



VIRTUAL DESIGN PUBLIC HEARING

NOVEMBER 25TH, 2020

FOR THE PROPOSED

**INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND
WOBURN STREET**

Project No. 609253

Project Management

IN THE TOWN OF WILMINGTON, 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 MEETING
Project File No. 609253

A Virtual Design Public Hearing will be published on the MassDOT website below to present the design for the proposed INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND WOBURN STREET project in Wilmington, MA.

WHEN: Wednesday, November 25th, 2020

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND WOBURN 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 constructing intersection improvements at Lowell Street (Route 129) and Woburn Street to reduce vehicular congestion and peak hour delays as well as improve multimodal safety and reduce vehicular crashes. The project would include upgrades to the existing traffic signal to provide modern equipment with increased visibility for all modes of transportation. Dedicated left turn lanes are proposed on all four approaches to the intersection. An additional right turn lane is proposed on the eastbound approach of Lowell Street. Bicycle lanes will be provided on all four approaches. New or rehabilitated sidewalk, ADA/AAB accessible ramps, crosswalks and pedestrian signal equipment is proposed on all four approaches to the intersection. Curbing and drainage improvements are included. Utility poles will be relocated and/or equipment consolidated. Mill and overlay of the pavement is anticipated within the project limits.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The town of Wilmington is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be presented in the hearing.

Written statements and other exhibits regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. 609253. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked no later than ten (10) business days after the hearing is posted to the MassDOT website listed below. Project inquiries may be emailed to dot.feedback.highway@state.ma.us.

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 Virtual Design Public Hearing or a cancellation announcement will be posted on the internet at www.mass.gov/massdot-highway-design-public-hearings.

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 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" = 80'

Lowell Street (Route 129) / Woburn Street Intersection Improvements - Wilmington, MA

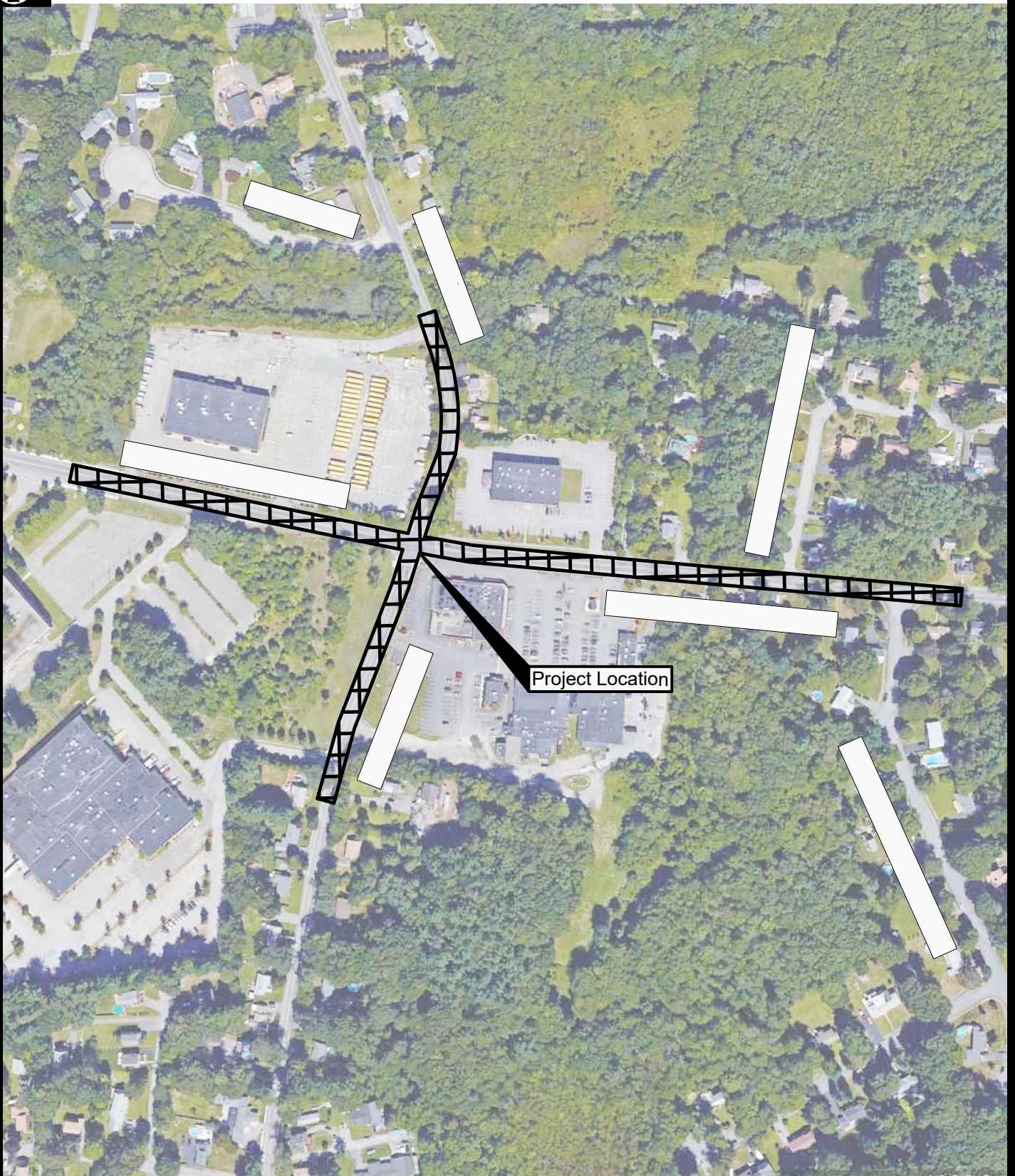


Figure 1

Locus Map

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Intersection Improvement Project Lowell Street (Route 129) and Woburn Street in Wilmington

PROJECT LOCATION

The project includes safety and operational improvements to the intersection of Lowell Street (Route 129) and Woburn Street. The attached Locus Map shows the intersection location.

PROJECT PURPOSE

The purpose of this project is to increase safety for all modes of transportation and improve intersection operation. The Massachusetts Department of Transportation (MassDOT) and the Town of Wilmington are proposing pedestrian, bicyclist, and vehicular safety and mobility improvements along approximately 1,955 feet of Lowell Street (Route 129) and 1,055 feet of Woburn Street, including the three adjacent intersections from Woburn Street to Woodland Road. This proposed project is primarily intended to improve the safety and accessibility for pedestrians and bicyclists from the surrounding neighborhoods, and to improve safety and operations related to vehicles turning left on all approaches and vehicles turning right from Lowell Street eastbound to Woburn Street.

PROPOSED IMPROVEMENTS

The project includes pedestrian and cyclist safety improvements along Lowell Street (Route 129) between 201 Lowell Street and Woodland Road, and along Woburn Street from the MassDEP driveway to Perry Avenue. The proposed improvements include:

- Removal of the existing antiquated traffic signal infrastructure and installation of a fully-actuated traffic signal at the intersection with video vehicular and bicycle detection and pedestrian signal infrastructure.
- Reconstruction of pedestrian infrastructure at the intersection including construction of sidewalks with curbing along Lowell Street between Bay Street and approximately 70 feet east of Woodland Road; construction of sidewalks along Woburn Street between approximately 80 feet south of the MA DEP driveway and Perry Avenue.
- Construction of Americans with Disabilities Act (ADA) / Architectural Access Board (AAB) compliant accessible ramps at the intersections of Lowell Street with Woburn Street, Lee Avenue, Strout Avenue, and Woodland Road.
- Striping of the Lowell Street eastbound approach to consist of an 11-foot exclusive left turn lane, an 11-foot exclusive right turn lane, and an 11-foot exclusive through lane.
- Striping of the westbound approach of Lowell Street and on the northbound and southbound approaches of Woburn Street to consist of an 11-foot exclusive left turn lane and an 11-foot through / right turn lane.

- Striping 5-foot bicycle lanes with a three-foot striped buffer along eastbound and westbound Lowell Street
- Striping 5-foot bicycle lanes along northbound and southbound Woburn Street within the project limits.
- Installation of new Manual on Uniform Traffic Control Devices (MUTCD) compliant regulatory and warning signs and pavement markings throughout the project limits.
- Complete stormwater drainage system modifications within the project limits to accommodate the geometric modifications and curb ramp construction.
- Pavement mill and overlay of Lowell Street within the project limits.
- Full depth pavement reconstruction of Woburn Street within the project limits.

TRAFFIC MANAGEMENT

During typical construction operations, all roadways in the project area will remain open to residents and other traffic. Occasional short traffic disruptions and travel lane/shoulder/parking lane closures may occur, but every effort will be made to minimize inconvenience to the travelling public and abutting residents and businesses. Pedestrian and vehicular access to abutting properties will be maintained throughout construction.

RIGHT OF WAY IMPACTS

Temporary construction easements will be required for minor grading impacts to lawns, driveways, and walkways and to restore impacts to adjacent properties. Small permanent easements will also be required to widen for a right turn lane on Lowell Street eastbound and to relocate utility poles behind the proposed sidewalk. The Town of Wilmington will be responsible for securing all necessary easements. MassDOT's policy concerning land acquisition will be discussed at this hearing.

PROJECT COST

The current estimate of the total construction cost of this project is approximately \$4,300,000.

PROJECT SCHEDULE

The design plans presented are at the 25% design stage. Design, permitting and right of way acquisition is planned to be completed in December 2022. Construction is currently programmed for the 2024 construction season. If there is available funding in the Fiscal Year (FY) 2022 State Transportation Improvement Program (TIP) year the project may be constructed in the 2022 construction season as a fill-in project.

Please Fold and Tape



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

RE: Virtual Public Hearing
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WILMINGTON
Project File No. 609253
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