



DESIGN PUBLIC HEARING

**September 28, 2023
7:00pm**

FOR THE PROPOSED

**Reconstruction of Canton Street
Project No. 608158**

IN THE TOWN OF WESTWOOD, 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. 608158

A Design Public Hearing will be held to present the design for the proposed Reconstruction of Canton Street Project in Westwood, MA.

WHERE: **Downey Elementary School**
 250 Downey Street
 Westwood, MA 02090

WHEN: **Thursday, September 28, 2023 @ 7:00pm**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of Canton 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 extends along Canton Street from the East Street Rotary to the intersection with University Avenue (1.9 miles) and consists of constructing a shared-use path along the east side of the roadway and a sidewalk along the west side of the roadway, with high-visibility crossing opportunities, -in accordance with applicable design guides. Bicyclists are intended to use the shared-use path for travel and pedestrians may walk along either side. The facilities will drop to the roadway grade over the existing bridge over the railroad tracks. These facilities will provide connections to the Downey Elementary School, the Route 128/University Park MBTA/Amtrak Station, nearby retail and restaurants, and the adjacent Currier Reservation conservation area. The Project will also incorporate traffic calming measures in an effort to reduce vehicular speeds along Canton Street, a new stormwater system, water main replacement, and relocated overhead utilities.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **Town of Westwood** 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., 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. 608158. 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.

In case of inclement weather, a cancellation announcement will be posted on the internet at <https://www.mass.gov/orgs/highway-division/events>.

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. 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.



1" = 1,200'



Figure 1
Project Corridor

RECONSTRUCTION OF CANTON STREET (608158)

PROJECT DESCRIPTION

Project Location and Existing Conditions:

The current Canton Street corridor contains a two-lane bi-directional roadway extending from the interchange of I-95 at the East Street Rotary south to the intersection of University Avenue and Dedham Street. The existing roadway has a typical width of 25-feet with no existing sidewalk between the East Street Rotary and the existing bridge over the CSX Railroad spur. Just north of University Avenue. Canton Street is a designated Scenic Road per Massachusetts General Law Chapter 40, Section 15C. As no dedicated bicycle accommodations exist, shared lane markings and signage are present to alert motorists to the potential for cyclists within the roadway. Median islands and truck aprons at various locations were constructed in 2015 to provide traffic calming along the corridor due to observed speeding throughout.

Project Purpose:

The Town of Westwood proposes to reconstruct Canton Street. The purpose of the project is to improve roadway infrastructure (e.g. stormwater drainage system, roadside barriers, curb, pavement, signs, pavement markings) and safety for pedestrians, bicyclists and passenger vehicles, and reduce vehicle speeds and calm traffic while minimizing impacts to the scenic road character and aesthetics.

Proposed Project:

Canton Street is proposed to be reconstructed to feature one 11-foot wide travel lane with a 2-foot shoulder in each direction. Pedestrians and bicyclists will be accommodated on a bi-directional 8-foot to 10-foot shared use path along the northbound side horizontally and vertically separated from the roadway by a 3-foot to 5-foot grass buffer. At some locations, to minimize impacts to the adjacent grading, trees and existing right-of-way, the proposed buffer will be eliminated. Pedestrians will be accommodated on a minimum width 5.5-foot sidewalk along the southbound side of Canton Street. High visibility crosswalks with enhanced street lighting and Rectangular Rapid Flashing Beacons (RRFBs) will be constructed at mid-block crossing locations to connect to existing side street sidewalks. Existing traffic islands will be reconstructed to provide traffic calming and promote slower speeds. The existing water main will be replaced and a new drainage system will be constructed along Canton Street.

Maintenance of Traffic During Construction:

The Contractor will coordinate with MassDOT and Town Officials regarding work hours and traffic circulation. All temporary traffic control measures will be approved by the Town prior to implementation.

A majority of the proposed improvements can be constructed using alternating lane closures, allowing one direction of travel at a time. Under this configuration, all approaches will be under police control during daytime hours for the duration of the work. Work outside of the travel way can be constructed using shoulder closures. This work zone configuration would allow for bi-directional travel guided by temporary traffic control measures. Geometric improvements at the intersections will require a combination of an alternating lane closure and a corner closure with the assistance of police control.

There may be a limited time in which portions of the roadway(s) may require a full closure. Under this circumstance, a temporary detour would be established with advance warning signs. Closures would be carefully coordinated to take place during off-peak hours. Detour routes would be approved at the State and Town level and advance notice would be provided to the impacted areas.

Project Schedule:

The design reviewed at this meeting is at the 25% stage of completion. Comments made at this design hearing will be incorporated to the maximum extent feasible in the 75% design currently anticipated for Summer 2024. Environmental and other local permitting (e.g. Scenic Road and Public Shade Tree Hearing) would occur during this phase. The 100% and final designs would then be completed in 2025 through 2027, and the date for public bidding advertisement is scheduled for Federal Fiscal Year 2028.

Project Cost:

The estimated total construction cost for this project is approximately \$20.4 million. Funding for the construction will be through the Federal Highway Administration (80%) (FHWA) and the Commonwealth of Massachusetts (20%).

FREQUENTLY ASKED QUESTIONS

How long will construction last?

It is expected that construction will take approximately three construction seasons, including utility relocations.

What time of day will construction take place?

Work will take place Monday through Friday. No work that requires a lane closure will take place during peak traffic times, which is generally from 7:00 am to 9:00 am and from 3:00 pm to 6:00 pm. Night work may be necessary to facilitate utility relocations and will require approval by the Town and MassDOT.

How will construction impact my business or residence?

Access to all residences and businesses will be maintained during construction.

Will stone walls be impacted by the project?

Yes, many of the existing stone walls are located within the existing public right-of-way. Stone walls that will be impacted by construction are proposed to be relocated. Each wall will be inventoried and a Landscape Architect will assist in developing details to match the current wall dimensions and style as closely as feasible.

Will trees be impacted by the project?

Yes, due to the proposed wider cross section, a substantial number of existing trees will need to be removed. An Arborist review will be performed to recommend which trees should be removed or trimmed. As the design progresses a Landscape Architect will identify locations where replacement trees can be accommodated within the public right-of-way.

Will this project create a “third lane” as indicated on the signs I’ve seen along the road?

No, the shared-use path is essentially a wide sidewalk for pedestrians and cyclists that will be separated from the vehicular traffic by vertical granite curb and, in many segments, a grass buffer. Motor vehicles will be restricted from using the path.

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Public Hearing
Reconstruction of Canton Street
WESTWOOD
Project File No. 608158
Attn: Project Management

