



VIRTUAL DESIGN PUBLIC HEARING

**September 22, 2022
6:30 PM**

FOR THE PROPOSED

**Reconstruction of Route 30
Project No. 608954
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.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 608954

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Reconstruction of Route 30 project in **Weston, MA**.

WHEN: 6:30 PM Thursday, September 22, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of Route 30 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 corridor improvements along Route 30 within the Town of Weston. The project limits include the entire length of Route 30 (South Avenue) from the Natick town line to the intersection at Cutters Bluff Rd (end of Town layout). The total project length is approximately 3.7 miles. The proposed work will include a combination of resurfacing and box widening to achieve a standard pavement width to include 11-foot travel lanes and 3-foot shoulders. A 10-foot Shared-Use Path (SUP) is proposed to run along the southern side of the roadway from the Natick town line to Newton Street where it will cross to the north side until the eastern project limits. The desired goal is to provide appropriate bicycle and pedestrian accommodations through a context sensitive design. This project also includes intersection improvements at Winter Street, Highland Street, Ash Street, Oak Street, Newton Street, and Park Road. New traffic signals are proposed at the Winter Street and Oak Street intersections, and a pedestrian hybrid signal is proposed at the Ash Street intersection. Drainage improvements include adjustments or new catch basins where the edge of pavement is shifting and the addition of water quality swales in isolated areas. New signage and striping will be provided throughout the entire project limits. Existing lighting will be maintained or relocated as needed based on relocations of utility poles.

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**. The Town'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., 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. 608954**. 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. LAVALLEY, 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. 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?

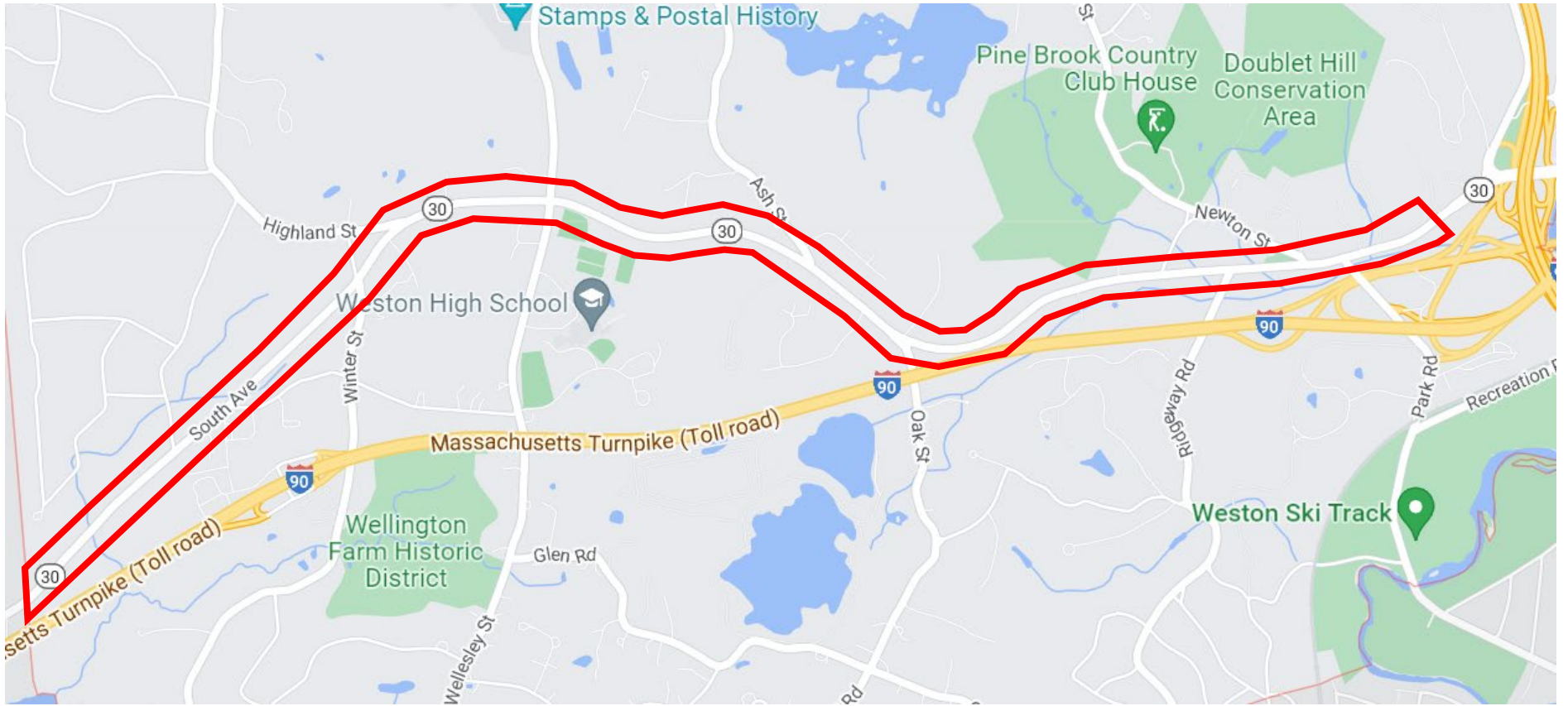
In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. 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.

#608954: Weston Rte. 30

LOCUS MAP



**ROUTE 30 RECONSTRUCTION PROJECT
PROJECT NO. 608954**

PROJECT LOCATION

This project is located along a 3.7-mile segment of Route 30 within the Town of Weston. The project limits begin in west at the Natick town line and extend east to the intersection of Route 30 with Cutters Bluff, which is the end of the town-owned portion of the roadway. Along with corridor improvements, intersection improvements are proposed at Winter Street, Highland Street, Ash Street, and Oak Street.

PURPOSE

The purpose of the project is to provide safe modes of transportation for all users. This means adding and reconstructing sidewalks, providing separated bicycle accommodations, and maintaining travel lanes with added turn lanes where needed. This project looks to improve safety at intersections by making geometric improvements, increasing sight distance, and adding traffic signals where warranted and appropriate. Other goals include resurfacing and reconstructing the pavement and connecting this project to other projects currently proposed along Route 30 within the region.

EXISTING CONDITIONS

Route 30 is an urban minor arterial under Town of Weston jurisdiction that runs primarily in the east-west direction between the Natick Town Line to the west and the Newton City Line to the east. Within the study area, Route 30 is a two-lane, two-way roadway with a curb-to-curb width of approximately 50 feet and travel lanes of 12-13 feet wide. Sidewalks are provided along the westbound side of the roadway between Highland Street and Wellesley Street and the eastbound side between Wellesley Street and Oak Street. Crosswalks with curb ramps and pedestrian signal equipment are provided at Route 30's intersection with Wellesley Street.

The speed limit along Route 30 is 45 mph between the Natick Town Line and Winter Street, 40 mph between Winter Street and just west of Wellesley Street, 35 mph between just west of Wellesley Street and just east of Wellesley Street, 45 mph between just east of Wellesley Street and just west of Oak Street, 35 mph between just west of Oak Street and just east of Oak Street, 45 mph between just east of Oak Street and Newton Street, and 35 mph between Newton Street and the Newton city line. All speed limits are posted along the roadway. The land-use along Route 30 consists of residential and commercial buildings, Weston High School and Middle School, Beginning School, Pope St. John XXIII National Cemetery, and a MassDOT Park and Ride.

Based on traffic counts along Route 30 conducted in late September 2018, the Average Daily Traffic (ADT) was 18,097 vehicles per day.

PROPOSED IMPROVEMENTS

The proposed project consists of resurfacing the corridor to provide an updated cross section consisting of two 11-ft travel lanes (one in each direction) with 3-ft shoulders. A 10-ft wide shared use path is proposed along the southern side of the corridor from the Natick town line to Newton Street where it will cross to the north side of Route 30 as the path continues east to the project limits at Cutters Bluff. There will be a variable width grass buffer between the roadway and the shared use path along most of the corridor.

This project also includes intersection improvements. Geometric improvements are proposed at Winter Street, Highland Street, Ash Street, and Oak Street in order to better align side streets as they approach Route 30 and to remove existing right-turn slip lanes. Traffic signals are proposed at Winter Street and Oak Street. A hybrid

emergency-pedestrian signal is proposed at Ash Street. Rectangular Rapid Flashing Beacons are proposed at new crossings located at Highland Street, Pine Street, and the Natick town line.

This project will also include new signage and striping along the whole corridor, as well as utility relocations, and drainage improvements.

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 Town of Weston is responsible for all Right-of-Way (ROW) impacts. Temporary and permanent 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. Permanent easements are required for overhead utility wires, other utility relocations, and where areas of proposed sidewalks, paths, or retaining walls cross onto abutting properties.

PROJECT COST

The total preliminary construction cost estimate for the entire project is approximately \$17 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 the Spring of 2026 and construction duration is anticipated to last approximately 2 construction seasons which will depend on utility relocation schedules.

Please Fold and Tape



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

RE: Virtual Public Hearing
WESTON – Reconstruction of Route 30
Project File No. 608954
Attn: Project Management

