



DESIGN PUBLIC HEARING

JANUARY 28, 2014

AT

BLACKBURN HALL

WALPOLE, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

**ROUTE 1A ROADWAY RECONSTRUCTION PROJECT
Project No. 602261**

IN THE TOWN OF WALPOLE, MASSACHUSETTS

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

**FRANCIS A. DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR**

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

THE COMMONWEALTH OF MASSACHUSETTS

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 602261

A Design Public Hearing will be held by MassDOT to discuss the proposed Route 1A Roadway Reconstruction project in Walpole MA.

WHERE: Blackburn Hall
30 Stone Street
Walpole MA 02081

WHEN: Tuesday January 28, 2014 @ 7 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Route 1A Roadway Reconstruction 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 reconstruction and rehabilitation of Route 1A from 300 feet north of the Route 27 intersection to the Norwood Town Line for a length of 2.1 miles. Route 1A is an urban minor arterial that provides north-south movements with an existing roadway width varying from 28 feet to 36 feet. The roadway will be reconstructed with two 11-foot travel lanes and 5 foot shoulders for a total pavement width of 32 feet and 5.5 foot wide sidewalks will be installed on each side of the road. The project will improve the safety and overall traffic operational conditions along Route 1A for all users including pedestrians, bicyclists and motorists in accordance with applicable design guides. The project includes geometric improvements and traffic signal upgrades and/or installations at North Street, Stop & Shop Driveway, Gould Street/Page Avenue, Fisher Street, and Bullard/Willett Street. The project also includes replacement of an existing bridge (Bridge No. W-03-024) over the Neponset River.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Commonwealth of Massachusetts is 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: Roadway Project Management, Project File No. 602261. 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/>

FRANCIS A. DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



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,

Frank DePaola
Administrator, Highway Division

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 617-973-7000, TDD: 617-973-7306
www.mass.gov/massdot

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.

TO SAFEGUARD THE PROPERTY OWNER

If your property, or a portion of it, must be acquired by the State for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

1. WHO CONTACTS ME?

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

3. MUST I ACCEPT THE DEPARTMENT'S OFFER?

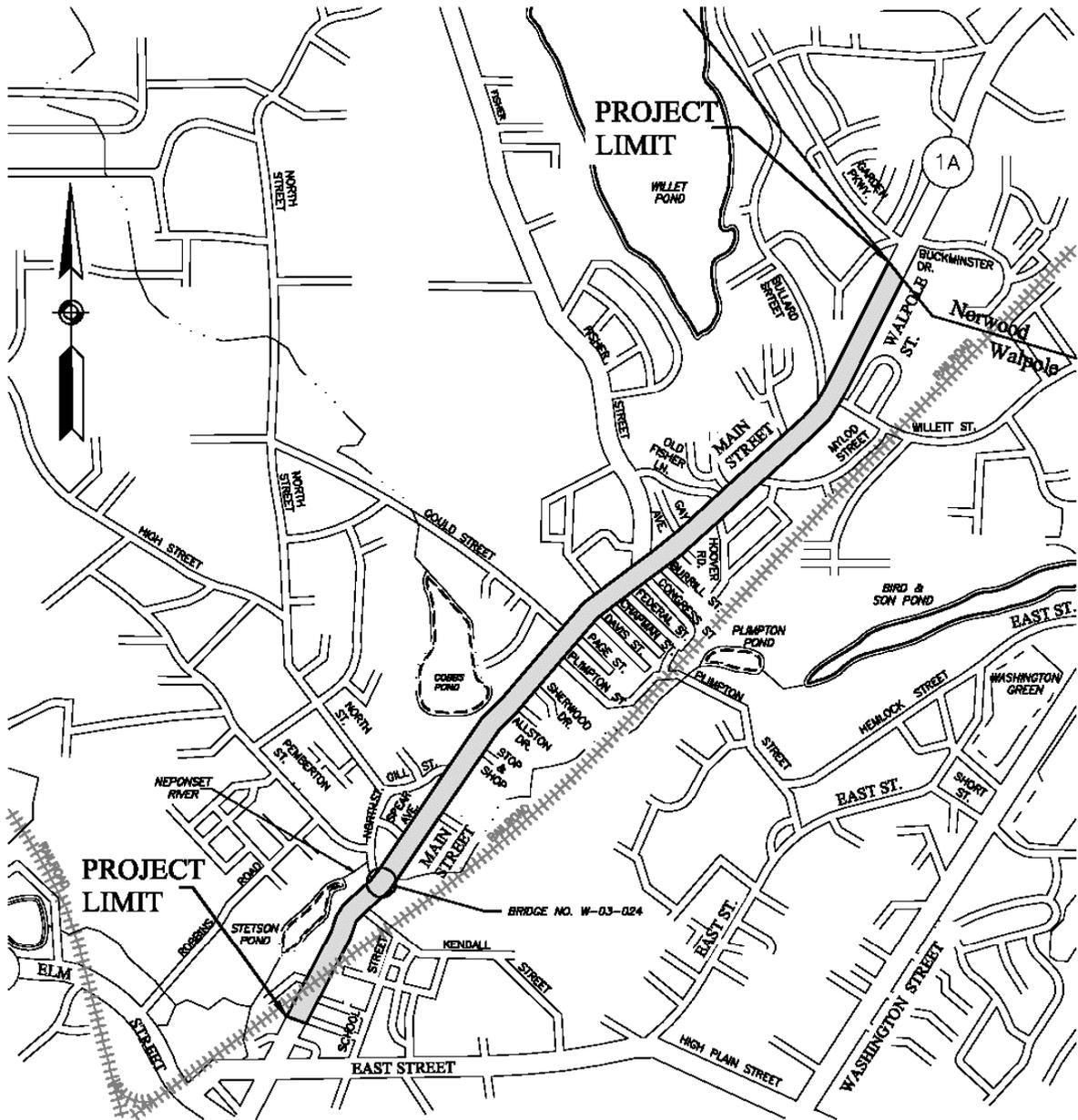
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

4. WHAT WILL HAPPEN TO MY HOUSE?

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.



GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers

GREEN PROJ. NO.: 2838.002
DATE: JANUARY, 2014
DESIGNED BY: N/A
DRAWN BY: WW
CHECKED BY: SS

PROJECT TITLE:

**WALPOLE
ROUTE 1A
ROADWAY RECONSTRUCTION**

DRAWING TITLE:

PROJECT LOCATION MAP

PROJECT NO.

2838.002

BRIDGE NO.

SKETCH/PAGE NO.

1

PROJECT DESCRIPTION

The Massachusetts Department of Transportation Highway Division (MassDOT) is proposing to reconstruct/rehabilitate Route 1A in the Town of Walpole, Massachusetts. The project limits extend from about 300 feet north of the Route 27 intersection to the Norwood Town Line. The project also includes replacement of an existing bridge (Bridge No. W-03-024) over the Neponset River. The total length of the project is approximately 2.1 miles.

PURPOSE

The purpose of the project is to improve overall safety and traffic operations along Route 1A while improving bicycle and pedestrian accommodations along the corridor. The project will improve safety concerns and capacity deficiencies at the North Street, Gould Street/Page Avenue, Fisher Street, and Bullard/Willett Street intersections and includes the replacement of the existing bridge over the Neponset River.

EXISTING CONDITIONS

Route 1A within the project limits is a two-lane urban minor arterial roadway with a pavement width varying between 28 feet to 36 feet. The pavement width is mainly comprised of two 11 to 12-foot wide lanes with a varying width shoulder. The existing Right-of-Way (ROW) is generally 50 feet wide, but it varies in width throughout the project limits. The roadway is abutted by commercial, institutional, and residential properties. There are two existing bridges located along Route 1A within the project limits; a stone masonry arch structure over the MBTA Commuter Rail Franklin Line and a single span structure (Bridge No. W-03-024) over the Neponset River. Bridge No. W-03-024 is scheduled for replacement. MBTA Bus Route 34E travels along Route 1A and has several bus stops located within the project Limits. The posted speed limit on Route 1A within the project limits varies from 40 mph to 45 mph.

Curbing along Route 1A consists of mostly bituminous berms where curbing exists. The majority of the existing curbing has inadequate reveal and there are many segments along the roadway corridor that do not have curbing. Sidewalks along Route 1A are mostly bituminous concrete, with some cement concrete sidewalk segments. On the west side of the road, sidewalk is continuous from the southern project limit to approximately 500 feet south of the Norwood Town Line. On the east side of the road, however, sidewalk is only provided from the southern project limit to North Street, and from the Stop & Shop Driveway to Sigmund Way.

Based on a 2009 Traffic counts conducted along Route 1A, the Average Based on Daily Traffic (ADT) was 22,800 vehicles per day.

PROPOSED IMPROVEMENTS

The proposed project consists of reconstruction and rehabilitation of Route 1A. The typical section of the roadway will consist of two (2) 11-foot travel lanes and two (2) 5-foot shoulders for a total pavement width of 32 feet. The 5-foot shoulders are sufficient to safely accommodate bicyclists within the project area. Pedestrian will be accommodated by new concrete sidewalks with a width of 5'-6" (excluding the curb) on each side of the road for the majority of the project length.

Intersection improvements to address safety concerns and capacity deficiencies include installation of fully actuated traffic signals at the North Street, Gould Street/Page Avenue, Fisher Street, and Bullard/Willett Street intersections while maintaining the existing signal at the Stop & Shop Driveway intersection. The signal timing and phasing will be coordinated to provide the optimal traffic operation through the Route 1A corridor. An emergency pre-emption system and a pushbutton actuated pedestrian phase will also be included as a part of the proposed signal system.

The project will include replacement of an existing bridge (Bridge No. W-03-024) over the Neponset River.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

It is anticipated that half of the roadway will be closed to construction during work hours. Anticipated temporary traffic control setups include lane shifting setup where sufficient roadway width is available and bi-directional traffic setup with police directing traffic where there is insufficient roadway width to accommodate two travel lanes. A minimum travel lane width of 11 feet will be proposed.

Proposed traffic mitigation to limit impacts to traffic include restricting work during peak hours; limiting work area/length during a typical work day to ensure that the Contractor is able to begin and complete a segment of roadway work such that normal traffic operation can be restored at the end of each work day.

RIGHT OF WAY

Several temporary construction easements will be required from abutting properties. The temporary construction easements are required for matching the proposed work to existing conditions and to allow the Contractor onto abutting properties to facilitate construction and provide easier access to the site. There will also be several minor right-of-way (ROW) acquisitions and utility easements to facilitate the proposed design.

ENVIRONMENTAL IMPACTS

Minor impacts to existing wetlands near the Neponset River and at the northeast corner of the Bullard/Willett Street intersection are anticipated to facilitate the bridge replacement work and intersection improvements, respectively. Wetland replication will be proposed as part of the project to help mitigate the anticipated wetland impacts. Impacts to the Neponset River and the Cobbs Pond are not anticipated.

PROJECT COST

The total preliminary construction cost estimate for the entire project is approximately \$12,000,000.

PROJECT STATUS

The design plans presented here represent the 25% Design level. Comments made at this public hearing will be incorporated to the maximum extent feasible in the final design. The design is scheduled to be completed in 2016.

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
ROUTE 1A ROADWAY RECONSTRUCTION
WALPOLE, MA
Project File No. 602261

