



**Hanover - Corridor
Improvements on Route 139
(Hanover Street) at Main Street,
Center Street, and Silver Street**

Thank you for joining us.

This meeting will begin shortly.





Hanover - Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street, and Silver Street

Public Information Meeting

Zoom Meeting | December 5, 2024 | 6:30 to 7:30 PM

Project File No. 612769



Zoom meeting controls



- Ask a question and share comments



- Drop down menu to check microphone and speakers



- Raise your hand - *9 for users dialing in and Alt + Y on keyboard



- If you are unable to access the internet or are having technical problems, please call into the meeting at [301-715-8592], Webinar ID: [837 2038 9770]



- Use the View button in the upper right-hand corner to adjust the meeting view settings to your preference

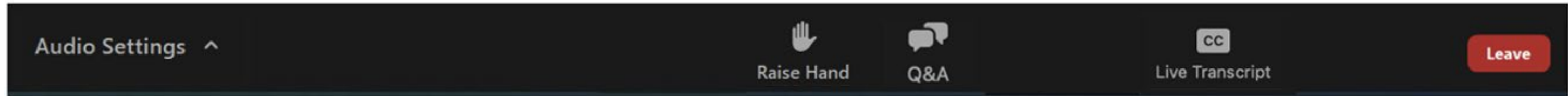


Live Transcript

- Closed captioning automatically generated by Zoom

If you have trouble with the meeting technology during the presentation, please call:

+1 888-799-9666



Public meeting notes and procedures

Notification of video recording

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, images, audio, and/or chat transcript.
- All parts of this meeting are considered public record.
- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera and keep your microphone muted, or you may choose to excuse yourself from the meeting.

Important notes

- Your microphone and webcam are automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the formal presentation.

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

Notice of MassDOT's policy on diversity and civil rights

- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> to reach the Office of Diversity and Civil Rights.


Thank you for joining our meeting. We appreciate your participation!

Panelists (Project Team & Town):

- **MassDOT Project Manager**
 - Aidee Cira, Project Manager
- **MassDOT District 5**
 - Richard Bilski, District 5 Project Development Engineer
- **MassDOT ROW Agent**
 - Mark Hicks
- **MassDOT Legislative Affairs**
 - Gareth Saunders
- **MassDOT Producer/Facilitator**
 - Leah Grodstein & Joe Yoo
- **Tighe & Bond**
 - Greg Lucas, PE, PTOE, RSP1
- **Town of Hanover**
 - Kurt Kelley, Deputy DPW Director

Advertisements

- **The Hanover Mariner**
 - November 20, 2024
 - November 27, 2024
- **The Patriot Ledger**
 - November 20, 2024
 - November 27, 2024
- **MassDOT Website**
 - Notice and Flyer posted on October 16, 2024.
- **MassDOT Social Media**
- **Town of Hanover Website**



VIRTUAL PUBLIC INFORMATIONAL MEETING

Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street and Silver Street Hanover, MA

What is happening?

The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with the proposed Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street and Silver Street project. All views and comments submitted in response to the meeting will be reviewed and considered to the maximum extent possible.

How will this affect you?


The proposed project consists of corridor and intersection improvements on Route 139 in Hanover's Town Center, including the intersections of Route 139 at Center Street and Main Street, Main Street at Silver Street, and Main Street at Center Street. The project includes realignment of the Center Street legs to meet at a 4-way intersection. The project will include pavement rehabilitation, installation of new curbing, sidewalks, ADA compliant ramps, crosswalks, closed drainage system improvements, and a 5-foot buffered bicycle lane along Route 139.


When

Thursday, December 5, 2024
6:30PM to 7:30PM

Attend

<https://www.mass.gov/event/hanover-corridor-improvements-on-route-139-hanover-street-at-main-street-center-street-and-silver-street-12-05-2024>





To ensure its meetings are accessible, MassDOT reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, and auxiliary aids and services. To request such services, please contact MassDOT's Chief Diversity and Civil Rights Officer at 857-368-8580 or MassDOT.CivilRights@dot.state.ma.us. For adequate time to process such request, please make them as early as possible, ideally 10-15 days prior to the event.

Project inquiries may also be emailed to MassDOTProjectManagement@dot.state.ma.us. Please submit any written statements regarding the proposed undertaking to: **Carrie A. Lavallee, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: PROJECT MANAGEMENT, PROJECT FILE NO. 612769**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A VIRTUAL PUBLIC INFORMATIONAL MEETING
Project File No. 612769

A Virtual Public Informational Meeting will be hosted on the MassDOT website below to present the design for the proposed Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street and Silver Street project in Hanover, MA.

WHEN: Thursday, December 5, 2024, at 6:30PM

PURPOSE: The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with the proposed Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street and Silver Street project. All views and comments submitted in response to the meeting will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of corridor and intersection improvements on Route 139 in Hanover's Town Center, including the intersections of Route 139 at Center Street and Main Street, Main Street at Silver Street, and Main Street at Center Street. The project includes realignment of the Center Street legs to meet at a 4-way intersection. The project will include pavement rehabilitation, installation of new curbing, sidewalks, ADA compliant ramps, crosswalks, closed drainage system improvements, and a 5-foot buffered bicycle lane along Route 139.

This meeting 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 and 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 meeting.

This meeting 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

Project Handout

<https://www.mass.gov/event/hanover-corridor-improvements-on-route-139-hanover-street-at-main-street-center-street-and-silver-street-12-05-2024>



Funding

- Total estimated construction cost approximately \$7 million
- Cost does not include right-of-way acquisitions
- Project programmed in the Statewide Transportation Improvement Program (STIP) in 2028 Federal Fiscal Year
- Current Funding Sources
 - Federal Aid
 - State Funds



U.S. Department
of Transportation

**Federal Highway
Administration**



Agenda

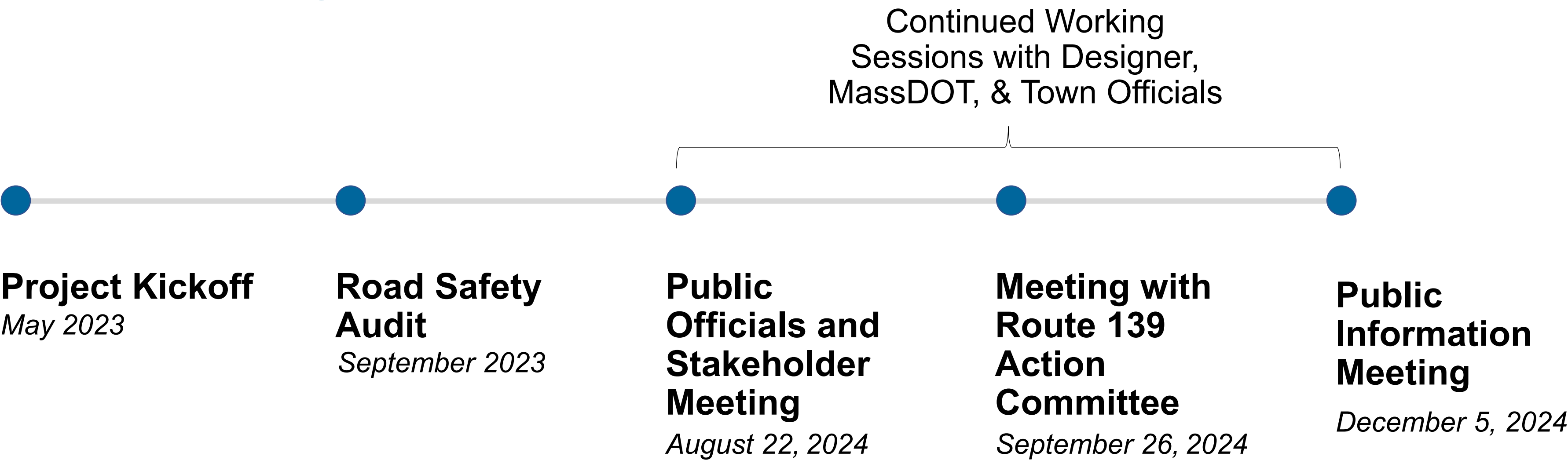
- 01 Project Area
- 02 Project History
- 03 Existing Conditions
- 04 Project Purpose
- 05 Design Process
- 06 Preferred Alternative
- 07 Project Impacts
- 08 Next Steps
- 09 Contact Information
- 10 Questions & Discussion



Project Area



How did we get here?





**Why was this
project
initiated?**

Existing Issues

Safety Concerns:

- Speeding along Route 139 Corridor
 - Road Safety Audit held in September 2023
- Lack of Bicycle Accommodations
- Lack of consistent American with Disability Act (ADA) compliant pedestrian facilities and connections
- Lack of definition of Town Center

Operations Concerns:

- Address Congestion
- Intersection Improvements





**What do we
want to
accomplish?**



Project Purpose

Improve safety

- Reduce speeding along corridor
- Review pedestrian accommodations and crosswalks
- Address mobility for all users

Improve Operations

- Evaluate intersection control



**What
alternatives
were
considered?**

Conceptual Development

- MassDOT Intersection Control Evaluation (ICE) is to consider multiple context-sensitive control strategies in a consistent manner when planning a new intersection or modifying an existing intersection. Safety is integrated into the ICE process.
- Goal of ICE is to objectively select a control strategy that meets the project's purpose and need and fits the intersection's location context and roadway classification, while achieving the best long-term value.
- MassDOT Intersection Control Evaluation (ICE) conducted through 2023 and 2024
- ICE revealed 7 primary concepts, with 11 total alternatives and sub-alternatives

ICE Concepts (Two-Way Stop Control and Signals)

Description	Advantages	Disadvantages	Concerns	Significant Safety Improvements*	Significant Operations Improvements*	Proceed with Further Analysis
Two-Way Stop Control (at Center Street intersections)	<ul style="list-style-type: none">Create more perpendicular intersections	<ul style="list-style-type: none">Queues can impact fire emergency response times	<ul style="list-style-type: none">Potential queueing impacts	X	X	NO
Traffic Signal Control (at all Route 139 intersections)	<ul style="list-style-type: none">Create more perpendicular intersections	<ul style="list-style-type: none">Have 3 closely spaced intersections	<ul style="list-style-type: none">Potential queueing impacts	✓	✓	YES
Traffic Signal Control (at all Route 139 intersections + Silver Street)	<ul style="list-style-type: none">Improved queue management on Silver Street	<ul style="list-style-type: none">Have 3 closely spaced intersections	<ul style="list-style-type: none">Potential queueing impacts	✓	✓	NO

*when compared to existing operations and other alternatives

ICE Concepts (Roundabouts)

Description	Advantages	Disadvantages	Concerns	Significant Safety Improvements*	Significant Operations Improvements*	Proceed with Further Analysis
Center Street (South) Roundabout		<ul style="list-style-type: none">Increased emergency response timeLarge truck encroachment	<ul style="list-style-type: none">Need to reconfigure Town Hall drivewayImpacts to Briggs Field	✓	X	NO
Center Street Peanut Roundabout		<ul style="list-style-type: none">Increased emergency response timeLarge truck encroachment	<ul style="list-style-type: none">Significant impacts to Town Hall and First Congregational ChurchImpacts to Briggs Field	✓	✓	NO
Main Street Roundabout		<ul style="list-style-type: none">Monument relocation	<ul style="list-style-type: none">Significant impacts to Congregational ChurchPotential queueing impacts	✓	✓	NO

*when compared to existing operations and other alternatives

ICE Concepts (Roadway Realignment)

Description	Advantages	Disadvantages	Concerns	Significant Safety Improvements*	Significant Operations Improvements*	Proceed with Further Analysis
Center Street (North) Realignment w/ Signal	<ul style="list-style-type: none">• Increase queueing space between Route 139 intersections• Improved emergency response time to North Hanover		<ul style="list-style-type: none">• Impacts to Briggs Field• Proximity to Briggs Stable fields	✓	✓	YES
Center Street (North) Realignment w/ Roundabout		<ul style="list-style-type: none">• Delayed emergency response time	<ul style="list-style-type: none">• Impacts to Briggs Field• Proximity to Briggs Stable fields	✓	X	NO

*when compared to existing operations and other alternatives

ICE Concepts (One-Way and Connector Road Removal)

Description	Advantages	Disadvantages	Concerns	Significant Safety Improvements*	Significant Operations Improvements*	Proceed with Further Analysis
Main Street Connector Road Removal (2 Intersections)	<ul style="list-style-type: none">Increase queueing space between Route 139 intersections	<ul style="list-style-type: none">Monument relocation	<ul style="list-style-type: none">Impacts to Briggs Field	✓	X	NO
Main Street Connector Road Removal (3 Intersections)		<ul style="list-style-type: none">Have 3 closely spaced intersections	<ul style="list-style-type: none">Potential queueing impacts	X	X	NO
One-way Operation (portion of Center Street and Main Street)	<ul style="list-style-type: none">Simplified lane configuration on Route 139		<ul style="list-style-type: none">Potential queuing impacts	✓	✓	YES

*when compared to existing operations and other alternatives

ICE Concepts Moving Forward

	Description	Advantages	Disadvantages	Concerns	Significant Safety Improvements*	Significant Operations Improvements*	Proceed with Further Analysis
A	Traffic Signal Control (at all Route 139 intersections)	<ul style="list-style-type: none">Create more perpendicular intersections	<ul style="list-style-type: none">Have 3 closely spaced intersections	<ul style="list-style-type: none">Potential queueing impacts	✓	✓	YES
B	Center Street (North) Realignment w/ Signal	<ul style="list-style-type: none">Increase queueing space between Route 139 intersectionsImproved emergency response time to North Hanover		<ul style="list-style-type: none">Impacts to Briggs FieldProximity to Briggs Stable fields	✓	✓	YES
C	One-way Operation (portion of Center Street and Main Street)	<ul style="list-style-type: none">Simplified lane configuration on Route 139		<ul style="list-style-type: none">Potential queueing impacts	✓	✓	YES

*when compared to existing operations and other alternatives



**What is the
preferred
alternative?**

After Initial Concept Development

Three primary alternatives carried forward to discussion with Town stakeholders and Route 139 Action Committee:

- **Alternative A: Minor realignment**
 - Traffic Signal Control at all Route 139 Intersections
- **Alternative B: Major realignment**
 - Center Street (North) Realignment w/ Signal
- **Alternative C: Directional Configuration Modification**
 - One-way Operation (portion of Center Street and Main Street)

Design Comparison

Alternative	Signalized Intersection Locations	Major Roadway Realignment	Minor Roadway Reconfiguration	Other Notable Features
Alternative A	<ul style="list-style-type: none">Route 139 at Center Street (South)Route 139 at Center Street (North)Route 139 at Main Street	<ul style="list-style-type: none">Center Street (South) at Route 139	<ul style="list-style-type: none">Center Street (North) at Route 139Main Street at Route 139	<ul style="list-style-type: none">Extended reconstructed driveway from Town Hall to Center Street (South)
Alternative B	<ul style="list-style-type: none">Route 139 at Center StreetRoute 139 at Main Street	<ul style="list-style-type: none">Center Street (North) at Route 139 and Main Street	<ul style="list-style-type: none">Center Street (South) at Main StreetMain Street at Route 139	<ul style="list-style-type: none">Reconstructed driveway from Town Hall to Center StreetImpacts to Briggs Field
Alternative C	<ul style="list-style-type: none">Route 139 at Center Street (South)Route 139 at Center Street (North)Route 139 at Main Street	<ul style="list-style-type: none">Center Street (South) at Route 139	<ul style="list-style-type: none">Center Street (North) at Main StreetMain Street at Route 139	<ul style="list-style-type: none">Center Street (North) and section of Main Street are one-wayExtended reconstructed driveway from Town Hall to Center Street (South)

Overall Concept Comparison

Alternative	Advantages	Disadvantages	Concerns
Alternative A	<ul style="list-style-type: none">Limited impacts to historical properties or Article 97 land	<ul style="list-style-type: none">Limited queue space between intersections on Route 139Still have three closely spaced intersections along Route 139Have LOS F during PM Peak	<ul style="list-style-type: none">Can have queue spill back between intersections
Alternative B	<ul style="list-style-type: none">Improved traffic operations at peak timesIncreased queue space between intersections on Route 139Only two intersections along Route 139Additional length for queue storage and parking along Center Street (North)Improved emergency response times from Fire Station	<ul style="list-style-type: none">Significant impacts to Article 97 land (Briggs Field) with additional permitting effort	<ul style="list-style-type: none">Perceived impacts to properties adjacent to Center Street (North)
Alternative C	<ul style="list-style-type: none">No turning movements from Route 139 at the Center Street (North) and Route 139 intersection	<ul style="list-style-type: none">Have LOS F during AM and PM peak times	<ul style="list-style-type: none">All traffic from Main Street to Silver Street is being moved to Route 139

Traffic Operations Comparison

Alternative	Route 139 at Center Street (South)		Route 139 at Center Street (North)		Route 139 at Main Street		Main Street at Silver Street	
Peak Hour	AM	PM	AM	PM	AM	PM	AM	PM
Existing	F	F	F	F	F	F	B	C
Alternative A	C	F	C	F	B	C	C	D
Alternative B	C	D	--	--	B	C	C	D
Alternative C	C	D	F	F	E	F	B	C

Preferred Alternative

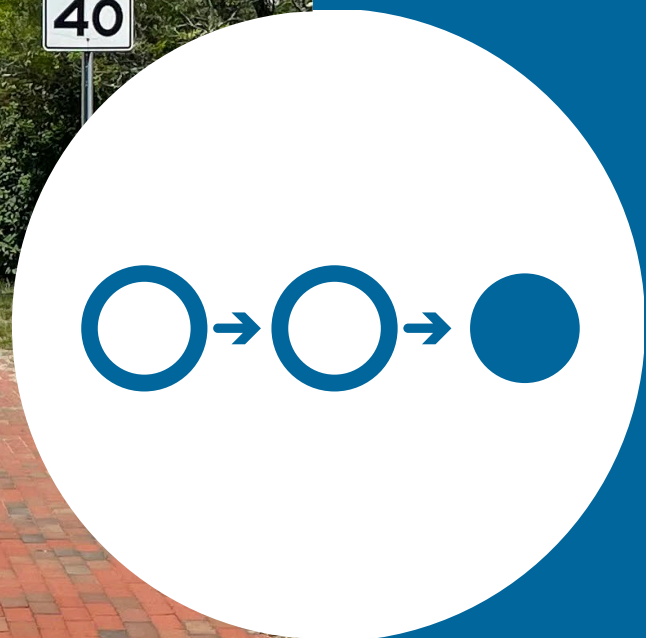
Alternative B was deemed the preferred alternative because it meets the project goals of improved safety and improved operations.

- **Improved Safety**

- Pedestrian & Bicycle facilities are included
 - Sidewalks along the entire project area with ramps and crosswalks
 - Both buffered and unbuffered bike lanes in all directions
- Signalized intersections allow pedestrians to cross without conflicting vehicle traffic

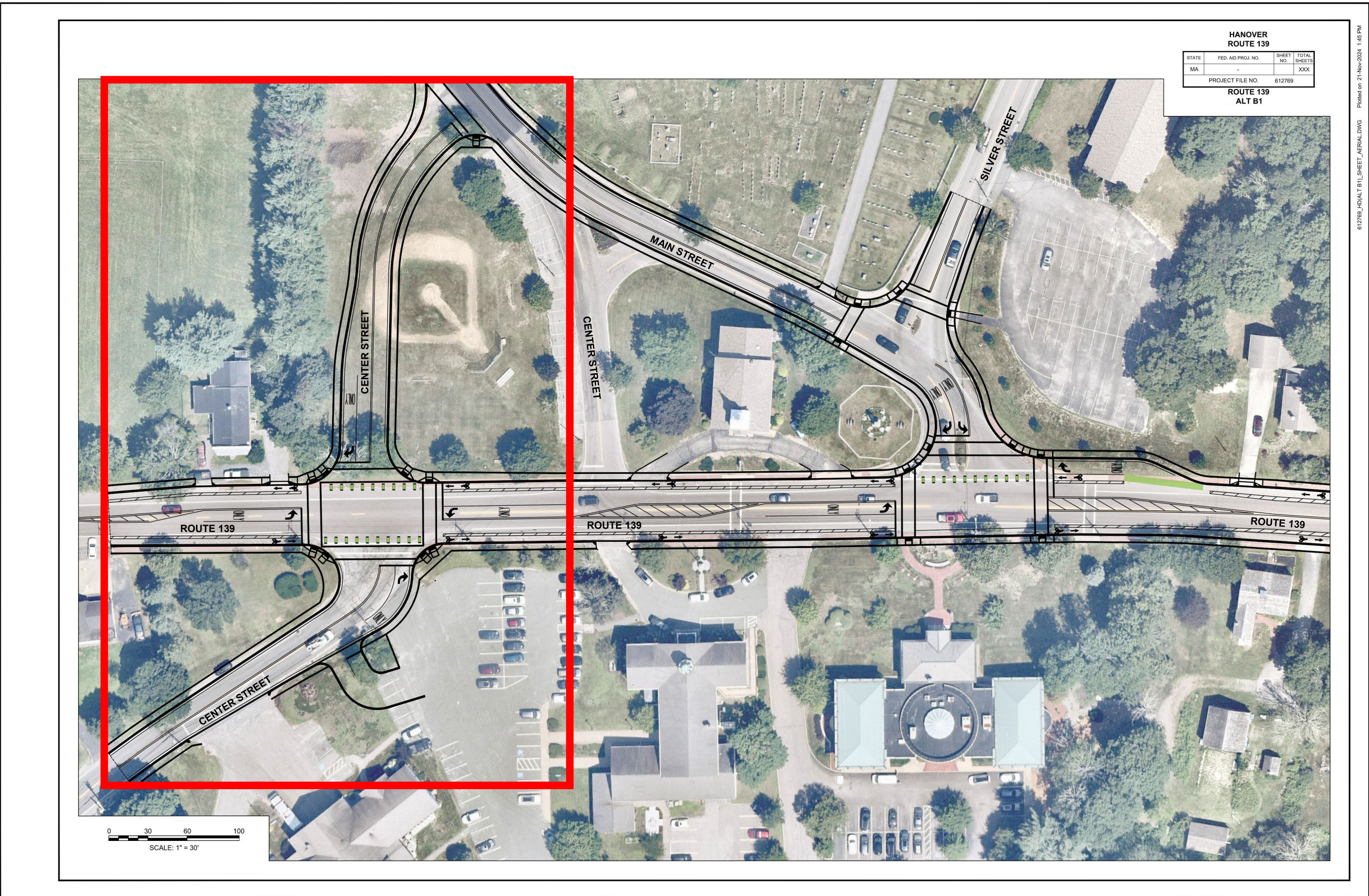
- **Improved Operations**

- Level of Service (LOS) at a Level D or above provided at all intersections
- Additional vehicle storage provided along Route 139 because there is only two intersections



How has our
design
progressed?

Original Preferred Alternative B (B1)



Conceptual Development Modifications

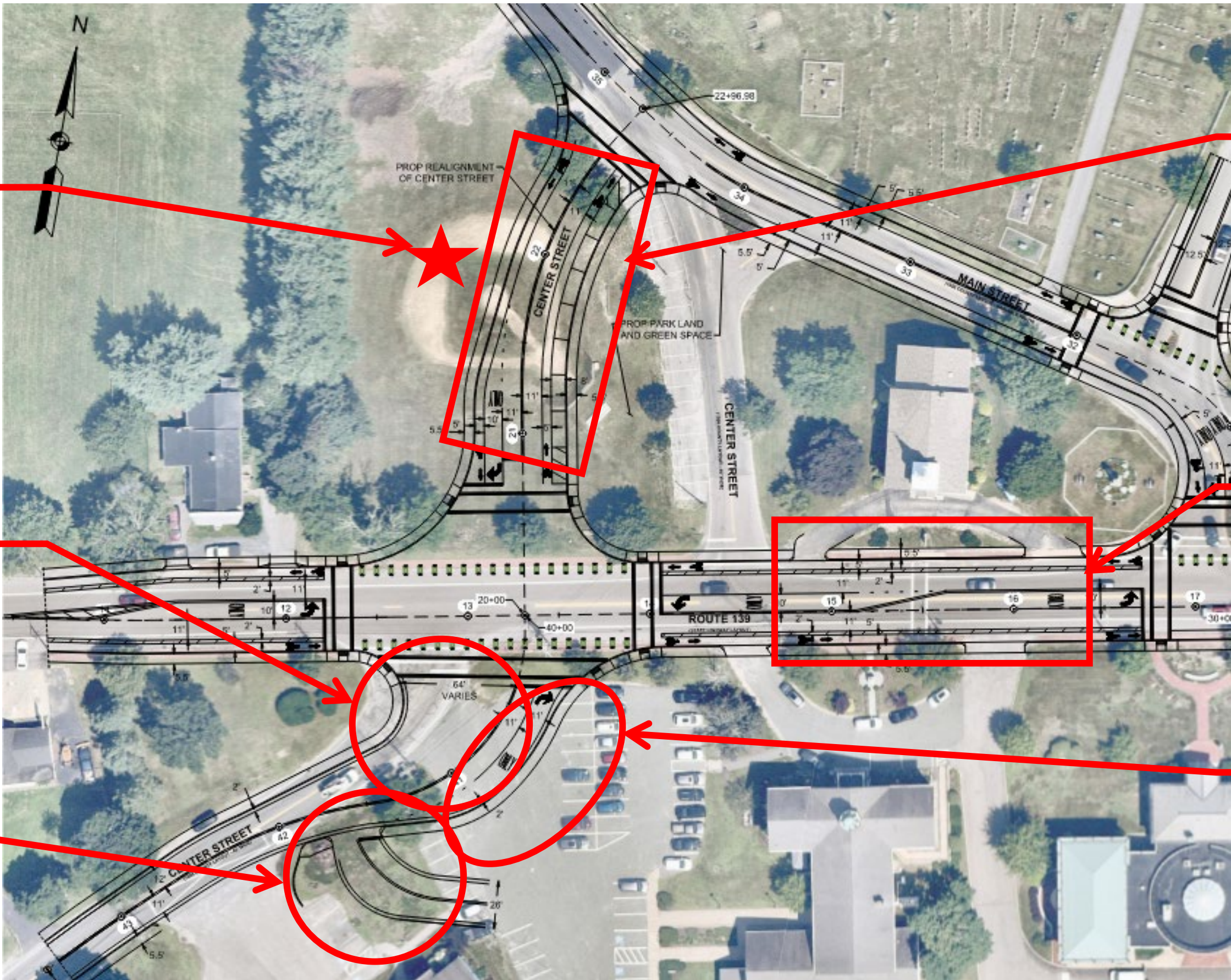
- **Alternative B was the preferred alternative based on safety and operations analysis**
- Additional concerns about design elements were raised during the discussion with the Town and Route 139 Action Committee
 - However, efforts to mitigate those concerns created additional disadvantages

Alternative B2 - Challenges to modifying Alternative B

Less contiguous open space available for Briggs Field revitalization

“S-shaped” curve challenging for emergency vehicles to navigate

Impacts to Fire Station’s septic leach field

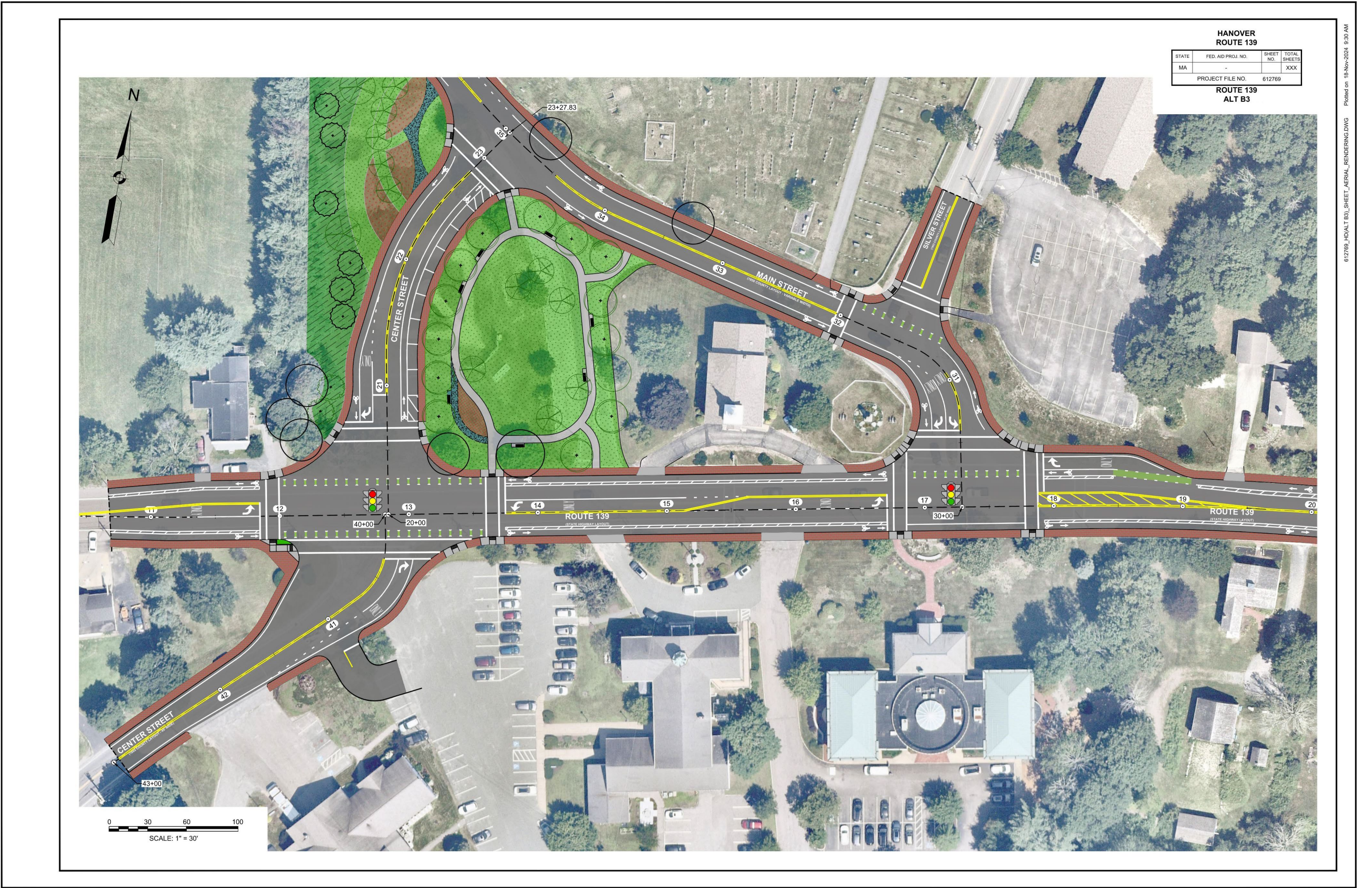


Shorter Center Street segment decreases queue storage

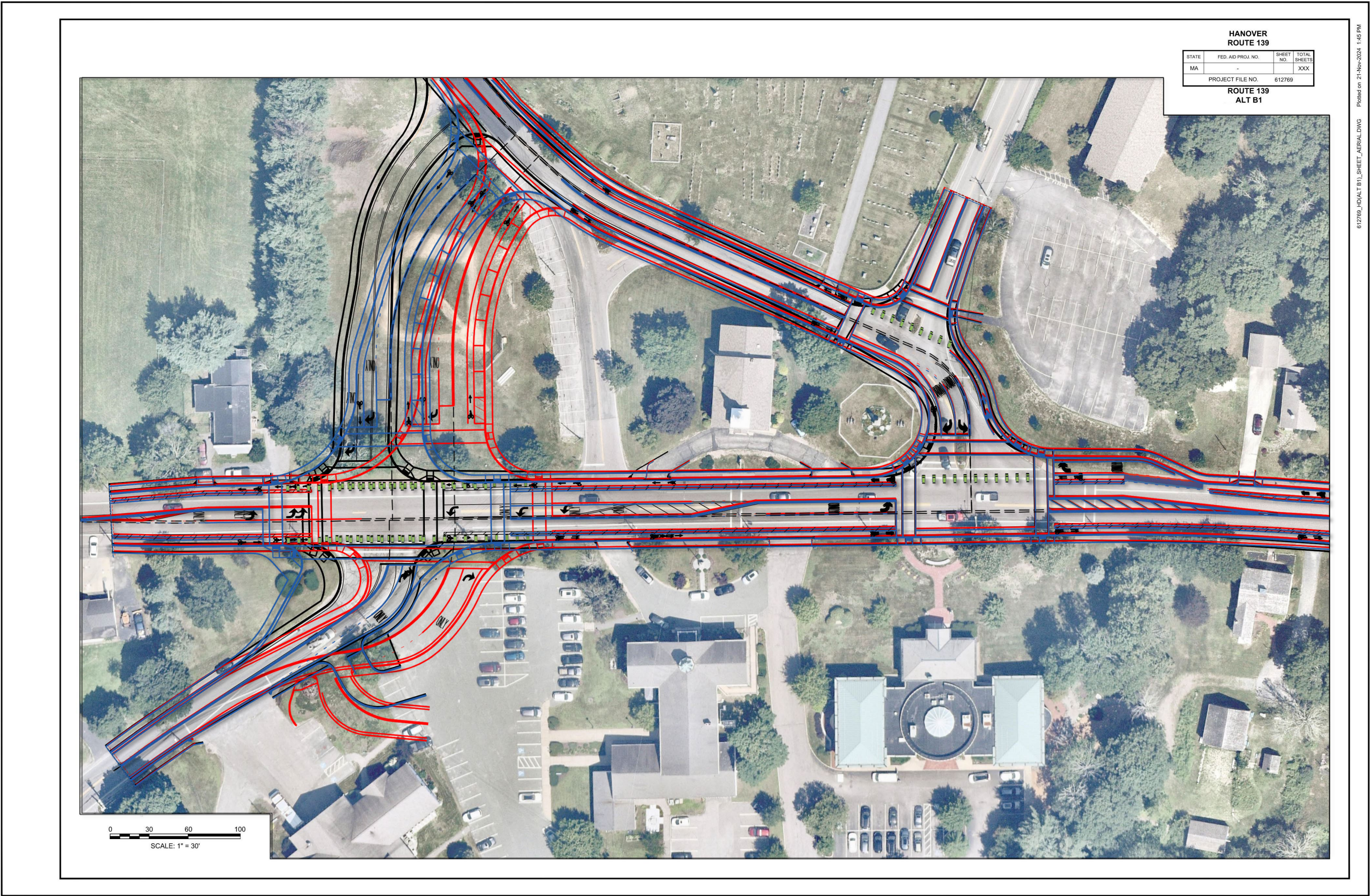
Decreased queue storage space between intersections

Greater impacts to Town Hall parking lot

Preferred Alternative B3



Alternative B Progression



BLACK – B1
(original)

RED – B2

BLUE – B3
(preferred)

Town Center - Placemaking



Decorative Street Lights with banner
(example: Canton, MA)



Traffic Signals – painted black
(example: Easton, MA)



**How will your
property be
impacted?**

Right of Way (ROW) Process

- This project is currently at the planning phase, design has not started yet. We want to address MassDOT's ROW procedure for future reference.
- Responsible for acquiring all necessary rights in public land for design, construction, and implementation of a project.
- Affected property owners will be contacted by personnel from the ROW Bureau or consultants representing MassDOT.
- Procedures must comply with state and federal regulations governing the acquisition process.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
 - If project receives federal funds, property owners are further protected under Title III of the Real Property Act of 1970, as amended.



**How will
bicyclists and
pedestrians
be impacted?**

Bicycle and Pedestrian Improvements

Pedestrian:

- Sidewalks along all project roadways
- Improved crosswalks
- Pedestrian movements incorporated into any signalized intersection

Bicyclists:

- Addition of bike lanes
 - Buffered along Route 139
 - Unbuffered along Main St and Center St (North)





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



Environmental Impact Evaluation


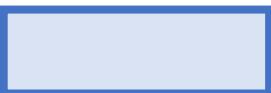
Wetlands and Biological Resources

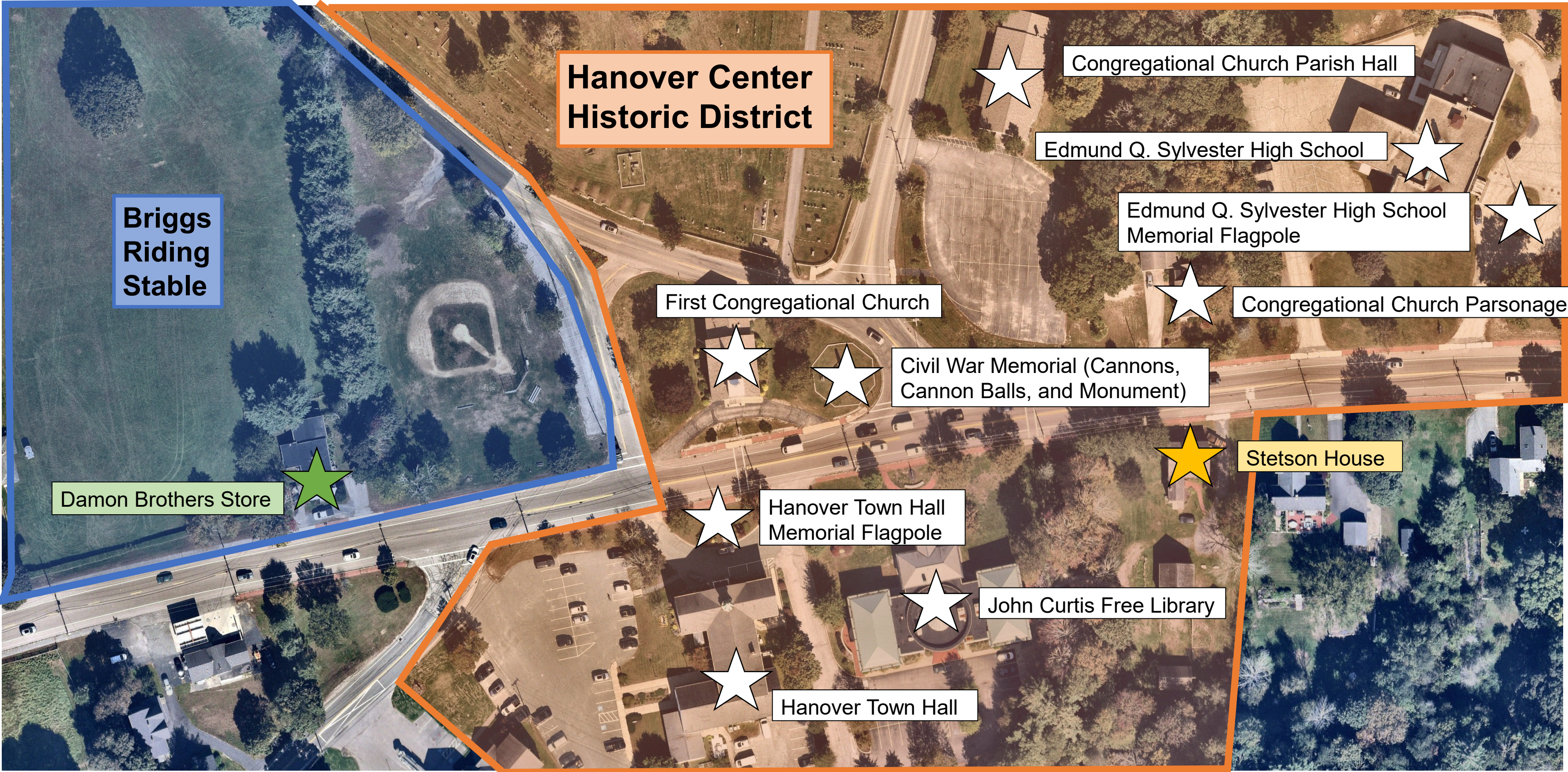
- No impacts to regulated wetlands

Recreational and Cultural Resource Areas

- First Congregational Church – Historical Property
- Briggs Field – Article 97 Open Space
 - Major impacts in Alternative B

Massachusetts Historical Commission Map

-  National Register Historic Places
-  Inventoried Area



Our next steps



Public Information Meeting
Winter 2024

Followed Pre-25% Design Submission
Winter 2024/2025



25% Design Submission
Summer 2025

Followed by 25% Design Public Hearing
Early 2026



75% Design Submission
Summer 2026



Final Design Submission
Summer 2027



Project Advertisement
Anticipated Spring 2028



**How will we
keep you
informed?**

Upcoming public outreach

- 25% Design Public Hearing (DPH) will be held following 25% Design Submission
 - Anticipated Early 2026



How to reach us

- Submit email comments to the email below or use the QR code:

MassDOTProjectManagement@dot.state.ma.us

Subject: MassDOT Project File No. 612769

Hanover, Corridor Improvements on Route 139 at Main Street,
Center Street, and Silver Street



- Visit the project website at:

<https://www.mass.gov/event/hanover-corridor-improvements-on-route-139-hanover-street-at-main-street-center-street-and-silver-street-12-05-2024>

or use the QR Code:



- Submit written comments to:

Carrie Lavallee, P.E., Chief Engineer

MassDOT

10 Park Plaza

Boston, MA 02116

Attention: Project Management, PROJECT FILE NO. 612769



**Questions and
answers**

Questions and answers



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



- Submit your questions and comments using the Q&A button



- Please state your name before your question



- Please share only 1 question or comment at a time, limited to 1 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

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



Thank You

Hanover - Corridor Improvements on
Route 139 (Hanover Street) at Main Street,
Center Street, and Silver Street

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