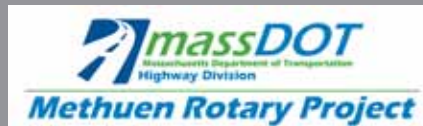


Methuen Rotary Interchange Reconstruction Project

UPDATE



Issue 02 // January 2012

LAST PRINT ISSUE!
SEND IN THE REPLY CARD TODAY.

IN THIS ISSUE

About the Project

Design Refinements

Funding Update

Noise Barrier Aesthetics Reviewed

Interim Signal at Riverside Drive/Route 110/Bolduc Street

Schedule



Proposed I-93 Exit 46 in Methuen.

About the Project

The Methuen Rotary Interchange Reconstruction Project will replace the existing rotary with a partial cloverleaf interchange, addressing congestion and safety problems. The project will build or realign four I-93 on- and off-ramps; build a new I-93 southbound loop on-ramp and I-93 northbound loop off-ramp; realign Route 110/113; build new signalized intersections east and west of the interchange; and improve conditions for pedestrians and cyclists.

Design Refinements

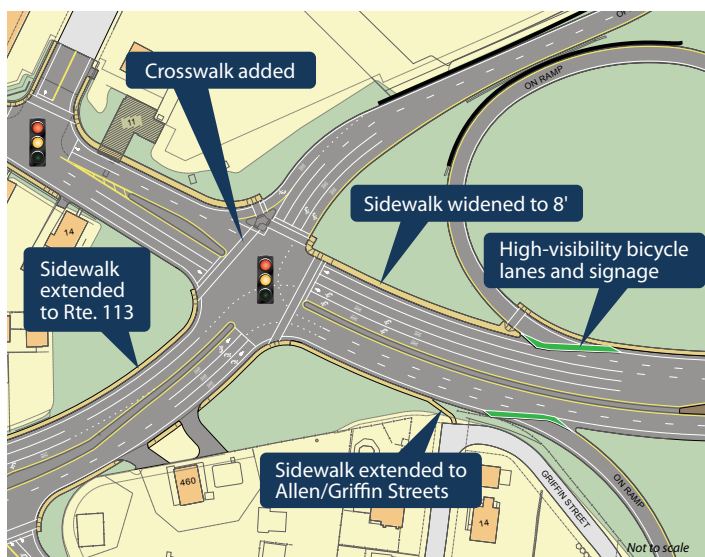
The 75% design plans were submitted to MassDOT Highway Division by the Jacobs Engineering design team in November, a major milestone in the project design. The 75% design plans are significantly more detailed than the 25% design, including:

- Landscaping
- Intelligent Transportation Systems for I-93 (closed-circuit TV, data and monitoring devices, etc.)
- Street lighting
- Storm water management plans
- Design of the Lowell Blvd. off-site wetland mitigation

Since the 25% design was completed, the design team has addressed comments from the public hearing and by MassDOT. Changes to the plans include:

1. Improvements to how the bike lanes interface with the on- and off-ramps;
2. Additional crosswalks were added to intersections to make pedestrian crossings more direct;
3. Sidewalk on the north side of Route 110/113 will be widened from 5 feet to 8 feet;

4. Route 110 sidewalk east of Bolduc Street will be extended to the new intersection at the I-93 off-ramp and Route 110 and 113;
5. Sidewalk connection from Route 110/113 to Allen Street will provide neighborhood access.
6. House at 252 Haverhill St. will be acquired to widen Haverhill Street eastbound (owner had requested additional study before final decision was made);
7. Burnham/Green intersection will be reconstructed and will include new signals and pedestrian ramps;



Sample of design refinements made since 25% design public hearing.

8. Cherry Hill Circle noise barrier height was reduced to 18' with no loss of effectiveness; and
9. Construction staging plans have advanced.

Funding Update

MassDOT applied for a Transportation Investment Generating Economic Recovery (TIGER III) grant for the Methuen Rotary Project Oct. 31. We learned last week it was not successful. TIGER, funded by the U.S. Department of Transportation, is a \$527 million competitive grant for transportation projects nationwide. The competition was stiff: the US DOT received 828 applications totaling \$14.1 billion. The application was supported by Congresswoman Tsongas, Sen. Baddour and Rep. Dean Campbell, and Merrimack Valley Regional Planning Commission Executive Director Dennis DiZoglio. MassDOT submitted three applications and the MBTA was awarded \$10 million in TIGER funds for the Merrimack Railroad River Bridge in Haverhill.

Noise Barrier Aesthetics Reviewed

MassDOT mailed material and met with abutters along Noyes/Lincoln streets and Cherry Hill Circle/Smith Avenue in August to review options for noise barrier color, texture and landscaping. MassDOT showed examples of noise barrier colors, including neutral and red-brick, and textures (vertical striations and ashlar stone). Most comments at the meetings and on the mail-back forms favored the neutral color barrier of ashlar stone. This style of noise barrier is MassDOT's most popular among abutters across the state.

Landscape plans were reviewed at the meetings. MassDOT's landscape approach calls for maintaining as much existing vegetation as possible. A combination of deciduous trees (including flowering trees) and evergreens are proposed on the neighborhood side of the noise barrier. Where the noise barriers would be very prominent, such as the Smith Avenue cul-de-sac and at the end of Lincoln Street, evergreen, shrubs, and vines are proposed. Landscape comments were incorporated in the 75% design plans.

Interim Signal at Riverside Drive/Route 110/ Bolduc Street

A new contractor, Republic ITS, was selected for the improvements and interim traffic signal at Riverside Drive/Route 110/Bolduc Street. MassDOT terminated the contract of the non-responsive contractor in June, re-advertised and awarded the new contract in October. The slight delay gave opportunity to do more utility research, and the findings allowed the signal mast arm be shifted to reduce impacts to the adjacent property. Construction should begin in early spring 2012.



A mix of evergreens, vines, shade trees, and shrubs will be planted at the noise barriers.



Neutral-color stone-like noise barrier will not overwhelm the neighborhood.

Schedule

The schedule for the \$65 million project depends on its being in the State Transportation Improvement Program, the Commonwealth's prioritized list of transportation projects. Several activities, such as right-of-way acquisition, cannot advance until funding is identified.

- Review of 75% design plans expected to be complete in early 2012
- Final contract documents (100% design) are expected to be complete in October 2012.
- Project ready to advertise in fall of 2012.

For more information contact:

E. Ryan McNeill, Project Manager
MassDOT Highway Division
Tel: 617-973-7446
Fax: 617-973-8879
e.ryan.mcneill@state.ma.us

Visit the website and sign up for e-mail updates:
methuenrotary.mhd.state.ma.us