



VIRTUAL DESIGN PUBLIC HEARING

JUNE 9, 2026

FOR THE PROPOSED

**REPLACEMENT OF SMITHS LANE OVER STATE ROUTE 3 (K-01-04)
Project No. 608615**

Major Projects

IN THE TOWN OF KINGSTON, 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. 608615

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed replacement of Smiths Lane over State Route 3 (K-01-04), in Kingston, Massachusetts.

WHEN: 6:30PM, Tuesday, June 9th, 2026

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed replacement of Smiths Lane over State Route 3 (K-01-04) and improvements to adjoining intersections. 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 the full replacement of the bridge carrying Smiths Lane over State Route 3 and the conversion of two currently signalized intersections, Smiths Lane/Route 3 Northbound Ramps and Smiths Lane/Route 3 Southbound Ramps/Kingston Collection Way into modern roundabouts. The replacement bridge is proposed to be a two-span structure with a clearance above Route 3 of 16 feet, 6 inches, bringing it into compliance with current standards for this highway. Staged construction would be used to allow traffic to continue to pass over Route 3 during the replacement project. In addition to conversion of the two intersections at either end of the bridge to modern roundabouts, Smiths Lane is proposed to be widened between the intersections of Smiths Lane/Independence Mall Way and Smiths Lane Route 3/Northbound Ramps to accommodate future traffic operations and to incorporate a shared use path and sidewalk, neither of which are present today.

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 massdotmajorprojects@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Major Projects, Project File No. 608615. 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 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 Lavalley, 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.

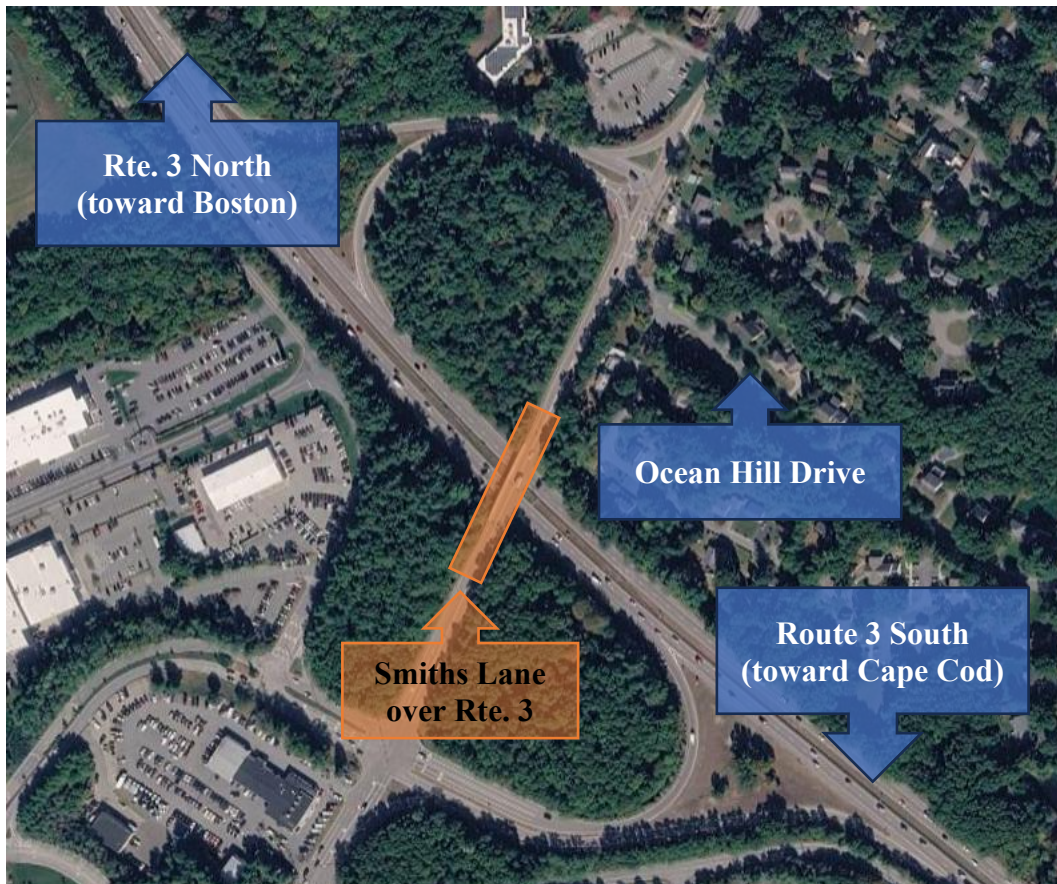


Figure 1: Locus Map



Figure 2: Existing conditions looking north over the bridge towards Ocean Hill Drive

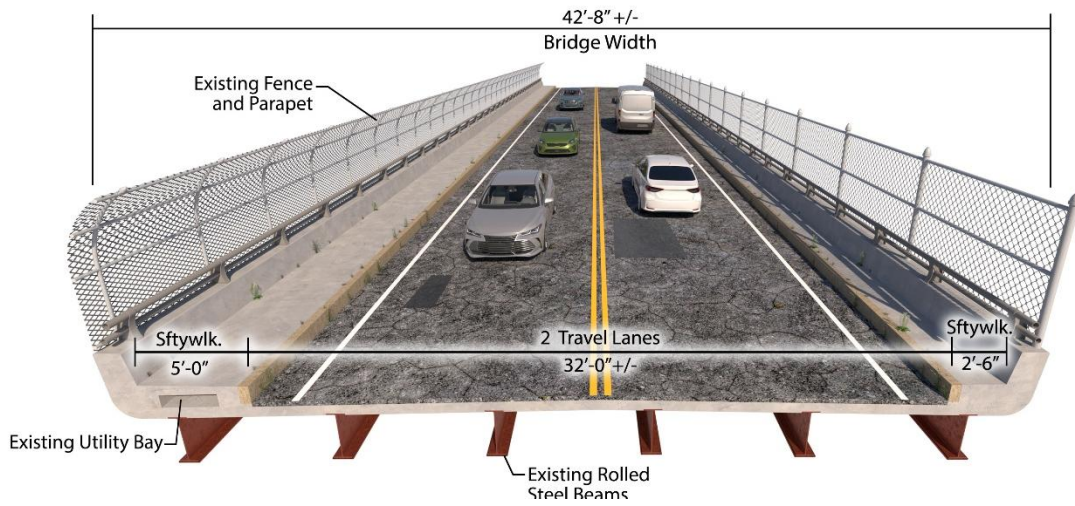


Figure 3: Existing conditions – dimensions

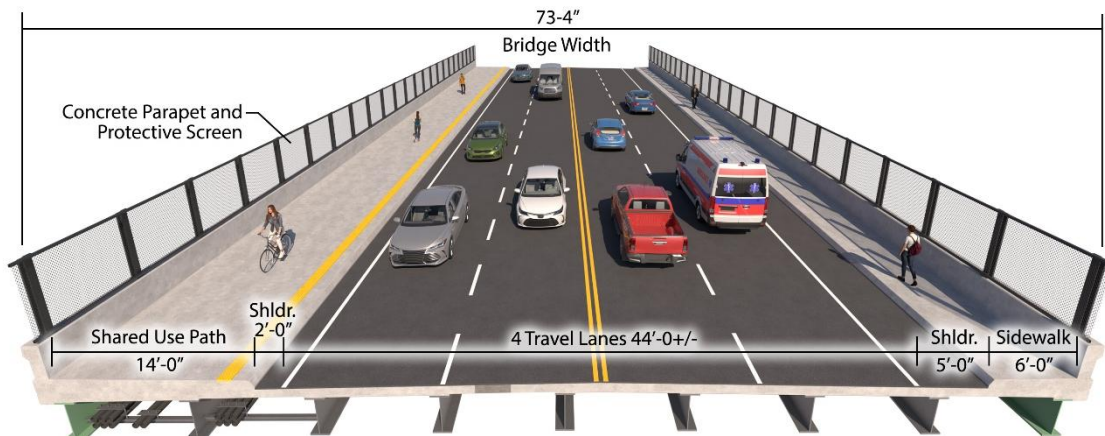


Figure 4: Proposed cross-section

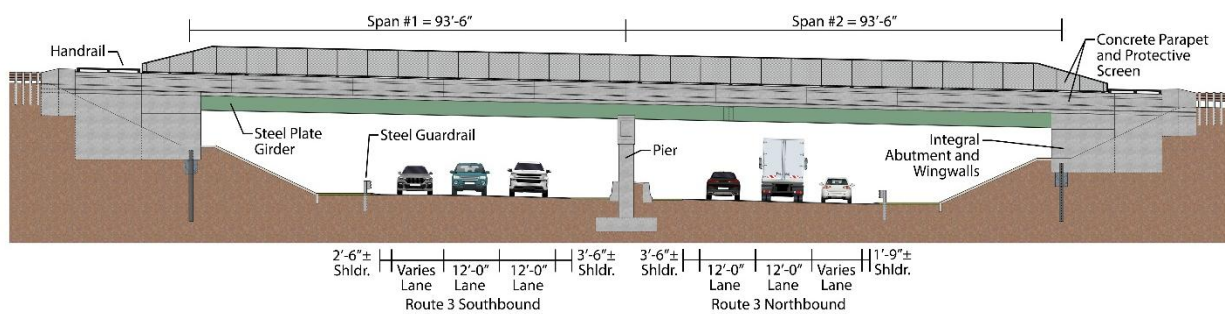


Figure 5: Proposed elevation from Route 3



Figure 6: Proposed project from the air

Project Location:

The project is located in Kingston near the busy Kingston Collection shopping mall and six tenths of a mile from Kingston Station served by the MBTA commuter rail and local GATRA (Greater Attleborough Taunton Regional Transit Authority) bus service. Today's structure consists of four spans, is approximately 189 feet long, and dates to 1958, the period during which Route 3 was constructed through the Kingston area.

The Smiths Lane bridge is an important connector for the Kingston community and its surroundings. To the north, the land use is residential along streets like Ocean Hill Drive and Gray Avenue before becoming mixed commercial along the Route 3A corridor. To the south is the Kingston Collection Shopping Mall, several automobile dealerships, and a Lowes Home Improvement store.

The project includes the bridge carrying Smiths Lane over Route 3, approximately 2,280 feet of Smiths Lane around the bridge and the intersections of Smiths Lane/Route 3 northbound ramps and Smiths Lane/Route 3 southbound ramps/Kingston Collection Way.

Project Purpose:

The existing bridge does not meet modern standards for vertical clearance above Route 3, nor does it provide adequate shoulders for drainage or snow storage. The project proposes to replace the bridge. This will allow MassDOT to increase its vertical clearance above the highway, provide standard shoulders, offer dedicated cycling and walking facilities to improve multimodal access to nearby shopping and transit destinations, and to reduce the number of spans over Route 3 from four down to two clearing an obstacle to a potential, future widening of Route 3.

The project also proposes to convert the currently signalized intersections of Smiths Lane/Route 3 northbound ramps and Smiths Lane/Route 3 southbound ramps/Kingston Collection Way into

modern roundabouts to address observed traffic queuing during the PM and midday Saturday peak hours and documented rear-end and angle crashes.

Existing Conditions

The existing bridge was built in 1958. It consists of reinforced concrete piers and abutments supporting a deck made up of concrete resting on steel beams. The bridge is approximately 189 feet long, provides a substandard fourteen-foot, seven-inch vertical clearance over Route 3 and with four spans, presents a choke point to a potential, future widening of Route 3 in this area. The roadway consists of two, fourteen-foot lanes with a two-foot shoulder on either side. While the lane widths meet modern standards, the shoulders do not. Safety walks are provided on both sides of the bridge, but these are only for the use of motorists to exit disabled vehicle and make their way off the bridge to await assistance. No cycling facilities are provided. The bridge carried an average daily traffic volume of 10,486 vehicles in both directions in 2023.

The adjoining intersections of Smiths Lane/Route 3 northbound ramps and Smiths Lane/Route 3 southbound ramps/Kingston Collection Way are both currently signalized. In 2023, a combined average daily volume of 7,211 vehicles passed through Smiths Lane/Route 3 northbound ramps and 8,280 through Smiths Lane/Route 3 southbound ramps/Kingston Collection Way. Both intersections have observed issues with queuing. Smiths Lane/Route 3 northbound ramps has been observed to queue to block the intersection with Ocean Hill Drive during the weekday PM and Saturday midday peak hours. During the same periods, Smiths Lane/Route 3 southbound ramps/Kingston Collection Way has queues which extend to the point at which the southbound approach widens to two lanes. There are no dedicated cycling or walking facilities on the adjoining roadways.

The Proposed Project

In preparing this 25% design, MassDOT has analyzed, and dismissed, several replacement bridge types and several improvements to the adjoining intersections. Of these, the roundabouts performed the best in terms of avoiding environmental impacts, minimizing right-of-way and utility impacts while meeting MassDOT's goals for traffic operation and allowing the continuation of cycling and walking facilities beyond the bridge itself. Several bridge types were also considered. Of these, a continuous steel plate girder type with a cast-in-place composite deck performed the best in terms of allowing greater vertical clearance over Route 3 while minimizing the needed grade change on Smiths Lane, minimizing structure depth over Route 3, and allowing for smaller foundations.

Under the proposed project, the Smiths Lane bridge over Route 3 would be fully replaced including foundations, abutments, piers, and superstructure. The new bridge would have two spans over Route 3, be approximately 190 feet long and consist of:

- 4, 11-foot travel lanes, two in each direction.
- 2, 5-foot shoulders, one on either side of the bridge.
- A 10-foot shared use path on the north side of the bridge.
- A 6-foot sidewalk on the south side of the bridge.

The sidewalk and shared use path would continue from a point adjacent to the intersection with William C. Gould Jr. Way to a point adjacent to the intersection with Frank Street. The four-lane cross section present on the bridge would be maintained between the two roundabouts and taper back to match the existing, two-lane cross section beyond them.

The proposed improvement for Smiths Lane/Route 3 northbound ramps converts the signalized intersection into three leg roundabout with two northbound lanes, two eastbound lanes, and one southbound lane. Kingston Collection Way/Route 3 southbound ramps becomes a four leg roundabout consisting of two entry and exit lanes on each approach. The connecting ramps to and from Route 3 would be reconstructed to align to the roundabouts.

Readers should note that modern roundabouts are designed to provide for slow, consistent traffic operation enforced through the angle at which vehicles enter the round portion of the intersection. This is in contrast to older rotaries, such as the Hyannis Airport Rotary which allow for a much higher speed of operation and are considered extremely difficult for cyclists and pedestrians to safely traverse. Mountable aprons around the roundabouts' center islands are provided as part of the proposed design to allow for the easy passage of large delivery trucks or emergency vehicles.

Where Smiths Lane is being widened between the roundabouts, it will widen towards the north to minimize property impacts. A retaining wall extending approximately 300 feet from the bridge would be constructed along the southern side of the corridor to minimize impacts to homes fronting on Anderson Avenue.

Preliminary review of the site has not uncovered any elements of historic or cultural significance that would be disturbed by the project. It is not anticipated that drainage patterns would be changed or wetlands altered. Hazardous materials are not believed to be present on site though given the age of the bridge, lead paint may have been used on its steel. Demolition will be performed to contain any paint fragments and remove them safely from the site.

Project Schedule

The project plans on display are at the 25% preliminary design stage. Comments from the public hearing will be incorporated into the final design plans to the maximum extent possible. It is currently anticipated that this project will take approximately three years to complete.

Anticipated project milestones are as follows:

1. Advertise to potential contractors: Spring/Summer 2028
2. Begin construction: Fall 2028
3. New bridge opens fully to traffic: Fall 2030
4. Roundabouts in service: Fall 2031

Project Cost

The project's total anticipated cost is approximately \$29.9 million. Funding for construction will be by the Commonwealth of Massachusetts and the Federal Highway Administration.

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RE: Virtual Public Hearing
SMITHS LANE OVER ROUTE 3 (K-01-04)
KINGSTON, MA
Project File No. 608615
Attn: Major Projects

