



PUBLIC INFORMATION MEETING

MAY, 15 2014

AT

WALKER S. PARKER MIDDLE SCHOOL

READING, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

RECONSTRUCTION OF WEST STREET

Project No. 601705

Roadway Project Management Section

IN THE TOWN OF READING, 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
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
PUBLIC INFORMATION MEETING
Project File No. 601705

A Public Information Meeting will be held by MassDOT to discuss the proposed Reconstruction of West Street project in Reading, MA.

WHERE: Walter S. Parker Middle School
45 Temple Street
Reading, MA 01867

WHEN: Thursday, May 15, 2014 @ 7:00PM

PURPOSE: The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of West Street project. All views and comments made at the meeting will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of pavement reclamation, utility relocation, the construction of new cement concrete sidewalks, the installation of new granite curbing, drainage improvements, the installation of new traffic signals and improved traffic signing and pavement markings. The project limits encompass 7,610 feet (1.44 miles) along West Street. In addition, traffic signal installations are proposed at three West Street intersections including Woburn Street/Wescroft Road, Winslow Road/King Street and Willow Street. Traffic signal upgrades are proposed at the intersections of West Street with South Street and Summer Avenue with Woburn Street. Bicycle accommodations are provided along West Street and consist of a usable shoulder.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the meeting 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 meeting 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 Information Meeting 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. 601705. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public information meeting transcript must be postmarked within ten (10) business days of this meeting. 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 the traveling public, 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, listed 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.

Unfortunately, new construction often creates temporary 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 thoughts. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Frank DePaola, P.E.
Administrator

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.

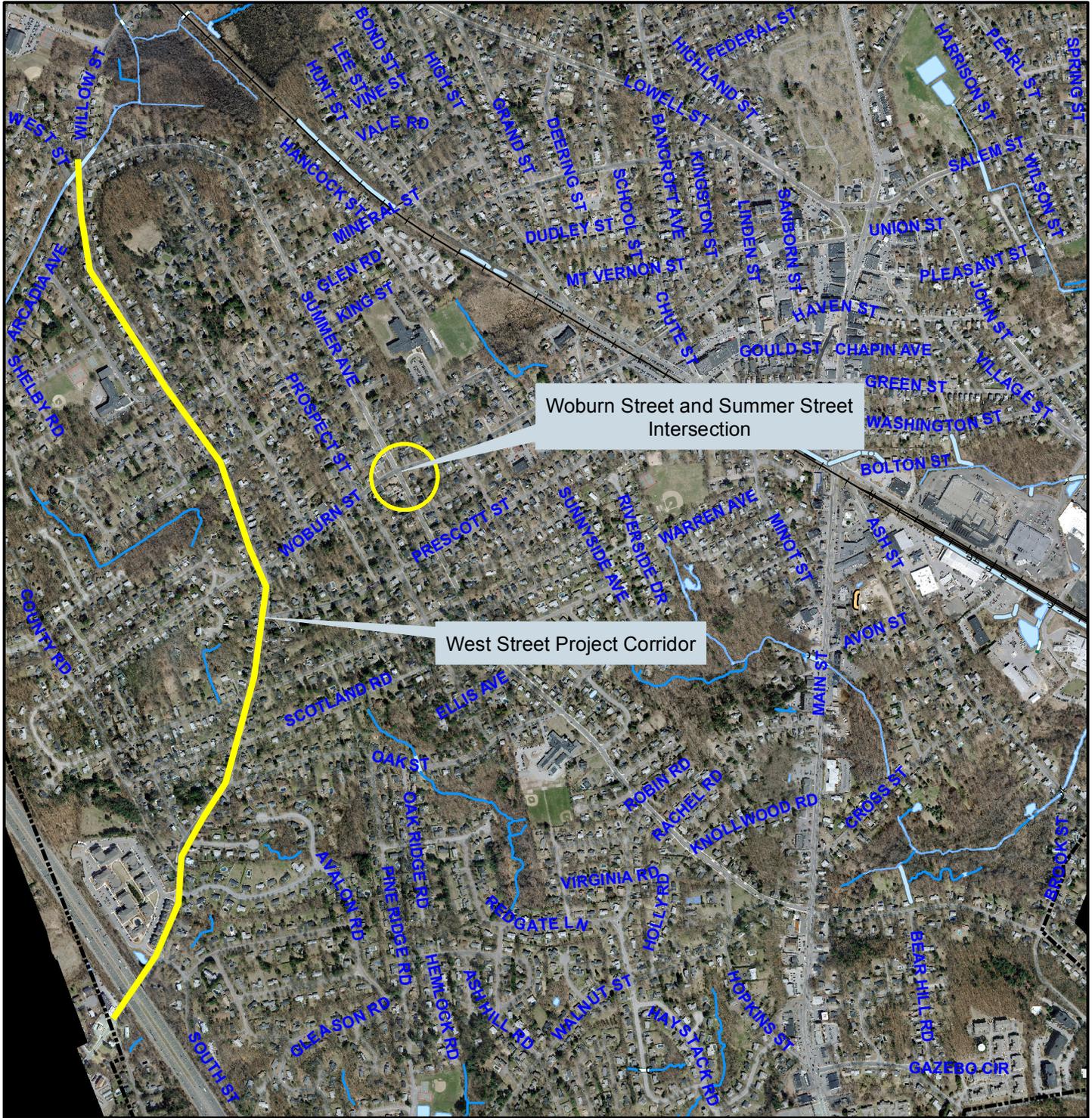
4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

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.

WEST STREET RECONSTRUCTION



Legend

- Town Boundary
- Railroad
- Roads**
- Bridge
- Paved
- Unpaved

- Parcels
- Buildings
- Sidewalks
- Driveway
- Retaining Wall
- Wall
- Path
- Trail
- Fence
- Hedge
- Trees
- Streams
- Open water
- Wetlands

Map by: Town of Reading
 Map date:
 Parcels valid 1/1/09.
 Roads, buildings, sidewalks,
 drives, trails, etc from aerial
 photos taken spring 2008.
 Data are for planning
 purposes only.

0 380 760 1520



Project Location

The Massachusetts Department of Transportation – Highway Division (MassDOT), in coordination with the Town of Reading, is proposing geometric and traffic control improvements along the West Street Corridor from the Woburn City Line to its intersection with Longwood Road and reconfiguring the intersections of West Street with Woburn Street and Wescroft Road, West Street with King Street and Winslow Road, West Street with Willow Street and Summer Avenue at Woburn Street.

Project Purpose

The proposed roadway, geometric, and traffic control improvements associated with the project are intended to improve vehicular, bicyclists and pedestrian safety as well as vehicular capacity and traffic operations within the project limits.

Existing Conditions

West Street runs from north to south between the Town of Wilmington and the City of Woburn, with 12 foot lanes and varying shoulder widths. The West Street corridor has sidewalks along most of its length on at least one side of the roadway. The primary land uses along West Street are residential. A truck exclusion currently exists along West Street. West Street is used as an alternate commuter route to access the industrial sectors of Woburn and Wilmington, and provides access to the I-93/Route 129 Interchange in Wilmington via Willow and Lowell Streets. To the south, it passes under I-93 and connects with Washington Street and the Route 128 Interchange in Woburn. West Street also provides access to Barrows Elementary School through Edgemont Avenue.

A signal controlled intersection is located at the intersection of West Street and South Street and flashing red/yellow beacons are located at the West Street/Woburn Street intersection. There are no other signal controlled intersections along the corridor. The posted speed limit along West Street is 30 miles per hour (mph). Speed reduction warning signs and flashing beacons associated with the Barrows Elementary School are located on West Street north and south of Edgemont Avenue and are operational during school opening and closing times. The residential street approaches to West Street are STOP sign controlled.

Currently, West Street carries an Average Daily Traffic (ADT) of approximately 13,100 vehicles south of Woburn Street. Its high volume can be attributed to traffic movements to and from various intersecting streets along the corridor such as Willow Street, Summer Avenue, Woburn Street and South Street, which create convenient accessibility to surrounding neighborhoods as well as Interstates 93 and 95. The pavement along the corridor is in poor condition that has been exacerbated by various trenches utilized to upgrade utilities over the years.

Proposed Conditions

The proposed project consists of pavement reclamation, utility relocation, the construction of cement concrete sidewalks (compliant with Americans with Disabilities Act (ADA) standards), the installation of new granite curbing, drainage improvements, landscaping, the installation of new traffic signals and improved traffic signing and pavement markings. The project limits encompass 7,610 feet (1.44 miles) along West Street. In addition, traffic signal installations are proposed at three West Street intersections including Woburn Street/Wescroft Road, Winslow Road/King Street and Willow Street. Traffic signal upgrades are also proposed at the intersections of West Street with South Street and Summer Avenue with Woburn Street. Bicycle accommodations are provided along West Street and consist of a usable shoulder.

Utilities

Existing utilities along the project will require adjustment in order to accommodate the proposed work. This includes the relocation of utility poles. All surface utilities (manholes, gas gates, water gates, etc.) will require adjustment to meet the finished roadway grades. New drainage facilities are proposed along West Street from Louanis Drive northerly to Willow Street. The Town is installing underground conduit throughout the project as a non-participating cost to MassDOT.

Maintenance of Traffic during Construction

Generally, the project will maintain through traffic throughout construction. However, work performed at intersections may require some lane reductions or temporary roadway closures to facilitate the construction process. Also, short term detours will be required due to utility work as well as for pavement reclamation. Pedestrian access, where it currently exists, will be maintained or a temporary pedestrian detour will be provided. The Contractor will coordinate with property owners on any temporary access restrictions.

Environmental

Temporary impacts to wetlands are anticipated as part of this project and the wetland area will be restored by the project after construction. All local, state and federal environmental permits have been obtained for the work and measures will be implemented to protect the wetlands to the maximum extent practicable. The project seeks to improve water quality through the implementation of deep sump catch basins as well as stormwater treatment structures. The project also involves the removal of approximately 11 public shade trees with a diameter of 14 inches or greater. The project includes the planting of 16 new trees as well as additional landscaping.

Right of Way Impacts

Temporary and permanent easements are needed to complete work outside the highway right-of-way on private property for construction. The Town of Reading is responsible for securing all needed rights for performing the related roadway work. The Town has completed this process and all necessary rights have been secured.

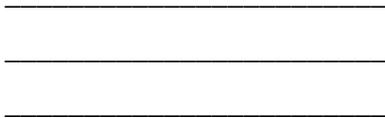
Project Schedule

The Plans on display this evening are considered final. Comments from this evening will be reviewed and addressed to the maximum extent practicable. The project is anticipated to be advertised for construction at the end of this month. Construction is anticipated to begin in the fall of 2014 with a duration of approximately three construction seasons.

Project Costs

At this time, the estimated cost of construction is approximately \$7,330,000 and does not include costs associated with utility relocation. Funding for the construction of this project is primarily through the Boston Metropolitan Planning Organization's FFY 2014 Transportation Improvement Program.

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 Information Meeting
RECONSTRUCTION OF WEST STREET
READING
Project File No. 601705
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