



VIRTUAL DESIGN PUBLIC HEARING

APRIL 26, 2022

FOR THE PROPOSED

**Intersection Improvements at Centre Street (Route 123), Cary Street and Lyman Street
Project No. 609410
Project Management**

IN THE CITY OF BROCKTON, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 609410

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Intersection Improvements at Centre Street (Route 123), Cary Street and Lyman Street project in **Brockton, MA.**

WHEN: 7:00-8:00 PM, Tuesday, April 26, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Intersection Improvements at Centre Street (Route 123), Cary Street and Lyman Street project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of reconstructing the existing signalized intersection at the project location. Route 123 eastbound and westbound will be widened to provide exclusive left-turn lanes to improve traffic safety and operations. Signal indications will be mounted on overhead mast arms. ADA-compliant curb ramps and sidewalks will be provided for safe pedestrian travel and bicyclists will have bicycle lanes separated from vehicle traffic by a striped buffer.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. **The City and MassDOT are responsible for acquiring all needed rights in private or public lands (depending on parcel).** MassDOT's and the City's policies concerning land acquisitions will be presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavalley, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: **Project Management, Project File No. 609410.** Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted on the MassDOT website listed below.

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g. interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible and prior to the hearing, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the hearing.

This Live Virtual Design Public Hearing or a cancellation announcement will be hosted on the internet at www.mass.gov/massdot-highway-design-public-hearings.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, 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,

Carrie E. Lavalley, P.E.
Acting 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 required for this project. If your property, or a portion of it, must be acquired by the State or Municipality for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Procedures are different depending on whether the State or Municipality is making the acquisitions. Briefly, here are some of the answers to questions you might ask.

State Acquisitions

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.

MassDOT also provides for dispute resolution through the administrative settlement process. You can initiate this by providing documentation and information relative to the value of your property, including but not limited to, an appraisal for our review. If resolution cannot be reached through the administrative settlement process, you can still bring a claim in court for additional monies at any time during the three-year period.

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.

Municipal Acquisitions

1. REASON FOR PROJECT?

The construction of this project will serve the needs of local users as well as those of the greater surrounding communities. The proposed enhancement has been designed to service 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 process and procedures used in acquiring any necessary rights required for the proposed project.

3. APPRAISALS, DONATIONS, RIGHTS OF ENTRY?

Impacted Property owners are entitled to an appraisal and Just Compensation, however, municipalities will often seek donations of parcels as this procedure will minimize the acquisition cost for your community.

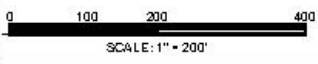
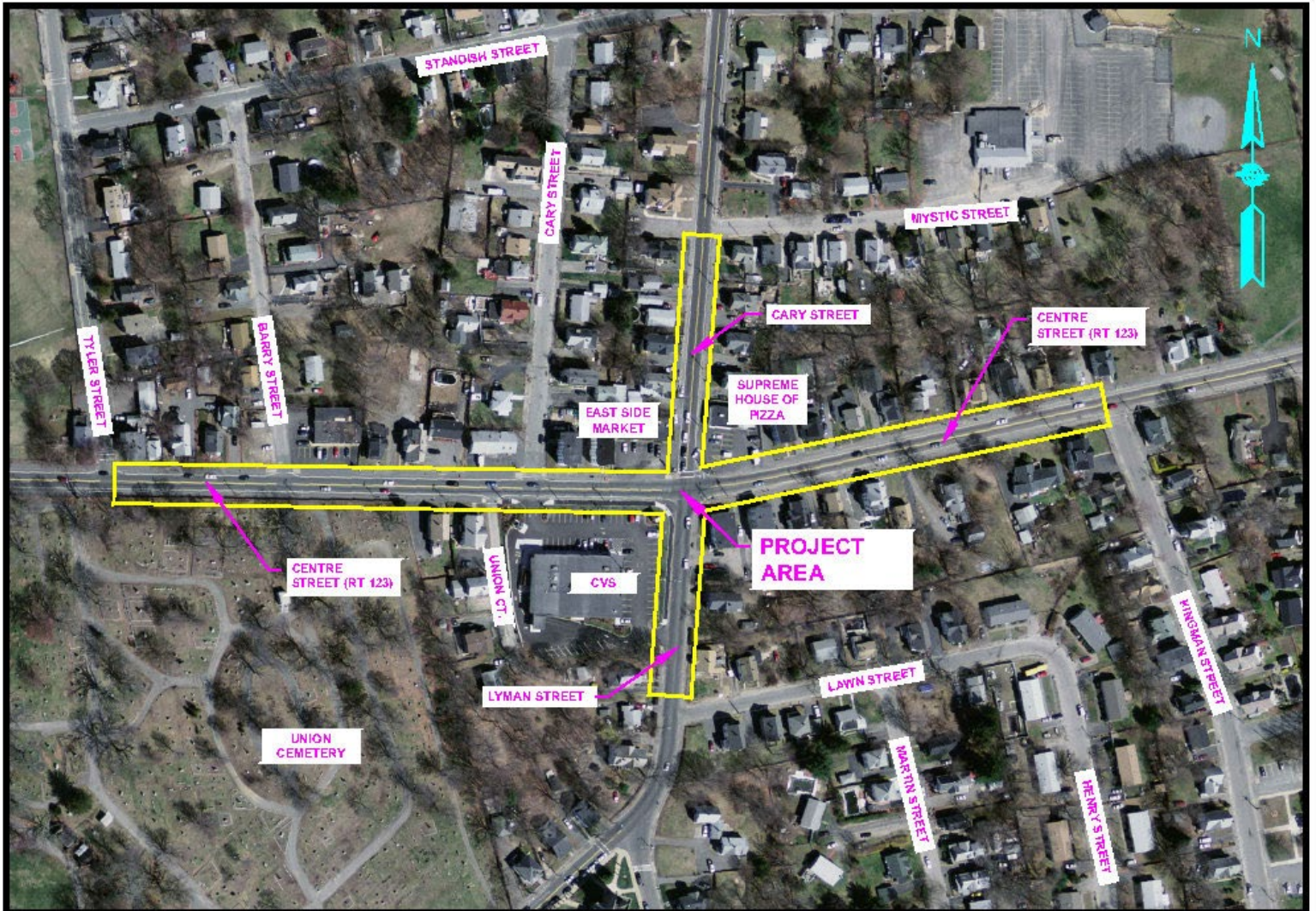
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of temporary work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, etc.

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

When donations or Rights of Entry 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 and review 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 (Just compensation), for the rights to be acquired.

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 from the date of the recording of the acquired parcel(s). The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



LOCUS MAP
CENTRE STREET (ROUTE 123) AT CARY STREET AND LYMAN STREET
BROCKTON, MA

**INTERSECTION IMPROVEMENTS AT CENTRE STREET (ROUTE 123), CARY
STREET, AND LYMAN STREET
PROJECT NO. 609410**

PROJECT LOCATION

The project is located along Centre Street, east of Brockton Centre. The limits start 150 feet west of Union Court and extend approximately 800 ft eastward, ending approximately 200 feet west of Kingman Street. Along Cary Street, the project runs for approximately 150 ft northerly and ends 250 feet south of Mystic Street. Along Lyman Street, the project runs for approximately 150 ft and ends 200 feet north of Lawn Street.

PURPOSE

The purpose of this project is to make safety improvements at the intersection. The intersection of Centre Street (Route 123) at Cary and Lyman Streets is a high crash location that has been eligible for HSIP (Highway Safety Improvement Program) funding. This intersection is ranked 139 of the top 200 crash locations in Massachusetts for the period 2017-2019. The pedestrian curb ramps do not meet the requirements of the Americans with Disabilities Act (ADA) due to their cross slopes and the lack of detectable warning panels, and Route 123 is lacking bicycle accommodations. The traffic signals are only post mounted and not overhead, resulting in poor visibility. This results in the occurrence of rear-end crashes. The intersection experiences frequent congestion and lacks emergency vehicle pre-emption equipment, which can lead to emergency vehicles being blocked from proceeding through the intersection, increasing emergency response times. Emergency vehicles often travel through this intersection, owing to the proximity to the Brockton Hospital to the east. These conditions are described in further detail in MassDOT's 2018 Road Safety Audit. The curb radii are small, and trucks have difficulty maneuvering through the intersection. This is substantiated by the historical need to repeatedly replace signal posts. There are no existing left-turn lanes on any of the approaches to the intersection. Without a dedicated place to wait, left-turning drivers may feel pressured by vehicles following them to turn through inadequate gaps in oncoming traffic, resulting in angle crashes. Also, through drivers may not expect a left-turning driver to be stopped in the travel lane, resulting in rear-end crashes.

EXISTING CONDITIONS

Centre Street within the project area is under the jurisdiction of the City from the westerly project limit to Cary and Lyman Streets which are also under the City's jurisdiction. East of Cary and Lyman Streets, Route 123 is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT).

Route 123 is classified as Urban Principal Arterial with posted speeds on Centre Street of 30 mph west of Cary and Lyman Streets and 35 mph east of Lyman Street. The public right-of-way is 50 feet wide along Route 123, 40 feet wide along Cary Street, and 45 feet wide along Lyman Street.

Based on traffic counts along Route 123 conducted in 2019, the Average Daily Traffic (ADT) was 15,600 vehicles per day and 10,400 vehicles per day along Cary and Lyman Streets, respectively. Two-way traffic is carried in two 12-foot-wide travel lanes. There are 3- to 4-foot-wide shoulders on Centre Street in the area of the intersection. Asphalt sidewalks and granite curb are located along all travel lanes and vary in width from 6 feet wide to 9 feet wide.

The intersection is primarily commercial with a CVS in the southwest quadrant, a grocery store in the northwest quadrant, and a restaurant and retail stores in the northeast quadrant. The east approach of Centre Street and both Cary and Lyman Street approaches are primarily residential.

At the Centre Street/Cary Street/Lyman Street intersection, traffic signals are post mounted with loop detectors under the roadway surface on all four intersection legs. Each intersection approach consists of one lane for all turns with no lane marking designations.

The traffic signal and equipment at the intersection is maintained by MassDOT.

PROPOSED CONDITIONS

The proposed project consists of providing new traffic signals, widening and repaving the roadway, and constructing new sidewalks. The new signals will be mounted on mast arms for increased visibility and will install pedestrian crossing signals with countdown timers. The new signals will include emergency vehicle preemption and be programmed to optimize the timing of the signals, with the ability to be adjusted as needed if conditions change. The roadway widening will allow for exclusive left turn lanes on Route 123 approaching the intersection to relieve congestion and bicycle lanes. The project proposes to increase the corner radii of the intersection to allow for heavy vehicle turning movements. The replacement of sidewalks will ensure that the intersection is accessible for all pedestrians in compliance with current ADA regulations.

The proposed roadway on Route 123 consists of two 11-foot-wide vehicular travel lanes, one 10-foot-wide exclusive left-turn lane, two 5-foot-wide bicycle lanes, and two 5-foot-wide cement concrete sidewalks for pedestrian traffic, one on each side of the roadway.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The anticipated traffic control on Route 123, Cary Street, and Lyman Street is expected to consist of narrowing the travel lanes with the majority of the work to be conducted off of the travel way. The roadway is expected to remain open with two lanes of travel available during roadway widening and sidewalk construction. The roadway may be reduced to one lane of travel while paving the existing roadway for short-term periods of approximately 4 to 6 hours. Detours may be utilized on a short-term basis of approximately 6 to 8 hours.

Proposed mitigation measures to limit impacts to traffic include restricting work during peak hours; limiting work area/length during a typical workday 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 workday, and using police control during construction. Access to all residences and pedestrian routes will be maintained during construction as much as possible.

Abutters will be notified in advance should access to their property need to be restricted temporarily.

RIGHT OF WAY

The City of Brockton is responsible for all Right-of-Way (ROW) acquisition within the portion of the project under city jurisdiction, while MassDOT is responsible for the ROW acquisition within the portion of the project under the jurisdiction of the State. The proposed improvements will require ROW acquisitions in the form of temporary easements, permanent easements, and takings by both the City of Brockton and MassDOT.

PROJECT COST

The total preliminary construction cost estimate for the intersection project is approximately \$3 million.

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 documents. The project is scheduled to be advertised in the Spring of 2024 and the construction is anticipated to be completed in 2025.

PROJECT QUESTIONS AND ANSWERS

The following questions and answers are intended to start conversation and discussion among the proponents, the designers, and the public assembled here. Please feel free to expand on these and include your own questions. There is also a comment form you can send to MassDOT should you have more questions or comments.

1. IS IT GOING TO BE NOISY? I WORK THE NIGHT SHIFT.

Construction hours are typically during the day, outside of rush hour. In limited instances, night construction occurs.

2. WHAT ABOUT THE TREES?

We have made every effort to save as many trees as possible. Those which may not survive construction or are in the way of handicap facilities such as safe and navigable sidewalks and ramps will be removed.

3. I HAVE TO GET THE BUS. HOW WILL I BE AFFECTED?

We will work with BAT to make temporary bus stops and other accommodations within the bus route. It is our intentions to keep the bus routes the same. The bus schedule may be impacted by the construction. All temporary pedestrian routes will be fully ADA-compliant.

4. MY KIDS WALK / BIKE TO SCHOOL. WHAT ABOUT THEIR SAFETY?

We have provided for accessible pedestrian and bike detours around the work zones where necessary, while limiting the additional length of travel.

5. WHAT ABOUT GETTING TO THE HOSPITAL?

We anticipate police details on-site to assist emergency vehicle traffic.

6. WHAT ABOUT PARKING?

Parking within the work zones will be temporarily unavailable until the work zone moves.

7. I HAVE TO GET IN & OUT OF MY DRIVEWAY!

The Contractor is obligated to accommodate abutters. Additionally, we anticipate police details on-site to aid in traffic movement.

8. WHAT'S GOING TO HAPPEN TO MY FENCE/ BUSHES/ STEPS/ LAWN?

Property Owners are encouraged to reach out to MassDOT or the City to discuss their individual property.

In general, grass in back of the new sidewalk will be regrown.

Privately owned items within state or city property lines will need to be removed unless a license is granted by the City or State to allow the encroachment.

Please Fold and Tape



Please Place
Appropriate
Postage Here

Carrie E. Lavalley, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Virtual Public Hearing
Intersection Improvements at Centre Street (Route 123), Cary Street and Lyman Street
BROCKTON
Project File No. 609410
Attn: Project Management

