



VIRTUAL DESIGN PUBLIC HEARING

JULY 28, 2026

FOR THE PROPOSED

Pedestrian and Bicycle Improvements on Route 123

Project No. 609520

Project Management

IN THE CITY OF BROCKTON AND THE TOWN OF ABINGTON, 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 VIRTUAL DESIGN PUBLIC HEARING

Project Description: Brockton-Abington – Pedestrian and Bicycle Improvements on Route 123
Project File No. 609520

A Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed project in Brockton, MA and Abington, MA.

WHEN: 6:00pm, Tuesday, July 28, 2026

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed 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 providing safety improvements on Centre Street and Brockton Avenue (Route 123) from a point approximately 350 feet easterly of the intersection of Route 123 at Lyman and Cary Street, extending easterly into Abington, ending at Ashland Street, a length of approximately 2.3 miles. The project consists of corridor safety and operational improvements for all modes of travel and will include new ADA compliant, five-foot-wide sidewalks, buffered bicycle lanes, roadway pavement reconstruction, drainage improvements, improved traffic operations and safety, new signage and pavement markings.

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 presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavallee, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. **609520**. Statements and exhibits intended for inclusion in the hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted.

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 hearing will be hosted, or a cancellation announcement posted, on the internet at <https://www.mass.gov/orgs/highway-division/events>.

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. Lavallee, P.E.
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 CONCERNS

The State is responsible for securing the Right of Way for this project. 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?

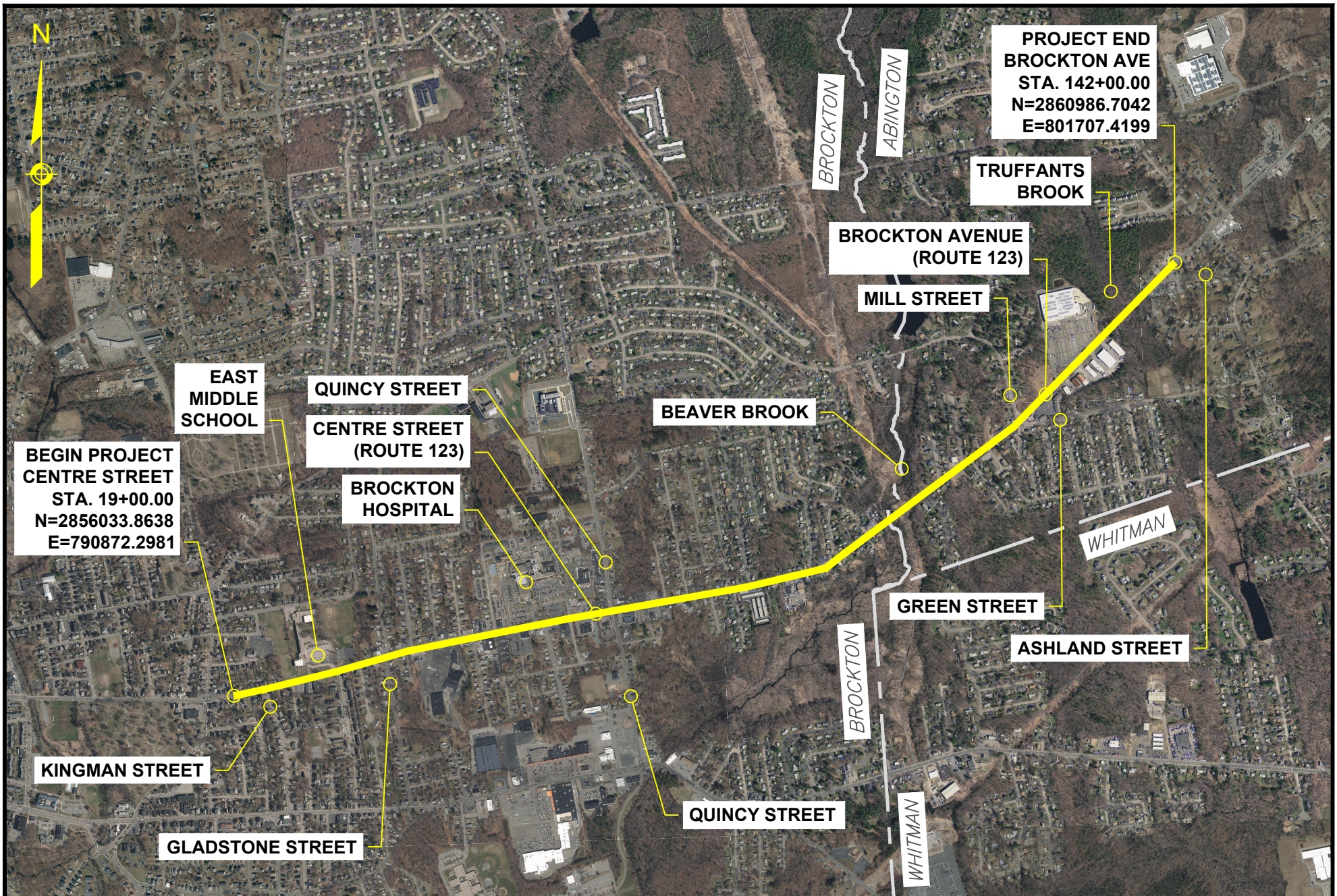
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time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



LOCUS MAP

BROCKTON-ABINGTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON
CENTRE STREET AND BROCKTON AVENUE (ROUTE 123)
BROCKTON-ABINGTON, MA

0 750 1500 3000
SCALE: 1" = 1500'

PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123

PROJECT NO. 609520

PROJECT LOCATION

The project is located along Route 123, east of Brockton Center. The limits begin approximately 250 feet west of Kingman Street and extend approximately 12,350 feet eastward, ending approximately 200 feet east of Ashland Street in the Town of Abington. At the intersection of Quincy Street and Centre Street (Route 123) in the City of Brockton, the project limits extend approximately 350 feet north and 250 feet south of the intersection along Quincy Street. The project also includes approximately 200 feet of improvements along Ashland Street at the eastern project limit.

PURPOSE

The purpose of this project is to improve safety and operations for all modes of travel along the Route 123 corridor between Brockton and Abington. The project includes new Americans with Disabilities Act (ADA)-compliant sidewalks and pedestrian curb ramps, buffered bicycle lanes, roadway pavement reconstruction, pavement marking installation, drainage improvements, enhanced traffic operations and safety, and new signage. All work will be performed in conformance with the standards, policies, and procedures of the Massachusetts Department of Transportation (MassDOT).

EXISTING CONDITIONS

Route 123 is classified as an Urban Principal Arterial connecting the City of Brockton and the Town of Abington. The corridor primarily serves commercial and residential areas and is under MassDOT jurisdiction within project limits. The surrounding area includes several nearby schools, institutions, and services, including East Middle School, Baker School, Cardinal Spellman High School, Massasoit Community College, and Brockton Hospital. The corridor is also served by Brockton Area Transit (BAT), including fixed-route bus service along Route 123.

Existing conditions along Route 123 present several safety and mobility challenges. Several side streets along the corridor lack adequate traffic control signage, including stop signs. Multiple locations along the corridor have experienced high crash rates, including intersections at Sheridan Street/Gladstone Street, Adams Street, Sterling Road, Quincy Street, Mill Street/Green Street, and the Walmart driveway. The Quincy Street intersection is within the top 200 crash locations in the state of Massachusetts.

Pedestrian and bicycle accommodations are limited throughout the corridor. Existing sidewalks and crosswalks do not meet current ADA accessibility standards in several locations, and bicycle accommodations are limited due to narrow shoulders and the absence of dedicated bicycle facilities.

PROPOSED CONDITIONS

The proposed project includes pavement rehabilitation and roadway improvements, including 11-foot travel lanes and widened shoulders to accommodate 5-foot buffered bicycle lanes

throughout the corridor. New 5.5-foot sidewalks will be constructed on both sides of Route 123 throughout the project length, including a new sidewalk on the north side of Route 123 in Abington where none currently exists. The project will also include new ADA-compliant pedestrian curb ramps, detectable warning panels, drainage improvements, updated signage, and pavement markings.

Intersection geometry improvements will be provided throughout the corridor to enhance safety and traffic operations. Improvements will include bicycle and pedestrian crossings at intersections, updated traffic control signage, and pavement marking upgrades. At Quincy Street in Brockton and the Walmart driveway in Abington, the intersections will be reconfigured to provide dedicated left-turn lanes where none currently exist.

Several locations along the corridor with challenging intersection layouts will be modified to improve safety and simplify vehicle movements. Short Street, Martin Street/Green Street/Mill Street, and Ashland Street will be realigned to create more conventional T-intersections, improving sight distance, reducing driver confusion, and minimizing potential conflicts. Martin Street will become a dead-end street but an emergency access gate will be installed to provide access to emergency vehicles.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

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, the Town of Abington, and MassDOT are each responsible for Right-of-Way (ROW) acquisition within the portions of the project under their respective jurisdictions. The proposed improvements will require ROW acquisitions in the form of temporary easements, permanent easements, and takings by the City of Brockton, the Town of Abington, and MassDOT.

PROJECT COST

The total preliminary construction cost estimate for the project is approximately \$30 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 currently scheduled to be advertised in the winter of 2029, and the construction is anticipated to be completed in the summer of 2032.

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. Additional questions and comments are welcome during the hearing or may be submitted to MassDOT using the comment form.

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

Construction activities are expected to occur primarily during daytime hours. Limited night work may be required for certain operations to minimize impacts to traffic.

2. WHAT ABOUT THE TREES?

Every effort has been made to preserve existing trees where feasible. Trees that cannot be avoided due to roadways, sidewalks, drainage, or ADA improvements may need to be removed.

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

MassDOT will coordinate with Brockton Area Transit (BAT) to maintain transit service during construction. Temporary bus stop relocations may be necessary, and schedules may be affected. Accessible pedestrian routes to bus stops will be maintained whenever possible. All temporary pedestrian routes will be fully ADA-compliant.

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

Safe pedestrian and bicycle access will be maintained where feasible throughout construction. Temporary pedestrian routes and crossings will be provided as needed to maintain access to nearby schools and other community destinations.

5. WHAT ABOUT GETTING TO THE HOSPITAL?

Emergency vehicle access will be maintained throughout construction. 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?

If work affects private property, the property owner will be contacted as part of the Right-of-Way process. Property owners with specific questions are encouraged to contact MassDOT or their municipality.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Brockton and Abington, MA
Pedestrian and Bicycle Improvements on Route 123
Project File No. 609520

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to MassDOTProjectManagement@dot.state.ma.us or you may mail this sheet with any additional comments to:

Carrie E. Lavallee, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days after the hearing.

PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

Address: _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Virtual Public Hearing
PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123
BROCKTON, ABINGTON
Project File No. 609520
Attn: Project Management

