



VIRTUAL DESIGN PUBLIC HEARING

February 15, 2022

FOR THE PROPOSED

**WESTON- INTERSECTION IMPROVEMENTS BOSTON POST
ROAD (ROUTE 20) @ WELLESLEY STREET**

**Project No. 608940
Project Management**

IN THE TOWN OF WESTON, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, P.E.
ACTING CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 608940

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed intersection improvements Boston Post Road (Route 20) @ Wellesley Street in Weston, MA.

WHEN: Tuesday, February 15, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Weston Intersection Improvements Boston Post Road (Route 20) @ Wellesley 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 the installation of a new traffic signal system; geometric revisions to the intersection to reduce driver confusion; installation of buffered bicycle lanes; sidewalk reconstruction; new crosswalks; pavement mill / overlay; drainage modifications; and pavement markings/signage. These proposed improvements will address significant safety and crash related incidents documented in the previous Road Safety Audit and will enhance bicycle and pedestrian facilities. The project has gone through a significant planning process beginning in 2013 with interaction with various Town departments including the Town's Traffic and Sidewalk Committee, Engineering and Department of Public Works. This planning process has informed the preliminary design and the Town's Select Board has endorsed this preliminary design.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **town** 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. Lavalley, 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. 608940**. 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. LAVALLEY, P.E.
ACTING 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. Lavalley, 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 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.

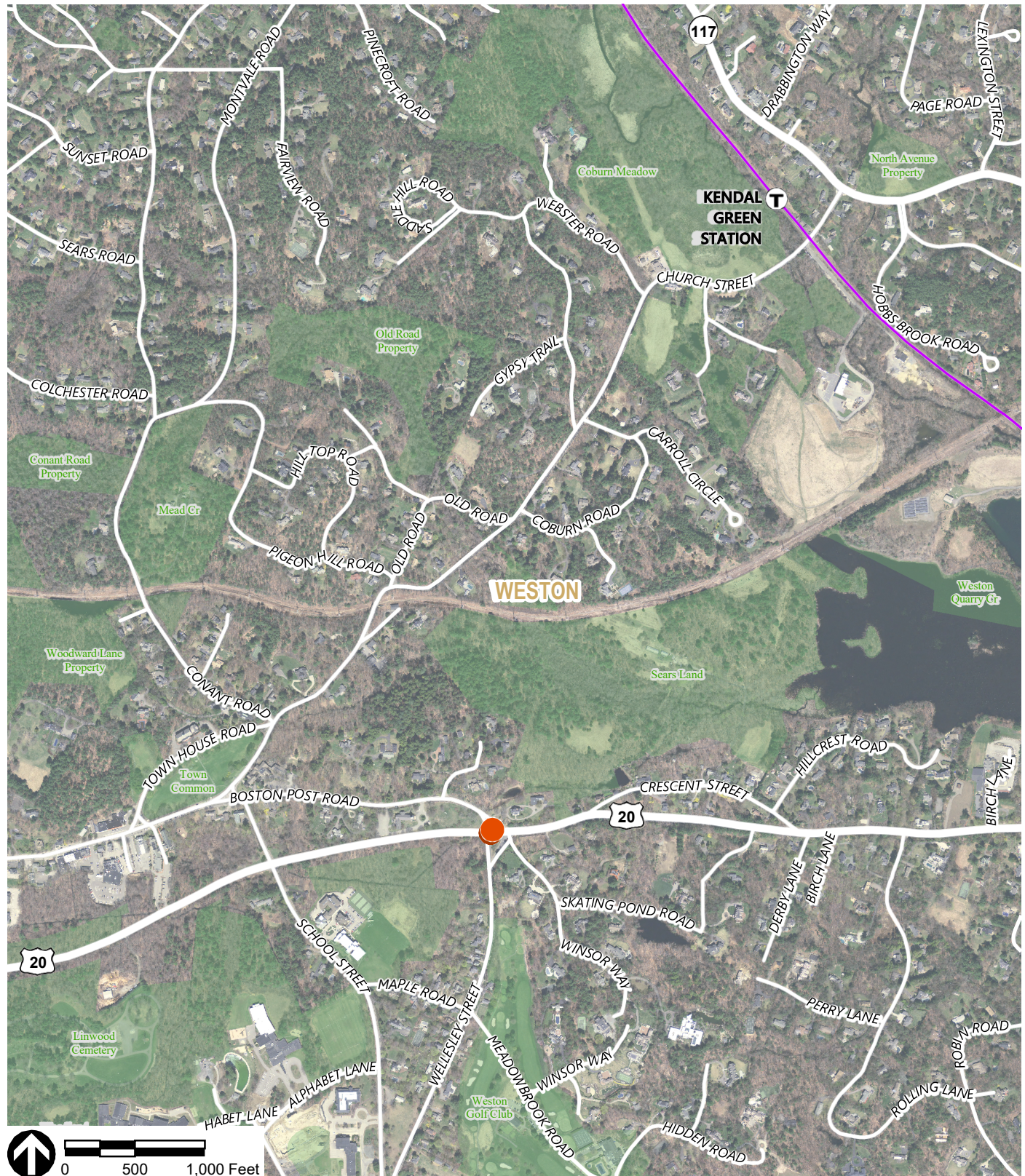
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection,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



 Project Location



Figure-1

Locus Map
Weston, Massachusetts

PROJECT LOCATION

The project is located at the intersection of Boston Post Road Bypass (Route 20), Wellesley Street, Boston Post Road and Winsor Way. The attached Locus Map shows the intersection location.

PROJECT PURPOSE

The purpose of this project is to address safety issues within the intersection, reduce confusion for drivers entering the uniquely configured five-legged intersection, increase the safety for all modes of transportation and improve intersection operation. The Massachusetts Department of Transportation (MassDOT) and the Town of Weston (Town) are proposing pedestrian, bicyclist, and vehicular safety and mobility improvements consisting of the construction of a new traffic signal system; reconfiguration of the intersection, particularly at Winsor Way; new pedestrian crosswalks and buffered bicycle lanes. This proposed project is primarily intended to improve safety within the intersection and accessibility for pedestrians and bicyclists.

EXISTING CONDITIONS

Route 20 is a primary roadway connecting the western suburbs to Boston and crosses I-95 approximately one mile east of the project location. At the intersection, Boston Post Road separates from Route 20 heading into downtown Weston. Route 20 bypasses the downtown area and re-joins Boston Post Road approximately 1.25 miles west of the intersection. To the south of the intersection, Wellesley Street provides access to I-90.

Route 20, Boston Post Road and Wellesley Street each consist of one travel lane in each direction within the project limits. Land use in the area is primarily residential. Route 20 is classified as a principal arterial under Massachusetts Department of Transportation (MassDOT) jurisdiction and is part of the National Highway System. Boston Post Road is classified as a minor arterial under local jurisdiction, Wellesley Street is classified as a collector under local jurisdiction, and Winsor Way is classified as a local roadway under local jurisdiction.

The intersection of Route 20 with Wellesley Street, Boston Post Road, and Winsor Way is an unsignalized intersection with STOP control on Boston Post Road southbound, Wellesley Street northbound and Winsor Way. The approaching and receiving lanes of Wellesley Street and Boston Post Road are split forming two separate intersections approximately 100 feet apart, which presents a non-traditional intersection geometry and can lead to driver confusion. Winsor Way joins the intersection with the Wellesley Street approach to Route 20. Each approach to the intersection is marked as a single lane, however, the Wellesley Street northbound and Route 20 westbound approaches are wide enough to operate as two-lane approaches.

Within the project location, there are limited accommodations for bicyclists and pedestrians. There are no formal existing bicycle lanes within the project area (although full shoulders are provided along Route 20). There is sidewalk along the north side of Boston Post Road to the north and east of the intersection. The sidewalk is in very poor condition and is crumbling in several areas. There are no marked crosswalks at the intersection.

PROPOSED IMPROVEMENTS

To better accommodate all existing and future roadway users and to provide safer, more efficient traffic operations; roadway, sidewalk, and traffic control improvements are proposed through the project intersection.

The proposed improvements consist of construction of new traffic signal system, construction of buffered bicycle lanes, reconfiguration of Winsor Way to Wellesley Street, new pedestrian crossings on all four approaches to the intersection, sidewalk reconstruction, ADA/AAB compliant pedestrian curb ramps, restorative landscape elements, pavement resurfacing, minor full depth pavement box widening and drainage modifications.

The proposed geometric changes included in this project are as follows:

- Provide two lanes on Route 20 eastbound (one dedicated through lane and one shared through/right-turn lane),
- Provide two lanes on Route 20 westbound (one dedicated left-turn lane and one shared through/right-turn lane with a channelized median island),
- Provide two lanes on Boston Post Road southbound (one dedicated left-turn lane and one shared through/right-turn lane),
- Provide two lanes in the northbound direction (one shared through/left-turn lane and one dedicated right-turn lane),
- Replace the three existing islands at the intersection with one island that contains a pedestrian refuge area and signalized crosswalks, and
- Adjust geometry to shift access from Windsor Way south from Route 20 to just have access via Wellesley Street.

TRAFFIC MANAGEMENT

It is the intent of the project that all streets remain open to through traffic. However, work performed at intersections may require some lane reductions or temporary roadway closures to facilitate the construction process. Driveway access for abutting residences shall be always maintained during construction. Pedestrian and bicycle access along the corridor shall also be always maintained.

RIGHT OF WAY IMPACTS

A secure right of way is necessary for this project. There are no permanent easements and seven temporary construction easements required for this project. The temporary construction easements will be required for minor grading impacts to lawns, driveways, and walkways and to restore impacts to adjacent properties. The Town of Weston will be responsible for securing all necessary land necessary for construction. MassDOT's policy concerning land acquisitions will be discussed at the hearing.

UTILITIES

Minor modification to the existing drainage system will include additional catch basins and modification of existing system. Minor adjustments to public and private utility facilities are anticipated due to paving, box widening and intersection reconfiguration.

PROJECT COST

The project construction cost will be funded with a combination of federal and state funds and is currently estimated at approximately \$2.0 million dollars.

PROJECT STATUS

The design plans presented in this virtual public hearing are at the 25% design stage. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible. Design, environmental permitting and right of way acquisition is anticipated to be completed by Spring of 2023. Construction is anticipated to begin in the Fall of 2023.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Weston, MA

Weston- Intersection Improvements Boston Post Road (Route20) @ Wellesley Street
Project File No. 608940

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., Acting 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
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Postage Here

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

RE: Virtual Public Hearing
Weston- Intersection Improvements Boston Post Road (Route 20) @ Wellesley Street
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