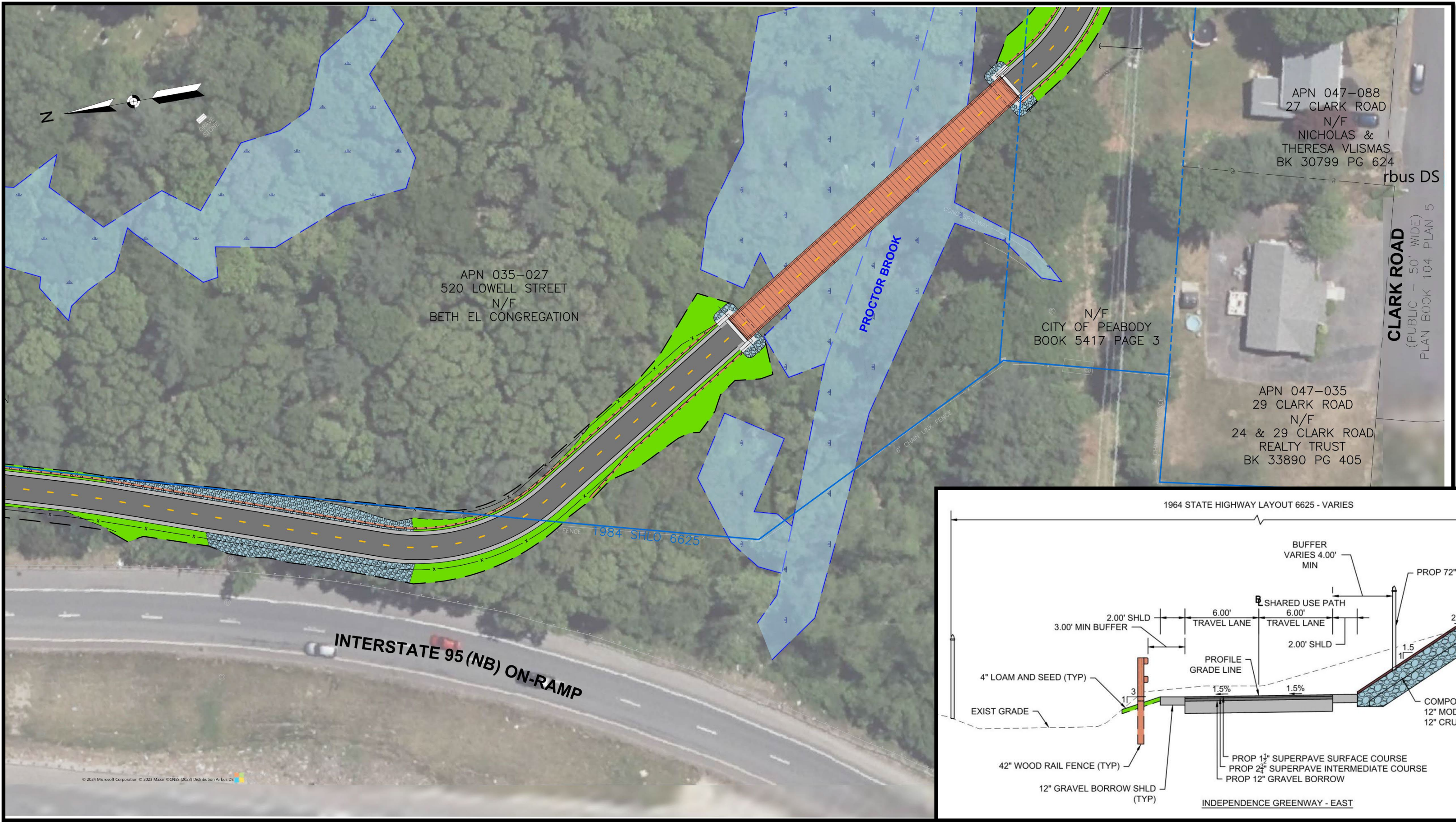
Proposed Path Layout - 10



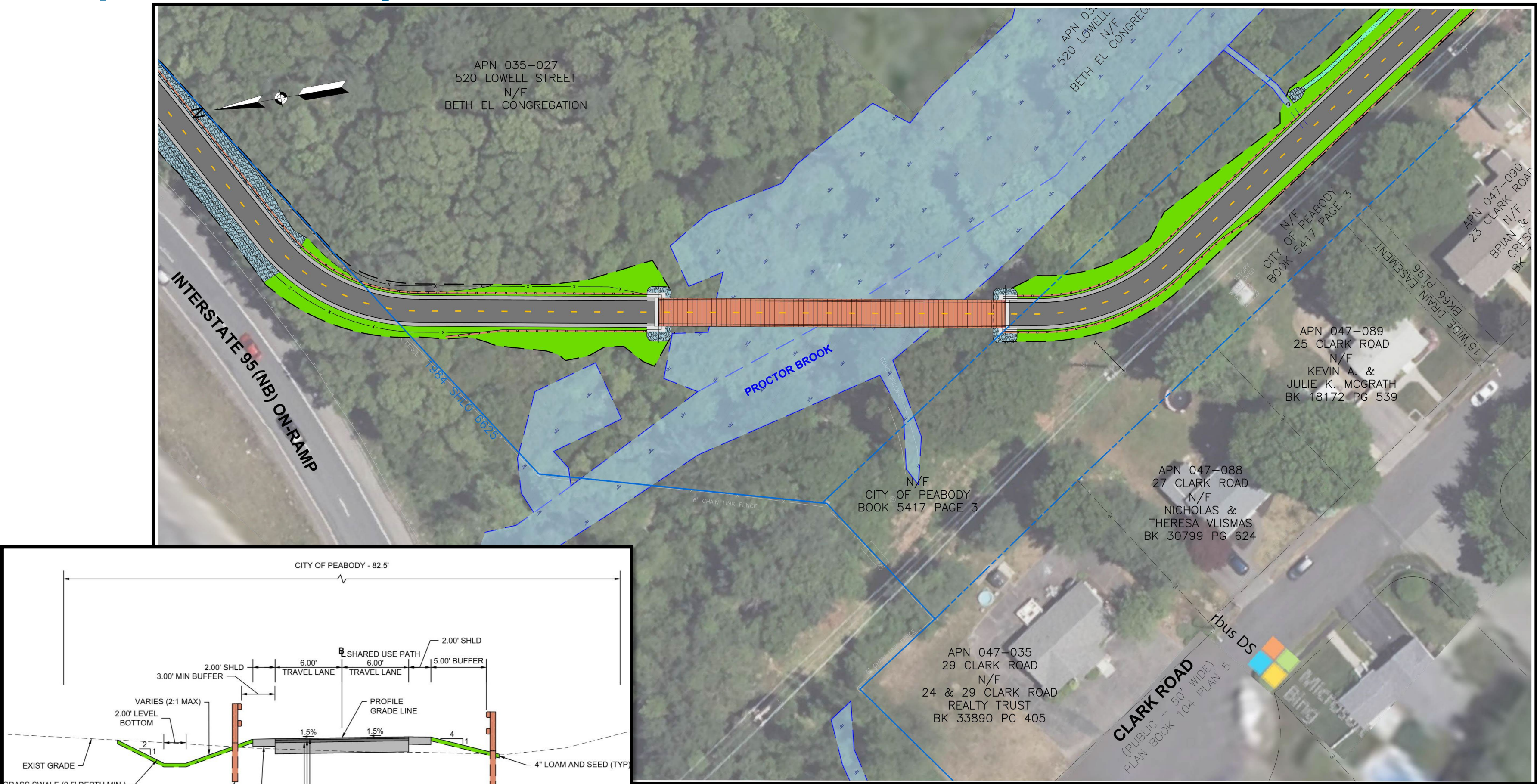
Proposed Path Layout - 11



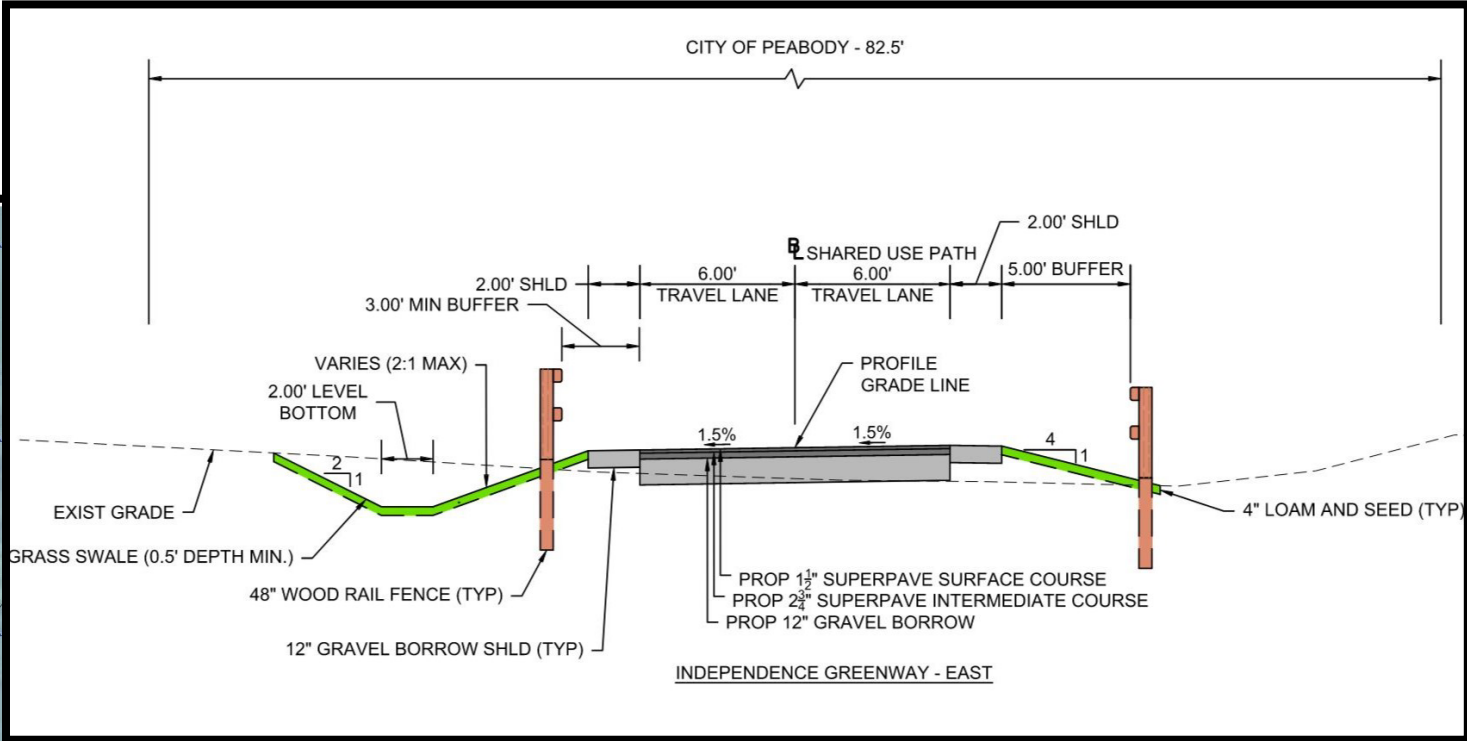
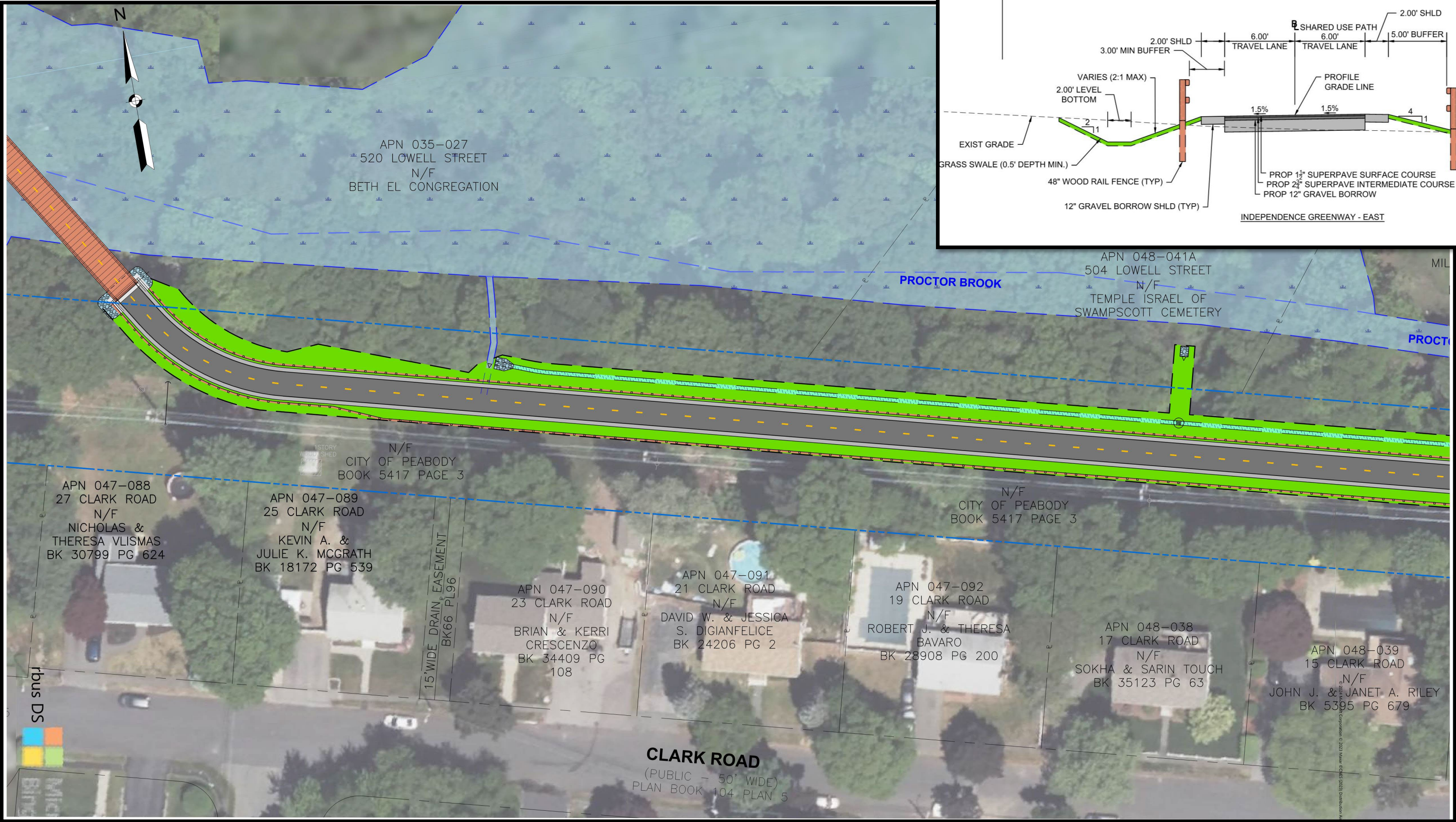
Proposed Path Layout - 12



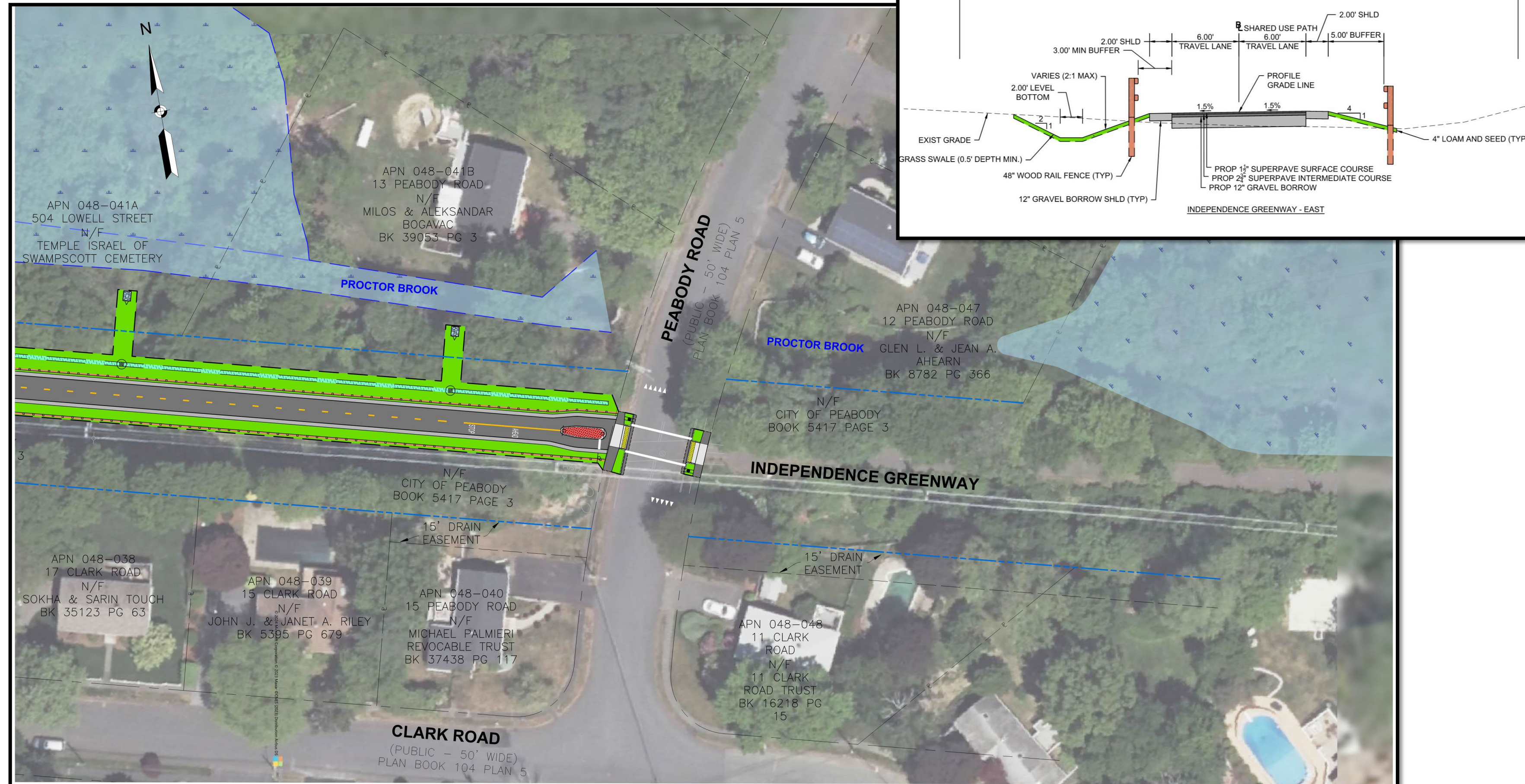
Proposed Path Layout - 13



Proposed Path Layout - 14



Proposed Path Layout - 15



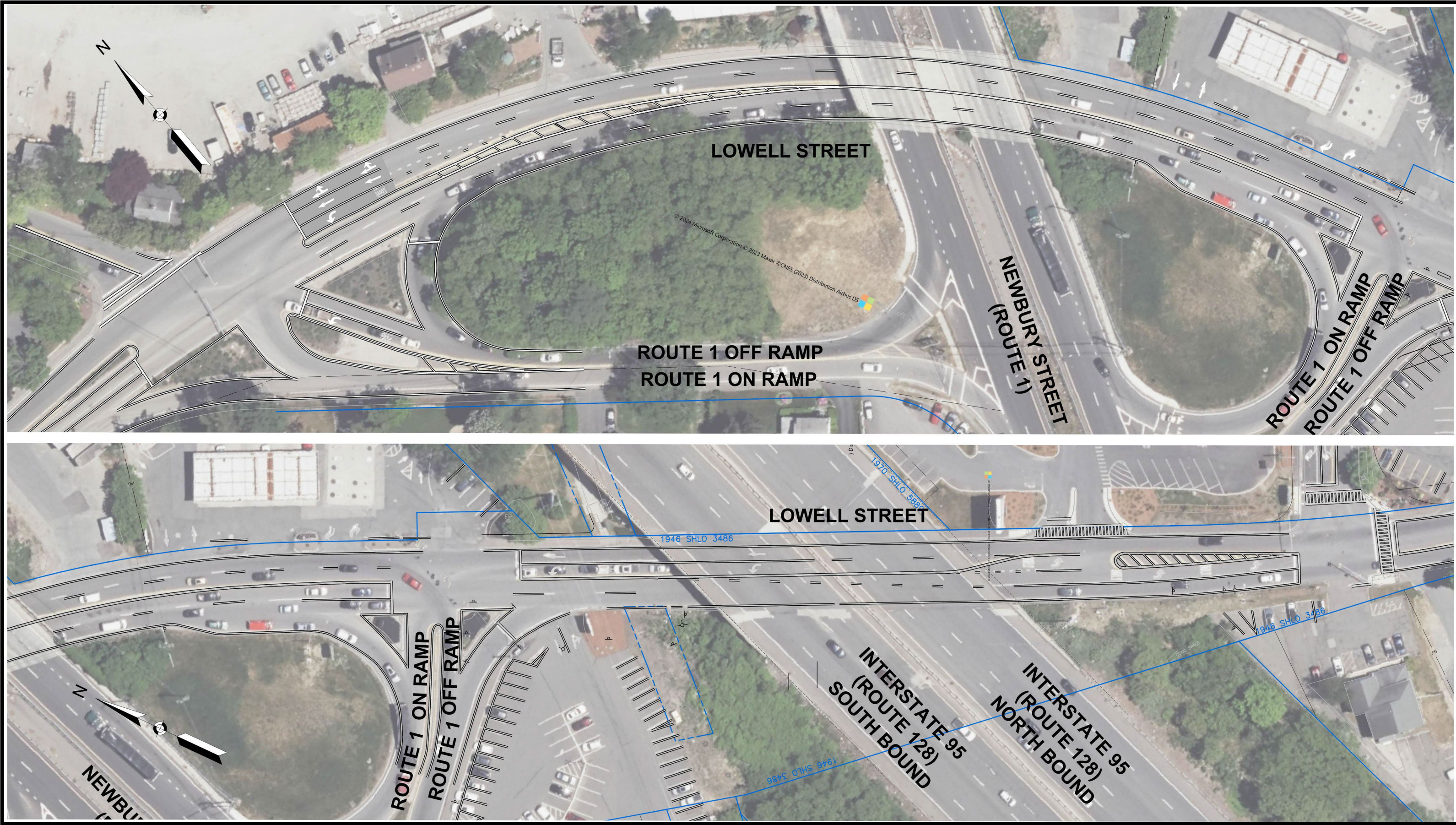
Lowell Street

- Reconfigured eastbound approach to provide a single through/left turn lane and a dedicated right turn lane to US 1.
- Signalized pedestrian crossing including traffic signals on the Route 1 northbound off-ramp right turn lane.
- Increased width of traffic island for a larger pedestrian refuge area.
- Optimized traffic signal timing along Lowell Street corridor to improve traffic flow and operations

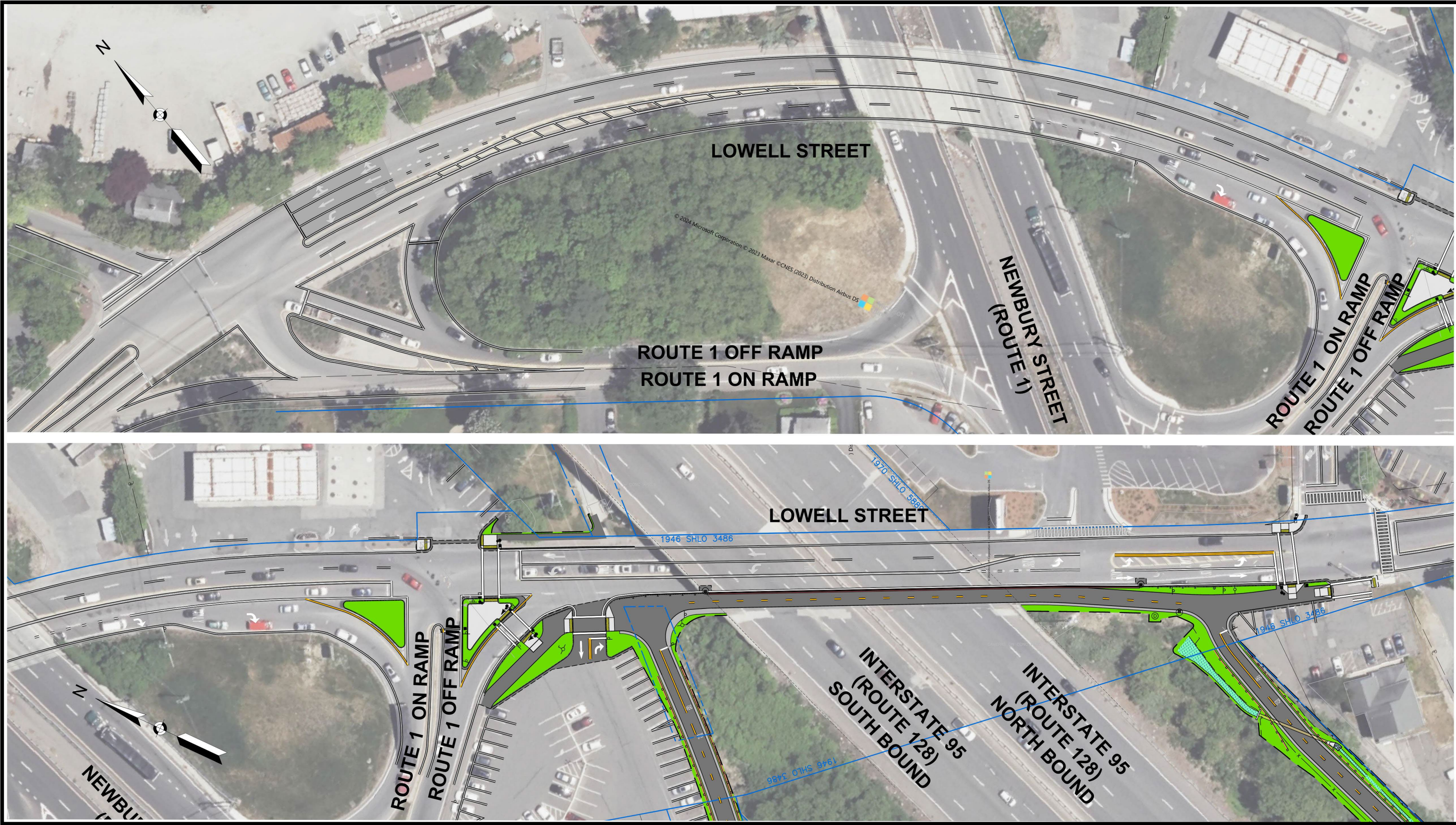


Looking southeast down Lowell St towards the Route 1 ramps intersection

Existing Lowell Street Configuration



Proposed Lowell Street Configuration



Proposed Bridge - Route 1

Independence Greenway over Route 1 Alternatives

Main Span

- Alternative I: Single Span Arch Bridge
- Alternative II: Two-Span Truss Bridge

Approach Spans

- Alternative I: Full length mechanically stabilized earth wall system
- Alternative II: A combination of piers and mechanically stabilized earth wall system



Example Arch Bridge



Example Truss Bridge

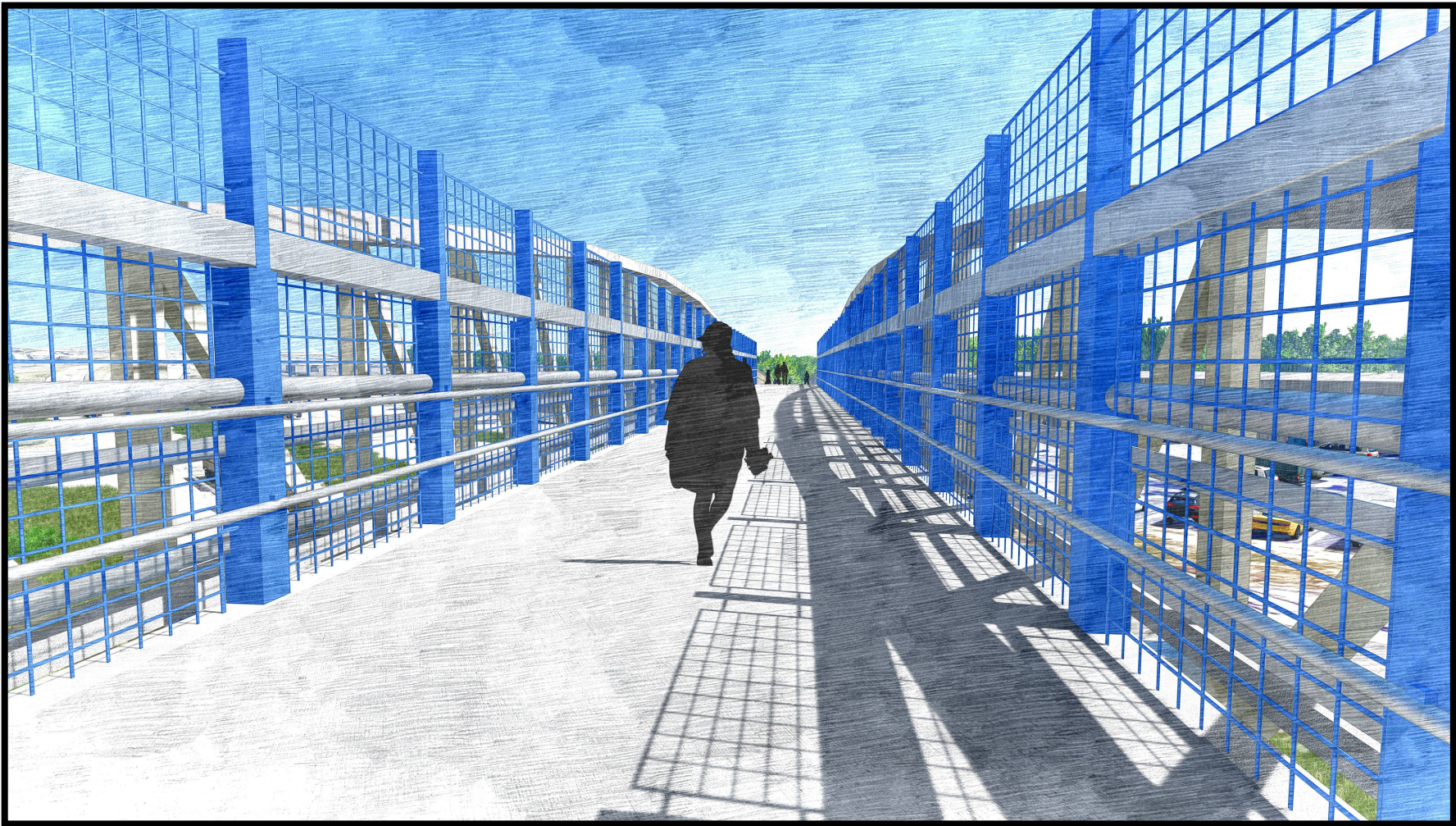
Proposed Bridge – Route 1

- Simple Span Prefabricated Arch Bridge
- Minimal impacts to traffic & Reduced construction time
- Aesthetically pleasing
- Preferred alternative for approach spans with piers and mechanically stabilized earth wall system
- Un-obstructed views

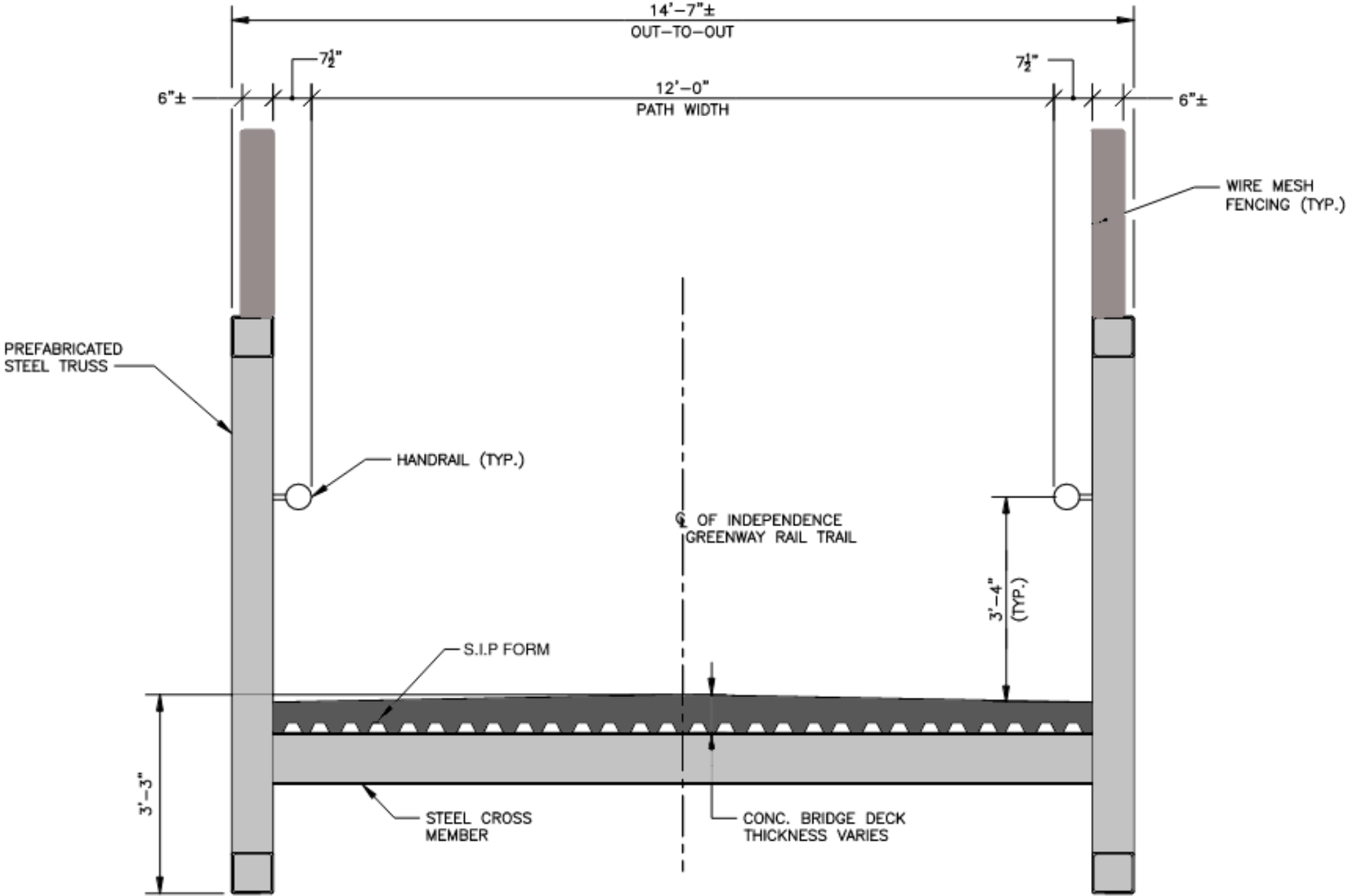


Rendering of the proposed Route 1 pedestrian bridge (facing north)

Proposed Bridge – Cross Sections for US Route 1



Rendering of a pedestrian crossing the proposed Route 1 pedestrian bridge

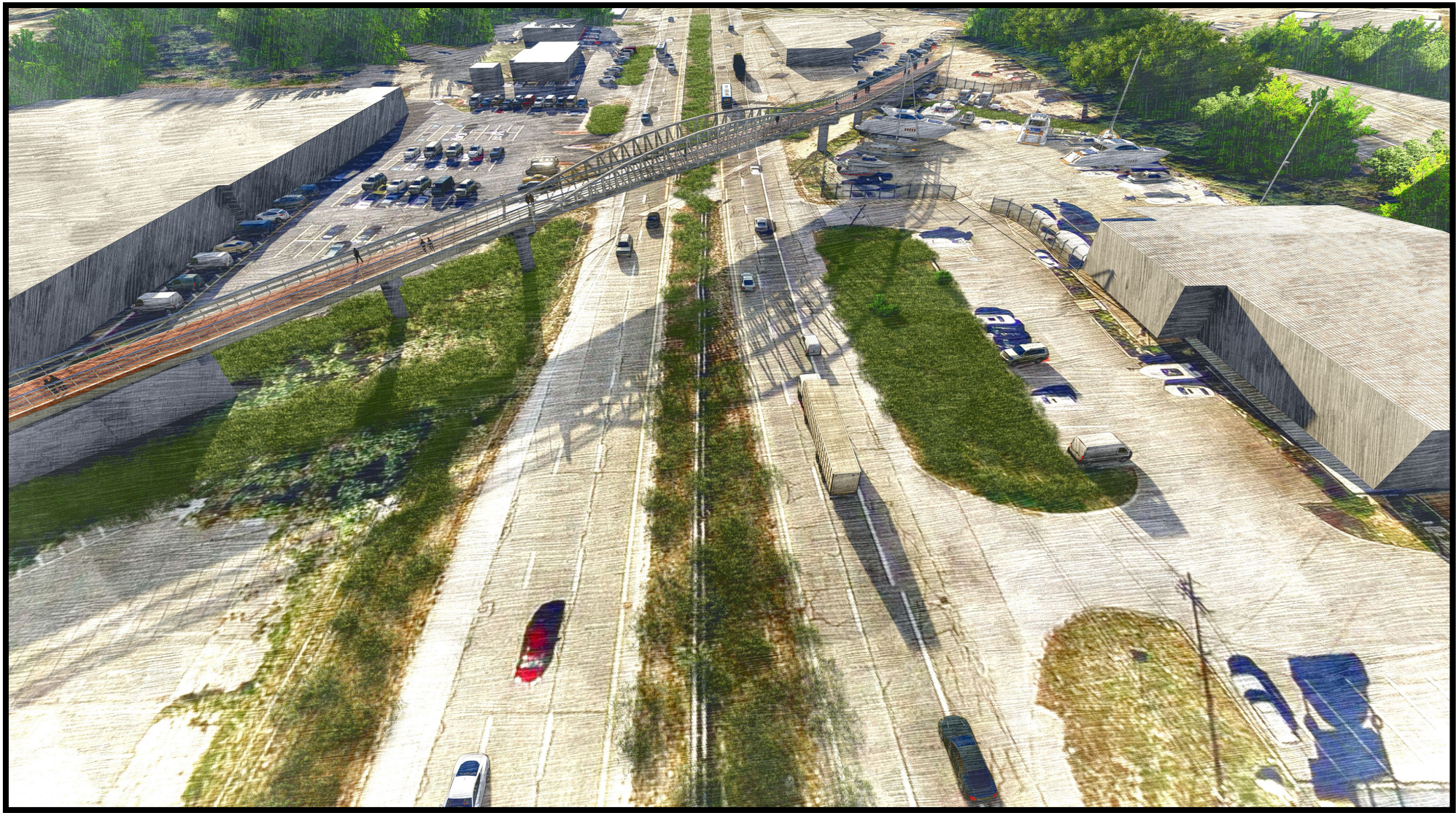


Pedestrian Bridge Cross Section over US Route 1

Proposed Bridge – Before and After



Existing aerial view of proposed Route 1 crossing



Rendering of the aerial view of proposed Route 1 crossing

Proposed Bridge – Proctor Brook

Independence Greenway over Proctor Brook Superstructure Alternatives

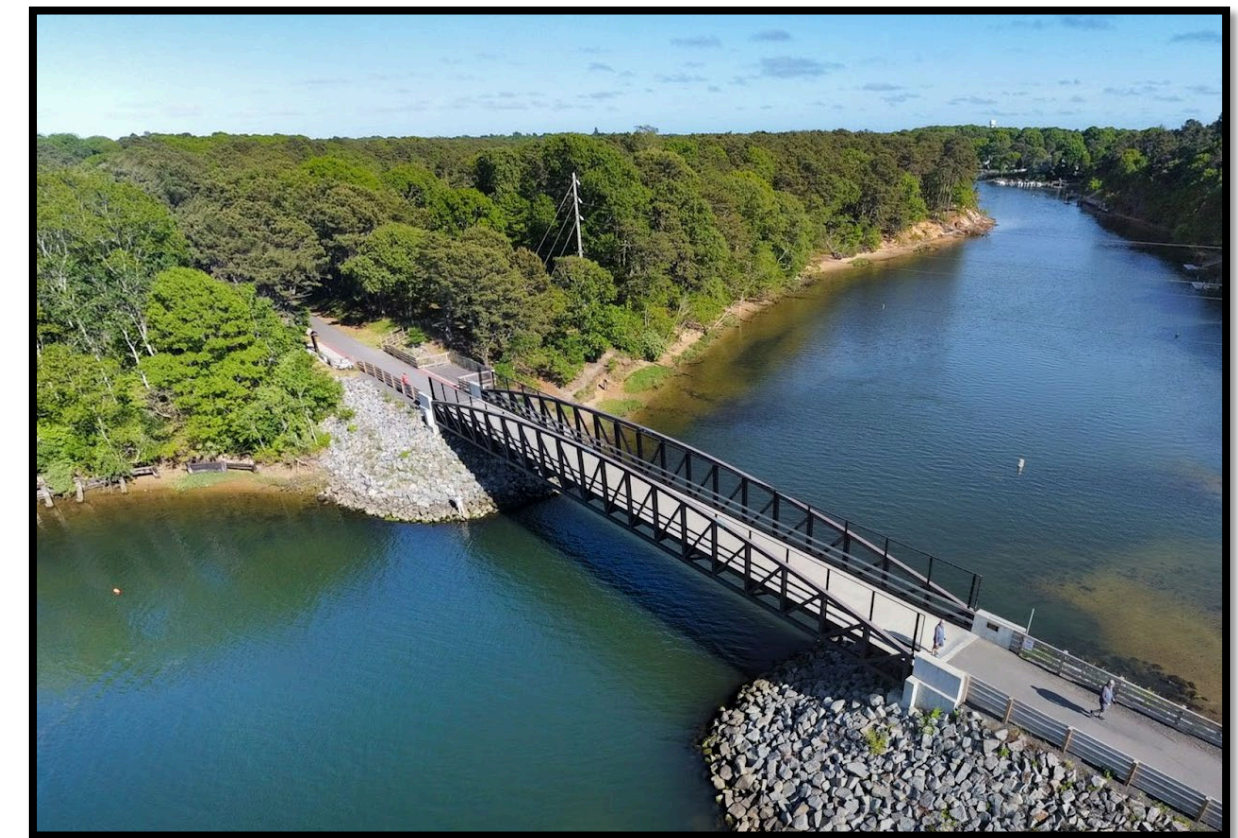
- Alternative I: Single Span Truss Bridge
- Alternative II: Single Span Bowstring Truss Bridge



Looking south towards Clark Road at proposed bridge over Proctor Brook



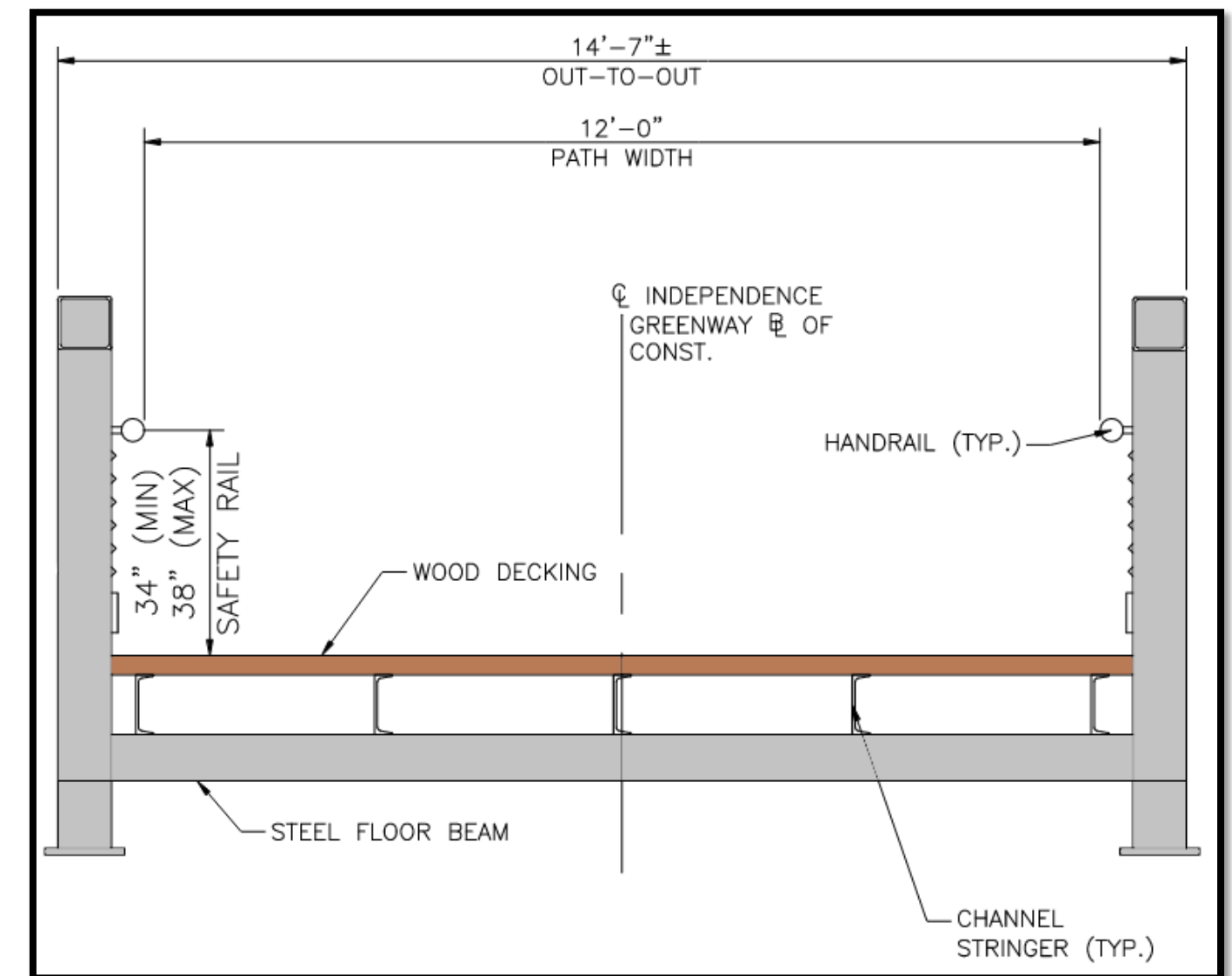
Example Truss Bridge



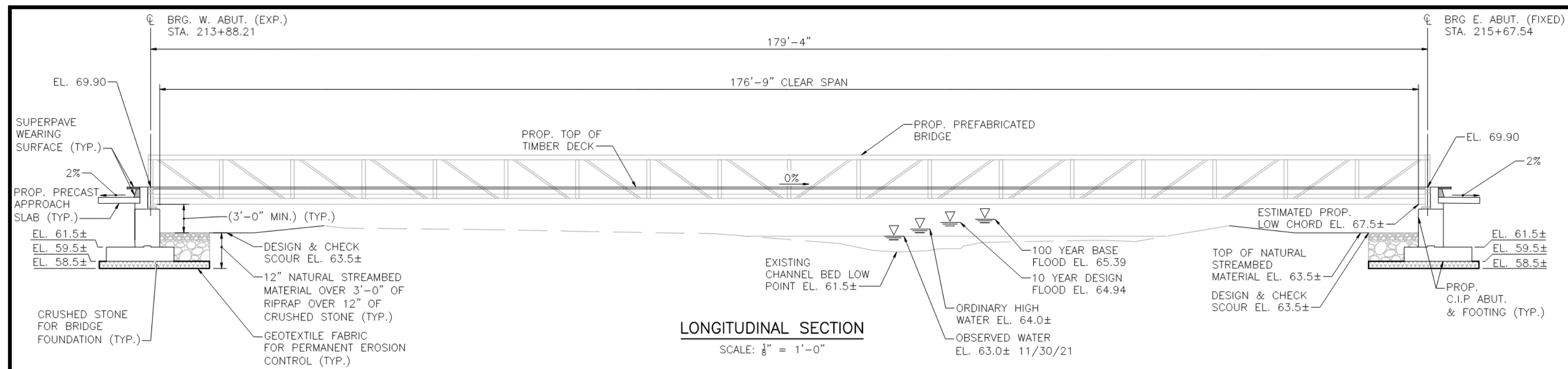
Example Bowstring Truss Bridge

Proposed Bridge – Proctor Brook

- Single Span Prefabricated Pratt Truss Bridge on Cast-in-place Concrete Abutments
- Cost-effective option
- Aesthetically pleasing
- Light structure choice
- Causes minimal environmental impacts



Pedestrian Bridge Cross Section over Proctor Brook



Longitudinal Section Pedestrian Bridge over Proctor Brook



**How will your
property be
impacted?**

Preliminary Right of Way (ROW) discussion 25% Design Public Hearing

- City of Peabody is responsible for acquiring all necessary rights in public land for design, construction, and implementation of this project.
 - Fee takings, permanent easements and/or temporary construction easements may be required.
- Affected property owners will be contacted by personnel from the City of Peabody ROW Bureau or consultants representing the responsible agency.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
- Preliminary ROW drawings will be available for public review and comment by request by contacting:
Brendan Callahan
Assistant Director of Planning
brendan.Callahan@peabody-ma.gov
978-538-5780

At this stage of design, the Right of Way process has not been finalized. This meeting is an opportunity for the public to comment on any impacts to properties.



**What are the
environmental,
cultural
resource, and
community
impacts?**

Anticipated Permits and Consultations

Federal

- **Compliance** with National Environmental Policy Act (**NEPA**)
Categorical Exclusion
- **USACE Section 404 Clean Water Act** General Permit Authorization for impacts to Waters of the US
- **USFWS Programmatic (PBO)** for Federal Endangered Species Act (i.e. bats)
- **Section 106 National Historic Preservation Act** Consultation



I-95 drainage outfall at the bottom of the embankment

Anticipated Permits

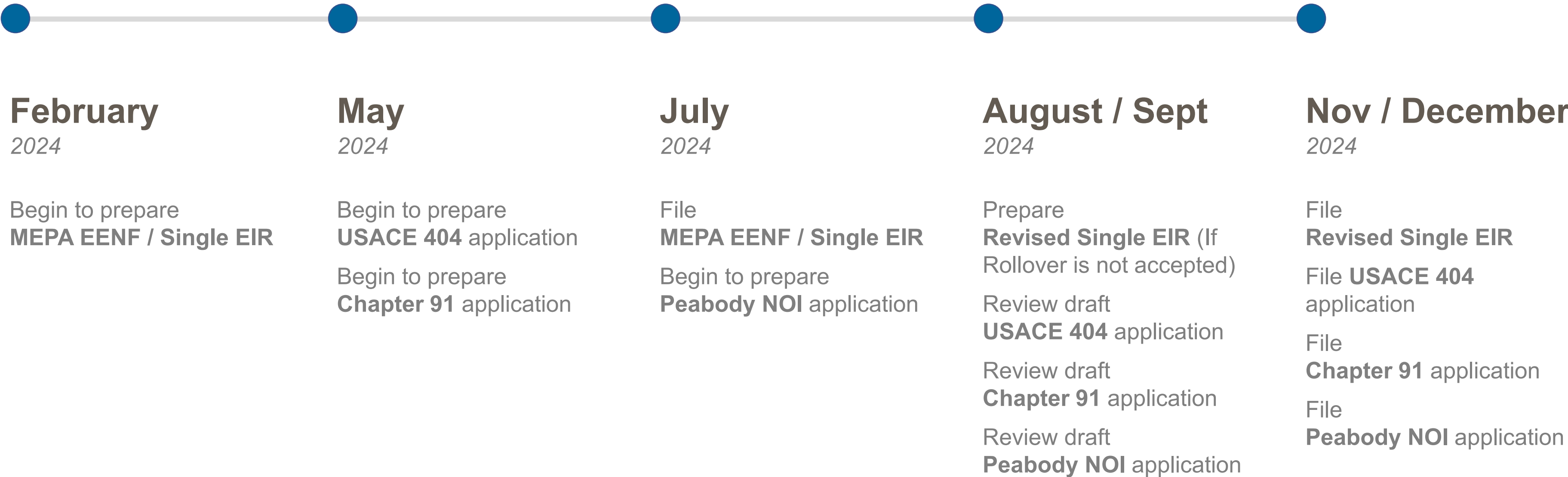
Commonwealth of MA

- **MA Environmental Policy Act (MEPA) EENF / Rollover - Single EIR**; > 0.5 acre impacts to “other” wetland resource areas, adjacent Environmental Justice population
- **MassDEP Chapter 91 Waterways License** for a new structure over a non-tidal, navigable river or stream
- Peabody Conservation Commission **Order of Conditions (OOC)** under the **MA Wetlands Protection Act** for impacts to jurisdictional wetland areas



Proctor Brook behind Clark Road

Anticipated Permitting Timeline



Authorizations anticipated December 2024 – July 2025



**What is the
construction
approach?**

Temporary Traffic Control

- Phased construction
- No detour on Route 1 or Lowell St
- Short-term traffic setups to complete work on Route 1 and Lowell St
 - Closed shoulders, lane shifts, etc.
- Route 1 superstructure is anticipated to be installed at night
 - Rolling closures while superstructure is set to the substructure





Our Next Steps

Our next steps



75% Design
Begins February 2024



100% Design
January 2025



PS&E Submission
April 2025



Project Advertisement
August 2025



Construction Begins
Begins Spring 2026



**How will we
keep you
informed?**

How to reach us

- Submit email comments to:
MassDOTProjectManagement@dot.state.ma.us
- For project information visit the MassDOT Upcoming Events for Highway Division web site at <http://www.mass.gov/orgs/highway-division/events> or used the QR Code:
- Submit written comments to:
Carrie Lavalley, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: PROJECT MANAGEMENT, PROJECT FILE NO. 610544





Questions and answers

Questions and Answers



- “Raise your hand” to be unmuted for verbal questions (Alt + Y)



- Submit your questions and comments using the Q&A button (Alt + H)



- Please state your name before your question



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate



- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn



- Please take a few minutes to complete the survey after the meeting to let us know how your experience was with this virtual meeting

All questions and comments are subject to disclosure for public records. Please use these functions for project related business only.



Thank You

*Independence Greenway
– Peabody*

Shared Use Path

Zoom | January 30 | 6-7 pm

Project File No. 610544

Kristine L. Chestna, PE

kristine.l.chestna@dot.state.ma.us

617-429-4922

