



VIRTUAL DESIGN PUBLIC HEARING

June 16, 2022

FOR THE PROPOSED

**Turnpike Street Reconstruction
Project No. 607214**

Project Management

IN THE TOWN OF STOUGHTON, 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. 607214

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Turnpike Street Reconstruction project in **Stoughton, MA**.

WHEN: 6:00 PM, Thursday, June 16, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Turnpike Street (Route 139) Reconstruction project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The purpose of the project is to replace a segment of Turnpike Street which experiences chronic settling and longitudinal pavement cracking with a new pile-supported roadway constructed east of its current location. The new segment will be tied back into the existing roadway alignment at the Turnpike Street intersection with Pleasant Street and approximately 1,000 feet north of it. Some modifications to the intersection are proposed, including new traffic signals replacing the existing ones. The obsolete roadway segment will be removed and the area restored as a wetland. Pedestrian and bicycle accommodations consisting of generally 6-foot wide ADA-compliant sidewalks, and 5- to 7-foot wide buffered bike lanes will be provided on both sides of the street.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. **The Town of Stoughton is responsible for acquiring all needed rights in private or public lands.** The 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 7550, 10 Park Plaza, Boston, MA 02116, Attention: **Project Management, Project File No. 607214**. 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,

Patricia A Leavenworth, 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

Your Municipality is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Municipality 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. 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.

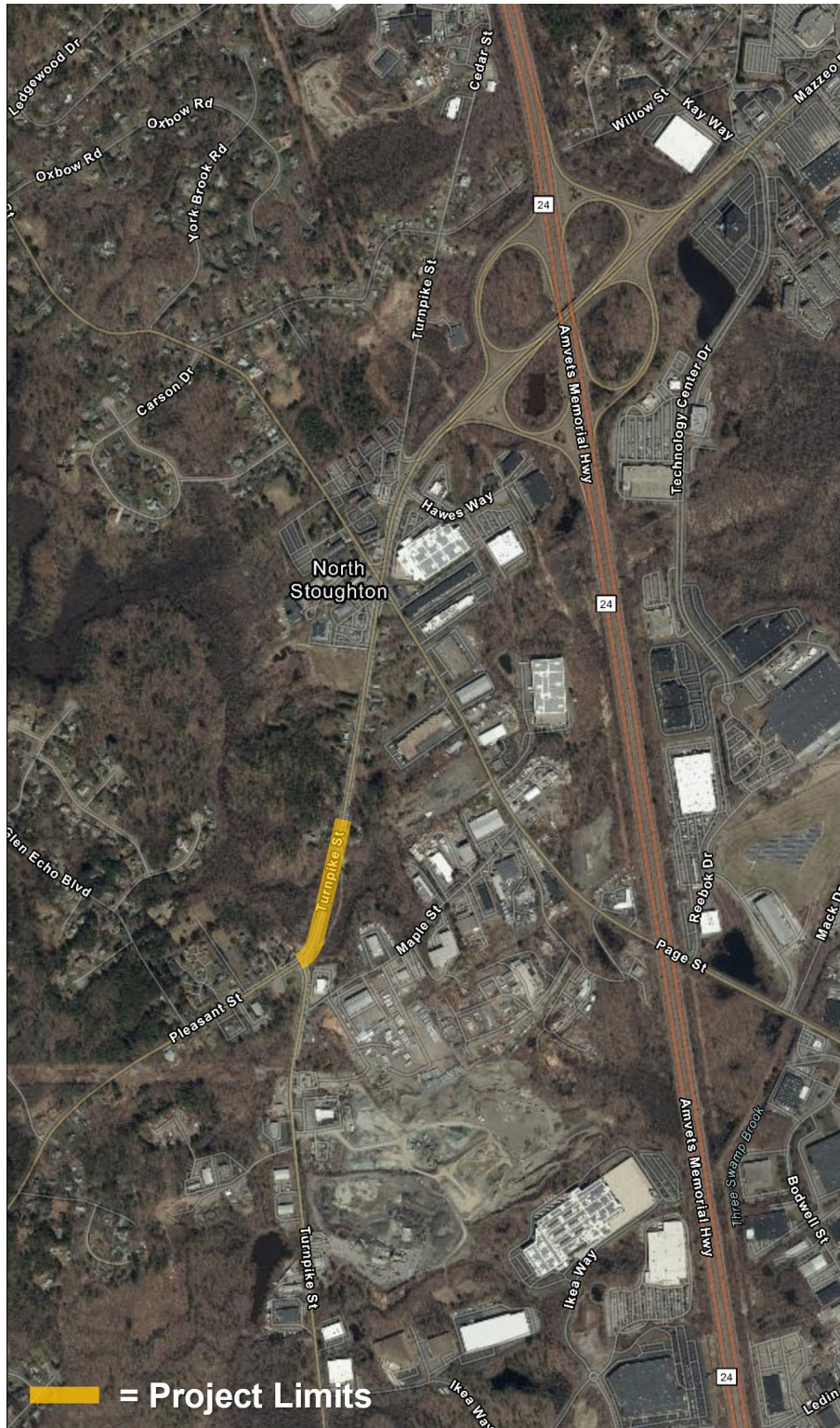
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection,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



**Figure 1 – Project Location Map
Turnpike Street Reconstruction
Stoughton, MA**

Project Location and Limits

The project alignment extends along Turnpike Street (Route 139) in Stoughton from its intersection with Pleasant Street (south) to approximately 1000 feet north (of the intersection). The Pleasant Street approach to Turnpike Street will also be reconstructed.

Project Purpose

The primary purpose of the project is to replace this approximately 1,000-foot long segment of Turnpike Street which has experienced chronic settling and longitudinal pavement cracking due to underlying compressible soil deposits.

Existing Conditions

Turnpike Street/Pleasant Street (Route 139) connects the Route 24 interchange to the east with Route 138/Route 27 in the center of Stoughton. There are no designated bicycle accommodations along the corridor. Pedestrian crossings are not compliant with ADA standards.

Turnpike Street is generally 44 feet wide (curb to curb), with one 15-foot wide travel lane and 7-foot wide shoulder in each direction. A 6-foot sidewalk is available on the northerly side of the roadway. While there is a sidewalk along the southerly side of Turnpike Street, the sidewalk is occupied by an above-ground water main (that has replaced the below ground water pipe which was settling along with the roadway) and is blocked off by concrete jersey barriers within the project area.

Pleasant Street is generally 36 feet wide (curb to curb), with one 12-foot wide travel lane and 6-foot wide shoulder in each direction. Six-foot sidewalks are located on both sides of the roadway.

Pleasant Street intersects Turnpike Street (from the west) to form a “four-legged” signalized intersection. While technically the intersection has four legs, the north leg of the intersection is a residential driveway; thus, the intersection largely functions as a three-legged “T” type intersection. Traffic signal equipment is outdated and in poor condition.

Proposed Improvements

The proposed Turnpike Street design will narrow the total roadway width by approximately 4 feet, from 44 to 40 feet (curb-to-curb) with two 12-foot wide travel lanes and a left-turn lane at the intersection. There will be a 5-foot wide bicycle lane with 3-foot buffer, and a 6-foot wide concrete sidewalk in each direction. Bicycle lanes will transition to 10-foot wide shared-use paths at the intersection to limit cyclists’ conflicts with turning traffic. After the new roadway segment is constructed, the existing Turnpike Street “settling” segment will be removed and restored back to wetlands. Above-ground and underground utilities within the same stretch will be replaced.

At the Pleasant Street/Turnpike Street intersection, new traffic signal equipment will be installed. A striped westbound left-turn lane will be provided on Turnpike Street. Accessible pedestrian

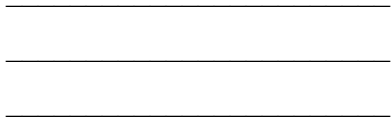
infrastructure and bicyclist accommodations consistent with current MassDOT design guidance will be installed.

The Pleasant Street approach (to Turnpike Street) will be reconfigured to provide a roadway section with two travel lanes (one 11- and one 12-foot wide) and 5-foot wide bicycle lanes and 6-foot wide concrete sidewalks on both sides of the roadway.

Traffic Management During Construction

Traffic flow and access to all properties along the project alignment will be maintained during construction. The travel lanes will be narrowed to accommodate construction of the parallel roadway along Turnpike Street, north of its intersection with Pleasant Street. For the construction of the intersection and its approaches, it is expected that two-way traffic flow will be maintained by working on one side of the street and then shifting to the other side.

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Virtual Public Hearing
Turnpike Street Reconstruction
TOWN OF STOUGHTON
Project File No. 607214
Attn: Project Management

