



VIRTUAL DESIGN PUBLIC HEARING

Thursday, March 3, 2022

at 6:30 PM – 8:00 PM

FOR THE PROPOSED

**Reconstruction of Commonwealth Ave (Route 30) Project
Project No. 610674
Project Management**

NEWTON, 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. 610674

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Reconstruction of Commonwealth Ave (Route 30), From East of Auburn Street to Ash Street project in **Newton, MA**.

WHEN: Thursday, March 3, 2022 at 6:30 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of Commonwealth Ave (Route 30), From East of Auburn Street to Ash 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 improvements to Route 30 (Commonwealth Avenue) and the adjacent carriageway with the goal of improving safety, accessibility, and multimodal connectivity. The project begins at the easternmost driveway of the Boston Marriott Hotel, meeting the project limits for MassDOT Project #110980, and ends at Ash Street. For the entire project limits, a two-way separated bike lane and sidewalk will be constructed on the north side. For the segment from the hotel to Woodbine Street, this is accomplished by relocating the westbound barrel of the roadway south of the median to re-purpose the space on the north side for multimodal accommodations. East of Woodbine Street, the existing 22-foot carriageway will be converted to exclusive pedestrian and bicycle facilities. In front of Lyon's Field, vehicular access will be maintained but there will be circulation changes as Ash Street will be reconstructed as an unsignalized T-intersection, with the approach from the carriageway to be removed. The sidewalk on the south side of Route 30 will also be reconstructed, and several crossings with Rapid Rectangular Flashing Beacons (RRFBs) will be installed. Lighting and utilities in the median are expected to be retained and drainage impacts should be minor.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **City of Newton is responsible for acquiring all needed rights in private or public lands**. The City'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., Acting 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. 610674**. 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 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 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. Lavallee, 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 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.



NEWTON CARRIAGEWAY/COMMONWEALTH AVENUE (ROUTE 30) RECONSTRUCTION PROJECT PROJECT NO. 610674

PROJECT LOCATION

The project is located along Route 30 (Commonwealth Avenue) from the eastern Boston Marriott Newton driveway to east of Ash Street for an approximate project length of 0.4 miles.

PURPOSE

The purpose of this project is to provide a trail connection for pedestrians and bicyclists along the Commonwealth Avenue Carriageway (referred to from herein as “Carriageway”). The proposed improvements would also move all non-local vehicular travel from the Carriageway to the main corridor. The improvements are proposed to increase safety and provide a connection to the City of Newton greenspace, trails, and other amenities in Weston. A two-way cycle track would be provided along the north side of the roadway within the project limits. These proposed trail improvements are part of a Complete Streets plan for the City of Newton. The proposed Carriageway would also continue to provide local vehicular access to the Lyons Field and residential roadways. The project will connect into the Massachusetts Department of Transportation (MassDOT) bridge reconstruction project currently in the design phase.

EXISTING CONDITIONS

Commonwealth Avenue (Route 30) is a two-way urban principal arterial roadway under local jurisdiction running in an east-west direction from South Avenue in Weston to the west to Commonwealth Avenue in Boston to the east. Along Commonwealth Avenue, the posted speed limit is 35 miles per hour (mph) between the western project limits and just west of the Ash Street intersection where it switches to 30 mph. A median divides the east and westbound travel lanes between Auburn Street and Woodbine Street.

Carriageway is a one-way local roadway under local jurisdiction running in an east-west direction. The Carriageway begins just west of Lexington Street on Commonwealth Avenue and meets up with the westbound Commonwealth Avenue travel lane at Woodbine Street. The Carriageway is one-way, westbound between where it branches off after Lexington Street until Ash Street and again between Islington Road and Woodbine Street and is one-way, eastbound between Woodbine Street and Ash Street. The speed limit along the Carriageway is 35 mph within the project limits until just west of Ash Street where it switches to 30 mph.

Based on traffic counts along Route 30 conducted in 2020, the Average Daily Traffic (ADT) was 18,435 vehicles per day. Traffic volumes taken at the Ash Street intersection indicate that the existing traffic signal there is not warranted by MUTCD.

PROPOSED IMPROVEMENTS

The Project proposes to reconstruct Route 30 (Commonwealth Avenue) and the adjacent carriageway with the goal of improving safety, accessibility, and multimodal connectivity. A two-way separated bike lane and sidewalk will be constructed on the north side and sidewalk construction will occur on the south side. West of Islington Road, the carriageway will be converted to exclusive pedestrian and bicycle facilities with vehicles accessing Route 30 directly.

Circulation changes are proposed between Islington Road and Ash Street to close off the carriageway approach at the Ash Street intersection and reconfigure it as an unsignalized intersection. Bus stop consolidation will remove the bus stop at Ash Street and reconstruct the bus stop at Islington Road.

Crosswalk will be enhanced with the installation of pedestrian-activated rectangular rapid flashing beacons (RRFBs) at the following locations:

- Boston Marriott Newton Driveway
- Woodbine Street
- Islington Road
- Ash Street

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

Anticipated temporary traffic control will include, but not be limited to, lane shifting setups where sufficient roadway width is available and bi-directional traffic setups with police directing traffic where there is insufficient roadway width to accommodate all 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; and use police control at signalized intersections, as needed. Access to all residences and businesses will be maintained during construction. Abutters will be notified in advance should access to their property need to be restricted.

RIGHT OF WAY

The City of Newton is responsible for all Right-of-Way (ROW) impacts. 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. There is one minor ROW acquisition to accommodate a proposed drainage structure.

PROJECT COST

The total preliminary construction cost estimate for the entire project is approximately \$5.5 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 early 2023 and construction duration is anticipated to last one and a half construction seasons which will depend on utility relocation schedules.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Newton, MA
Reconstruction of Commonwealth Ave (Route 30)
Project File No. 610674

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. Lavalley, 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 Design Public Hearing
Reconstruction of Commonwealth Ave (Route 30)
NEWTON
Project File No. 610674
Attn: Project Management

