

November 2, 2017

Town of Andover
Community Development and Planning
Paula Hamel,
Office Administrator
& Public Records Access Officer
36 Bartlet Street
Andover, MA 01810

Re: Massachusetts Public Records Request

Ms. Hamel:

This is a request under the Massachusetts Public Records Law (M.G.L. Chapter 66, S. 10).

I am requesting that I be provided a copy of the following records:

- Electronic copy of complete traffic study including appendix for 146 Dascomb Road related to following attached executive summary from TEC to Lupoli Companies.
- Electronic copy of plans provided to your office related to 146 Dascomb Road which includes proposed 55+ residential component.

I recognize that I may be charged a reasonable cost for copies. If you expect costs to exceed \$10.00, please provide a detailed fee estimate.

As you may be aware, the Public Records Law requires you to provide me with a written response within 10 business days. If you cannot comply with my request, you are statutorily required to provide an explanation in writing.

Sincerely,



Jose Albuquerque
197 Greenwood Road
Andover, MA 01810-1211
staceyandjoe@comcast.net



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Lawrence, MA 01843 | Unit 101, PO Box 249
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Mr. Salvatore N. Lupoli
Lupoli Companies
290 Merrimack Street, 2nd Floor
Lawrence, MA 01843

October 9, 2017

Re: Traffic Executive Summary
The Dascomb Road Project
Andover, MA

Dear Mr. Lupoli:

This purpose of this letter is to summarize the Traffic Impact and Access Study (TIAS) for the Dacomb Road Project, dated September 27, 2017. The Traffic Study is extensive and should be referred to for additional information or clarifications regarding the transportation improvements to remedy existing conditions and accommodate the project.

Existing Traffic Conditions

Transportation improvements along Dascomb Road and the I-93 ramps are required under existing conditions due to traffic congestion, high crash rates, and poor intersection/interchange operations. Transportation improvements on Dascomb Road have been contemplated by the Town and the Merrimack Valley Planning Commission (MVPC) for almost 10 years. Traffic analysis for the I-93/Lowell Junction Interchange determined that Dascomb Road Interchange operated at a Level of Service F, the lowest rating, this was memorialized in the Massachusetts Environmental Policy Act (MEPA) Certificate that was issued in 2008 and confirmed by our Traffic Study. The MVPC has also been studying the Dascomb Road corridor due to high crash rates and the inefficient traffic operations of the interchange. In the period between 2006 - 2010 there were 265 crashes at the interchange, categorizing it as the highest crash rate in MVPC's table and identifying transportation improvements as a Priority Project. The need for safety and operational improvements along Dascomb Road and the I-93 Ramps is well documented.

Proposed Transportation Improvements / Mitigation

The project proposes to improve the safety and mobility for all users of the roadway by proposing a combination of the following transportation improvements listed below. It is important to note that the project requires review and approval from the MassDOT, Federal Highway, and the Town of Andover to construct improvements within their respective roadways:

Roadway Improvements & Signalization

It is anticipated that widened sections of roadway will be constructed along Dascomb Road, I-93 Ramps, and Smith Drive to accommodate existing traffic, proposed traffic generated by the project, and to improve safety. The study identifies that the following intersections will be signalized and/or modified (at existing signalized intersections):

- Smith Drive / Dascomb Road
- Dascomb Road / Frontage Road
- I-93 SB Off-Ramps / Frontage Road
- I-93 NB Off-Ramps / Dascomb Road

Traffic Calming

Traffic calming measures shall also be considered and constructed if acceptable to the Town, specifically along Dascomb Road from the I-93 NB Off-Ramp to Lovejoy Road. Currently that

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section of Dascomb Road is 30' wide for just one lane in each direction which encourages high speeds. The initial traffic calming concept will be to propose a "road diet" by reducing the paved roadway width to slow traffic and propose a landscaped buffer strip between the road and sidewalk. This will provide a neighborhood feel rather than a throughway and the slower speeds will discourage cut-through traffic.

Safety Improvements

The Road Safety Audit is contained in the Appendix of the Traffic Study and identifies 36 potential safety improvements that will be considered and reviewed with MassDOT, Federal Highway, and the Town during the design process.

- Removal of Dascomb Road eastbound permitted left-turn phase and allow only the protected left-turn phasing (only allow left turns onto Frontage Road when there is a green arrow).
- Enforcement of red-light running.
- Install under-deck lighting under the I-93 overpass to reduce the impact on driver's vision as they transition from glare-darkness-glare.
- Install retro-reflective back plates and tunnel visors on all traffic signals to improve visibility in solar glare conditions.
- Recalculate clearance intervals based on site specific conditions (how long between traffic signal phases, red light to green light).
- Re-design or consider removing yield control conditions in favor of traffic signal indications to control the approaches.
- Install a sidewalk along Dascomb Road and Frontage Road with ADA accessible ramps, crosswalks, and accessible pedestrian push buttons at traffic signals.
- Consider installing a bicycle lane or multi-use path.
- Trim overgrown vegetation currently blocking visibility.
- Install advanced queue detection on the I-93 northbound off-ramps.
- Enforcement of illegal U-turns.
- Enforcement of the speed limit.
- Evaluate the need to reconstruct turning islands at intersections.
- Provide tracking pavement markings at the intersections to guide turning traffic into the correct lane.
- Install fully actuated traffic signal at the Dascomb Road/I-93 NB ramps intersection.
- Construct double left-turn lanes on I-93 NB off-ramps onto Dascomb Road.
- Reconstruct fully actuated traffic signal at Dascomb Road/Frontage Road intersection to provide a fourth "leg" to the intersection as the primary site driveway for the Dascomb Road Project.
- Construct double left-turn lanes onto Frontage Road from Dascomb Road eastbound.
- Install full actuated traffic signal at Frontage Road/I-93 SB ramps intersection.
- Construct double left-turn lanes onto Frontage Road from I-93 SB ramps (north of Park & Ride).
- Construct fully actuated traffic signal at Dascomb Road/Smith Drive.
- Coordinate all traffic signals from East Street/Shawsheen Street intersection to Dascomb Road/I-93 NB ramps intersection.
- Other recommendations from the Town, MassDOT, and FHWA.

Alternative Means of Transportation

In the forthcoming State and Local Permitting process we anticipate providing the following additional improvements to provide transportation alternatives.



- Sidewalks & Bicycle Lanes
The project will support transportation alternatives and will construct sidewalk and/or bicycle facilities within the development and along the surrounding roadway network, where appropriate.
- Shuttle
Upon occupancy of age-restricted residential dwellings within the Dascomb Road Project PUD the developer shall operate a shuttle/trolley service. It is anticipated that the shuttle/trolley will operate in a loop consisting of stops at the following locations, however, based on user input the route may be modified:
- Transportation Hub
Upon occupancy of age-restricted residential dwellings within the Dascomb Road Project PUD the developer shall construct an on-site transportation hub that will serve as the primary location ride-sharing and transit including the shuttle/trolley, Uber, Lyft, and carpool.

Conclusion

The Dascomb Road Project proposes significant improvements to the roadway infrastructure to improve safety, improve traffic operations, and accommodate the proposed project. Implementing the proposed transportation improvements will dramatically increase the level of safety on Dascomb Road and the I-93 ramps. All intersections will operate at acceptable levels of service. Queues along the I-93 Southbound and Northbound Off-Ramps will be significantly decreased, which should alleviate the existing issue of U-turns in the side streets east of I-93. The Development Team is committed to working hand-and-hand with the Town of Andover and MassDOT to implement the design, permit, and implement the improvements which will safely and efficiently accommodate the Dascomb Road Project.

Sincerely,
TEC, Inc.
"TheEngineeringCorp.com"



Richard J Friberg Jr., PE, LEED AP
Regional Office Manager

