



# Public Information Meeting

*Route 110 Resurfacing and  
Related Work  
Lowell, Dracut, and Methuen*

Virtual | January 31, 2024 | 6:00 p.m.

Project File No. 608816



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Raise Hand



Q&A



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  - 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.**



## Thank You for Your Support

- The Lowell Sun
- The Eagle-Tribune
- MassDOT Facebook and Twitter
- City of Lowell and Methuen
- Town of Dracut
- Lowell and Lawrence RMV Service Branch
- Northern Middlesex Council of Governments
- Merrimack Valley Planning Commission
- Joseph Campbell Elementary School
- New England Commission for Water
- Nevins Memorial Library

## Panel Members

### MassDOT

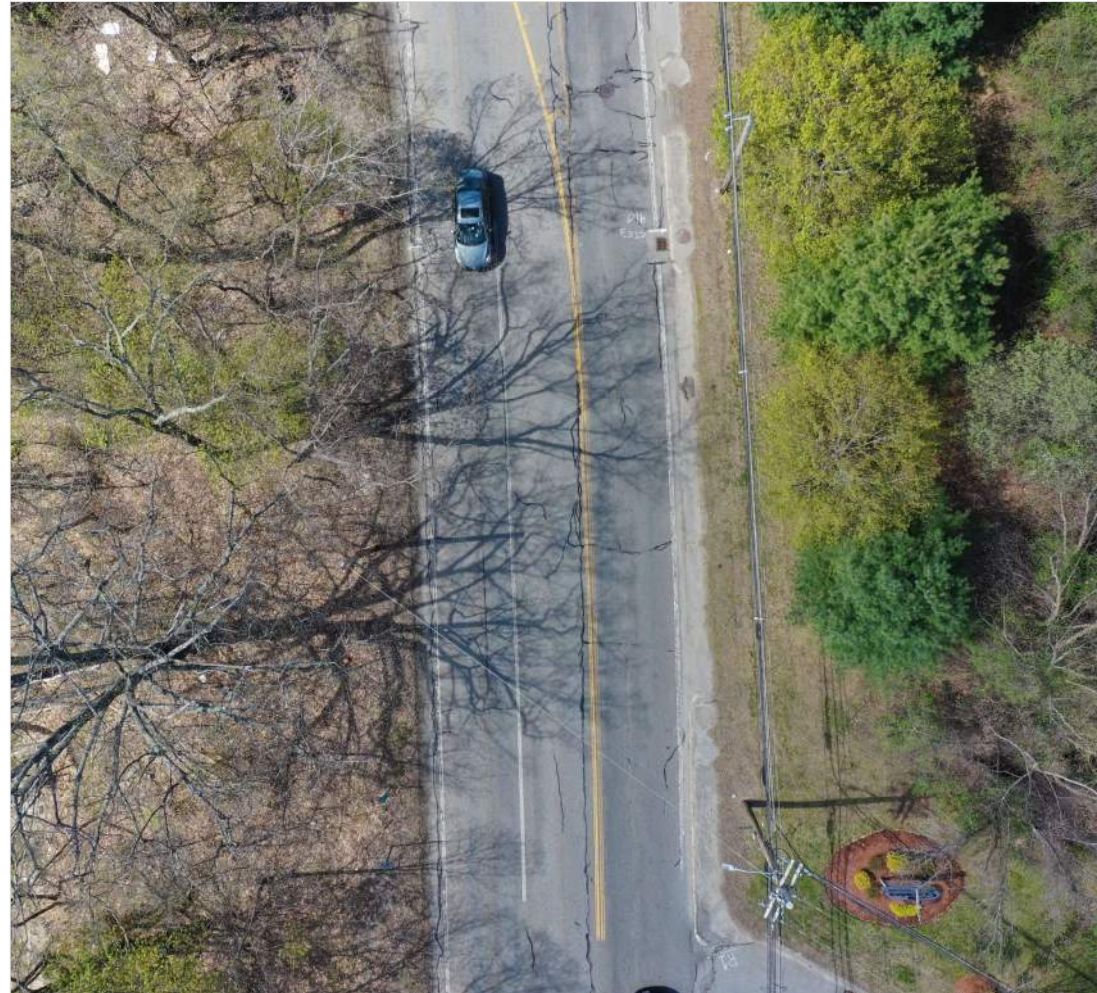
- Herrio Lamothe – Project Manager
- Brian Fallon, P.E. – District 4 Project Development Engineer
- Michael Ruderman – Right of Way
- Michael McNutt – Producer
- Roy Kirwa – Producer

### Howard Stein Hudson

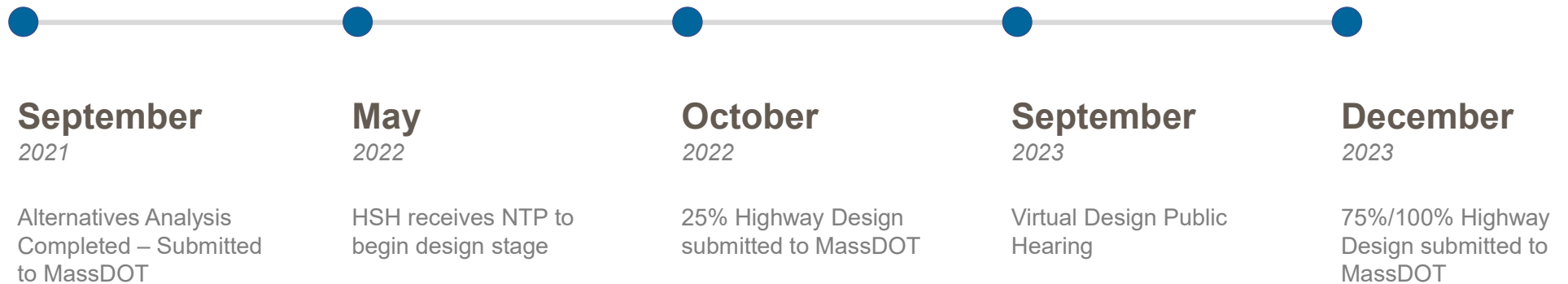
- Bridget Myers, P.E. – Project Manager
- Jessica Lizza, P.E., PTOE – Traffic Engineer

## Agenda

- Project Overview
- Project Area
- Project Goals
- **Feedback from 25% Design Public Hearing**
- **Changes Since 25% Design**
- Construction Approach
- Next Steps
- Questions & Feedback



## How Did We Get Here?





## Project Area







**Why was this  
project  
initiated?**



## Project Needs

1. Pavement Maintenance
2. Safety Improvements
3. Fill the Gap in the Bike Network
4. Enhance Pedestrian Infrastructure





**What do we  
want to  
accomplish?**



## Project Goals

- Improve Pavement Conditions
  - Resurfacing
- Improve Safety for All Users
  - Vehicle safety countermeasures
  - Improved pedestrian infrastructure
  - Add bicycle infrastructure
- Stay Close to a Resurfacing Project Scope
  - Limited to State ROW
    - No easements
  - Limit Impacts
  - Limit Utility Relocations



## Modify Roadway Characteristics

- Wide Existing Roadway
- Wide lanes and shoulders = higher speeds
- Allows for high speeds and passing
- Goal to reduce speeds by making physical roadway changes





## Pedestrian Infrastructure

- Improve Sidewalk Conditions and Connectivity
  - Ensure sidewalk is 5 feet wide at minimum
  - Fill in missing sidewalk gaps
- Potential to Increase Pedestrian Activity
  - Many residential side streets
  - Pedestrians likely avoid Route 110 due to lack of comfortable facilities

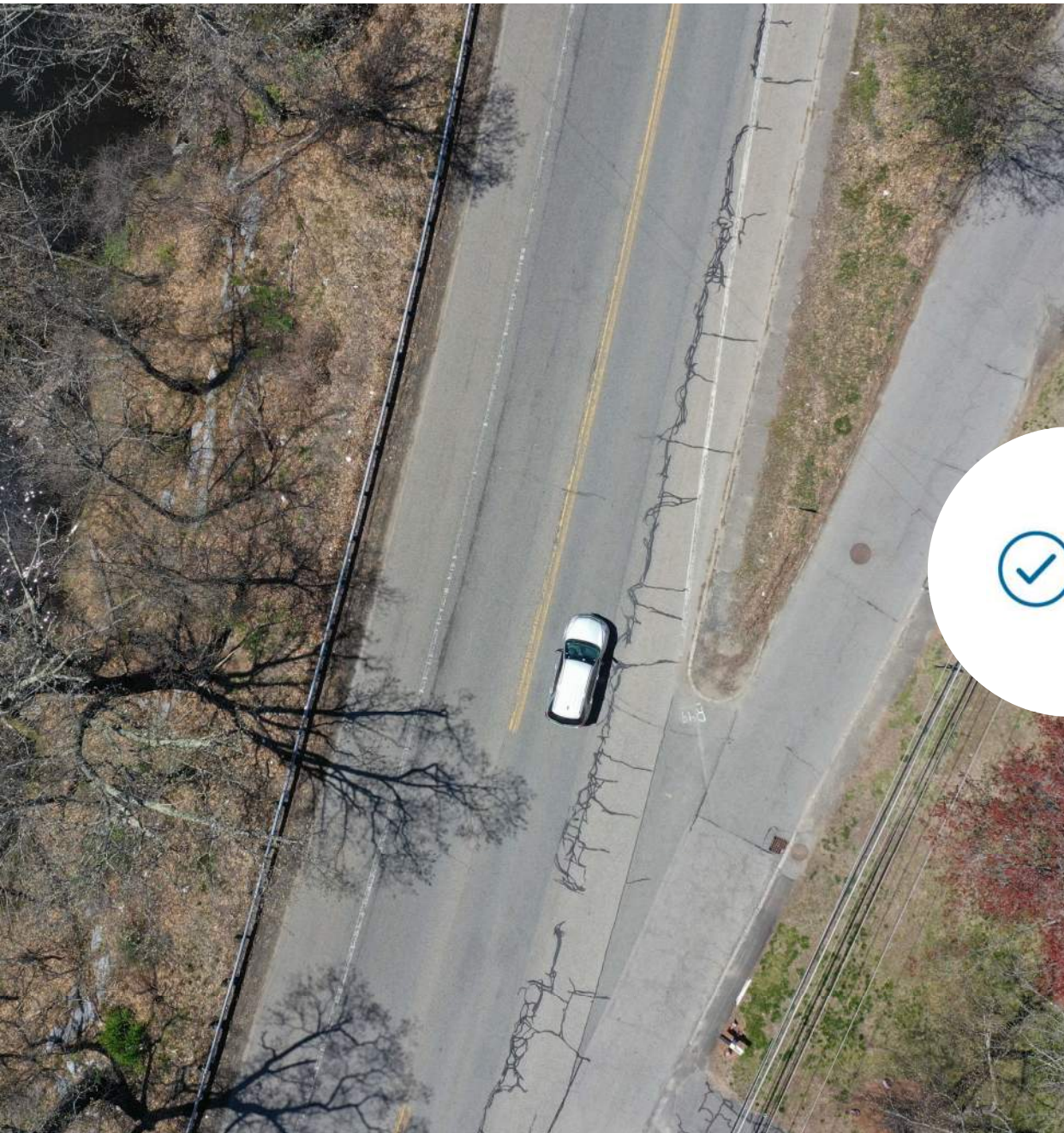


## Bicycle Infrastructure

- Add Bicycle Facilities on Route 110
  - No existing bicycle infrastructure
  - Merrimack River Bike Path starts near western project limit
  - Existing bike lanes connect to eastern project limit at Riverside Drive







**Feedback  
from 25%  
Design Public  
Hearing**

## Summary of Comments

1. **Concerns about narrowing shoulders**
2. **Access for trash pick-up and mail delivery**
3. **Specific driveway concerns**
4. **Drainage concerns**
5. **Update on crosswalk locations**

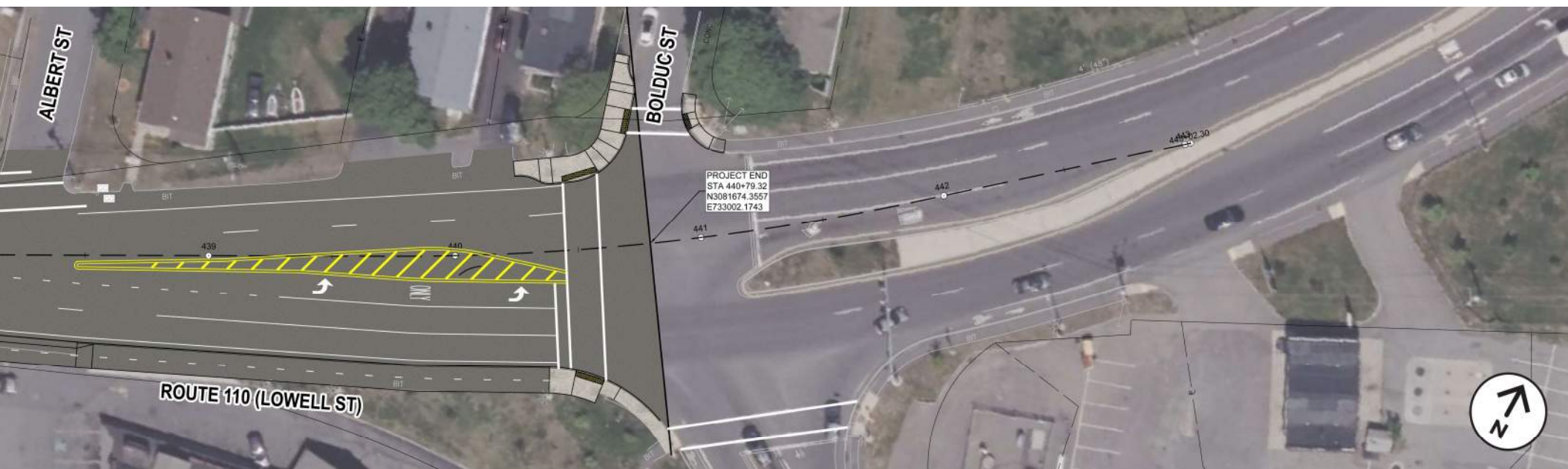




**What has  
changed since  
25% Design?**

## Extended Project Limits - Methuen

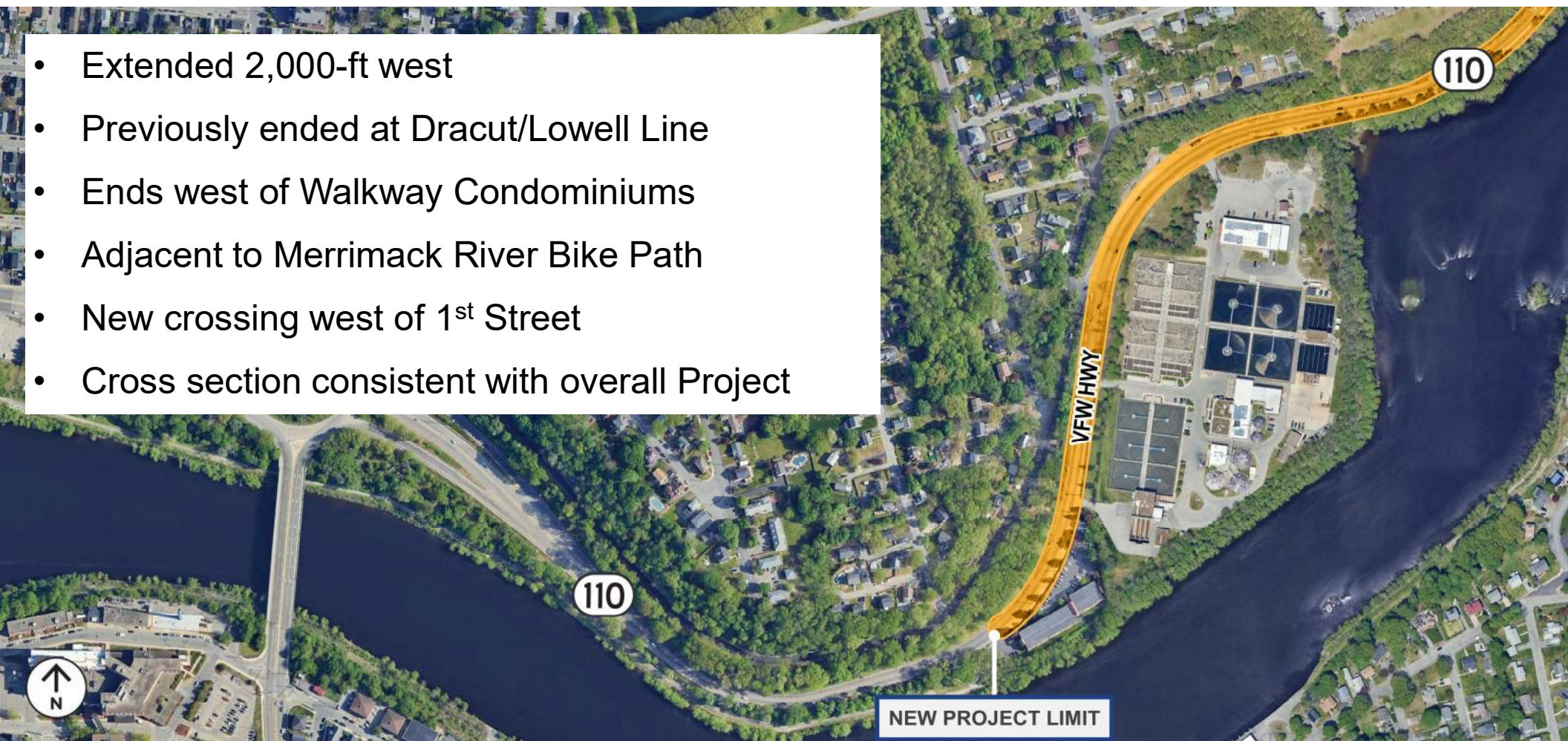
- Extended to Riverside Drive
- Connects existing bike lanes to new Path
- Widens existing sidewalk to 10-ft
- Shifts lane markings
- Widens pedestrian curb ramps
- No change to operations





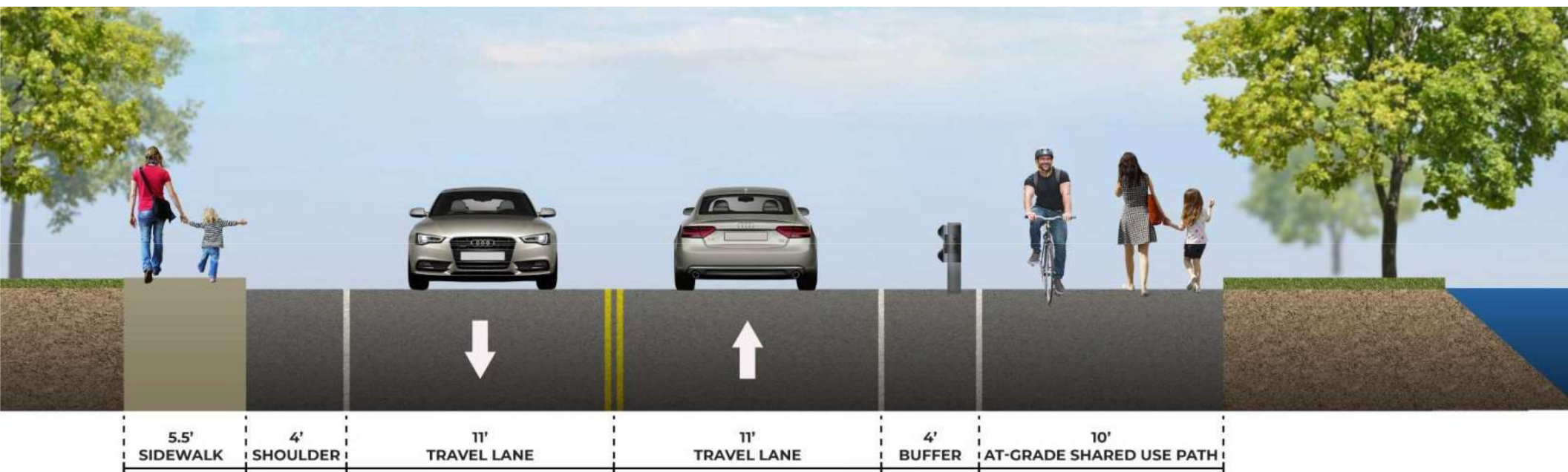
## Extended Project Limits - Lowell

- Extended 2,000-ft west
- Previously ended at Dracut/Lowell Line
- Ends west of Walkway Condominiums
- Adjacent to Merrimack River Bike Path
- New crossing west of 1<sup>st</sup> Street
- Cross section consistent with overall Project



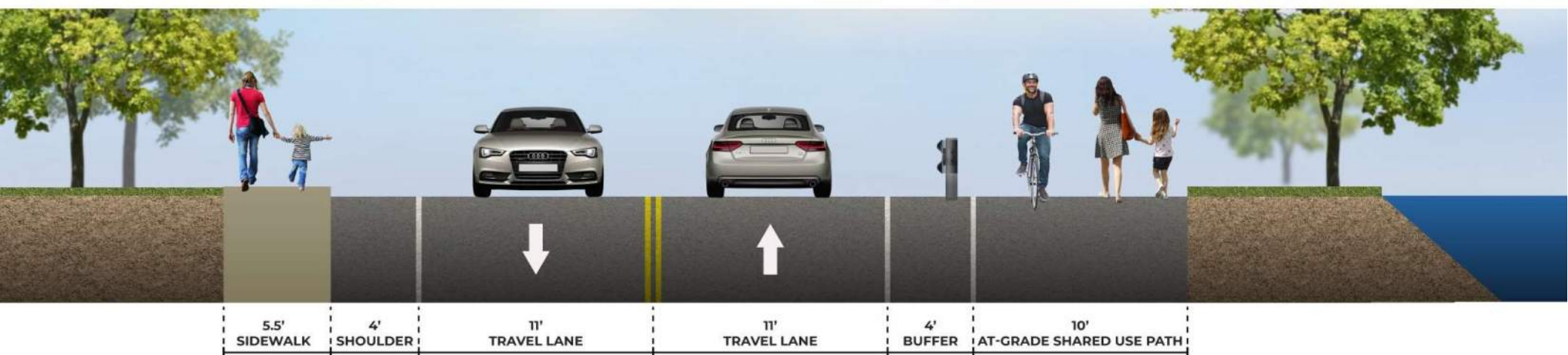
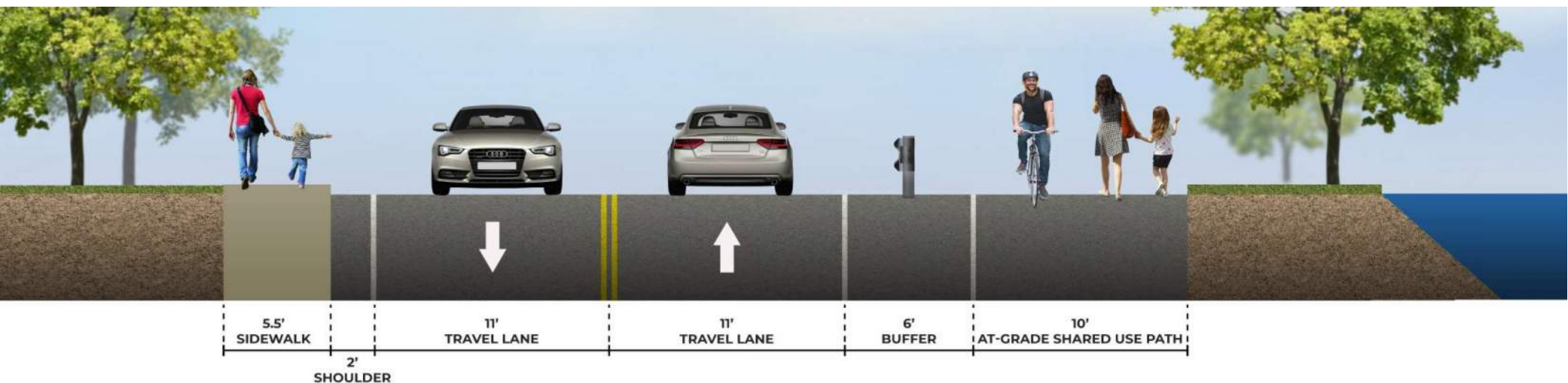
## Revised Cross Section

- Overall width remains the same
- Moved 2-ft from buffer to shoulder
- 4-ft shoulder and 4-ft buffer
- Guardrail shifted closer to path
- Reduces effective path width
- Adds width to vehicle shoulder





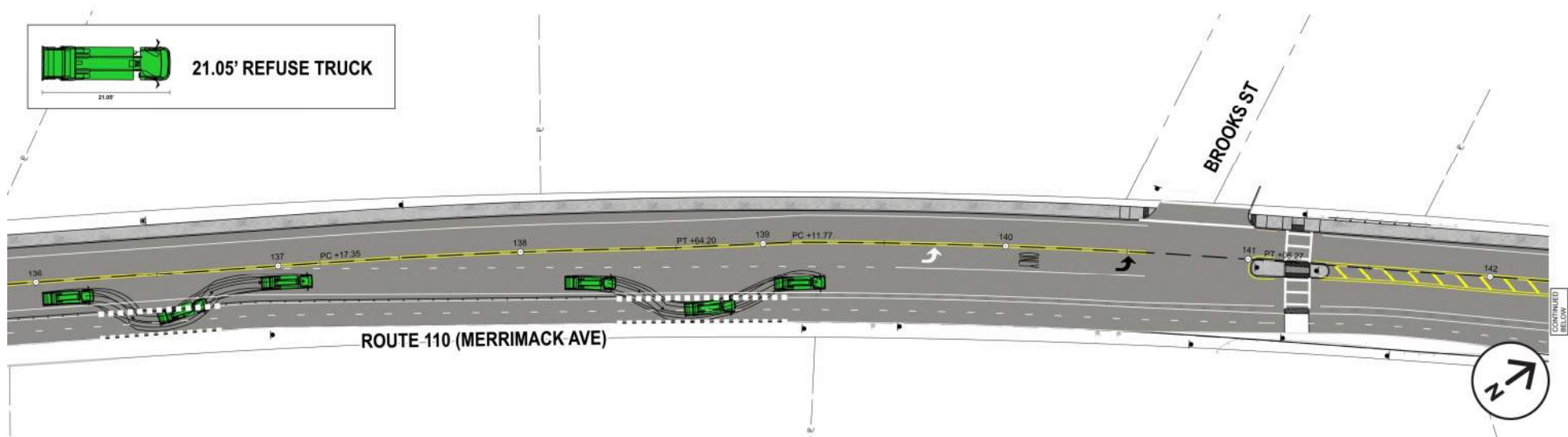
## Cross Section Comparison





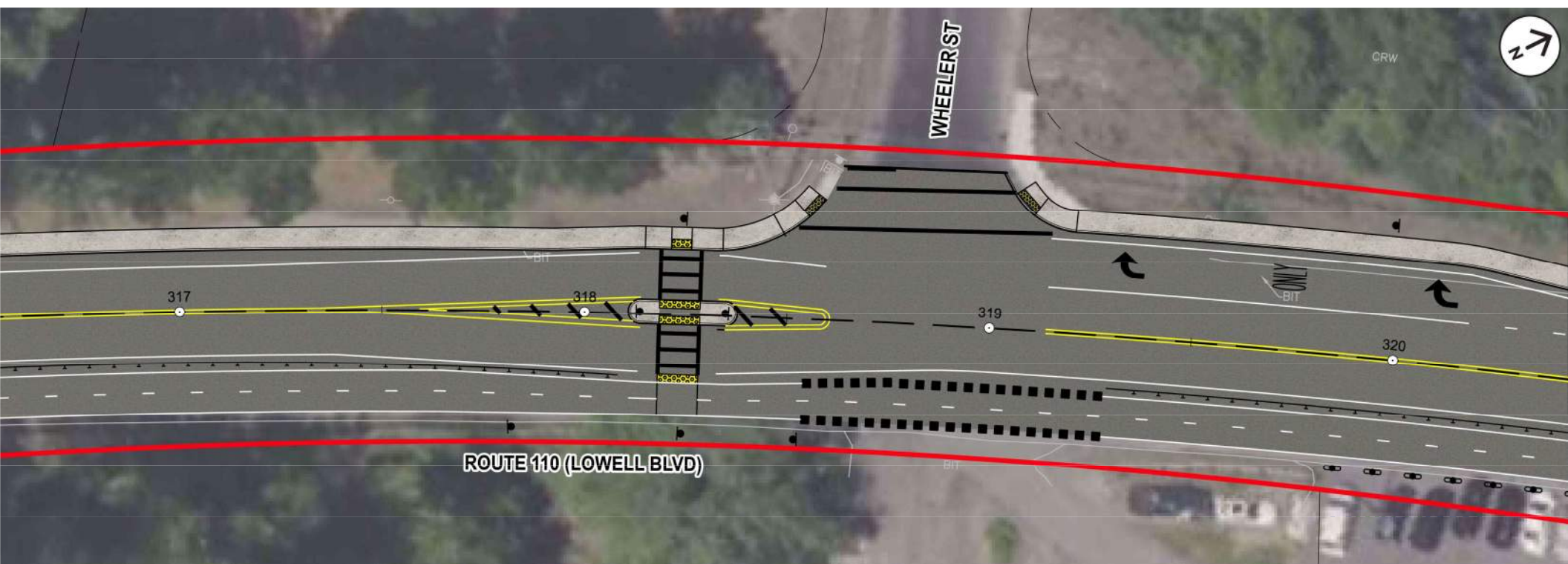
## Driveways and Access Management

- Wider openings within buffer – trucks can pull in and out
- Helps address mail and delivery concern
- Wider driveway aprons provide space for delivery trucks as well as home-owners
- Communication with Dracut and Methuen about trash pick-up routes
- Access management for wide curb cuts



## Wheeler Street

- Right-turn lane added in WB Direction
- Low left-turn volume
- Constraints: utility poles & right of way
- New crossing with median island



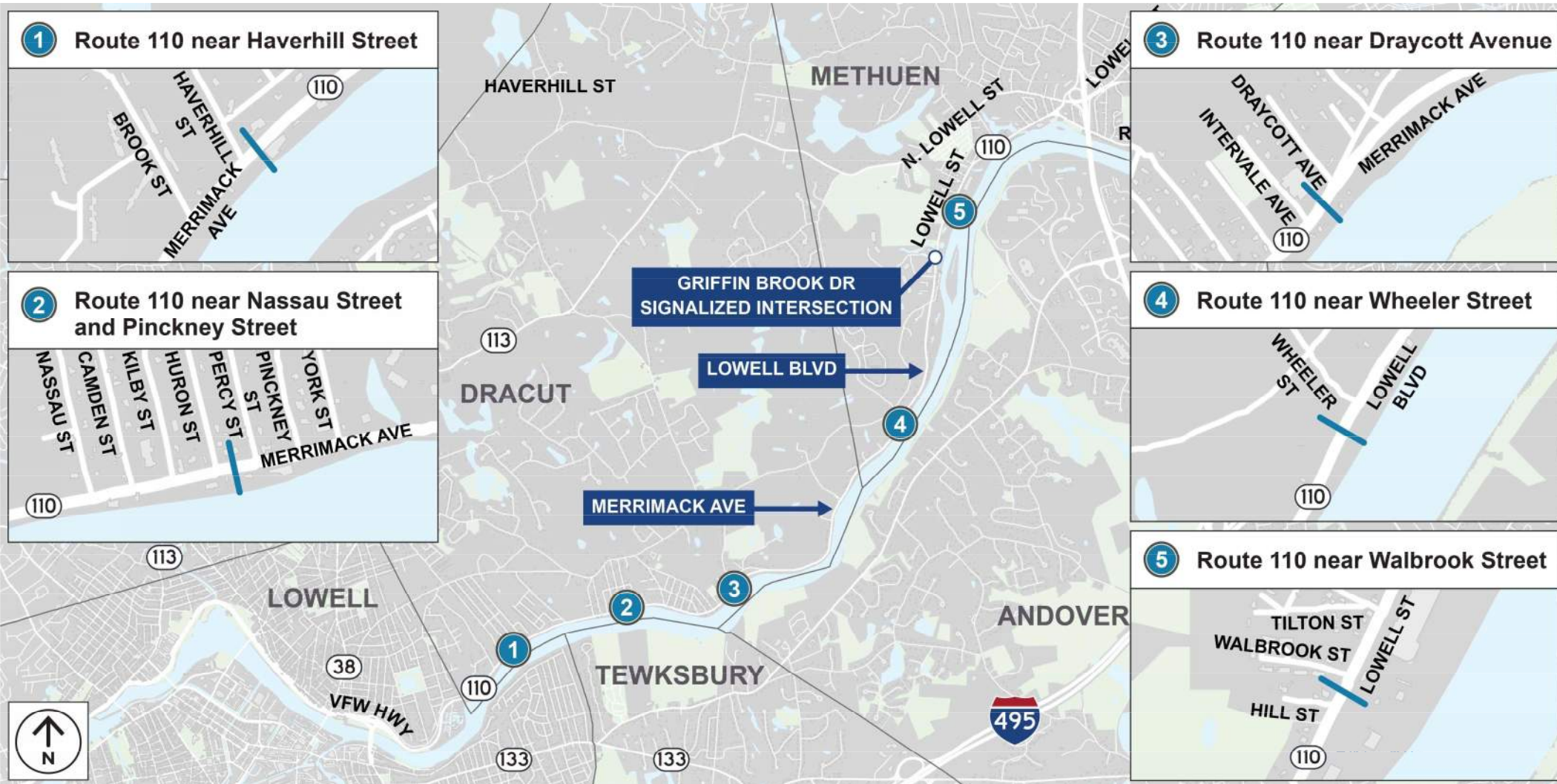


## Evaluation of Pedestrian Crossings

- High speeds along Route 110 limit options for crossings
- Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs) not options here
- Gap Study revised
- Coordination with Merrimack Valley Transit on future stop location – Bus Route #24



## Gap Study Data Collection Locations



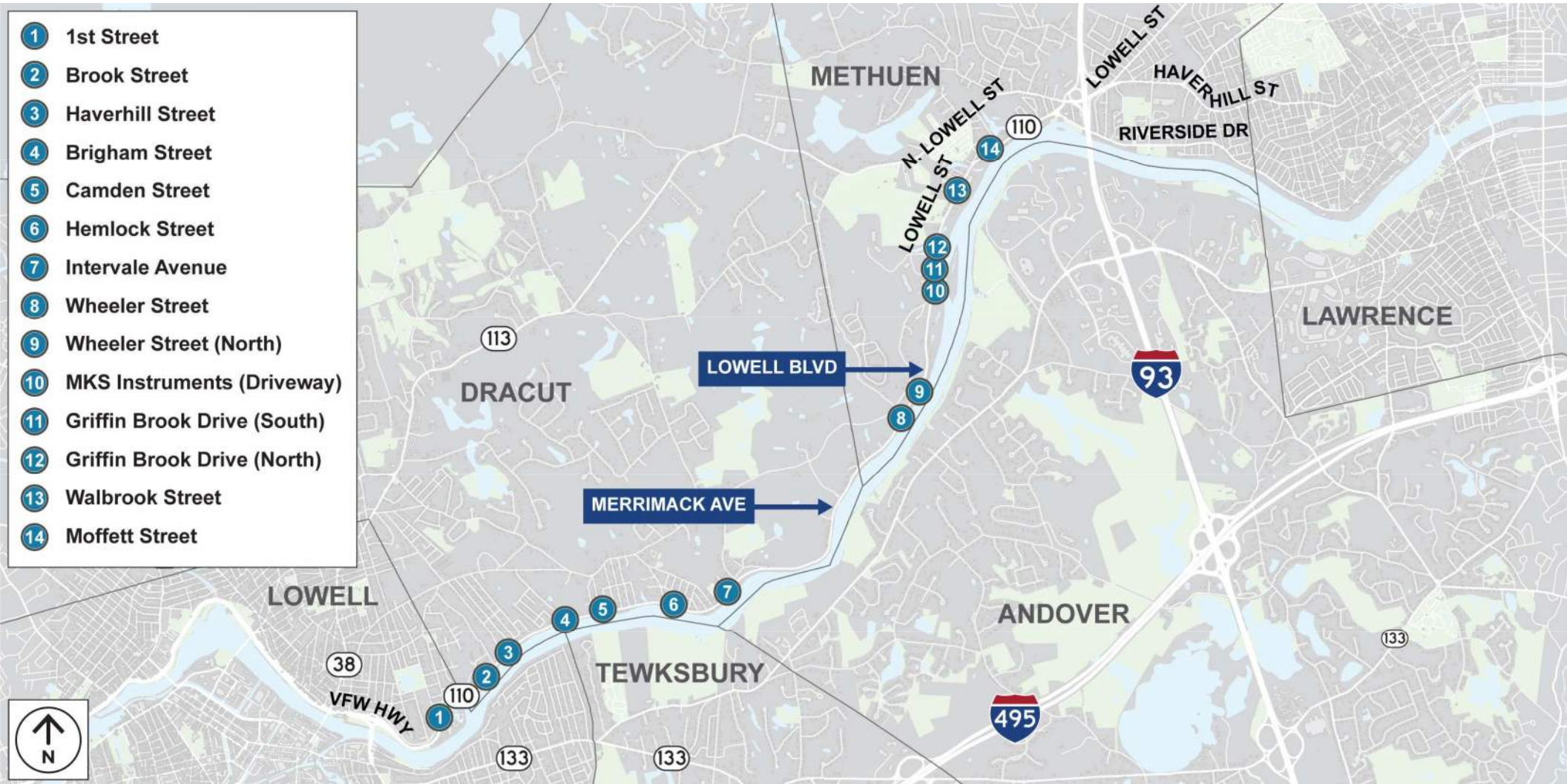


## Typical Crossing Layout – Two Stage Crossing

- Allows for crossing one lane at a time
- Refuge Island
- Based on results of revised Gap Study

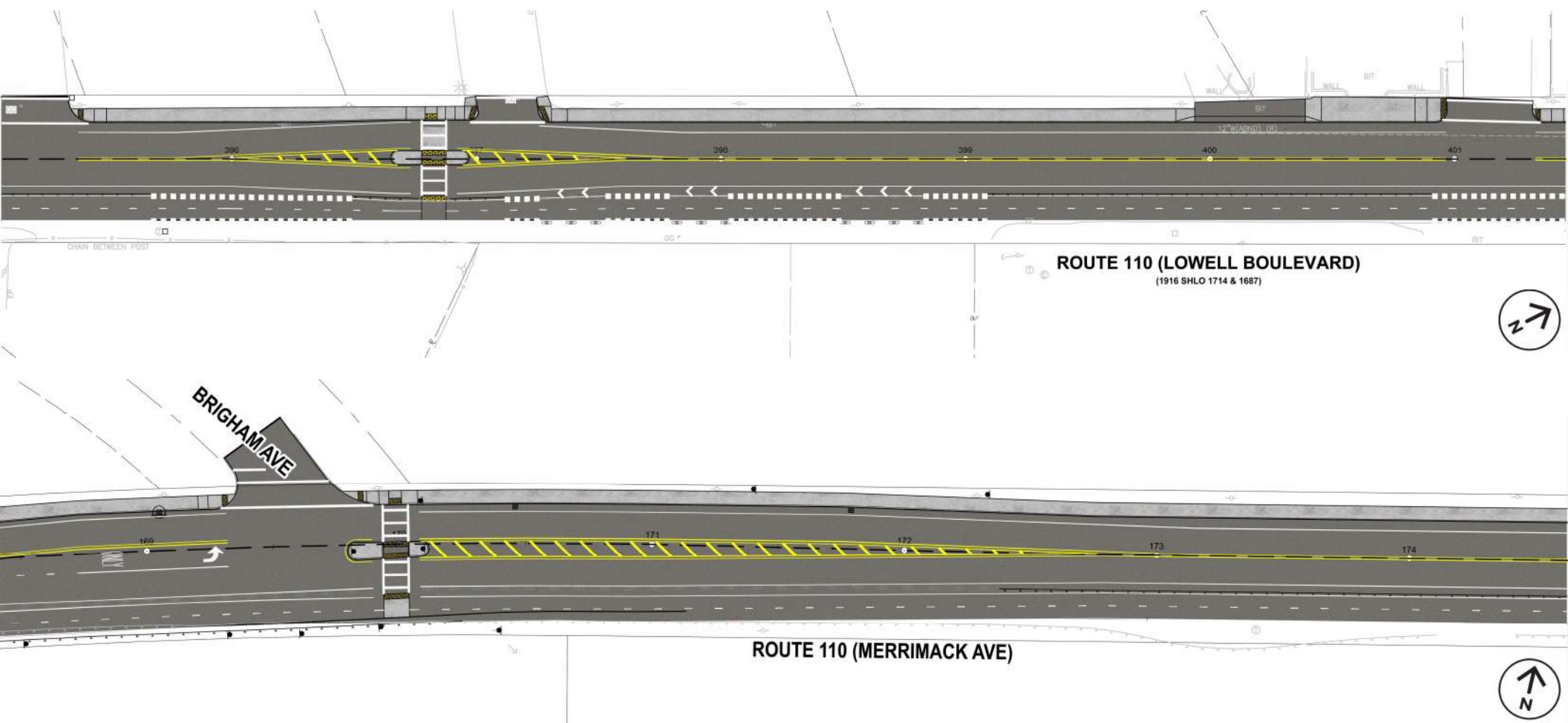


## Proposed Crossing Locations





## Proposed Crossing Locations - Examples



## Drainage & Other Comments

- Concerns regarding culvert near Haverhill Street
- The culvert access is on private property
- District is working on Right of Entry to access culvert
- Catch basins to be adjusted or remodeled to align with new curb line
- Access is being maintained opposite Jackson Street for police and fire to access gate







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

## Proposed Bicycle Accommodations

- Shared use path at roadway grade
- Separated by guardrail or flex posts
- Provides safe and consistent accommodations for bicyclists along entire corridor
- Connects near the Merrimack River Bike Path at western project limits and existing bike lanes at eastern project limits
- Path will be maintained by MassDOT District 4.



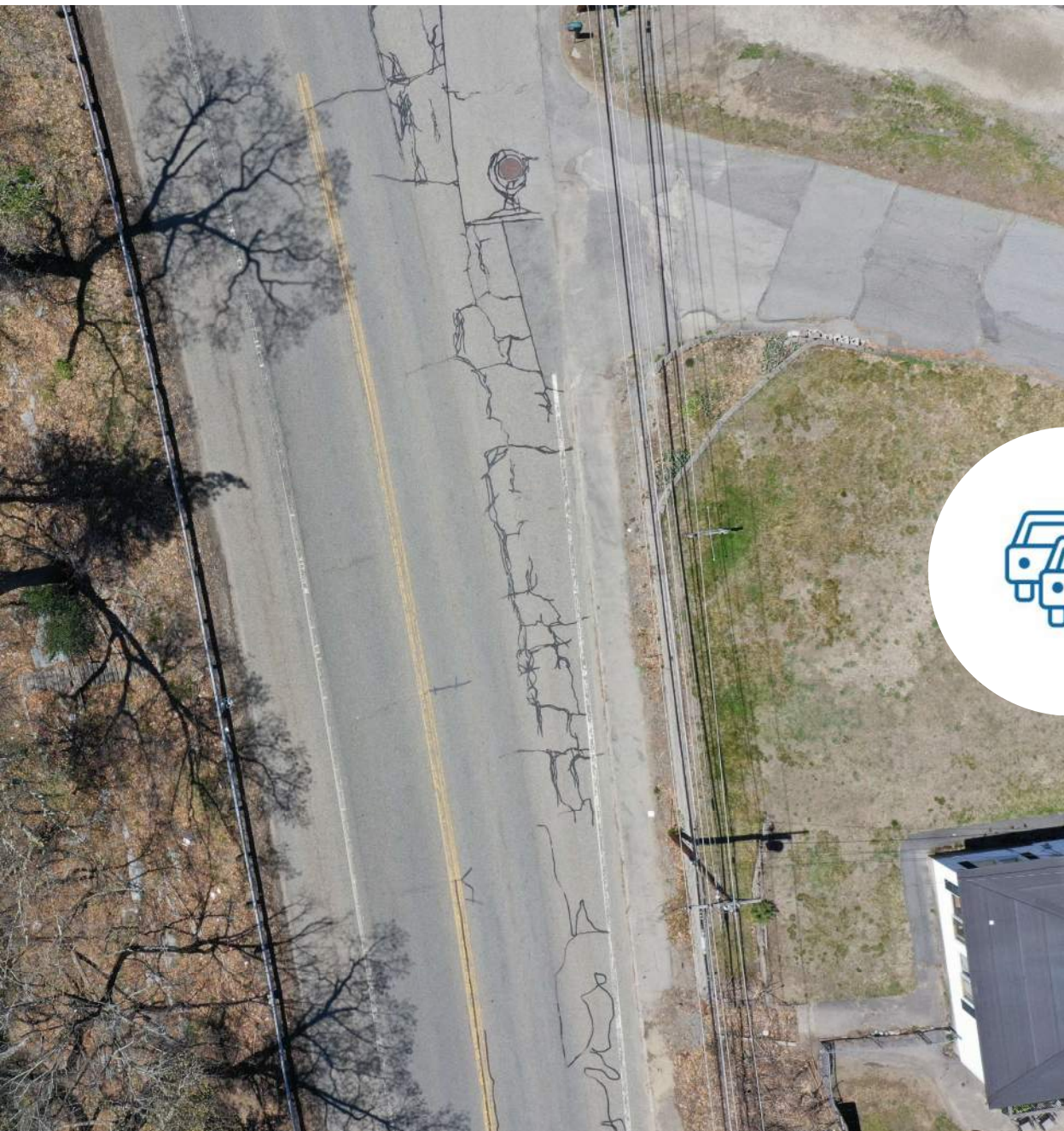


## Proposed Pedestrian Accommodations

- Reconstruct existing sidewalk north side
  - ADA-compliant 5.5-ft sidewalk
  - ADA-compliant curb ramps
- At-grade shared-use path (SUP)
  - 10-foot SUP separated by 4-foot buffer with guardrail or flex post







**How will the  
road user be  
affected?**



## Safety Enhancements

- Resurfacing
  - Pavement resurfacing is a proven safety countermeasure
  - Reduces crashes of all severity levels by 21.3%
- Advanced fluorescent warning signage of horizontal curves
- Chevron signage within horizontal curves
  - Proven to reduce night-time crashes at curves by 25% and reduce non-intersection fatal and injury crashes by 16%
- Center-lane rumble strips
  - Proven to reduce head-on and single-vehicle run off collisions
- Speed feedback signs



## Vehicle Operations

- Resurfacing
  - Improved pavement conditions
  - Narrower travel lanes
- All existing left turn lanes will remain
  - Brook Street
  - Brigham Avenue
  - Stuart Avenue and Hemlock Street
  - Griffin Brook Drive
- Route 110 approaches at the Griffin Brook Drive intersection reduced to one through lane and one turn lane in each direction



# Speed Management & Traffic Calming

## Countermeasures Proposed

- Road Diets – narrowing or reducing travel lanes
- Median islands
- Speed feedback signs

## Speed

- Wide shoulders allowing passing, leading to higher speeds
- Speed limits only changed with Speed Study
- Physical changes to the corridor are needed





**How will your  
property be  
impacted?**



## Right of Way (ROW) – No Easements Anticipated

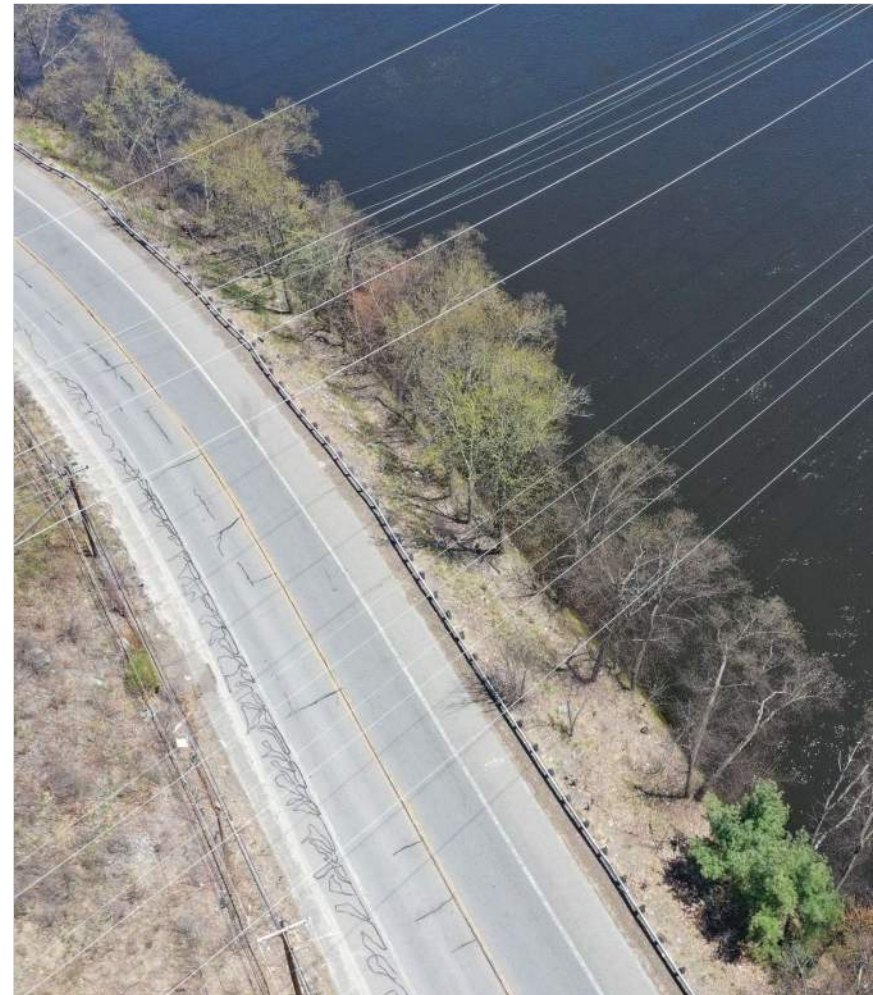
The proposed design is proposed to be contained within the existing State Highway Layout and there are no anticipated easements as part of this project.



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

## Environmental Permitting

- Draft Notice of Intents Submitted
- To be Filed with:
  - City of Lowell Conservation Commission
  - Town of Dracut Conservation Commission
  - City of Methuen Conservation Commission
  - Massachusetts Department of Environmental Protection







**What is the  
construction  
approach?**

## Construction Impacts

- Phased construction over 1.5-2 years
- No detour routes are anticipated; short-term closures only
- Travel lane impacts – one lane in each direction
- Safe and accessible pedestrian routes will be maintained throughout
- Abutter access will be maintained throughout construction



## Our Next Steps



Environmental  
Permitting  
Winter 2024



PS&E Design  
Submission  
March 2024



Project Advertised for  
Construction  
Late Spring 2024



Anticipated  
Construction Starts  
Fall 2024





**How will we  
keep you  
informed?**

## How to reach us

- Submit Written Comments to:

**Carrie Lavallee, P.E., Chief Engineer**

MassDOT Highway Division

10 Park Plaza

Boston, MA 02116

Attention: Project Management, PROJECT FILE NO. 608816

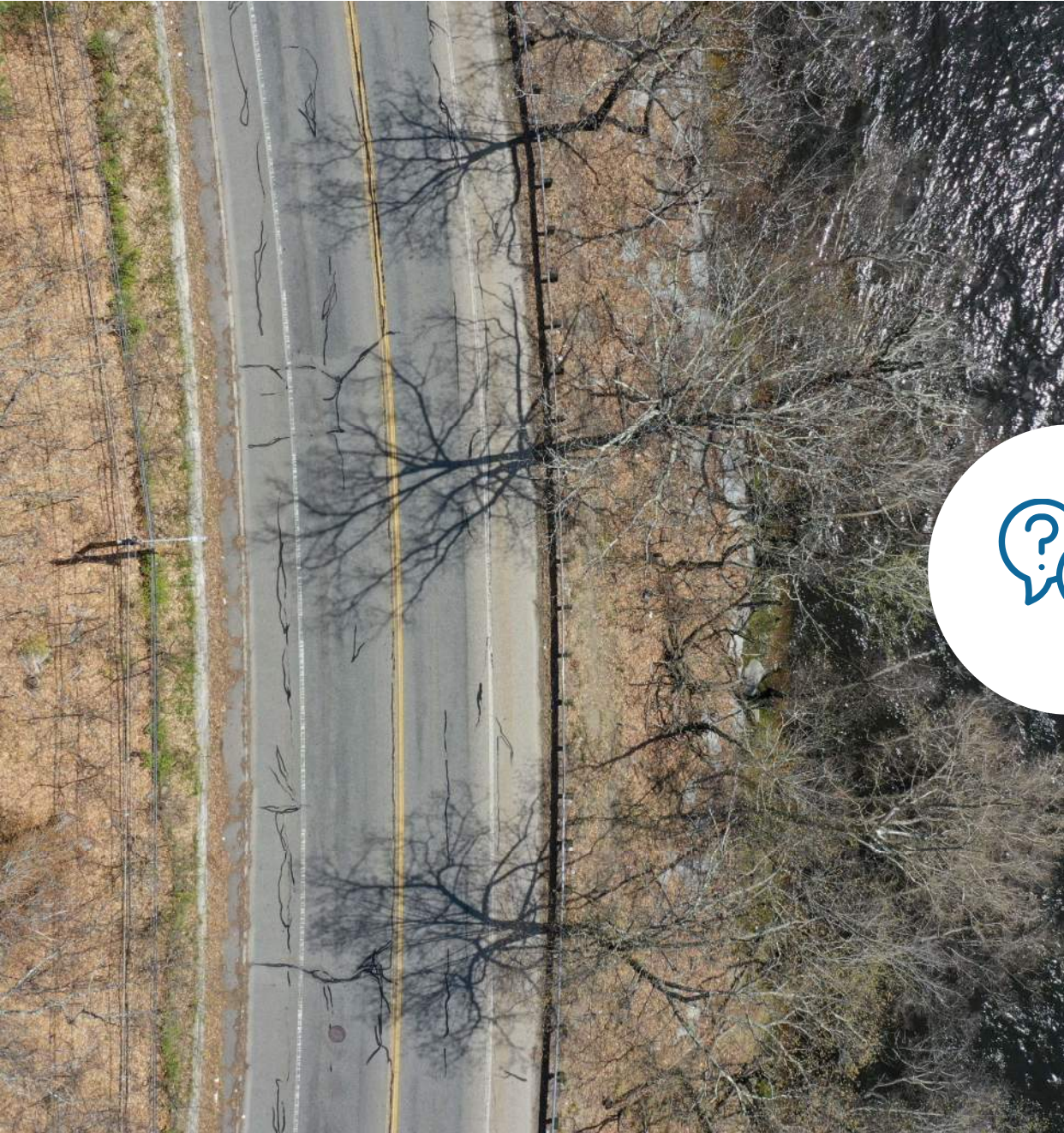
- Project Email:
  - [massdotprojectmanagement@dot.state.ma.us](mailto:massdotprojectmanagement@dot.state.ma.us)
- For Project Information Visit the MassDOT Events Website at:
  - [www.mass.gov/orgs/massachusetts-department-of-transportation/events](http://www.mass.gov/orgs/massachusetts-department-of-transportation/events)

or use the QR Code at the right to send questions or comments



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





## Questions and discussion

## 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

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# *Thank You*

Virtual | January 31, 2024 | 6:00 p.m.

Project File No. 608816



**ZA0** Update date/project number

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