



DESIGN PUBLIC HEARING

MAY 9, 2017

AT

AMESBURY COUNCIL ON AGING SENIOR CENTER, THE PROVIDENT ROOM

AMESBURY, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

Trail Connector at I-95 and Amesbury Visitor Center Connection Project

Project No. 607737

Roadway Project Management

IN THE CITY OF AMESBURY, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**THOMAS J. TINLIN
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING

Project File No. 607737

A Design Public Hearing will be held by MassDOT to discuss the proposed **Trail Connector @I-95** project in **Amesbury and Salisbury MA**.

WHERE: Amesbury Council on Aging Senior Center, The Provident Room
68 Elm St.
Amesbury, MA 01913

WHEN: Tuesday, May 9, 2017 @ 7:00 P.M.

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed **Trail Connector @I-95** project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of construction of the Ghost Trail extension, a stair connection to I-95 shared-use path from Amesbury Visitor Center, a parking lot at Amesbury Visitor Center, a parking lot adjacent to Ghost Trail extension, and a side path on Rabbit Road in Amesbury and Salisbury.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **city, town, and Commonwealth of Massachusetts** are responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: **Highway Design**, Project File No. **607737**. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) 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 (10) business days before the meeting.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

THOMAS J. TINLIN
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, 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,

Patricia A Leavenworth, P. E.
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 ISSUES

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

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.

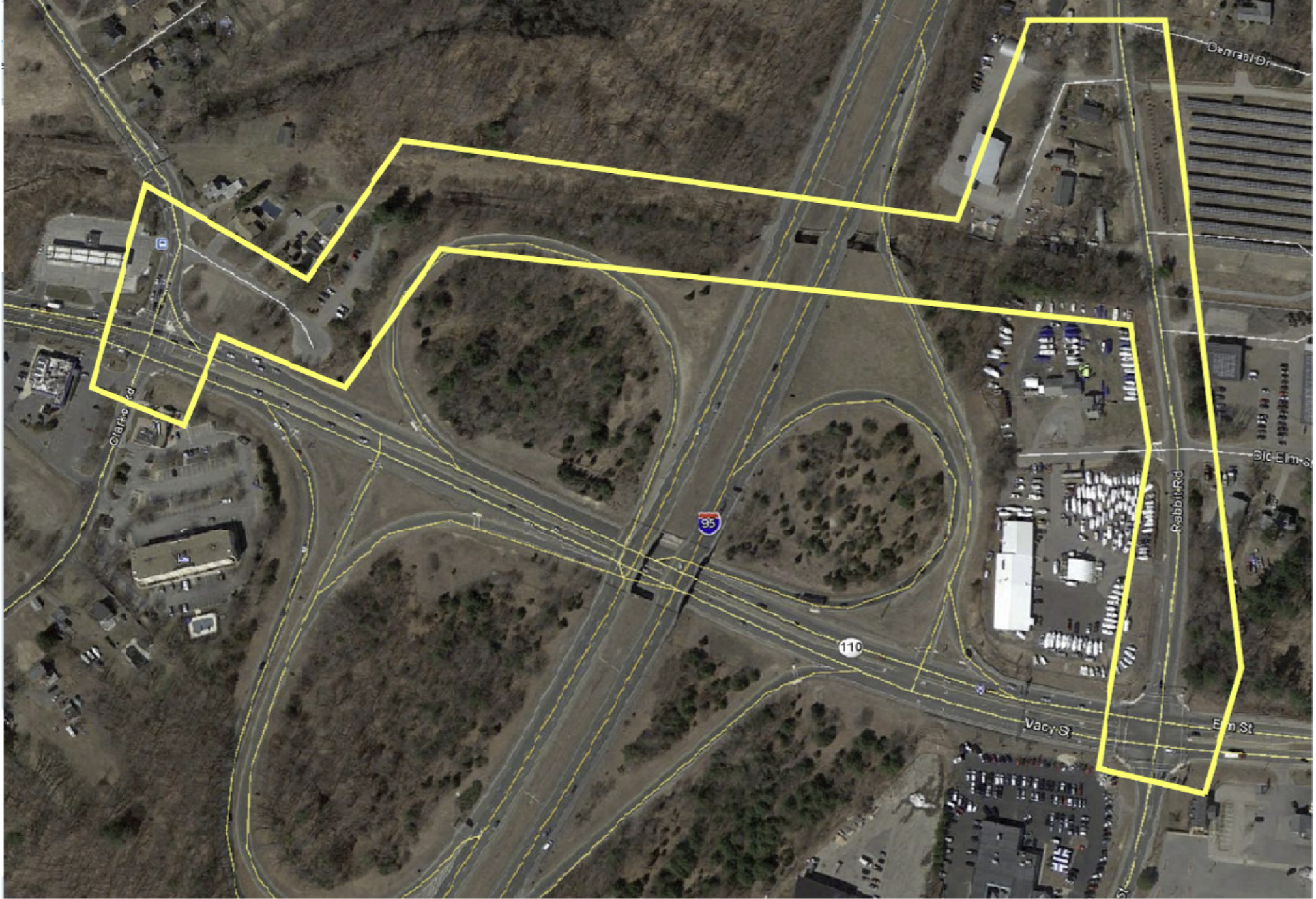
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, 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.



Project No: 607737
AMESBURY - SALISBURY TRAIL CONNECTOR @ I-95
TOTAL PROJECT LENGTH = 0.85 MILES





GEOTECHNICAL REPORT
AMESBURY VISITORS CENTER TRAIL HEAD
SHARED USE PATH CONNECTOR
(AT I-95 OVER EVANS PLACE BRIDGE A-7-17)

SITE LOCATION PLAN

OCTOBER 2015

FIGURE 1

This project includes two locations:

1. LOCATION A, TRAIL CONNECTOR AT I-95

PURPOSE

The purpose of this part of the project is to provide an extension to Ghost Trail in Salisbury.

EXISTING CONDITIONS

Rabbit Road and Elm Street are classified as urban minor arterials, while Elm Street and Rabbit Road Extension are classified as local roads. All of the existing roadways are owned by the Commonwealth of Massachusetts and are maintained by its Department of Transportation. The project area is classified as urban with mostly residential buildings and small businesses as abutters. There are wetlands adjacent to the project and it is anticipated that the trail extension will be constructed within the 100 foot buffer zone.

The proposed corridor location of the Ghost Trail Extension is mostly brush. The existing corridor of Rabbit Road has a typical cross section of a two lane MassDOT owned roadway approximately 33 feet wide. There is one striped 12 foot lane in each direction with an approximate 3 foot striped shoulder on each side of the roadway. A painted double yellow centerline and solid white edge lines currently exist. Granite curbing and a 5 foot wide sidewalk exists on the west side with ADA compliant curb cuts, while the easterly side does not have any pedestrian or bicycle accommodations. Rabbit Road Extension, which is a local road, has a variable width between 20 and 30 feet. There are no pavement markings and no off-road pedestrian/bicycle accommodations. Similarly, Elm Street does not have any pavement markings and pedestrian/bicycle accommodations. Along with an average roadway width of 20 feet, Elm Street features a cul-de-sac with a diameter of 80 feet. The Hot Mix Asphalt sidewalk on the west side of Rabbit Road exhibits transverse cracking and delamination. Curb cuts at the intersection with Route 110 show evidence of drainage problems which are exhibited by the sediment build-up.

PROPOSED IMPROVEMENTS

The work to be done is primarily the construction of the Ghost Trail Extension from Rabbit Road to Elm Street. The proposed path consists of 12 foot wide paved surface with 2 feet wide soft surface shoulders. Work also includes construction of a side-path on the west side of Rabbit Road. The proposed side-path proposed contains a 10 foot paved surface, a 2 foot outside grass buffer, and a 5 foot grass buffer from roadway. A HAWK beacon (High-Intensity Activated crossWalK beacon) is proposed at the mid-block crossing of Rabbit Road at Ghost Trail. Lastly, a parking lot with 12 parking spots adjacent to Ghost Trail Extension trail head is proposed. Other work includes adjusting or rebuilding drainage structures, cleaning drainage pipes and structures, clearing and thinning to improve visibility, applying pavement markings, installing traffic management safety signing, erosion control measures as required, grading and compacting, reconstructing driveways, construction of a retaining wall, and other incidental items as necessary.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The work will be done on an 8 hour day, 5-day week, Monday through Friday between the hours of 7:00 A.M. and 3:30 P.M. The Contractor will maintain two-way traffic on Rabbit Road during side-path construction. Construction of Ghost Trail Extension will not directly affect traffic.

RIGHT-OF-WAY

This project will not require a significant amount of Right-Of-Way takings. The proposed side-path along Rabbit Road will require some slope easements in order to meet MassDOT design standards for safety. Another piece of land that is needed for the construction of the project is located near the I-95 southbound on-ramp for sufficient slope configuration. Most of the ROW acquisitions are expected to be in the Temporary Easement category mainly for setting adjacent slopes.

PROJECT COST

Construction of Location A of the project will cost approximately \$1.25 million.

PROJECT STATUS

The plans presented this evening are at the 25% design stage. Comments from this evening will be reviewed and addressed in the subsequent design submissions.

2. LOCATION B, AMESBURY VISITOR CENTER STAIR CONNECTION

PURPOSE

The purpose of this part of the project is to provide a connection between the ongoing William Lloyd Garrison Trail shared use path (SUP) project and the redeveloped Amesbury Visitors Center site.

EXISTING CONDITIONS

Bound by I-95, Main and Merrill Streets, Smith's Chain Bridge Filling Station No. 3, was built in 1938 named after Nelson Smith, who purchased the property in 1933 and built the station five years later. The single-story structure was a filling station until the mid-1970s before it was converted into a car wash. In 1986 the site closed but around 1997, a grant was obtained to preserve the station. The station opened as a visitor Center in 1999 where volunteers answered tourists' questions and gave directions to points of interest. Today the building is used primarily as a place to set up holiday-themed displays and parking for construction workers for the nearby Whittier Bridge project.

Surrounding the building is an unpaved parking area with driveway access onto Main Street. Located to the northwest is the newly constructed I-95 roadway and William Lloyd Garrison Trail SUP retaining wall at an elevation difference of approximately 22 feet. Granite curbing and a 5 foot wide sidewalk exists on Main and Merrill Streets with ADA compliant curb cuts. There are wetlands adjacent to the project and it is anticipated that the stair connection will be constructed within the 100 foot buffer zone.

PROPOSED IMPROVEMENTS

The work to be done is primarily the construction of the stairs from the William Lloyd Garrison Trail SUP to the Amesbury Visitors Center site (a change in elevation of approximately 22 feet) and the paving and landscaping of the parking area. The proposed stairway allows easy access for pedestrians and cyclist (via a continuous bicycle runnel) to the enhanced visitors' center, allowing for greater use of the site. Work also includes the re-construction of the parking area with 13 car stalls and landscaping improvements. Other work includes the installation and lighting of two historic elements/monuments from the Whittier Bridge Project, adjusting or rebuilding drainage structures, cleaning drainage pipes and structures, clearing and thinning to improve visibility, applying pavement markings, erosion control measures as required, grading and compacting, reconstructing driveway, and other incidental items as necessary.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The work will be done on an 8 hour day, 5-day week, Monday through Friday between the hours of 7:00 A.M. and 3:30 P.M. The Contractor will maintain two-way traffic on Main and Merrill Street during side-path construction.

RIGHT-OF-WAY

This project will not require a significant amount of Right-Of-Way takings. The proposed stairway connection to the Shared Use Path (SUP) will require a small taking in order to maintain the stairs.

PROJECT COST

Construction of Location B of the project will cost approximately \$1 million.

PROJECT STATUS

The plans presented this evening are at the 25% design stage. Comments from this evening will be reviewed and addressed in the subsequent design submissions.

Please Fold and Tape



Please Place
Appropriate
Postage Here

Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Trail Connector @I-95
AMESBURY-SALISBURY
Project File No. 607737
Roadway Project Management

