



DESIGN PUBLIC HEARING

Thursday, September 19, 2019

7:00 PM

Wales Town Hall

WALES, MASSACHUSETTS

For the Proposed

WALES – MONSON ROAD PROJECT

Project No. 608163

Project Management Section

IN THE TOWN OF WALES, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING Project File No. 608163**

A Design Public Hearing will be held by MassDOT and the Town of Wales to discuss the proposed Monson Road Reconstruction Project in Wales, MA

WHERE: Wales Town Hall
3 Hollow Road
Wales, MA 01081

WHEN: Thursday, September 19, 2019 at 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Monson Road Reconstruction project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The project includes the full depth reconstruction of Monson Road from the Monson town line easterly to Reed Hill Road (a distance of approximately 7,700 feet), provision of four foot wide roadway shoulders for pedestrian and bicycle accommodations, roadway horizontal/vertical alignment changes to improve safety; drainage and stormwater management improvements, 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 Town of Wales is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 608163. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) 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 (10) business days before the meeting. In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, 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 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.

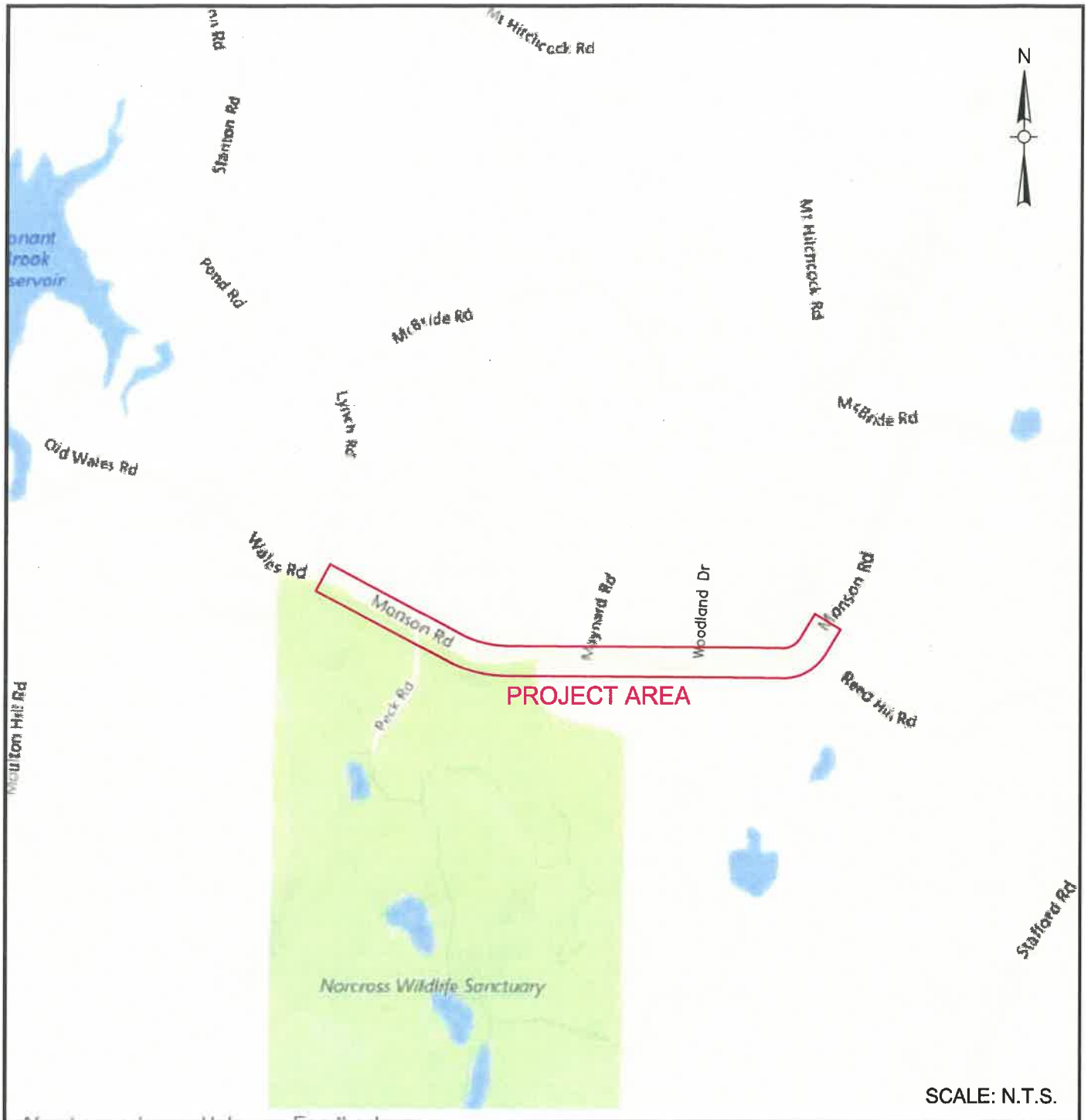


FIGURE 1
LOCATION MAP

MONSON ROAD
WALES, MA

Weston & SampsonSM

Project Description

Existing

Monson Road

Monson Road is a two-lane roadway with a Functional classification of “Rural Major Collector”. The roadway runs east/west between Route 32 in the Town of Monson and Route 19 in Wales. The road is owned and maintained by the Town of Wales. Land uses along Monson Road are primarily single family residential and recreational. Tupper Hill, The Norcross Wildlife Sanctuary is located within the project limits. There are also a few small businesses. The posted speed limit ranges between 30 and 35 mph.

The existing paved roadway width is approximately 22’, shoulders are not provided and the roadway is not curbed. Over the length of the project, Monson Road ranges from an elevation of approximately 863’ to 1022’, a change in elevation of nearly 160’. Grades range from flat to a maximum near 10%. Typically, grades are in the 2% to 4% range, with a few locations about 6%. Vertically the terrain is a series of short sag and crest curves.

Utilities along Monson Road are limited to overhead power and communication lines. Storm drainage is accommodated with roadside swales and overland flow. There is no curbing. There are 7 cross culverts within the project limits. The right of way is approximately 60’ wide.

All of the following roadways are two-lane side streets and are classified as “Local Roads.” They each intersect Monson Road at three-legged unsignalized intersections. The side street approaches are stop-controlled and Monson Road operates free-flow.

Lynch Road Intersection

Lynch Road is a 1.4-mile long and about 18’ wide. Land use is residential. Lynch Road provides access to other rural residential local roads. The Lynch Road approach to Monson Road is wide and is split by a small island.

Peck Road Intersection

Peck Road acts as the access road to Tupper Hill, The Norcross Wildlife Sanctuary. Peck Road is approximately 15’ wide. Tupper Hill provides 8,000 acres of forest, meadows, and wildlands.

Maynard Road Intersection

Maynard Road is 0.25-miles long, gravel road. and provides no outlet. It acts as a driveway to one residential property. The Maynard Road approach to Monson Road is split by a small island.

Woodland Drive Intersection

Woodland Drive is a 950-foot long, residential road, with no outlet. There are about a dozen single family homes along the 16’ wide gravel roadway.

Reed Hill Road Intersection

Reed Hill Road is a 1-mile long residential road providing access between Monson Road and Route 19 near Lake George. Reed Hill Road intersects Monson Road at an approximate 25° angle. The roadway is 18' wide.

Existing Traffic Volumes

Automatic Traffic Recorder (ATR) counts were obtained by the Pioneer Valley Planning Commission. Specifically, the counts were collected Tuesday, November 14, 2017 through Thursday, November 16, 2017. Monson Road experienced an ADT of 655 vehicular trips. Vehicle classification and speed data was also collected. Vehicle classification indicates that of the Monsoon Road daily traffic volume, 1% was truck traffic, and 2% buses. No bicycles were present during this count. The 85th percentile speed was 39 mph eastbound, and 47 mph westbound. The data was collected east of Maynard Road where the alignment is straight. The speeds reflect the roadway grade of 6.7% (eastbound-uphill, westbound-downhill).

Accident History

Crash data obtained from MassDOT for the most recent five-year period (2011 through 2015) indicates a total of three incidents for the overall study area. All crashes were single vehicle crashes. Two involved collision with deer and property damage only. The third incident resulted in a vehicle rollover and injuries. There were no crashes specific to the study intersections.

Proposed Improvements

Proposed Improvements

The proposed improvements include reconstruction and widening Monson Road to provide consistent road width and shoulders. Horizontal and vertical alignments changes will be minor meeting current design standards and improving sight lines where possible while minimizing impacts on adjacent properties. Pavement structure will meet the requirements for the existing underlying soils and the projected traffic loads. The intersections at Lynch Road and Reed Hill Road will be re-aligned to provide a more controlled intersection and improved sight distance. The remaining project area intersections will not be altered.

Preliminary design plans for select locations are provided in Appendix D. A complete preliminary design plan set (including typical sections, roadway plans, roadway profiles, and critical cross sections) has been provided under separate cover.

Typical Roadway Cross Sections

The typical proposed roadway width provides a 28' wide section, (10' wide lanes, 4' wide shoulders). Normal travel lane and shoulder cross slopes will be 2%. Superelevation will be provided as appropriate at horizontal curves. Asphalt curbing with a 6" reveal will be used intermittently as required for storm water management. No curbing will be provided in areas adjacent to roadside drainage swales and where overland flow can be accommodated. A 2' wide graded shoulder will be provided where there is no curb. The typical roadway cross sections are provided in Appendix D.

Property Impacts

Based on the Preliminary Design Plans, provided separately, there will be no need for property acquisition. All permanent work is within the available 60' wide right of way. Temporary easements will be necessary for grading and driveway reconstruction. .

Complete Streets

Pedestrian and bicycle accommodations are an area of concern for the Town of Wales as well as MassDOT. The study area lacks sidewalks, crosswalks, and bike lanes. There is no evident need for sidewalks in this area given improved sightlines with the proposed geometry, and low pedestrian and traffic volumes. The proposed improvements will include 4' wide shoulders throughout the project area to accommodate pedestrians and bicyclists.

GreenDOT

MassDOT is a promoter of sustainability in transportation. The MassDOT June 2, 2010 Policy Directive P-10-002 provides three major goals for the GreenDOT policy:

- Reduce greenhouse gas (GHG) emissions
- Promote the healthy transportation modes of walking, bicycling, and public transit
- Support smart growth development

The proposed roadway improvements embody these goals. Shoulders (to accommodate pedestrians and bicyclists) will be constructed. Geometric deficiencies will be remediated providing a safer roadway for all users.

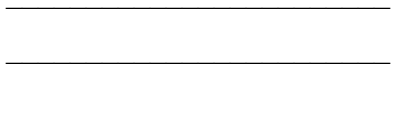
Drainage and Utilities

Closed drainage systems and curbing will be provided where it is not feasible to allow water to runoff the roadway into roadside swales and via overland flow (as is the existing conditions). Cross culverts and end walls will also be replaced and repaired as needed for capacity and stability. Utilities along Monson Road are limited to overhead. Several poles will require relocation or replacement due to the updated roadway alignment and cross section.

Traffic management

Traffic management during construction will not require detouring, and traffic control is anticipated to be typical. The project conforms to the GreenDOT initiative, providing complete streets, and opportunity for smart growth. The preliminary opinion of construction costs is estimated at \$3,766,500 excluding property easements.

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Appropriate
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Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Monson Road Project
Wales, MA
Project File No. 608163
Roadway Project Management

