

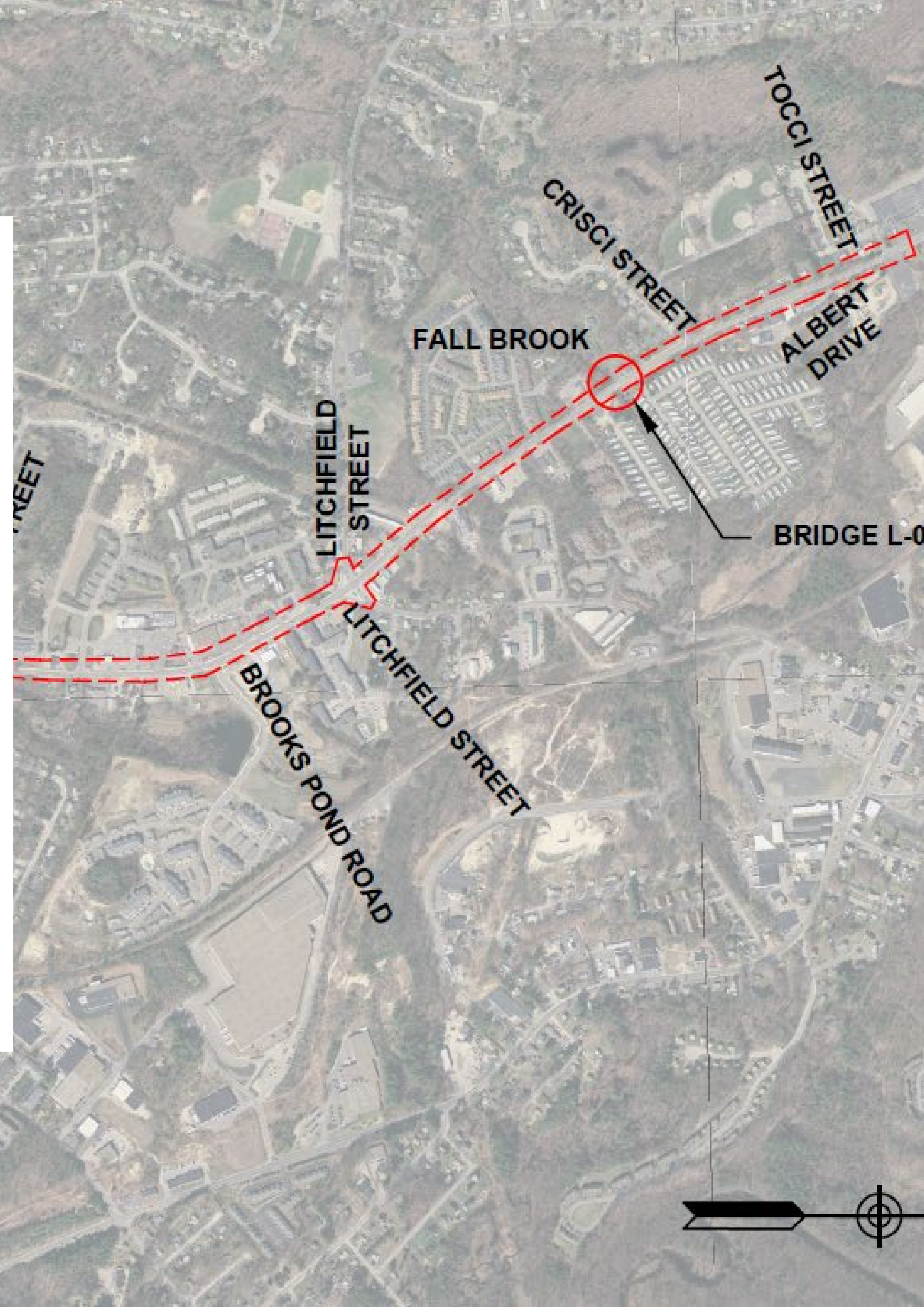


Route 12 (Central Street) and the Fall Brook Bridge, Leominster, MA

Reconstruction and Corridor Improvements

25% Design Public Hearing | Leominster City Hall Auditorium, 25 West Street,
Leominster, MA 01453 | December 1, 2022 | 6:30 PM

Project File No. 604499



Project Team

- **MassDOT Highway Division**
 - Project Proponent
- **Green International Affiliates**
 - Design Consultant



GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers

Agenda

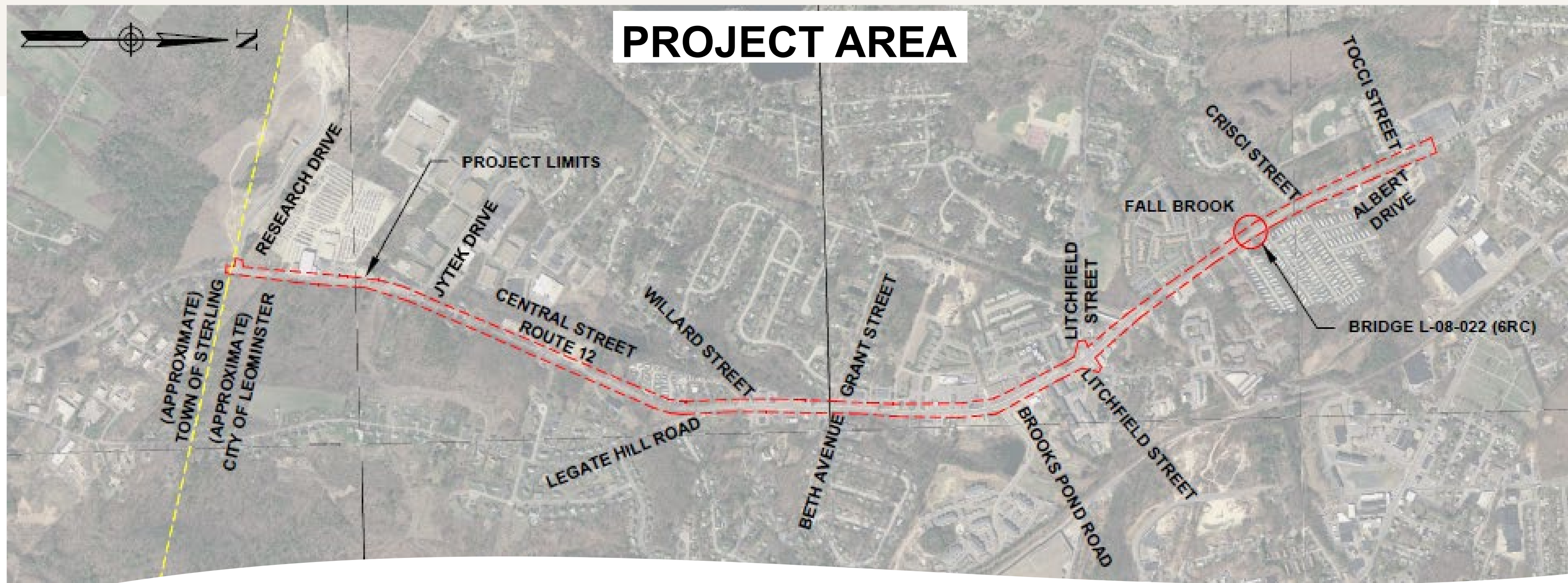
- 01 Project Area
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**Why was this
project
initiated?**

PROJECT AREA



Existing Conditions

- **Location** – Leominster, MA
- **Project Limits** – Sterling Town Line to Tocci Street
- **Roadway Classification** – Urban Principal Arterial
- **Project Length** – 2.55 Miles (13,455 feet)
- **Posted Speed Limit / Design Speed** – 40 mph / 40 mph
- **Average Daily Traffic** – 15,200 vehicles

Existing Issues & Reasons for Project Initiation

- Poor Pavement Conditions
- High Crash History
- Fall Brook Bridge Deteriorating
- Intersection Safety at Litchfield Street
- No Bicycle Accommodations
- Insufficient / Non-ADA Compliant Pedestrian Accommodations
- Poor Driveway Access Control
- Substandard / Deteriorating Drainage

Fall Brook Bridge

Deteriorating Foundation, Damaged / Aging Supports



Route 12 / Litchfield Street

Non-ADA Compliant Ramps and Sidewalks, Faded Crosswalks, Non-Compliant Signal Equipment



Route 12 / Litchfield Street

Poor pavement conditions, Non-MUTCD Compliant Signage



Route 12 – Central Street

Non-Compliant Sidewalks,
Lack of designated Bicycle
Facilities



Route 12 – Central Street

Poor Access Management



Route 12 –Central Street

Culvert plugged with sediment



Route 12 – Central Street

Culvert plugged with sediment, overgrown





**What do we
want to
accomplish?**

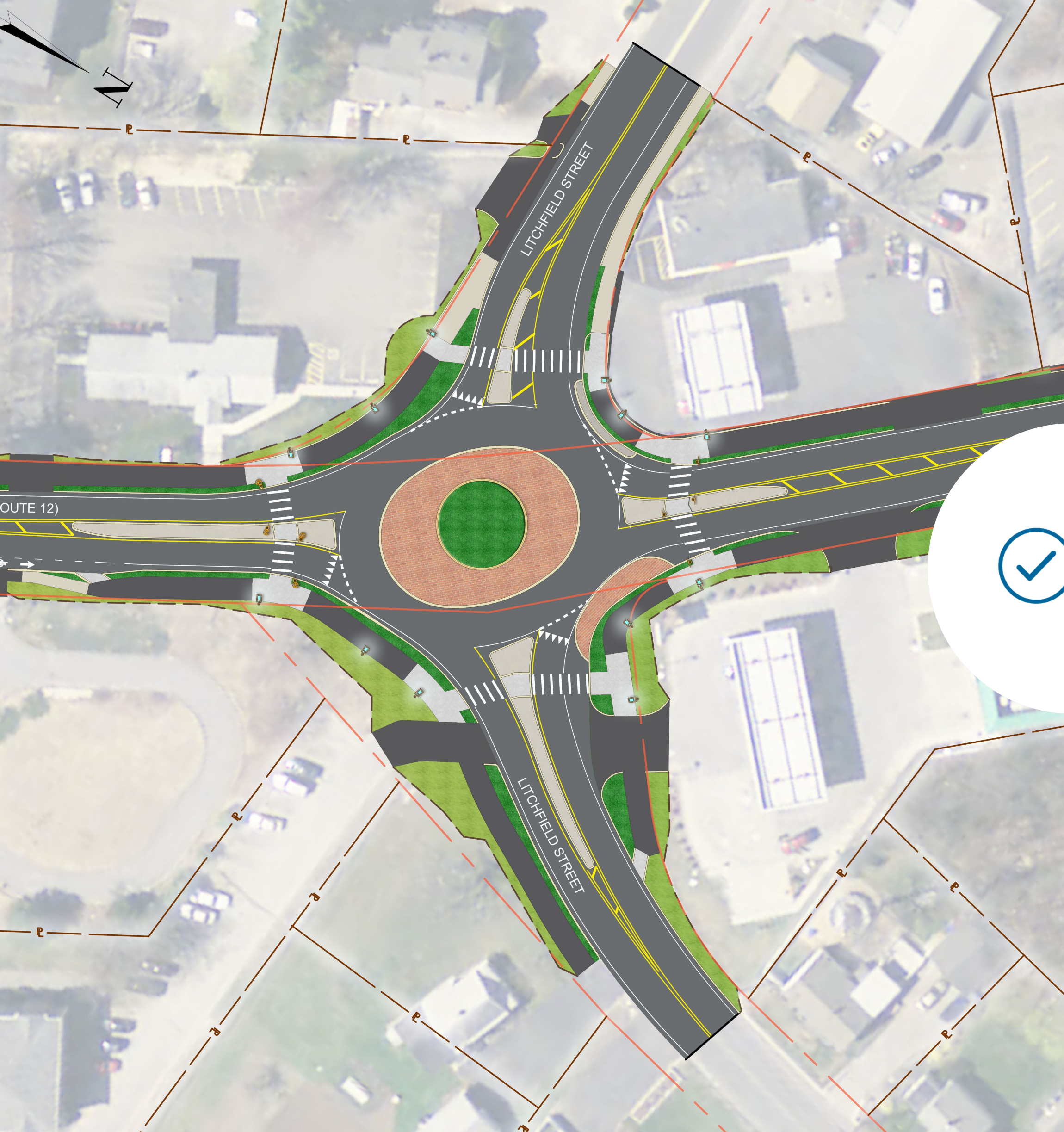
Project Goals

- Improve the roadway surface
- Rehabilitation / Reconstruction of the Route 12 bridge over Fall Brook
- Improve the traffic signal at Willard Street intersection
- Improve the traffic signal at Fire Station driveway
- Improve Bicycle and Pedestrian Accommodations
- Improve Roadway Signage and Pavement Markings
- Reduce vehicle conflict points throughout corridor
- Improve Drainage Infrastructure

Project Goals

- Provide Roundabout at Litchfield Street Intersection
 - Improve intersection Level of Service
 - Provide Shared Use Path for cyclist and pedestrian around roundabout
 - Reduce number of collisions



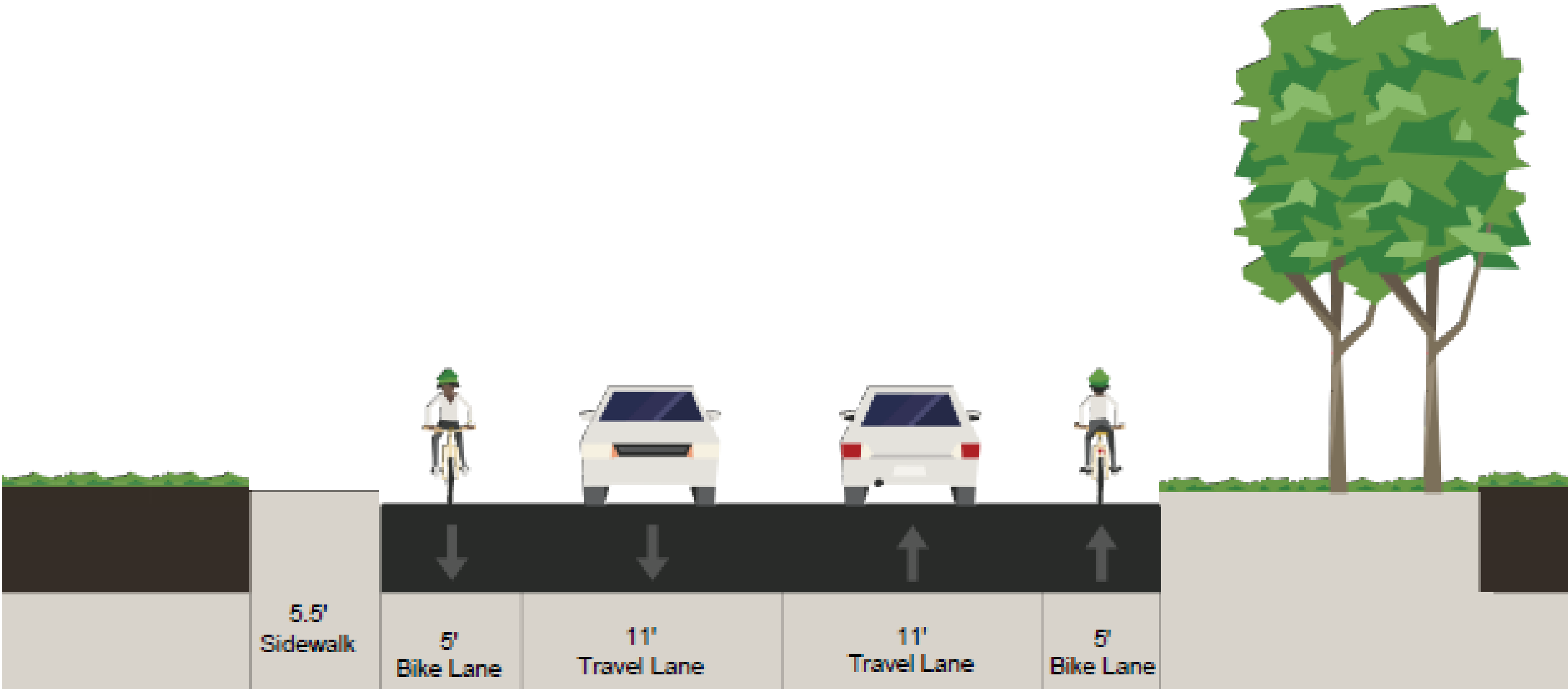


What are the proposed improvements?

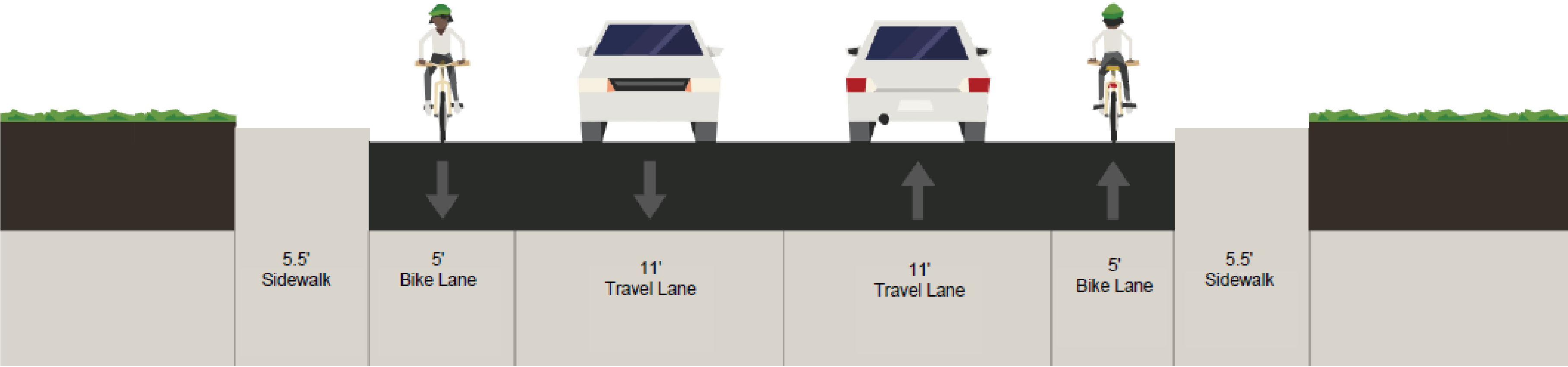
Proposed Improvements Route 12 Corridor

- Mill and Structural Overlay to improve roadway surface
- Proposed ADA compliant sidewalks improving pedestrian connectivity
- New on-road bicycle accommodation being provided
- Implement improved intersection geometry to accommodate vehicles
- Driveway access management to eliminate conflict points
- Install MUTCD compliant signing and striping
- Upgrade drainage systems and culverts to current design standards
- Utility relocations to accommodate new design

Proposed Cross Section
Route 12 Corridor – South of Ledate Hill Road



Proposed Cross Section
Route 12 Corridor – North of Legate Hill Road



Proposed Improvements

Route 12 / Willard Street

- Updated pavement markings, includes turn lanes, crosswalks
- New pedestrian signals
- Advanced vehicle detection, optimized signal timing

Route 12 / Fire Station Driveway

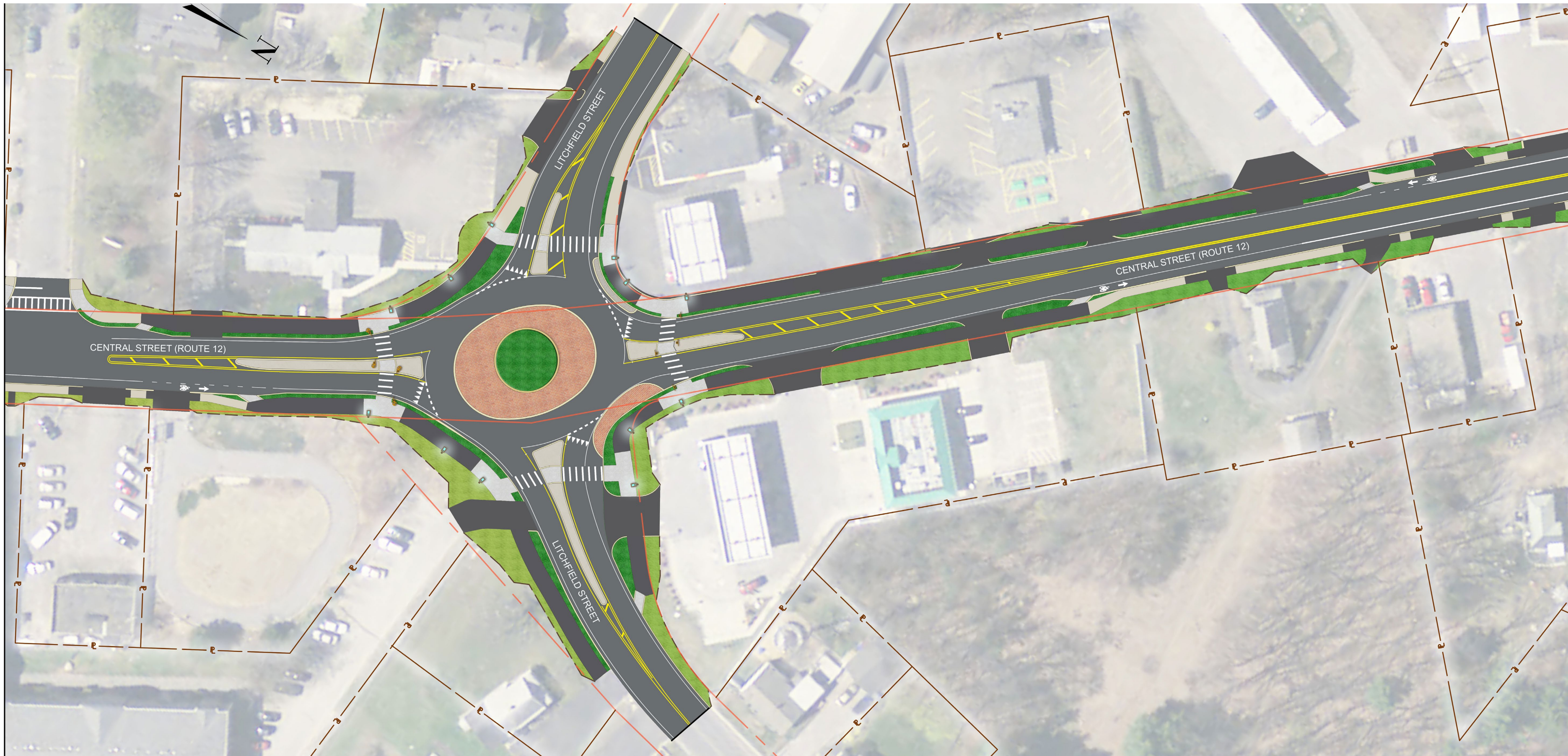
- Updated pavement markings
- New mast arms
- New emergency vehicle preemption

Proposed Improvements

Route 12 / Litchfield Street Roundabout

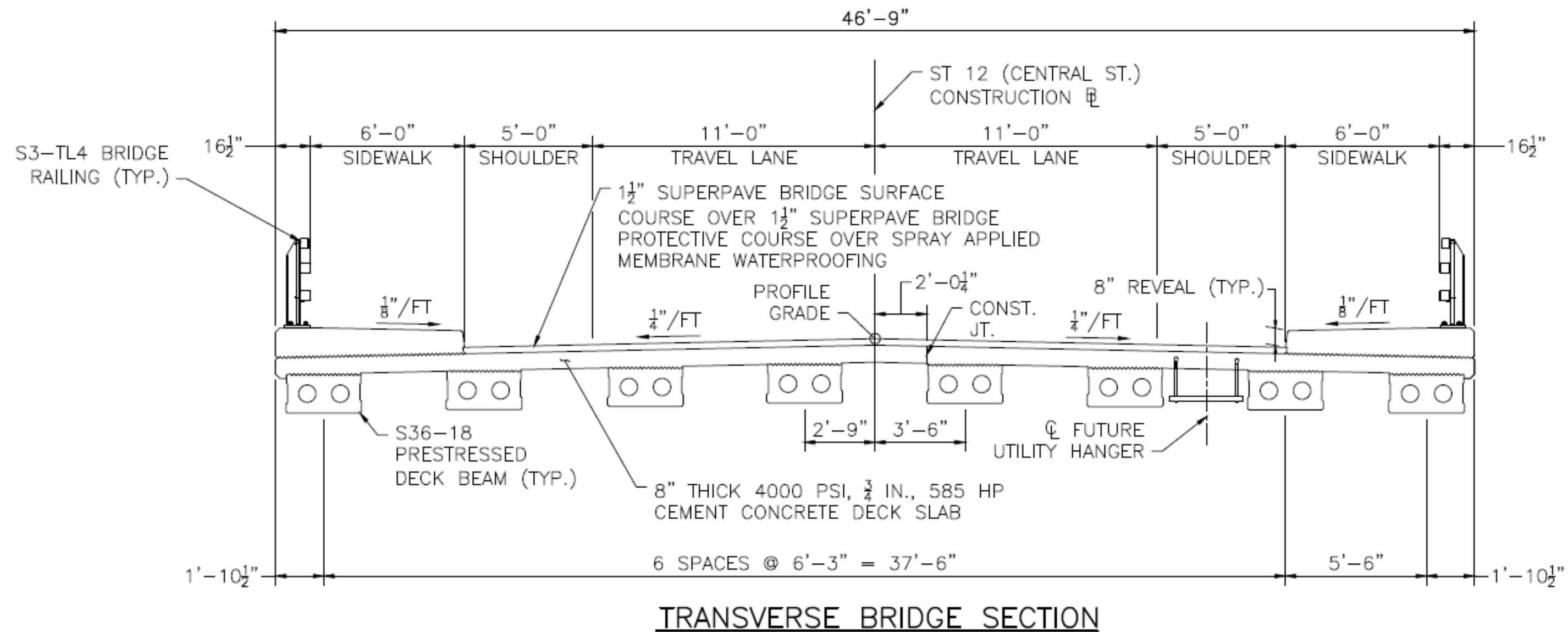
- Single Lane Roundabout – 18'-0" Minimum within Roundabout
- Truck Apron – 13'-6" Minimum within roundabout
- Landscaped Center Island
- 8'-0" to 10'-0" Shared Use Path around Roundabout
- Pushbutton activated Flashing Beacons on Central Street legs for crosswalks
- Cement Concrete Splitter Islands on approaches
- Full Depth Pavement Reconstruction
- Staged Construction with Truck Detours

Proposed Route 12 / Litchfield Street Roundabout



Proposed Improvements – Fall Brook Bridge

- Single Span Bridge with Concrete Deck Beams
- Integral Abutments behind Existing
- Two 5'-0" shoulders, two 11'-0" lanes, two 5'-6" sidewalks
- Staged Construction





**How will your
property be
impacted?**

Right of Way (ROW) discussion – 25% Design

- Responsible for acquiring all necessary rights in public land for design, construction, and implementation of a project.
- Affected property owners will be contacted by personnel from the ROW Bureau or consultants representing MassDOT.
- Procedures must comply with state and federal regulations governing the acquisition process.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
 - If project receives federal funds, property owners are further protected under Title III of the Real Property Act of 1970, as amended.
- Fee takings, permanent easements, and/or temporary construction easements may be required.



**What are the
environmental,
cultural
resource, and
community
impacts?**

Environmental Permitting

- U.S Army Corps of Engineers, New England Division, General Permit
- Wetland Protection Act (WPA)

Resource Impacts

- Minor Impacts to vegetated wetlands
 - Early Environmental Checklist
 - Water Quality Data Form

Community Benefits

- Increased pedestrian and bicycle connectivity / safety
- ADA Compliancy
- Improved Traffic Flow

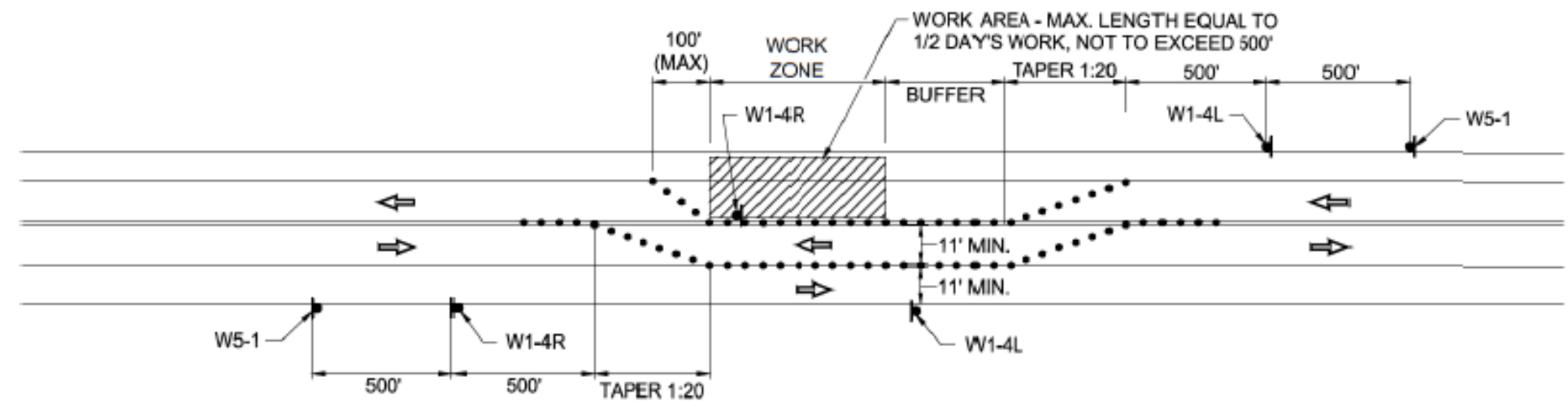




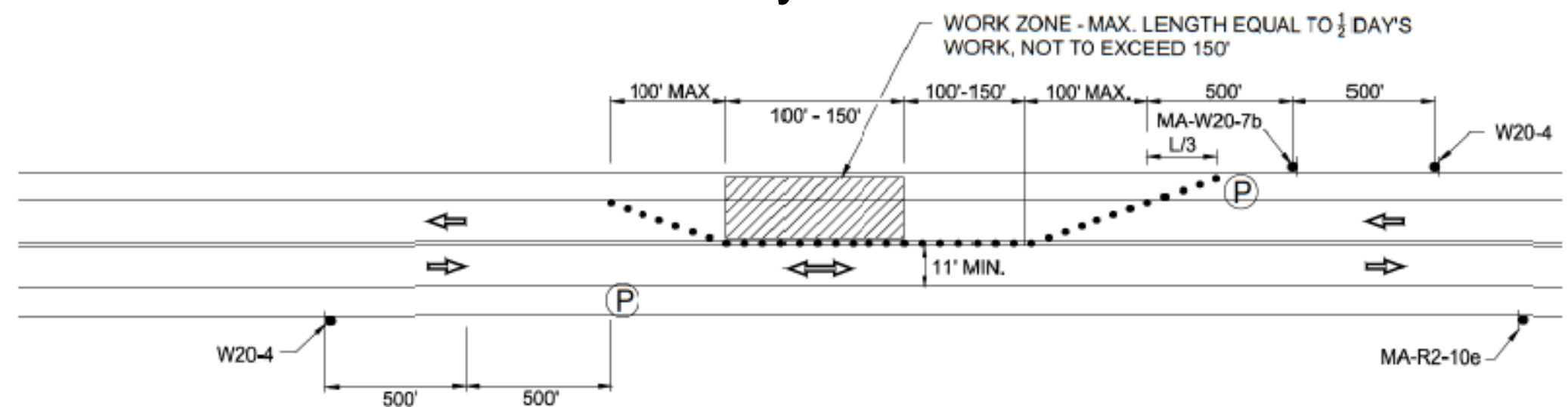
**What is the
construction
funding and
phasing?**

Construction Phasing

- Traffic Impacts will be minimized wherever possible
- Lane Closures
 - Lane Shift to maintain two-way travel wherever possible
- One lane alternating when lane shift not possible
- Potential for short term detours during normal work hours
- Site specific phasing at Litchfield Street – 2-way traffic will be maintained



Two-way Traffic Maintained



One-Lane Alternating

Construction Phasing – Fall Brook Bridge

- **One-Lane alternating traffic**
 - Temporary Signal Installed
 - Delays anticipated
 - Phased to minimize construction duration length



Funding

Construction 100% Funded

- Federal and State Funding
- Estimated total Project Cost ~ \$18.5 Million
 - Does not include any right of way acquisition costs
 - Project currently programmed for 2024 TIP year
- Right of Way acquisitions will be acquired on behalf of the state

Our next steps



25% Public Design
Hearing
December 2022



File Environmental
Permits
March 2023



Complete 75% Design
May 2023



Complete Final Design
January 2024



Advertising Date
September 2024



**How will we
keep you
informed?**

MAIL: Submit comments to:

Carrie Lavallee, P.E.
Chief Engineer – MassDOT
Suite 6340
10 Park Plaza
Boston, MA 02116
Attn: Project Management
Project File No. 604499

EMAIL: Submit comments to:

Carrie Lavallee, P.E.
Chief Engineer MassDOT
dot.feedback.highway@state.ma.us

Use Subject: MassDOT Project File No. 604499

Public Hearing Website:

www.mass.gov/massdot-highway-design-public-hearings



Questions and discussion



Thank You

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