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Massachusetts Department of Transportation
Highway Division

Reconstruction of Mountain Street

Design Public Hearing

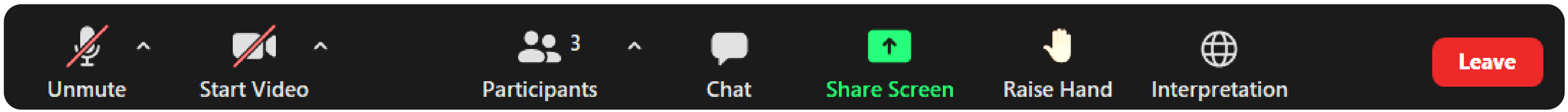
Williamsburg | June 16, 2021 | 7:00 pm

Project File No. 607231

Zoom controls

- Drop down menu to check microphone and speakers
- Turn camera on/off
- Ask a question and share comments
- Raise your hand
- If you are unable to access the internet or are having technical problems, please call into the meeting at 877-853-5247, Meeting ID: 885 4507 3036

If you have trouble with the meeting technology during the presentation, please call Patrick Nestor at 617-680-6092 or via email at Patrick.Nestor@dot.state.ma.us



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- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- All recordings and chat transcript will be considered a public record.
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Other important notes

- Please note that you will be automatically muted upon entering the meeting. The meeting will be open to questions and answers at the end of the presentation.
- Please state your name prior to asking a question or commenting.

IT questions throughout this presentation

- Please call or email Patrick Nestor, MassDOT, 617-680-6092 or Patrick.Nestor@dot.state.ma.us

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Agenda

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Introduction

- MassDOT
  - Greg Frazier (Project Manager)
  - Mark Moore (District 1 Project Development Engineer)
  - Erik Bilik (District Projects Engineer)
  - Nikki Peters (Right of Way Bureau)
  - Pamela Marquis (Right of Way Compliance Manager)
  - Patrick Nester (Producer/Facilitator)
- Design Consultant (Hoyle, Tanner & Associates, Inc.
  - Todd M. Clark, PE (Design Project Manager)
  - Audrey G. Beaulac, PE (Senior Transportation Engineer)
- Arlington Typing & Mailing
  - Greg Tarbox (Transcriptionist)

Project Team

MassDOT

Project Proponent

Hoyle, Tanner & Associates, Inc.

Responsible for Design

MassDOT's Highway Division

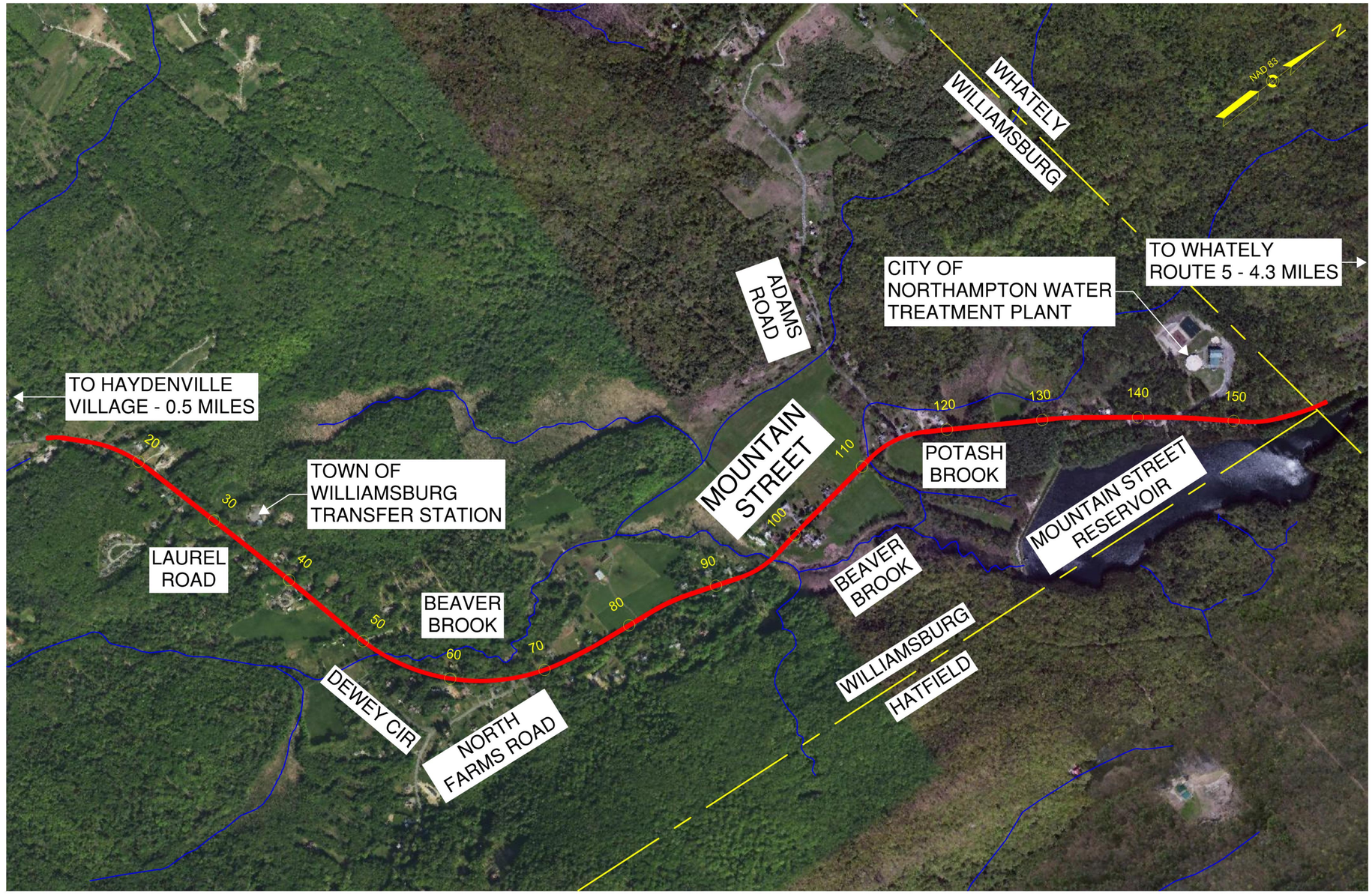
Responsible for Administering the Design Process and Providing Resident Engineer Services

Town of Williamsburg

Responsible for Securing Land Rights

Project Area

- Mountain Street
- Kingsley Avenue
  2.8 m to Whately
- Connects Route
  9 to Route 5
- Rural Setting –
  Rolling Terrain
- Serves 1500 VPD
- Within Natural
  Resources



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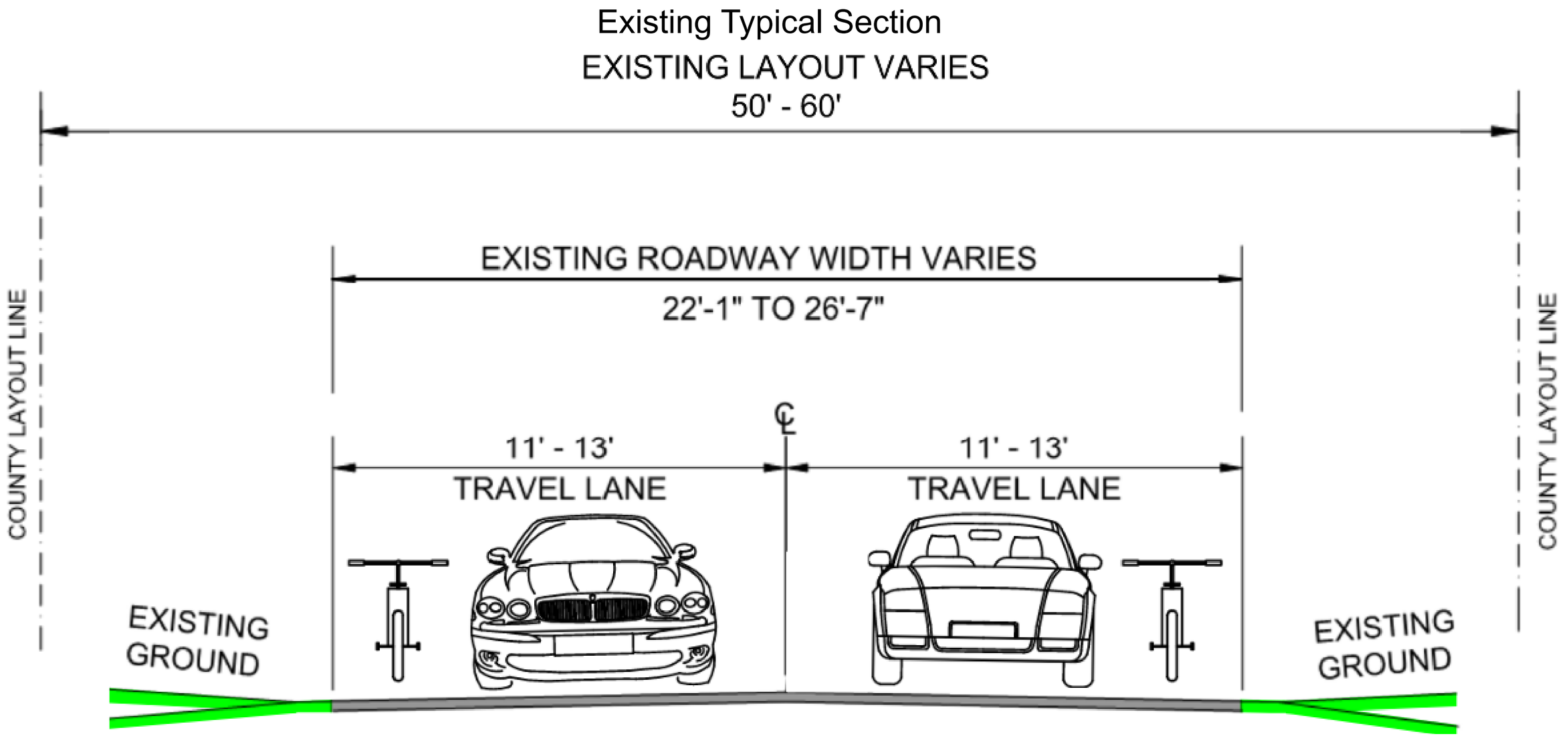
Existing Issues

Existing Issues

- Roadway Condition
  - A narrow road with an irregular surface, deteriorating, lacks cross-slope
- Safety
  - High Crash Rate
  - Substandard guardrail, signage and roadside objects
- Bicycle and Pedestrian Accommodations
  - No defined bicycle or pedestrian accommodations
- Drainage
  - Insufficient road surface and ditch line drainage - PONDING
  - Deteriorated closed drainage systems
  - Erosion at culvert outfalls
  - No stormwater treatment for paved surface runoff

Existing Issues *(continued)*



Existing Issues *(continued)*

Station 73+50 Ponding at edge of the road, cracking and delaminating the pavement with near-by trees & utility poles

Station 159+20 Roadway pavement is rutting, cracking and fragmenting. Steep back-slope and tree cover

Existing Issues *(continued)*

Existing headwall that is cracked at one of the stormwater outfall locations.

Cracking of the pavement edge and erosion along the gravel shoulder.

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Existing Issues *(continued)*

Deteriorated invert of a corrugated metal pipe culvert.

Steep outlet of an existing outfall and the headwall that is falling over.

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How did we get here?

May
2017

Project Scoping

December
2018

25% Submission

October
2020

25% Submission REV1

May
2021

Utility Site Coordination Meeting

June
2021

Design Public Hearing

Why was this project initiated?

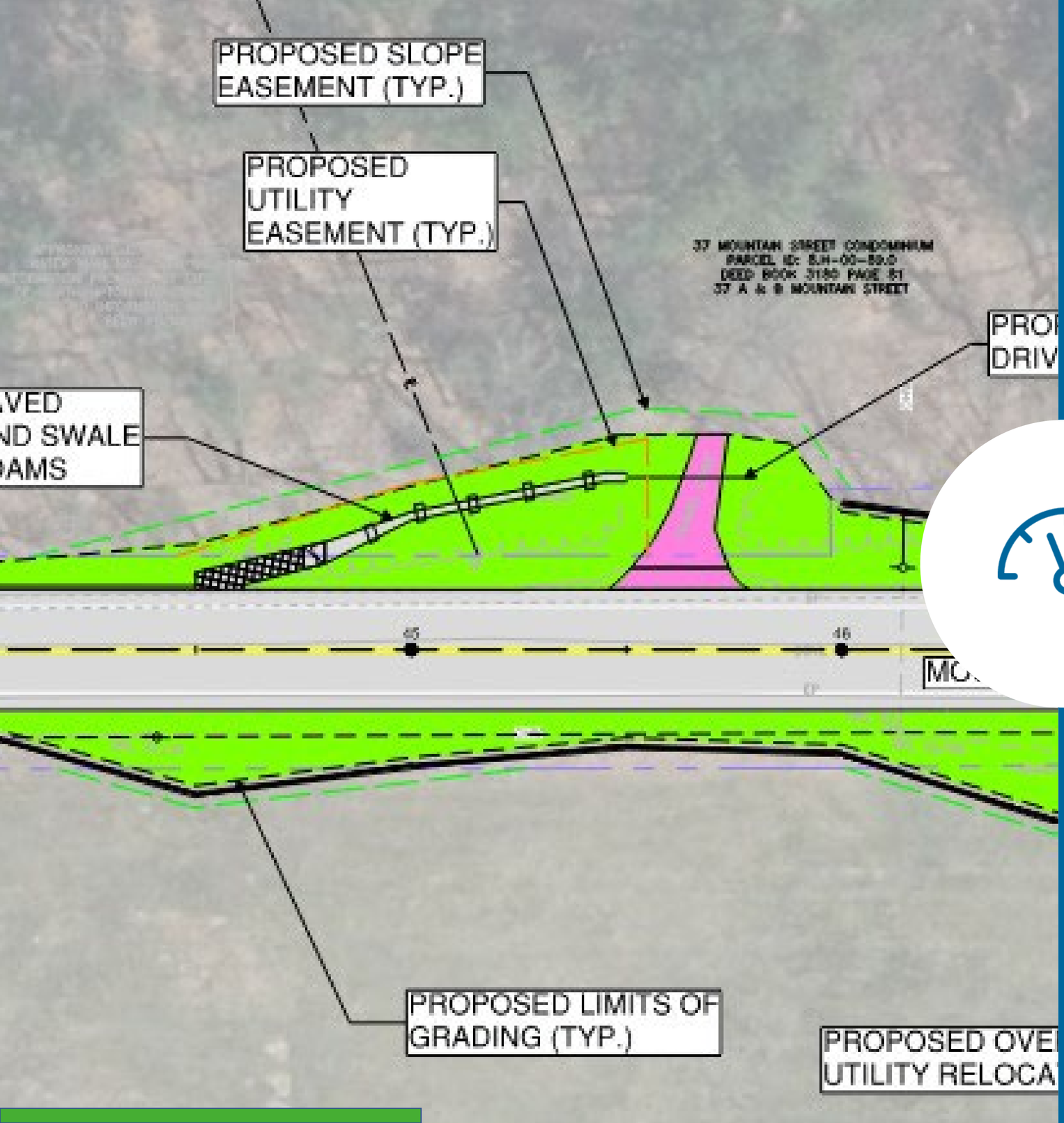
Project Goals

- **Roadway Condition** | Address the pavement and substructure conditions.
- **Safety** | Address roadway departure risk, calm traffic speed, modernize roadside guardrail, signs, and pavement markings.
- **Bike and Pedestrian Accommodations** | Provide bicycle and pedestrian accommodations for the needs of all users - Balanced with surrounding context (terrain, land-use, resources, needs)
- **Drainage-Treatment** | Address the deteriorated drainage system, improve edge of pavement waterways and ditch lines, provide stormwater runoff treatment where feasible.

What do we want to accomplish?

Project Scope

- Make Improvements Along Mountain Street – Kingsley Ave Intersection to Whately Town Line
  - Reclamation of Roadway Surface – Sliver widening
    - New pavement travel lanes with shoulders
  - Construction of Open and Closed Drainage Systems, Ditch Lines, Paved Waterways, and Subdrains
  - 7 Side-Road and Numerous Driveway Matches
  - New Guardrail, Signs and Pavement Markings
  - Minor Stream Crossing Replacement
  - Utility Pole and Hydrant Relocations, Tree Clearing
  - Retaining Wall Construction
  - Stormwater Treatment Practices
    - Level Spreader, Forebay, Grassed Swale, Deep-Sump Catch Basins, Stone Check Dams



What alternatives were considered?

Alternatives

Bicycle and Pedestrian Focused Alternatives

- Bike Path
- Separated Bicycle Lane
- Raised Sidewalks

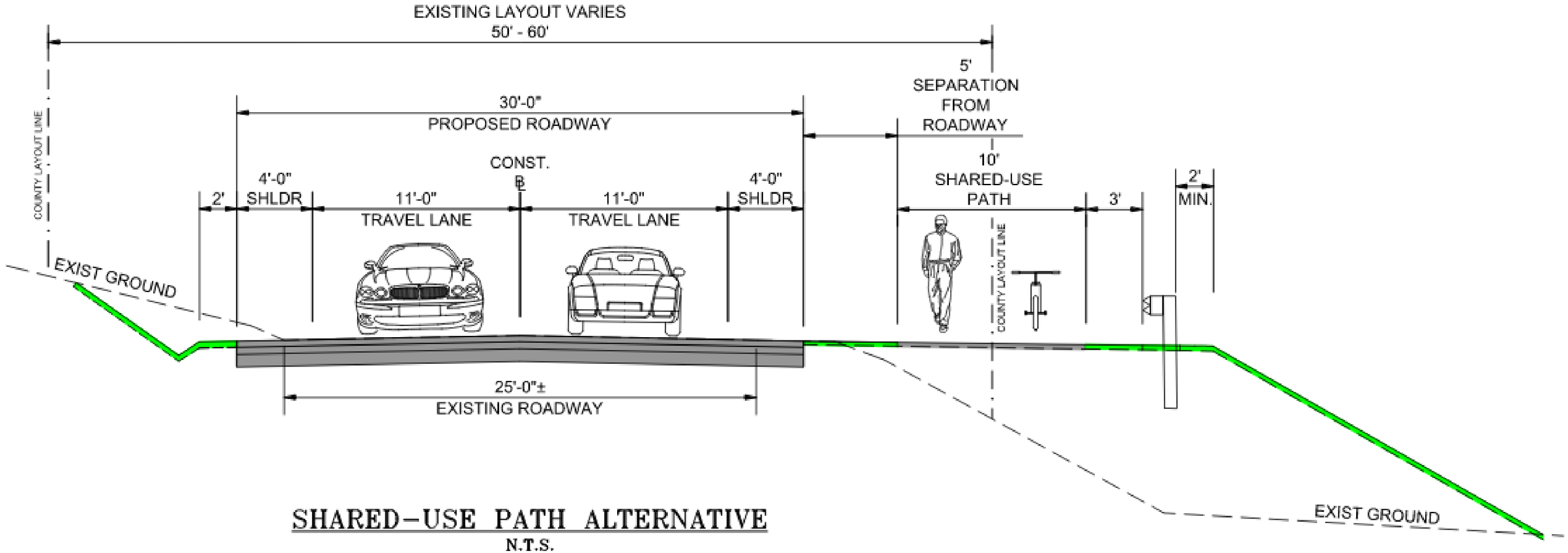
Alternatives *(continued)*

Roadway Alternatives

- Alternative 1 – 30’ Paved Typical Section
- Alternative 2 – 28’ Paved Typical Section (Shared Travel Way)
- Alternative 3 – 26’ Paved Typical Section (Shared Travel Way)
- Alternative 4 – Match Existing Pavement Width
- Alternative 5 – 28’ Paved Typical Section (10’-4’)
- Similarities:
  - Roadway: Full Depth Reclamation with Gravel Box Widening
  - Safety: New Guardrail, Signage, Pavement Markings
  - Bike Accom.: Provides roadway shoulder for bicycle and pedestrian accommodation (requires exception to E-20-001)
  - Drainage: Reconstruct drainage system, provide paved waterways and ditch lines, provide stormwater treatment

Alternatives *(continued)*

Bicycle and Pedestrian Alternative
11-foot travel lanes with 4-foot paved shoulders and 10-foot shared use path



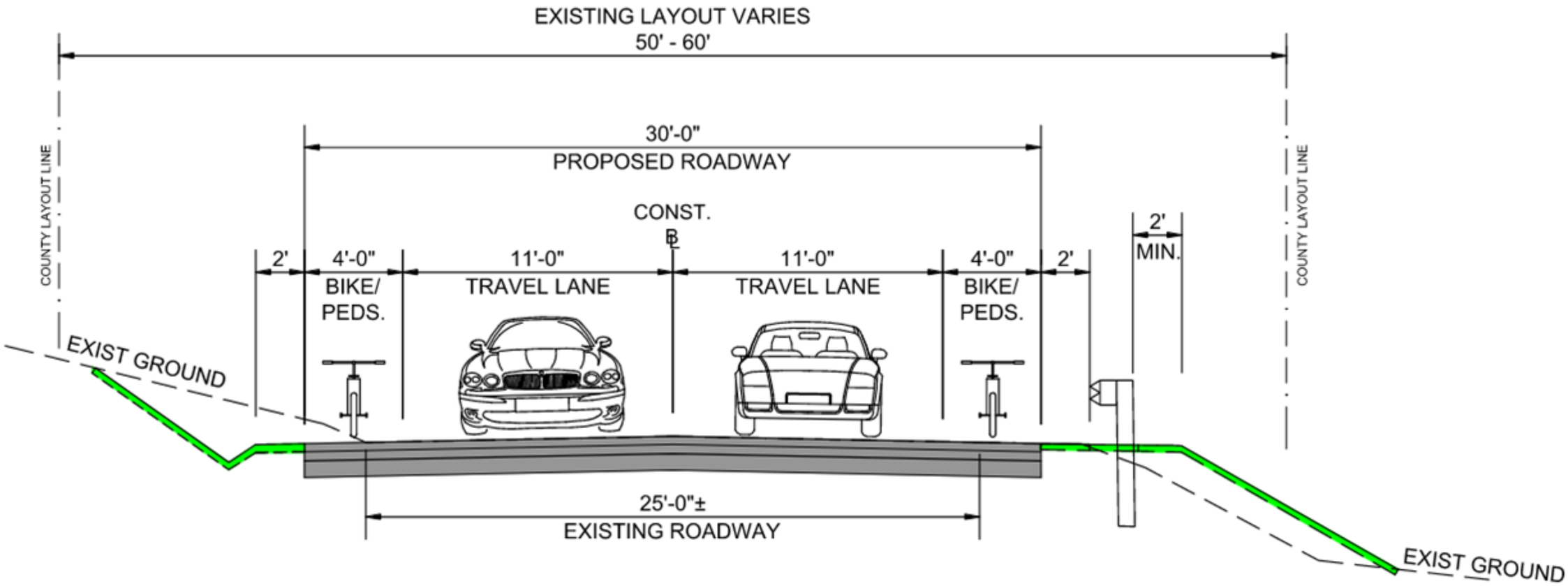
SHARED-USE PATH ALTERNATIVE
N.T.S.

Alternatives *(continued)*

- Bicycle and Pedestrian Alternative
  - Constraints:
    - On Average a 5.5’ pavement widening for road and 18’ widening for path
    - Utility pole relocations
    - 3 stream crossing replacements (2 with bridge type structures)
    - Wetland resource impacts, including stream crossing impacts
    - Significant Right-of-Way Impacts with impacts to buildings
    - Cutting of several large trees adjacent to roadway

Alternatives *(continued)*

Alternative 1 – 30’ Paved Typical Section
11-foot travel lanes with 4-foot paved shoulders and 2-foot gravel guardrail offset platforms (34’ total width)



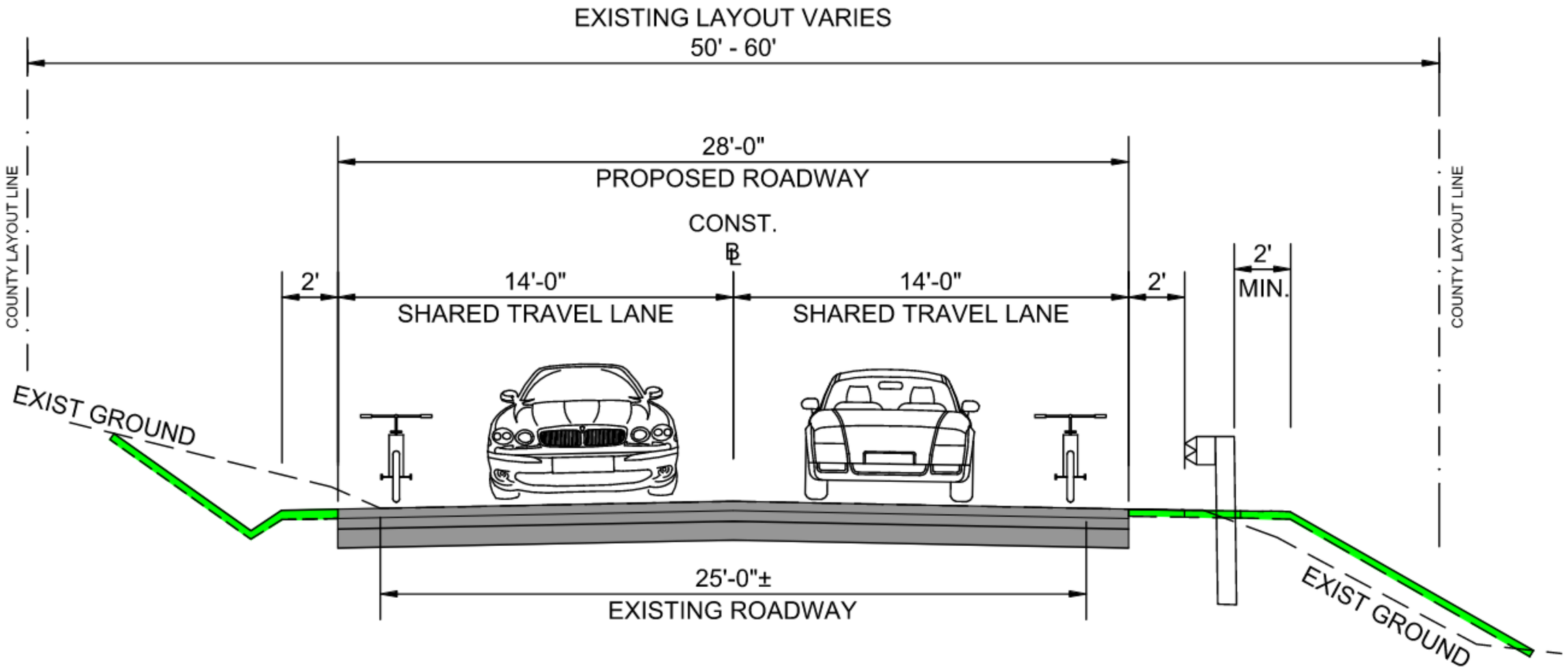
Alternatives *(continued)*

- Alternative 1
  - Constraints:
    - On Average a 5.5’ pavement widening
    - 31 plus utility pole relocations
    - 3 stream crossing replacements (2 with bridge type structures)
    - Over 2,100 sf of wetland resource impacts (does not include stream crossing impacts)
    - Significant Right-of-Way Impacts and potential impacts to buildings
    - Cutting of several large trees adjacent to roadway

Alternatives *(continued)*

Alternative 2 – 28’ Paved (Shared Travel Way)

14-foot shared-use travel lanes and 1 or 2-foot gravel guardrail offset platforms (32’ total width)



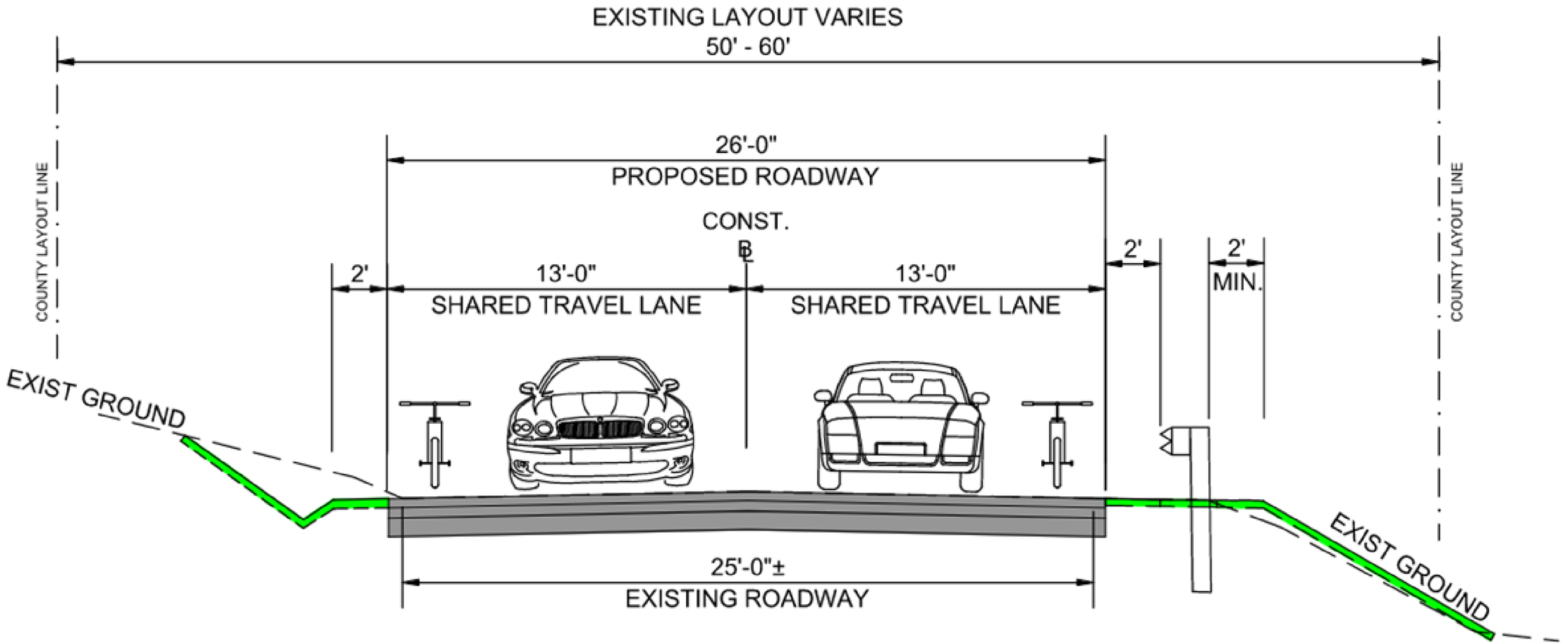
Alternatives *(continued)*

- Alternative 2
  - Constraints:
    - On Average a 3.5’ pavement widening
    - Requires all users to share the travel way and vehicles must encroach over centerline when passing bike/pedestrian
    - 26 plus utility pole relocations
    - 3 stream crossing replacements (2 with bridge type structures)
    - Over 2,000 sf of wetland resource impacts (does not include stream crossing impacts)
    - Significant Right-of-Way Impacts

Alternatives *(continued)*

Alternative 3 – 26’ Paved (Shared Travel Way)

13-foot shared-use travel lanes and 1 or 2-foot gravel guardrail offset platforms (28’ to 30’ total width)



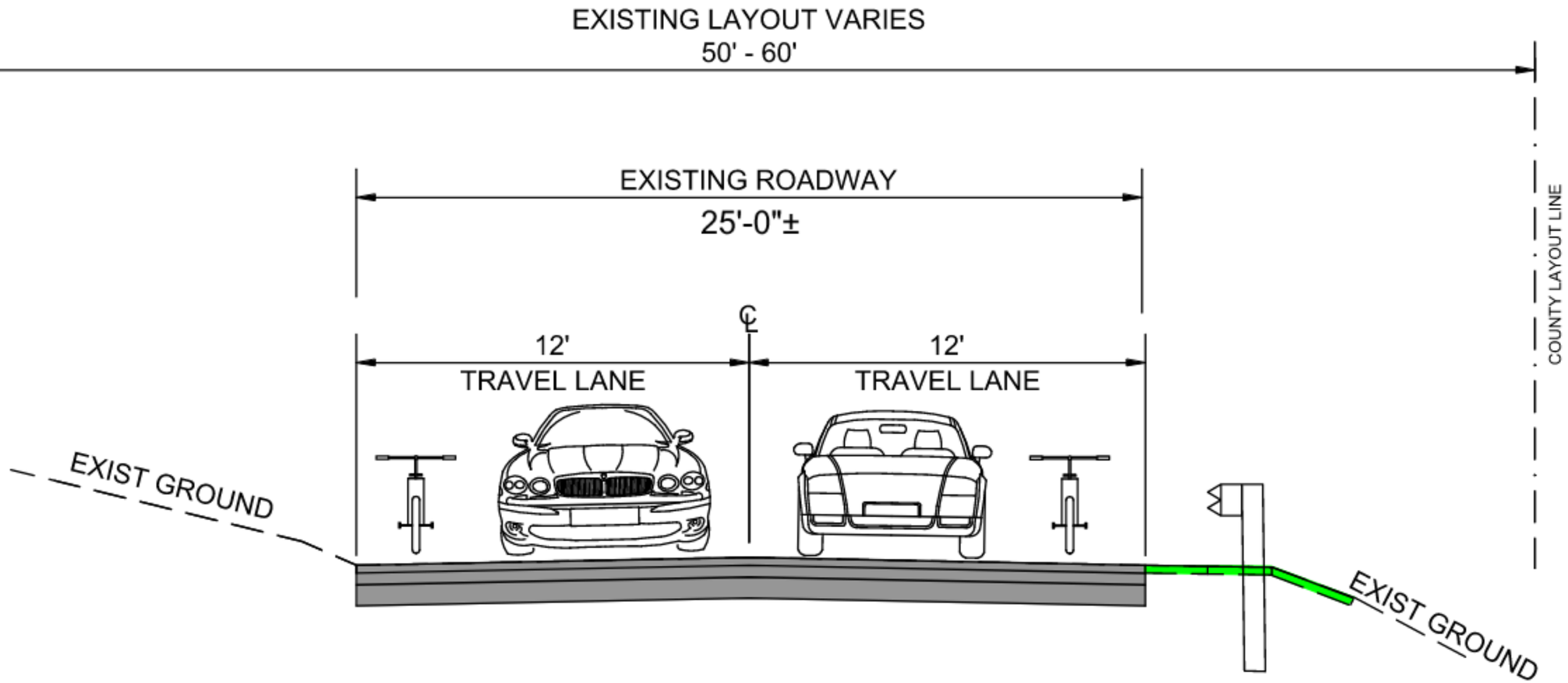
Alternatives *(continued)*

- Alternative 3
  - Constraints:
    - Requires all users to share the travel way and vehicles must encroach over centerline when passing bike/pedestrian
    - 15 plus utility pole relocations
    - 3 stream crossing replacements (two with bridge type structures)
    - Over 1,700 sf of wetland resource impacts (does not include stream crossing impacts)
    - Moderate Right-of-Way Impacts

Alternatives *(continued)*

Alternative 4 – Match Existing Pavement Width

12-foot shared-use travel lanes and 2-foot gravel guardrail offset platforms (28’ total width)



ALTERNATIVE 4

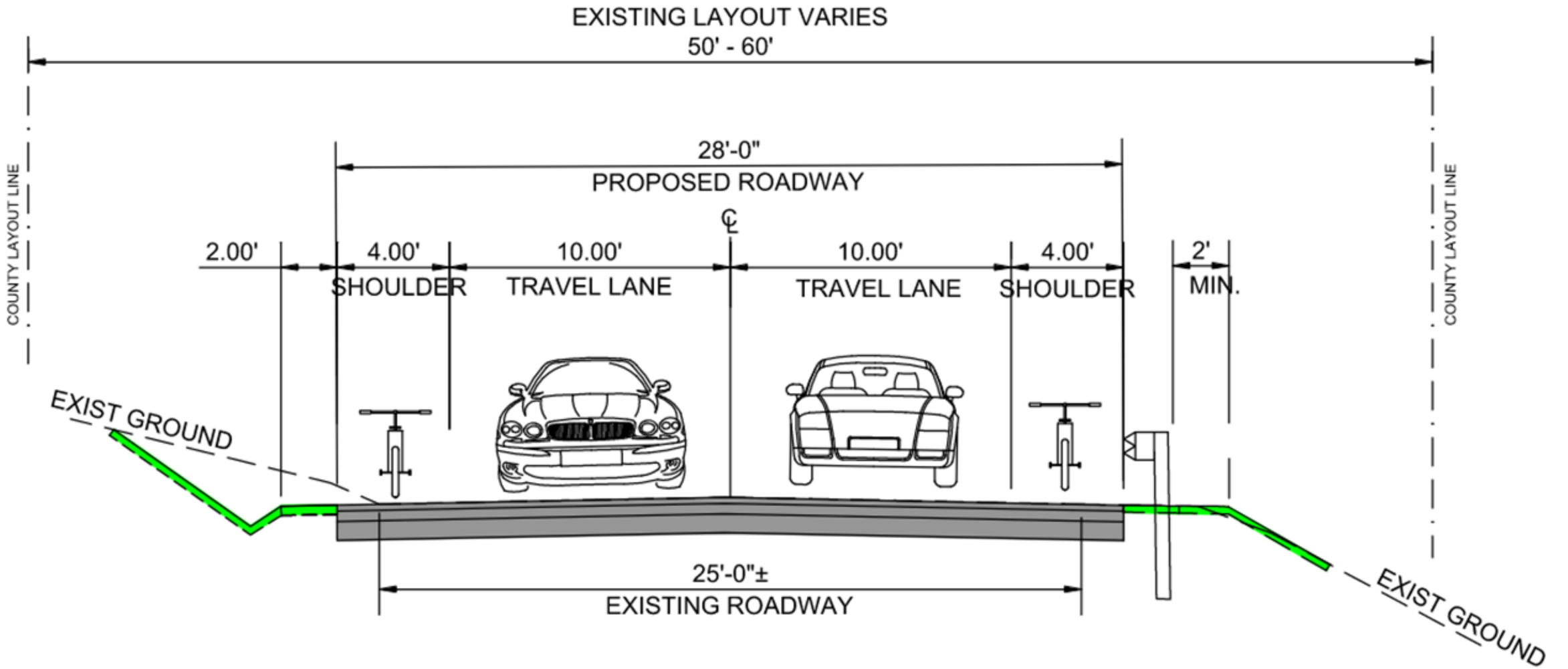
N.T.S

Alternatives *(continued)*

- Alternative 4
  - Constraints:
    - Requires all users to share the travel way and vehicles must encroach over centerline when passing a bicyclist or pedestrian
  - Minimal wetland resource and stream impacts
  - Minimal Right-of-Way Impacts (mostly for stormwater management)

Alternatives *(continued)*

Alternative 5 – 28’ Paved Typical Section (10’-4’)
10-foot shared-use travel lanes, 4’ paved shoulder, and no guardrail offset platforms (28’ total width)



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Alternatives *(continued)*

- Alternative 5
  - Constraints:
    - 27 utility pole relocations
    - 1 stream crossing replacement
    - 2,190 sf of wetland resource and stream impacts
    - Moderate Right-of-Way Impacts

Alternative Constraints

Station 15+50. Garage, Tree, wall, utility pole near the existing roadway.

Station 30+50. Ledge and trees near the existing roadway.

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Alternative Constraints *(continued)*

Station 37+00. Ledge and trees near the existing roadway.

Station 88+50. Shed, trees and utility poles near the existing roadway.

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Alternative Constraints *(continued)*

Station 110+00. Stream crossing culvert just outside the existing roadway.

Station 127+50. Large trees adjacent to the roadway in the front yard of an abutter.

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Alternative Constraints *(continued)*

Wetland in close proximity to the roadway.

Beaver Brook crossing beneath Mountain Street near station 96+50.

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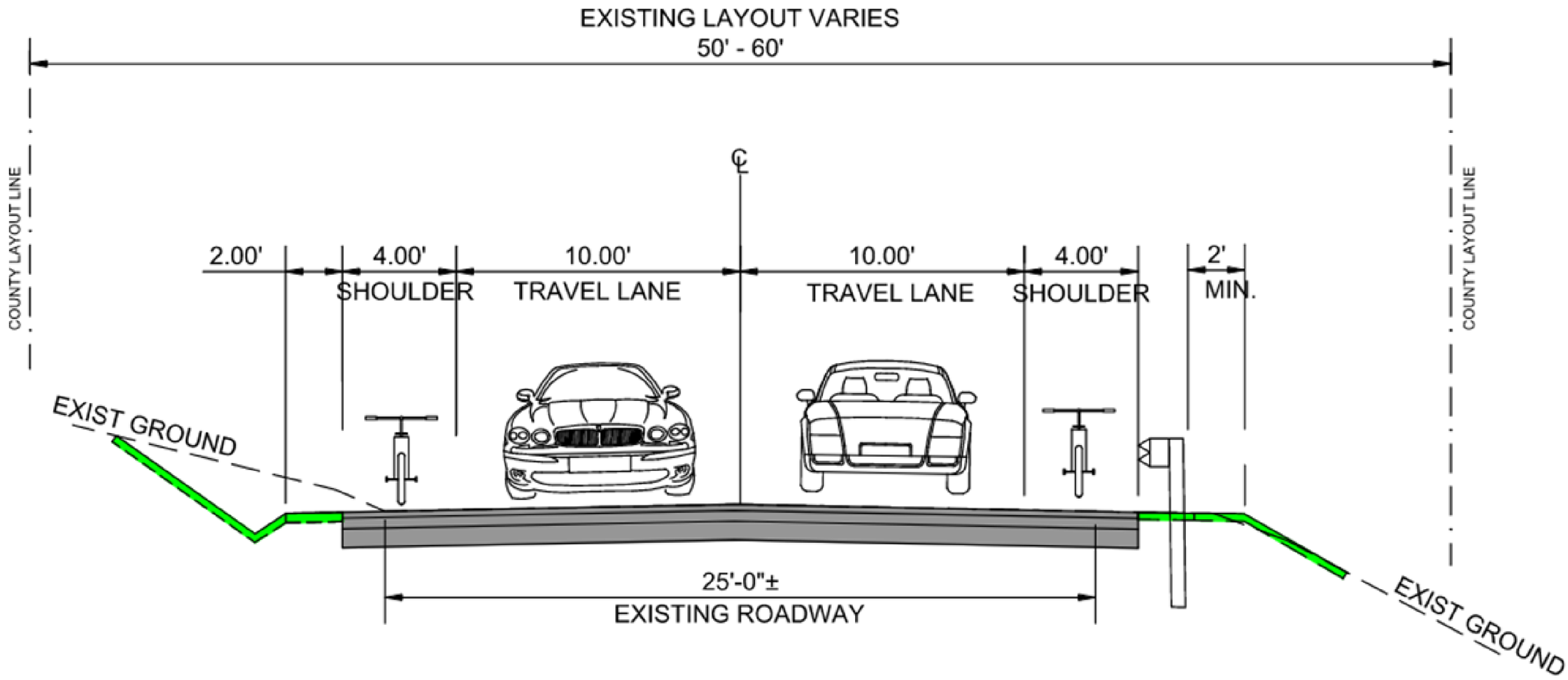
What is the preferred alternative?

Proposed Improvements

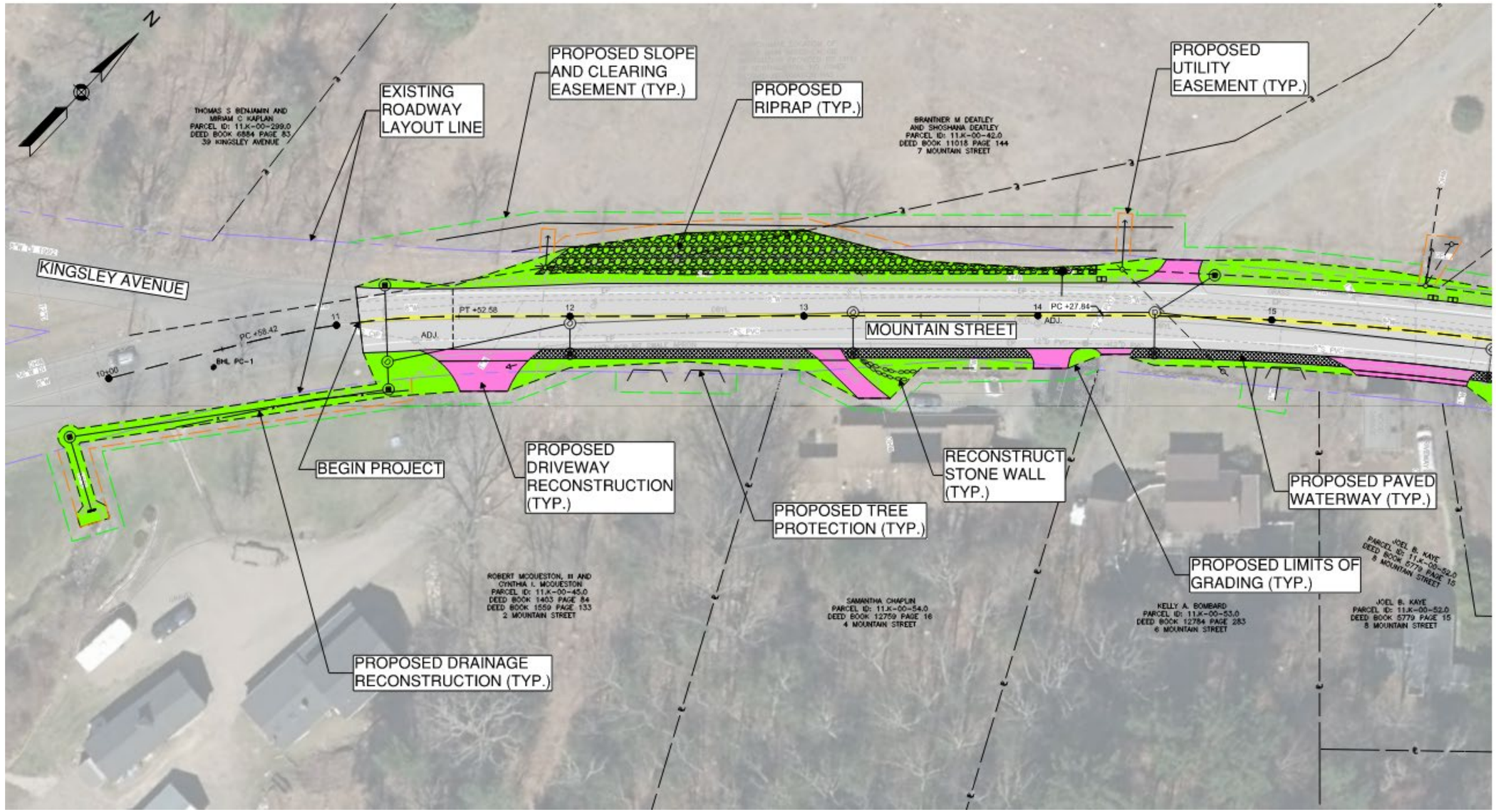
- Improve condition of roadway pavement and subbase
- Improved roadway superelevation
- Provide 4’ shoulder for bike/pedestrian
- Improve drainage system and surface drainage
- Provide stormwater treatment practices
- Preferred alternative balances impacts to abutters, wetlands and utilities while improving roadway safety, accommodations for all users (bike/pedestrian/vehicles) and stormwater treatment

Proposed Improvements *(continued)*



Proposed Improvements *(continued)*

Roadway Plan 1 of 27



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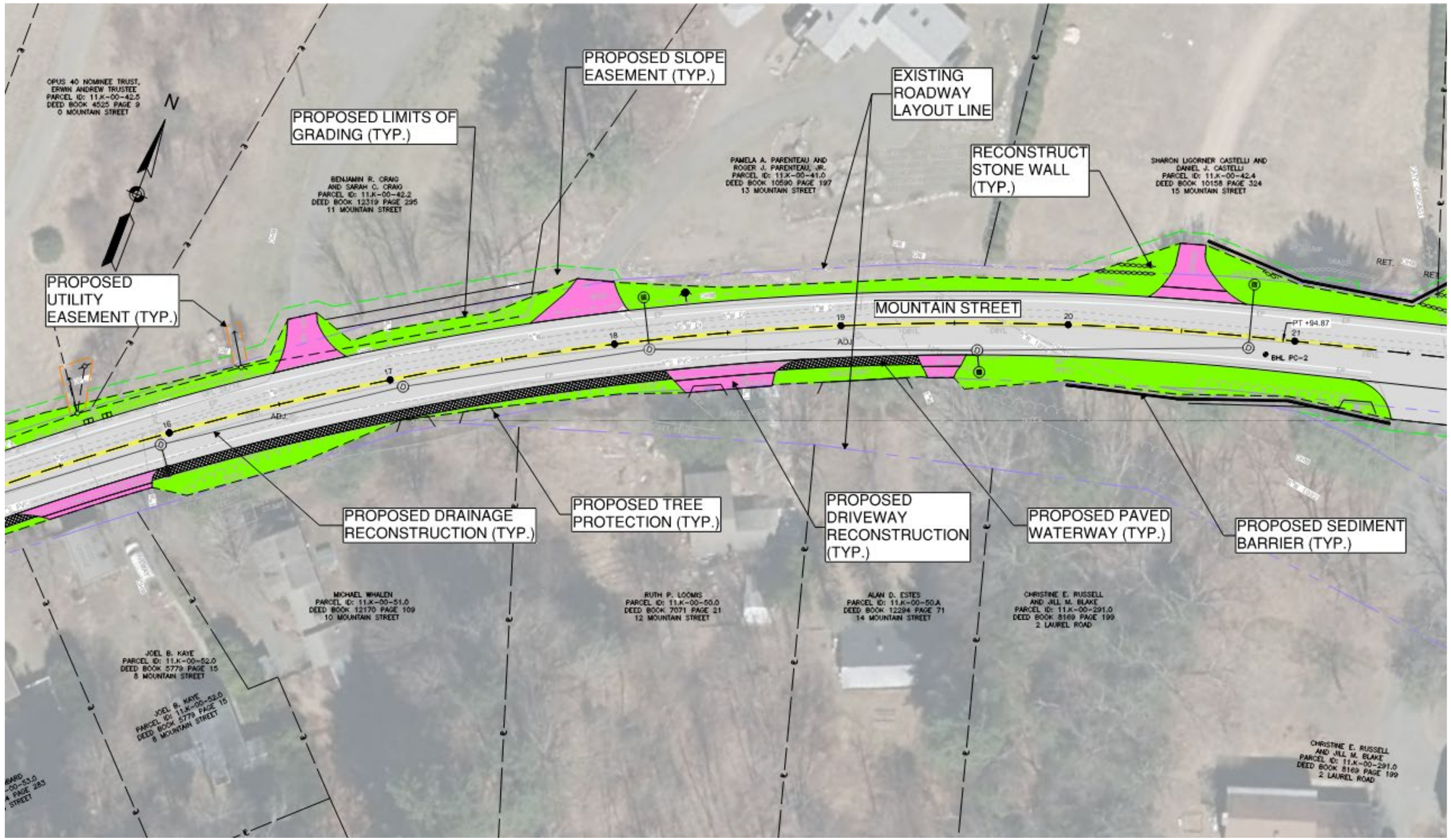
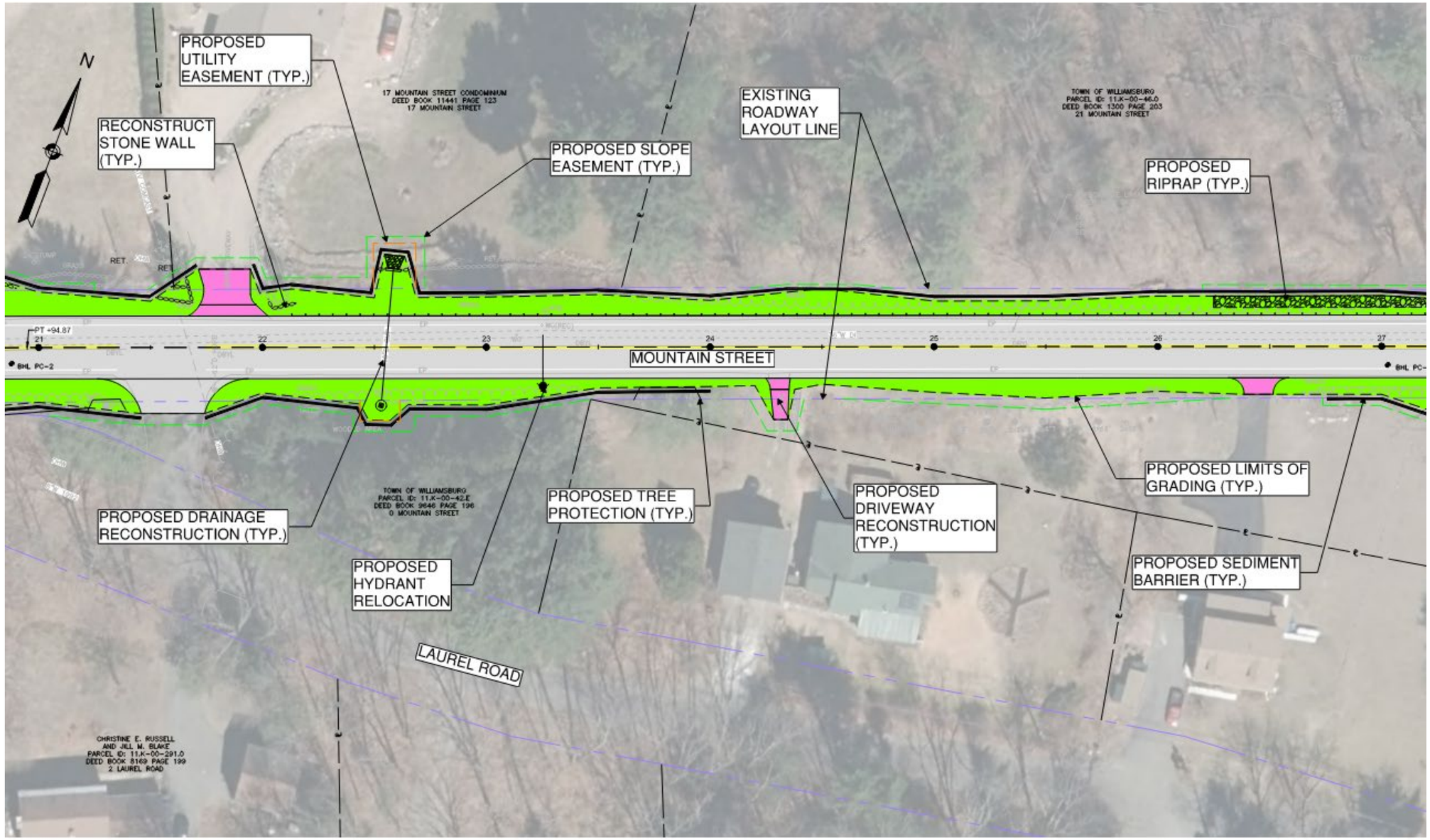
Proposed Improvements *(continued)*

Roadway Plan 2 of 27



Proposed Improvements *(continued)*

Roadway Plan 3 of 27



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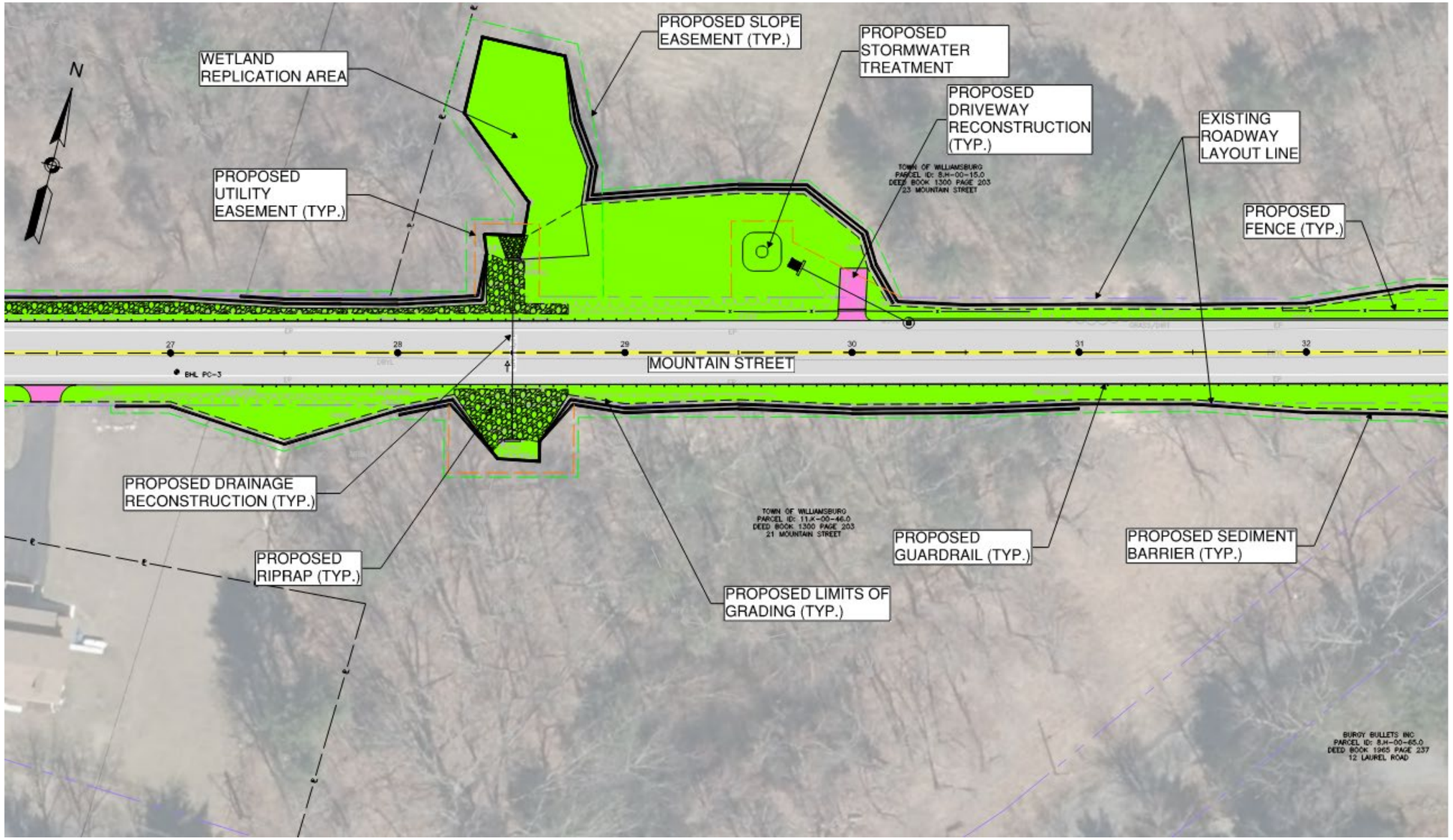
Proposed Improvements *(continued)*

Roadway Plan 4 of 27



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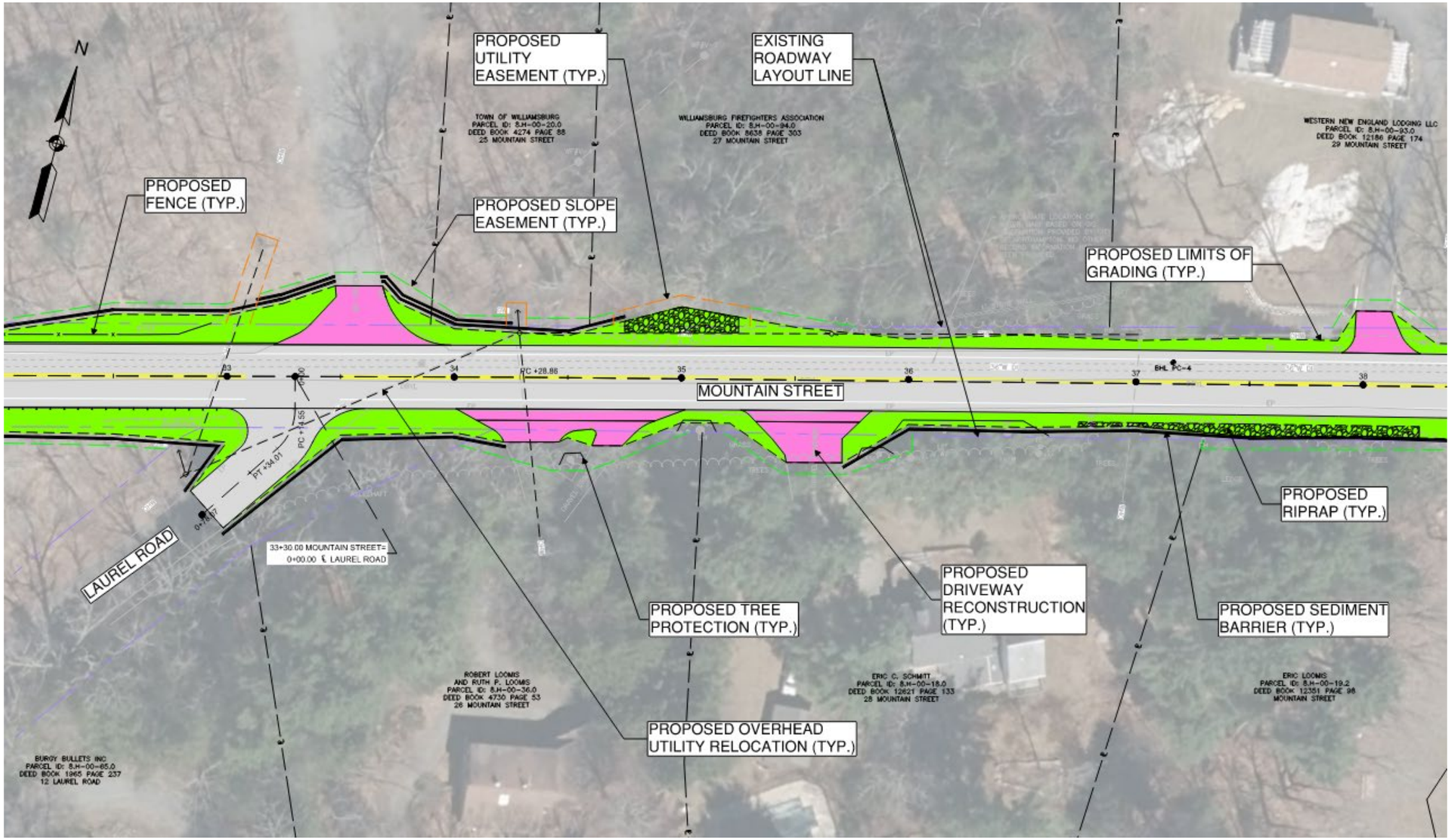
Proposed Improvements *(continued)*

Roadway Plan 5 of 27



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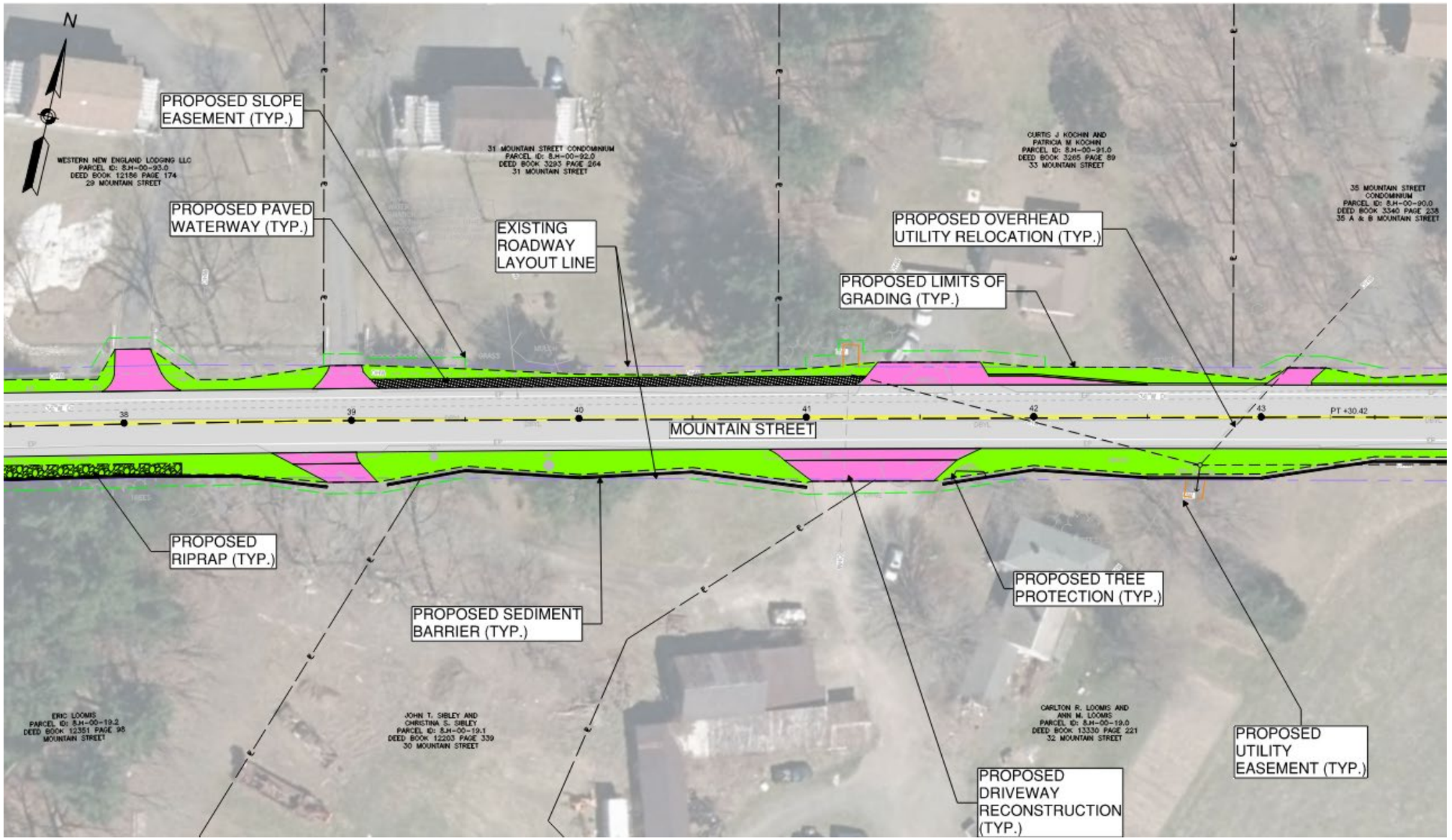
Proposed Improvements *(continued)*

Roadway Plan 6 of 27



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Proposed Improvements *(continued)*

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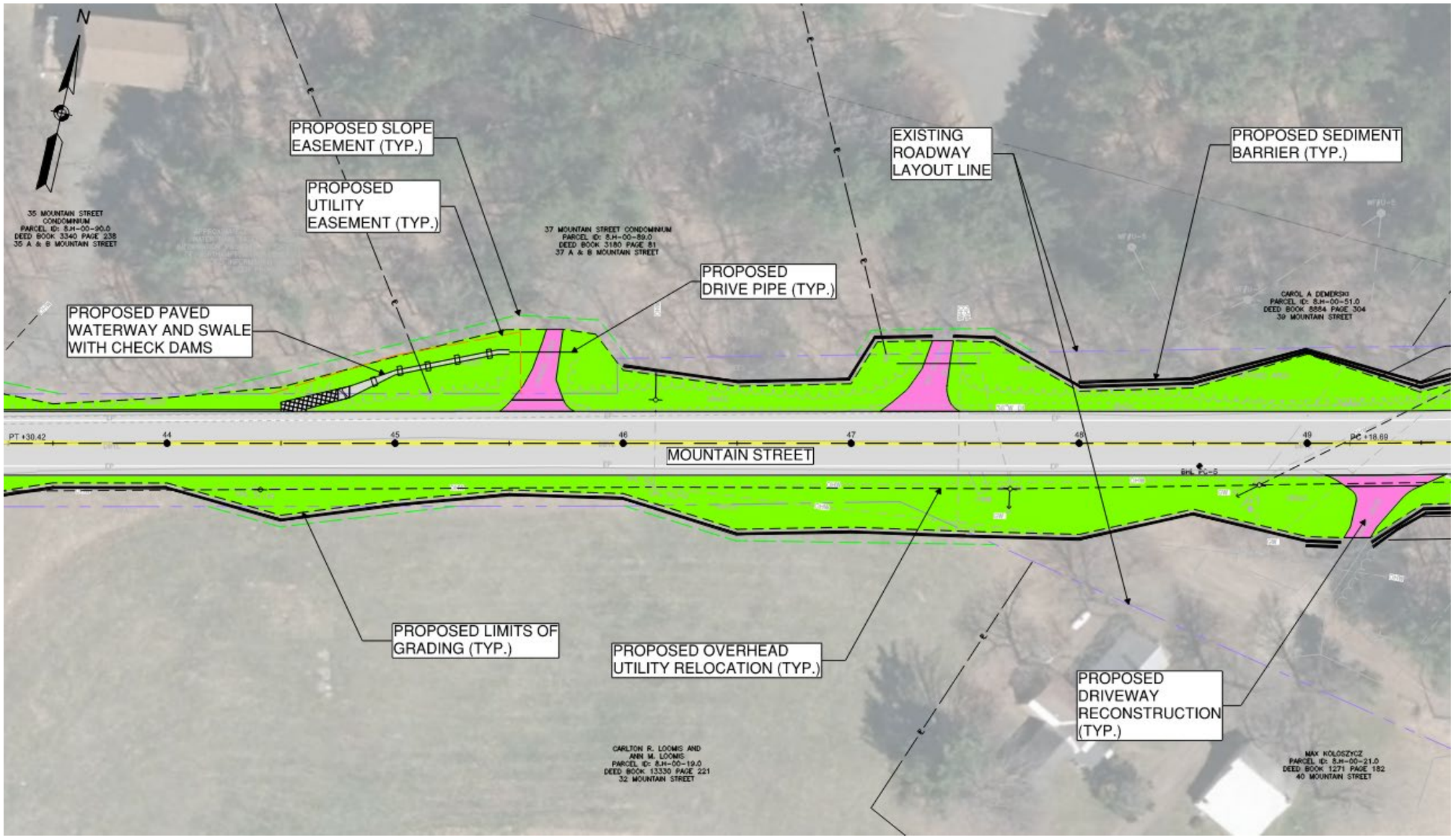

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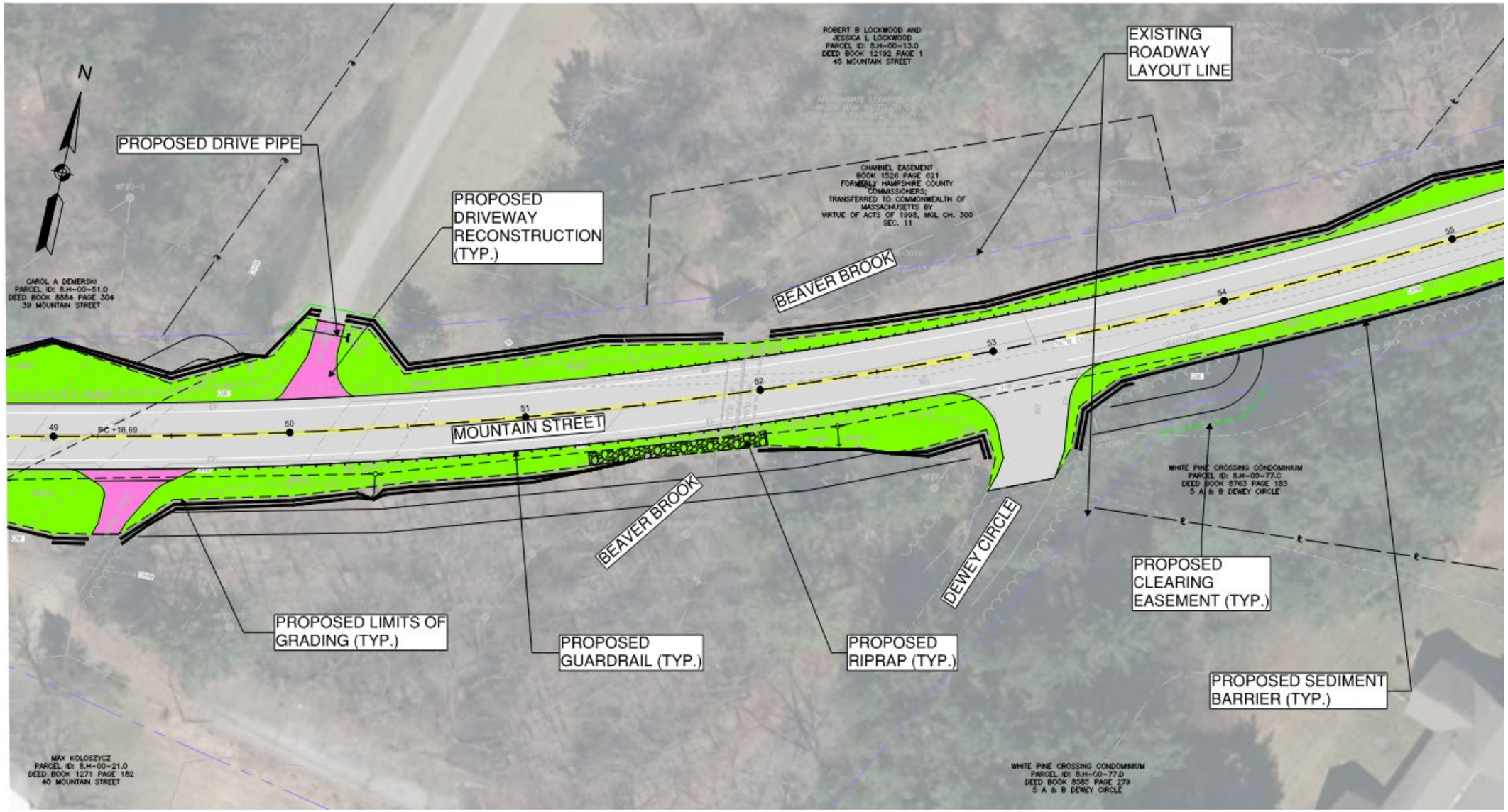
Proposed Improvements *(continued)*

Roadway Plan 8 of 27



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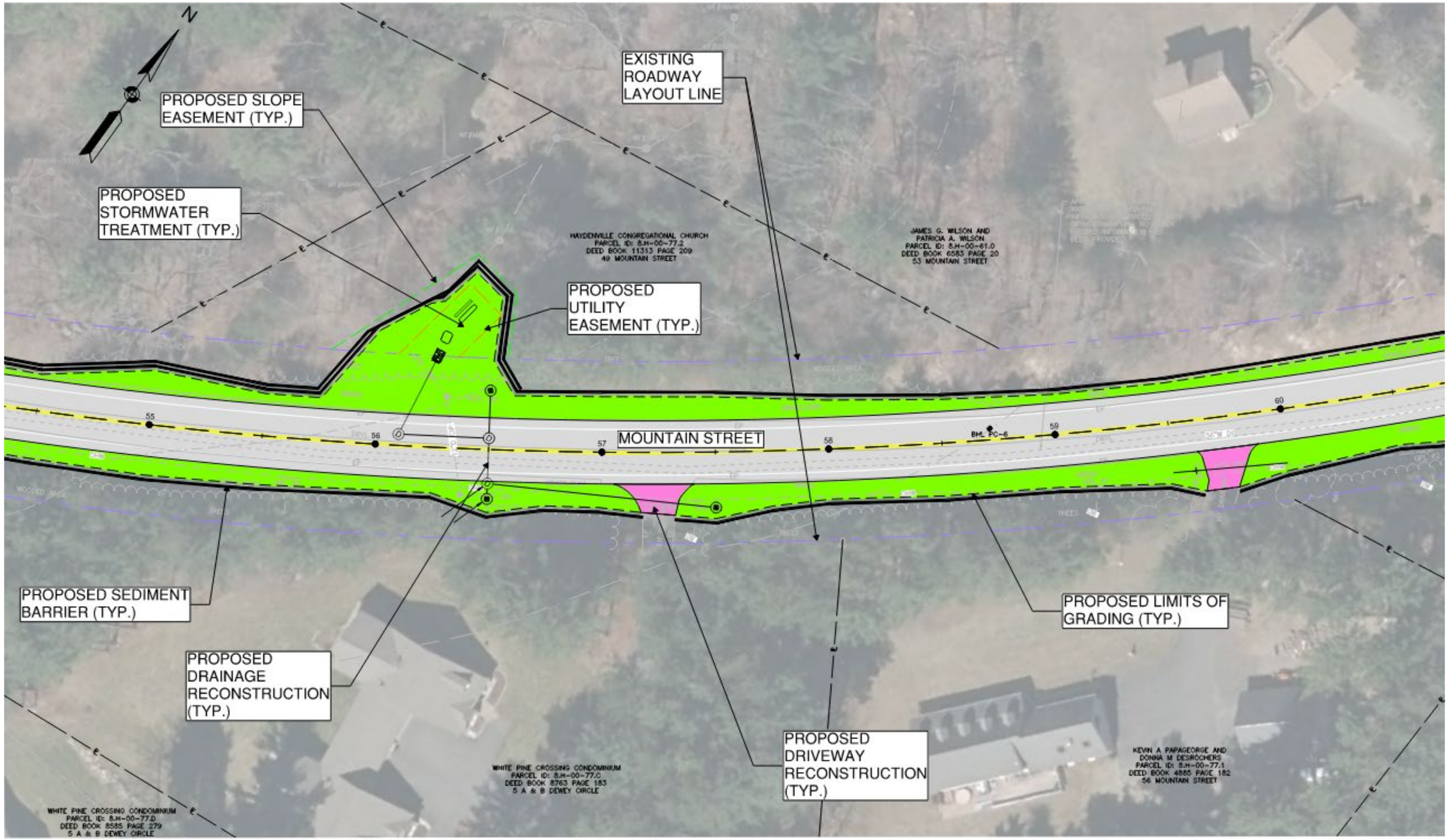
Proposed Improvements *(continued)*

Roadway Plan 9 of 27



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Proposed Improvements *(continued)*

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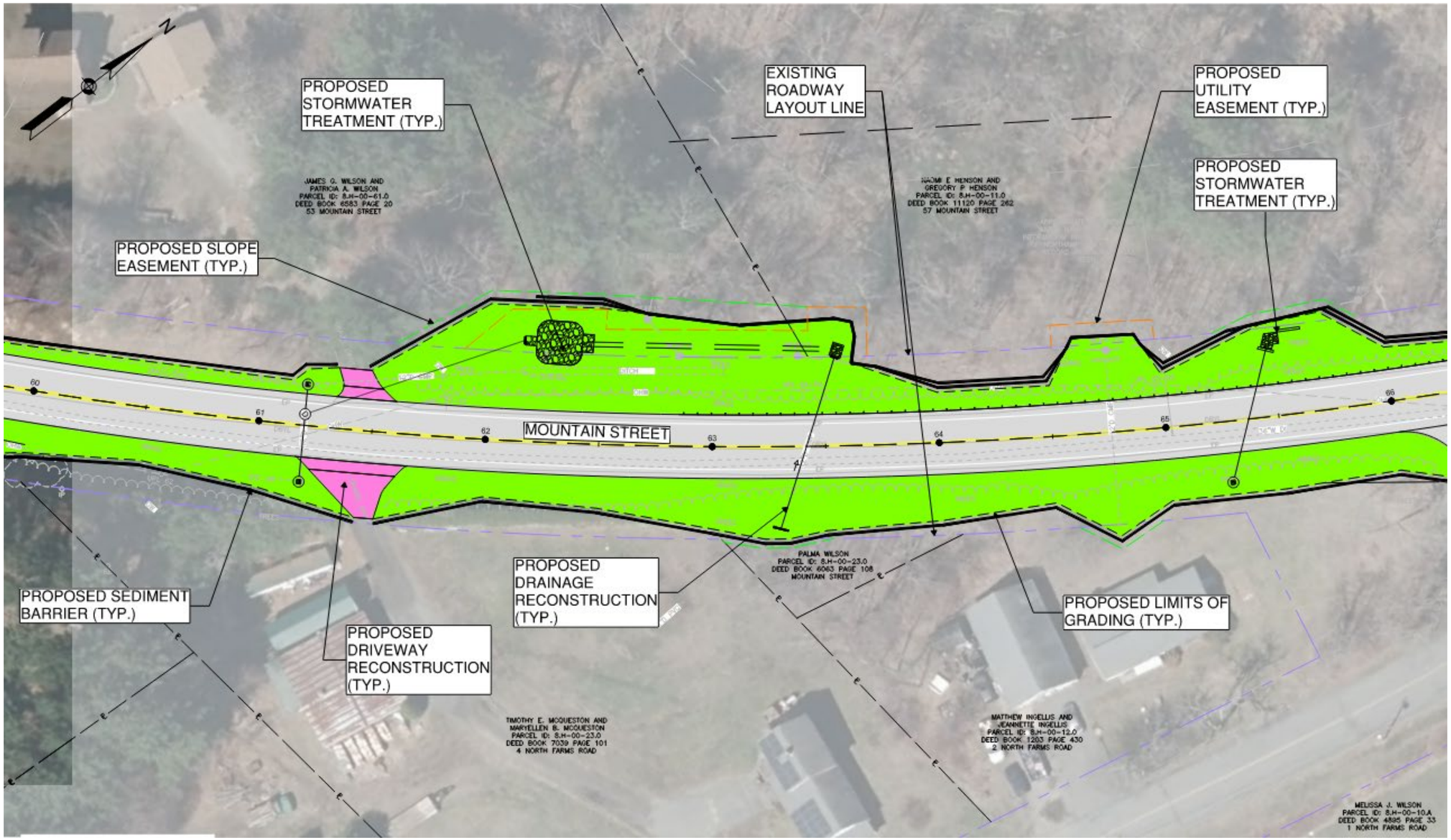

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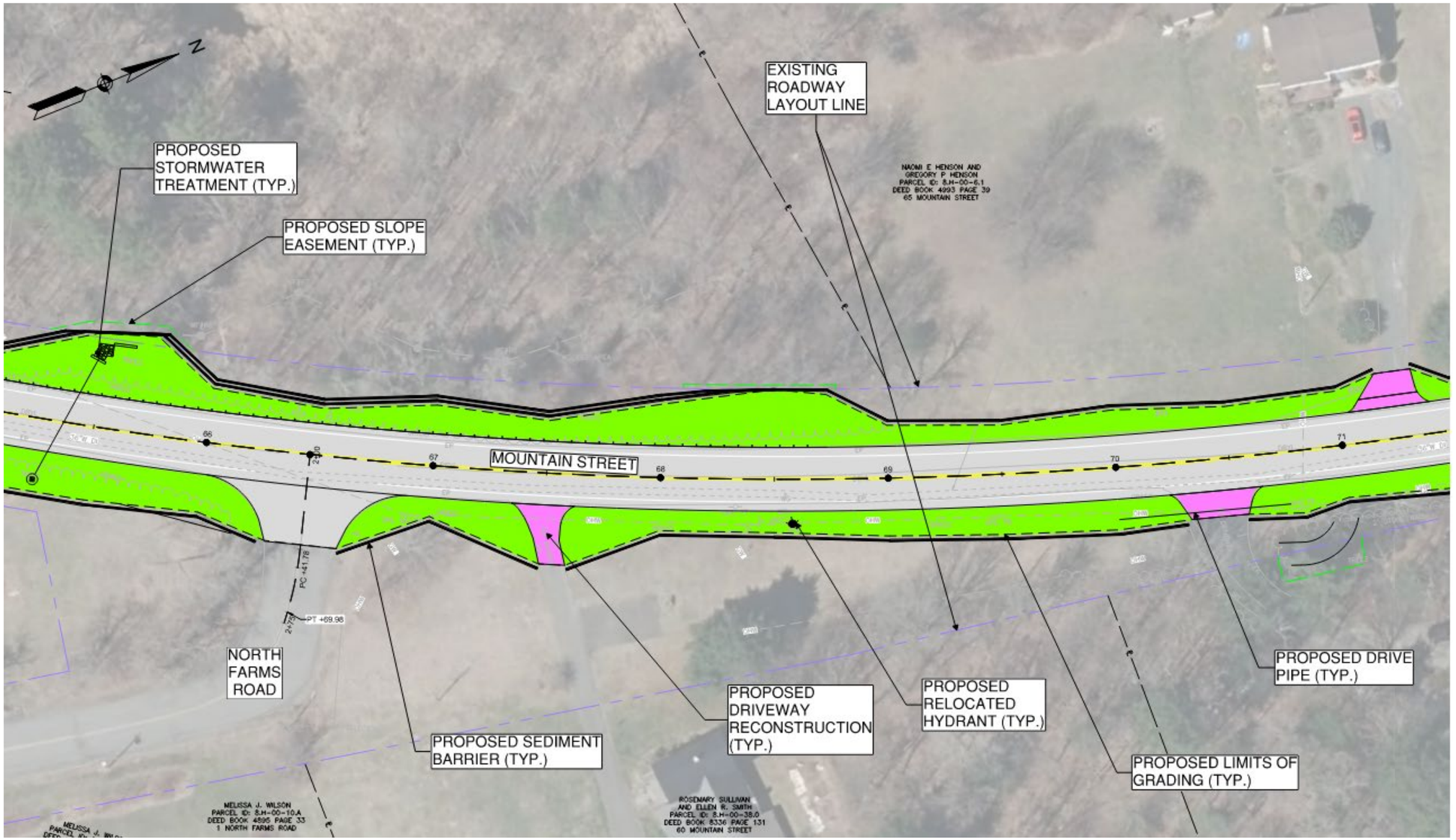
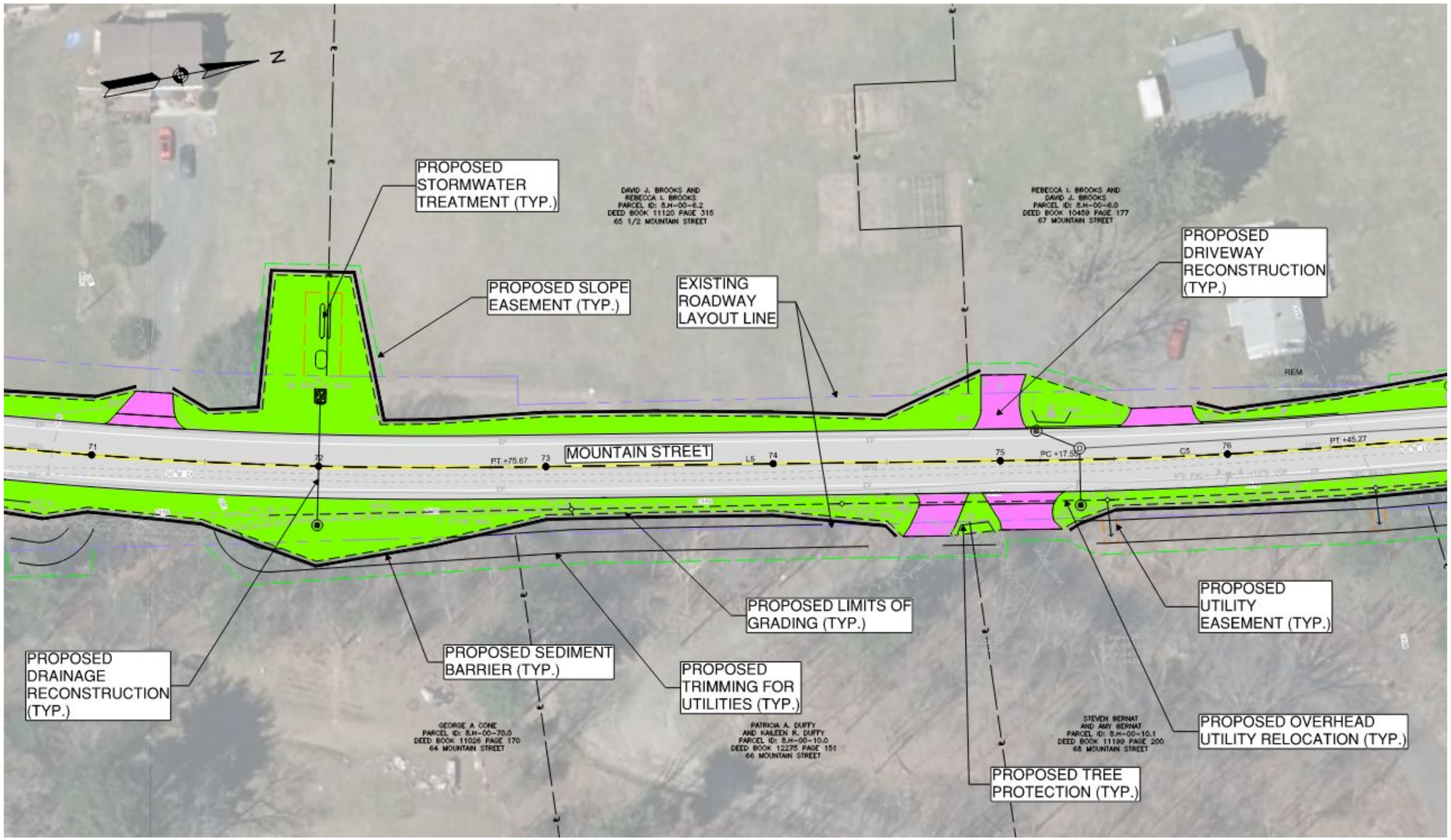
Proposed Improvements *(continued)*

Roadway Plan 11 of 27



Proposed Improvements *(continued)*

Roadway Plan 12 of 27



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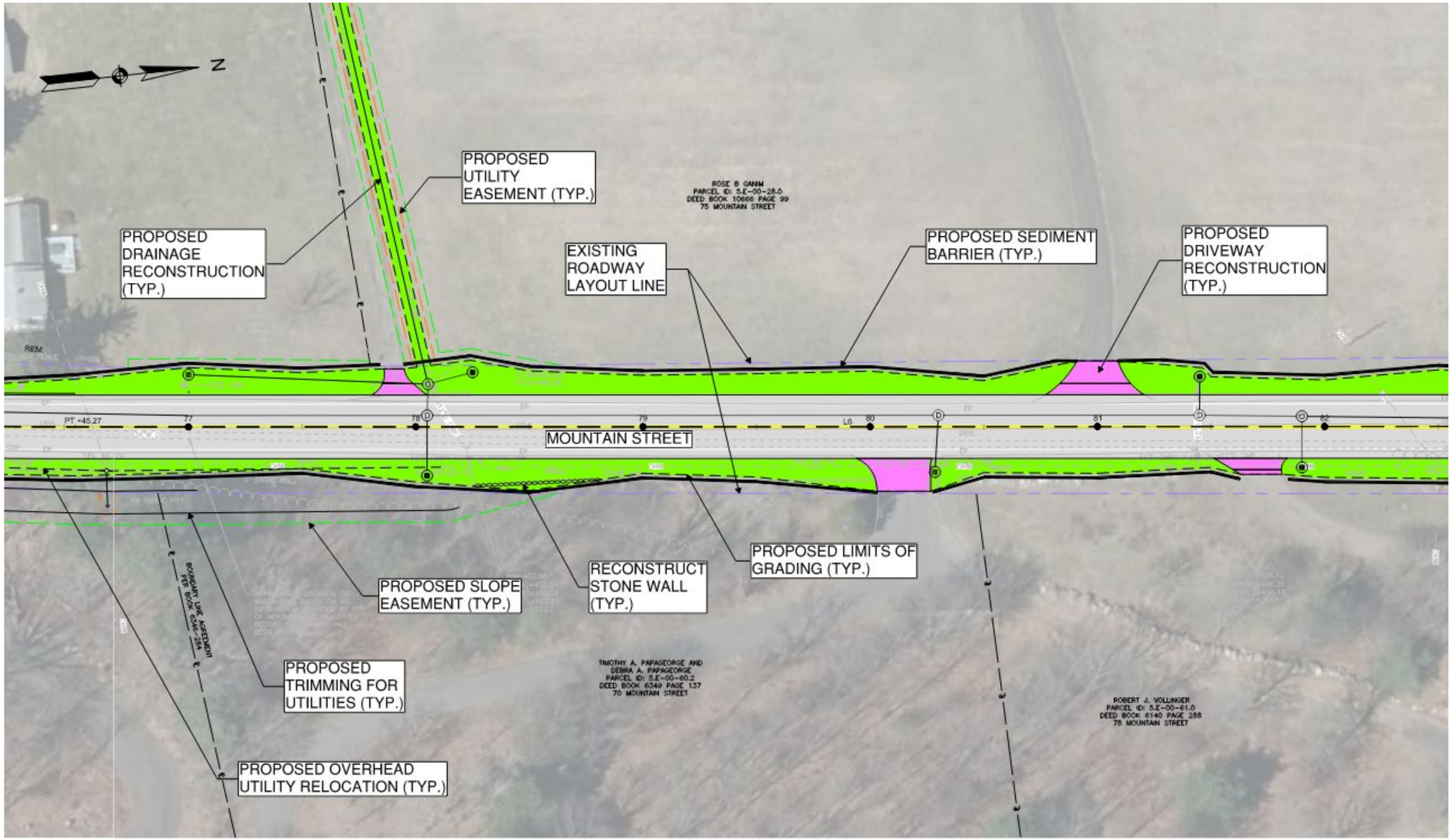
Proposed Improvements *(continued)*

Roadway Plan 13 of 27



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Proposed Improvements (continued)

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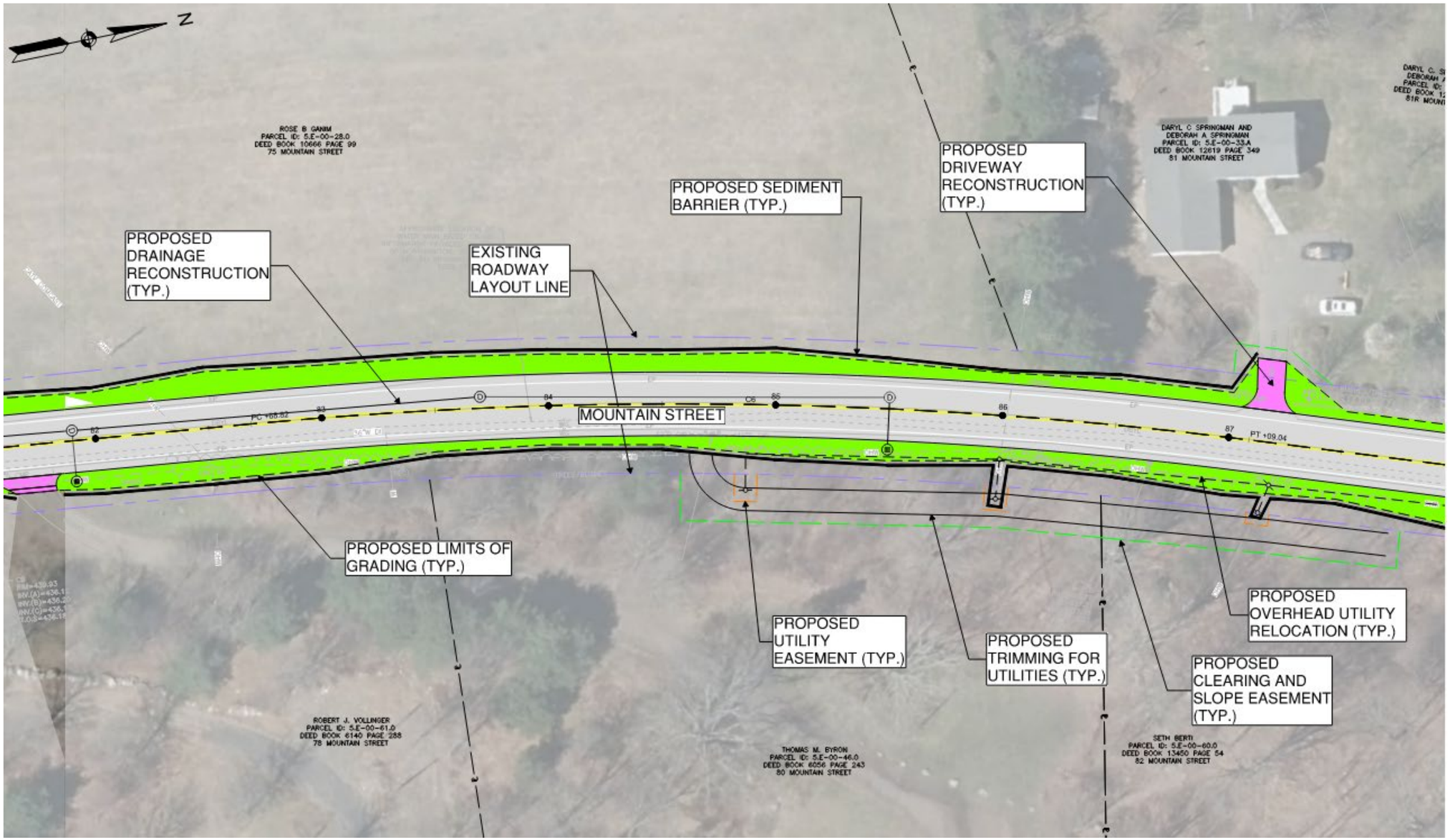
Proposed Improvements *(continued)*

Roadway Plan 14 of 27



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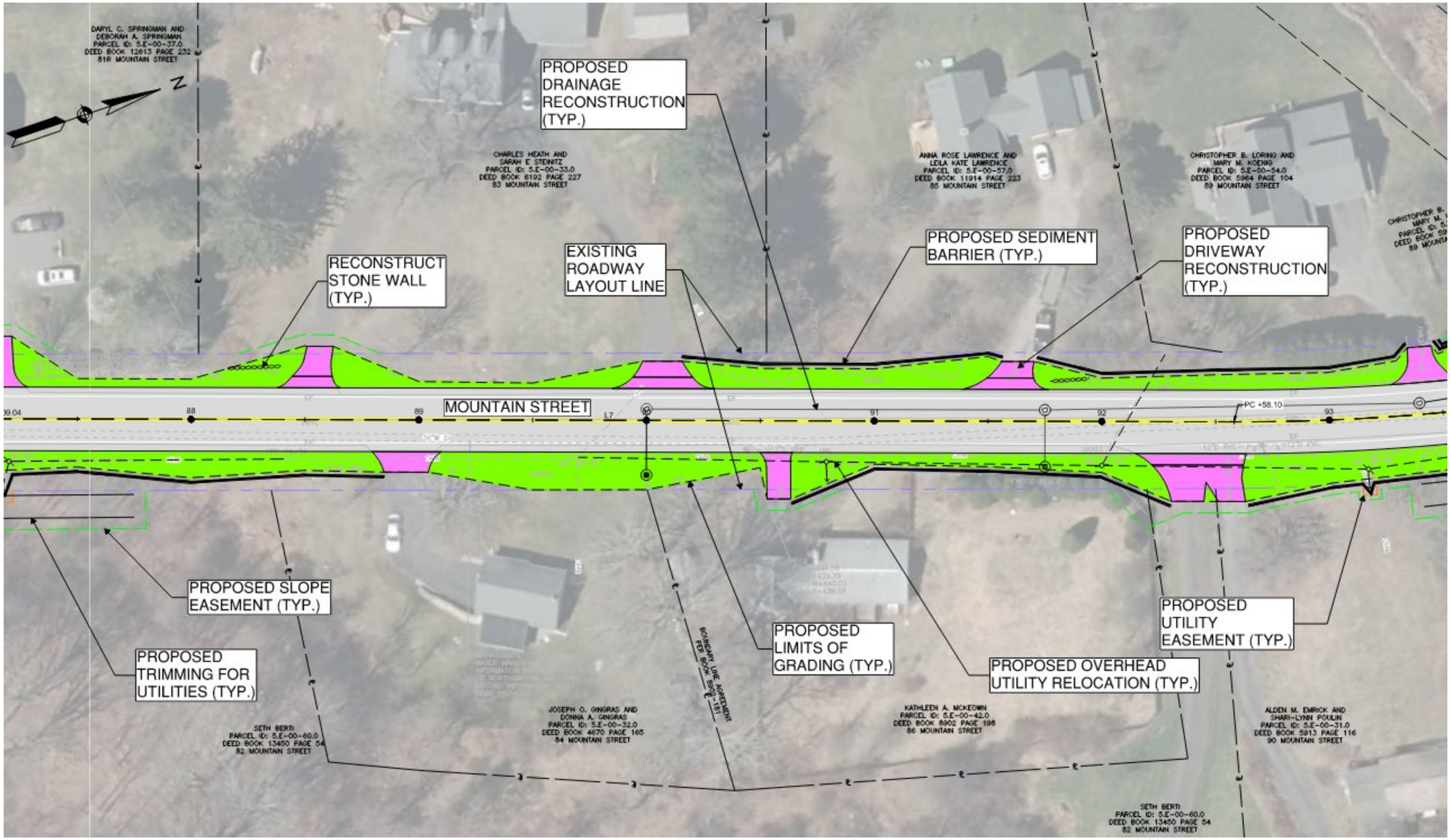
Proposed Improvements *(continued)*

Roadway Plan 15 of 27



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Proposed Improvements *(continued)*

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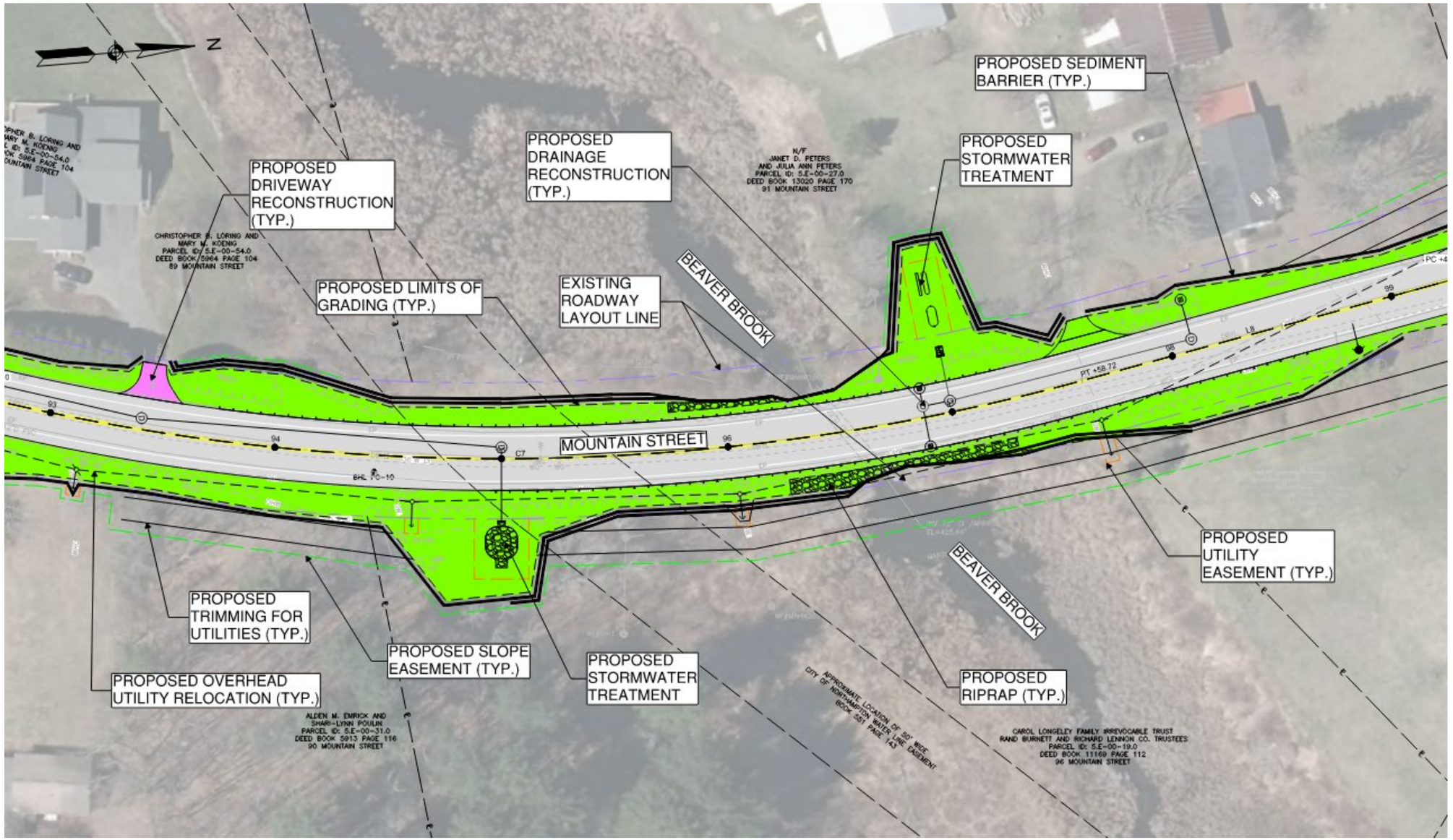
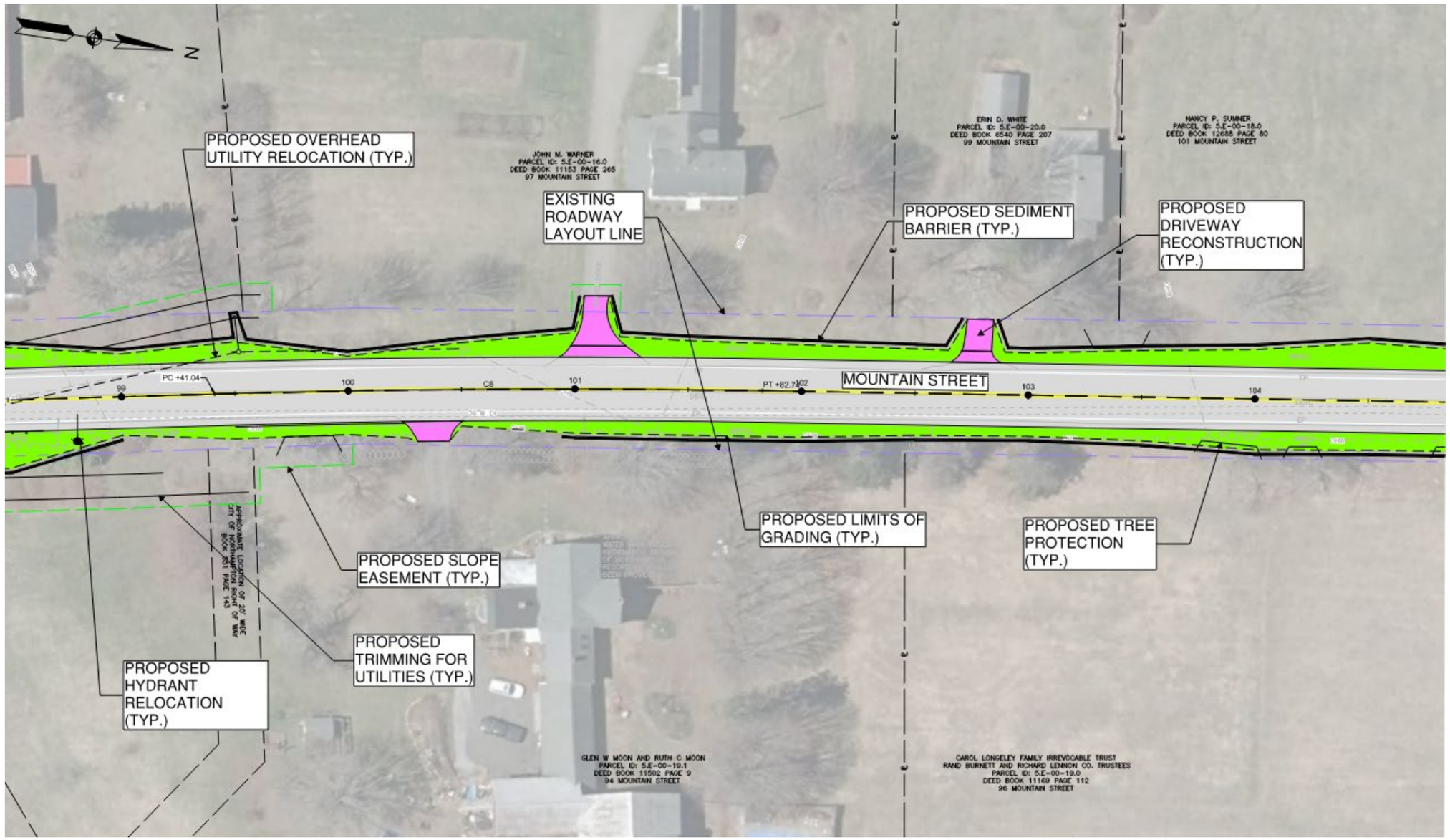


Proposed Improvements *(continued)*

Roadway Plan 17 of 27



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Proposed Improvements *(continued)*

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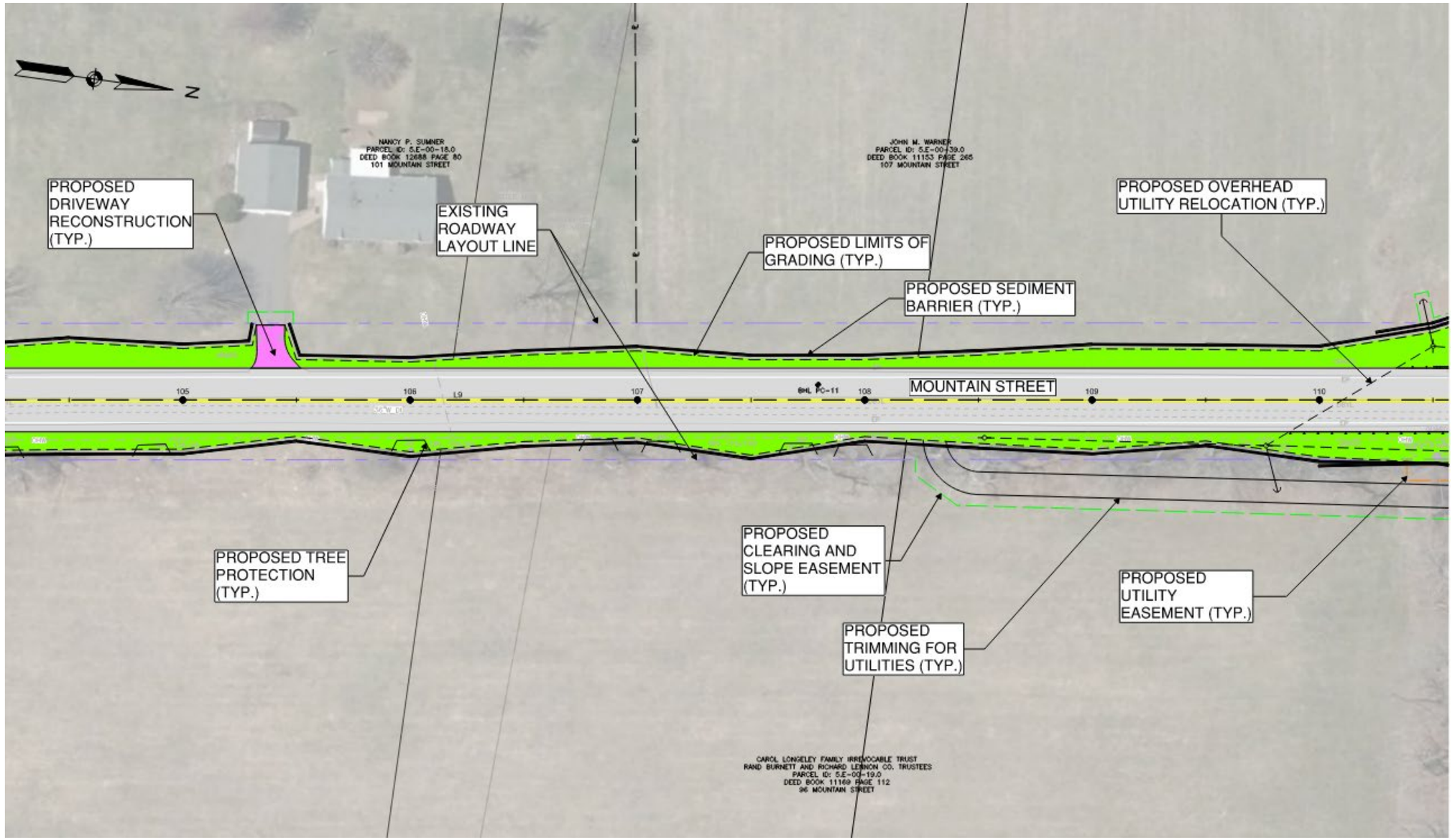

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Proposed Improvements *(continued)*

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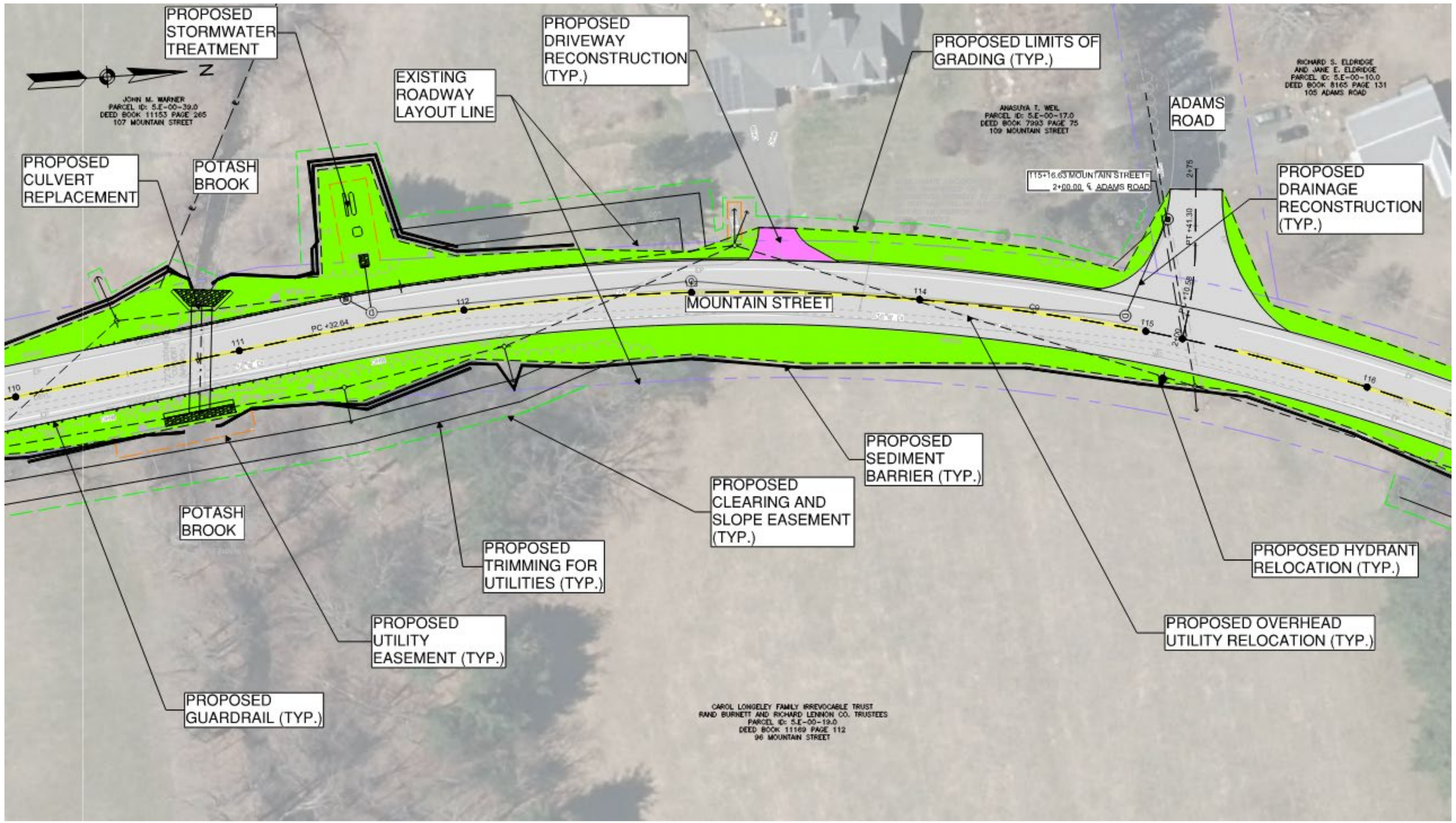

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Proposed Improvements *(continued)*

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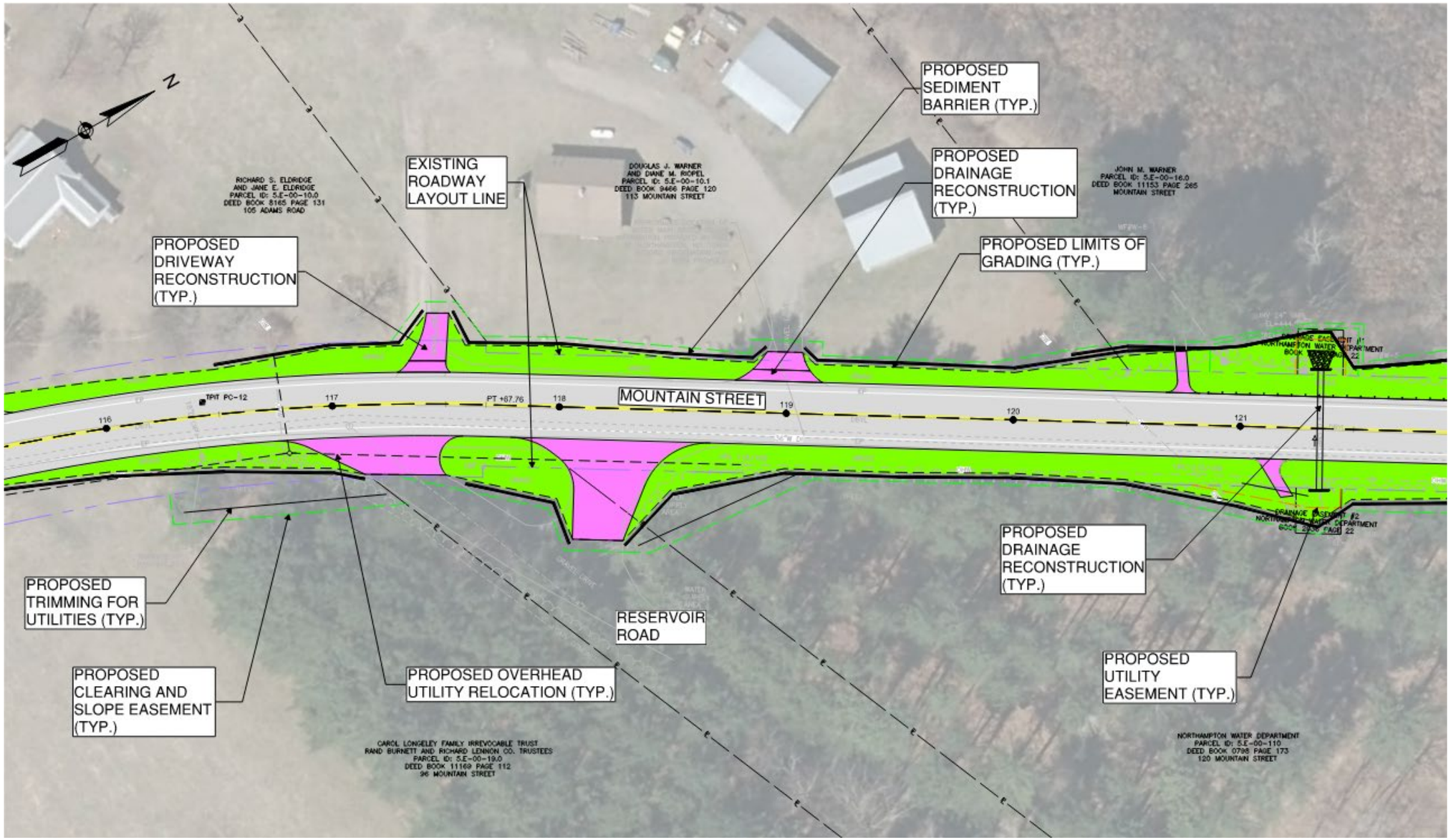

Proposed Improvements *(continued)*

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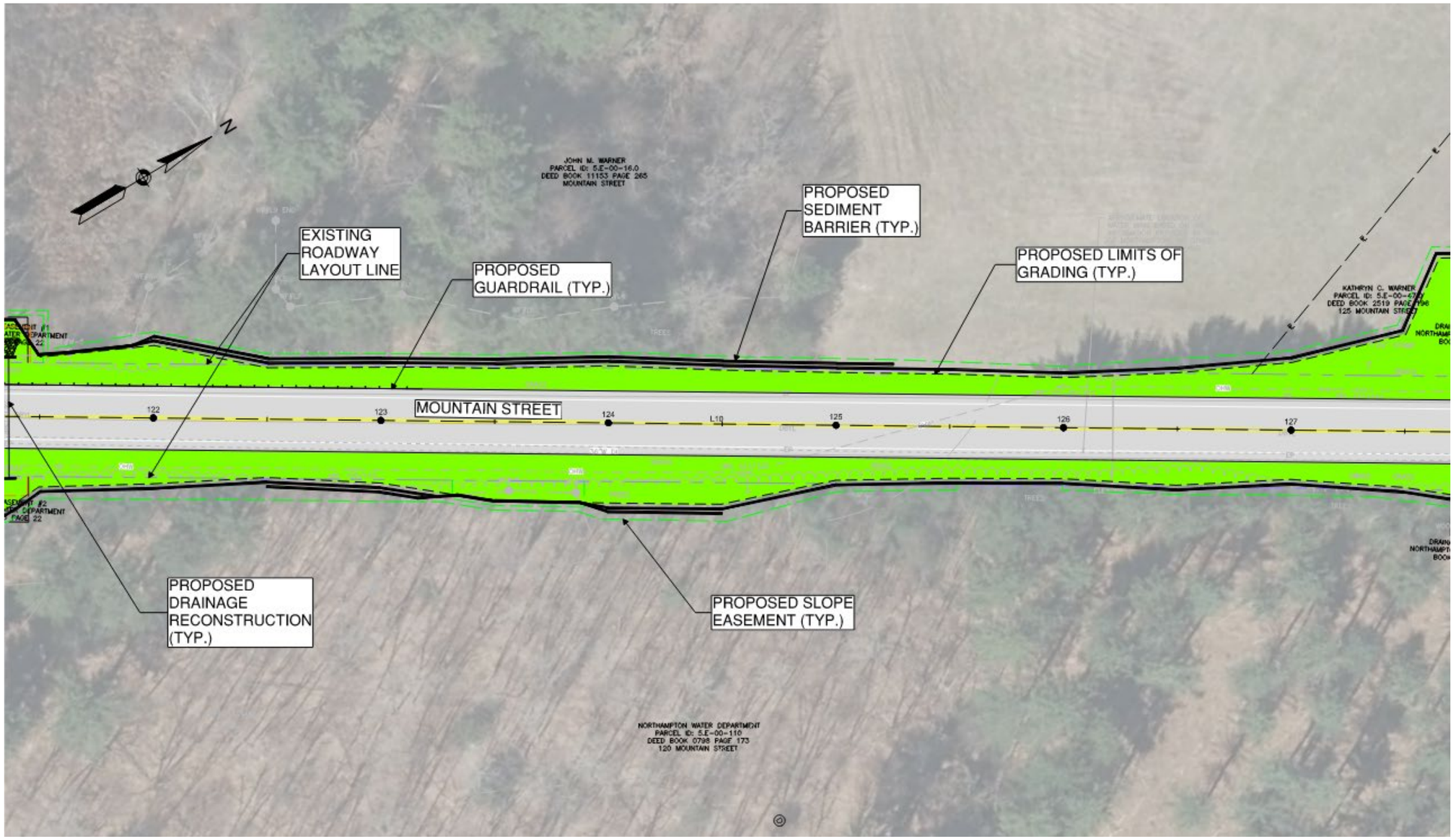

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Proposed Improvements *(continued)*

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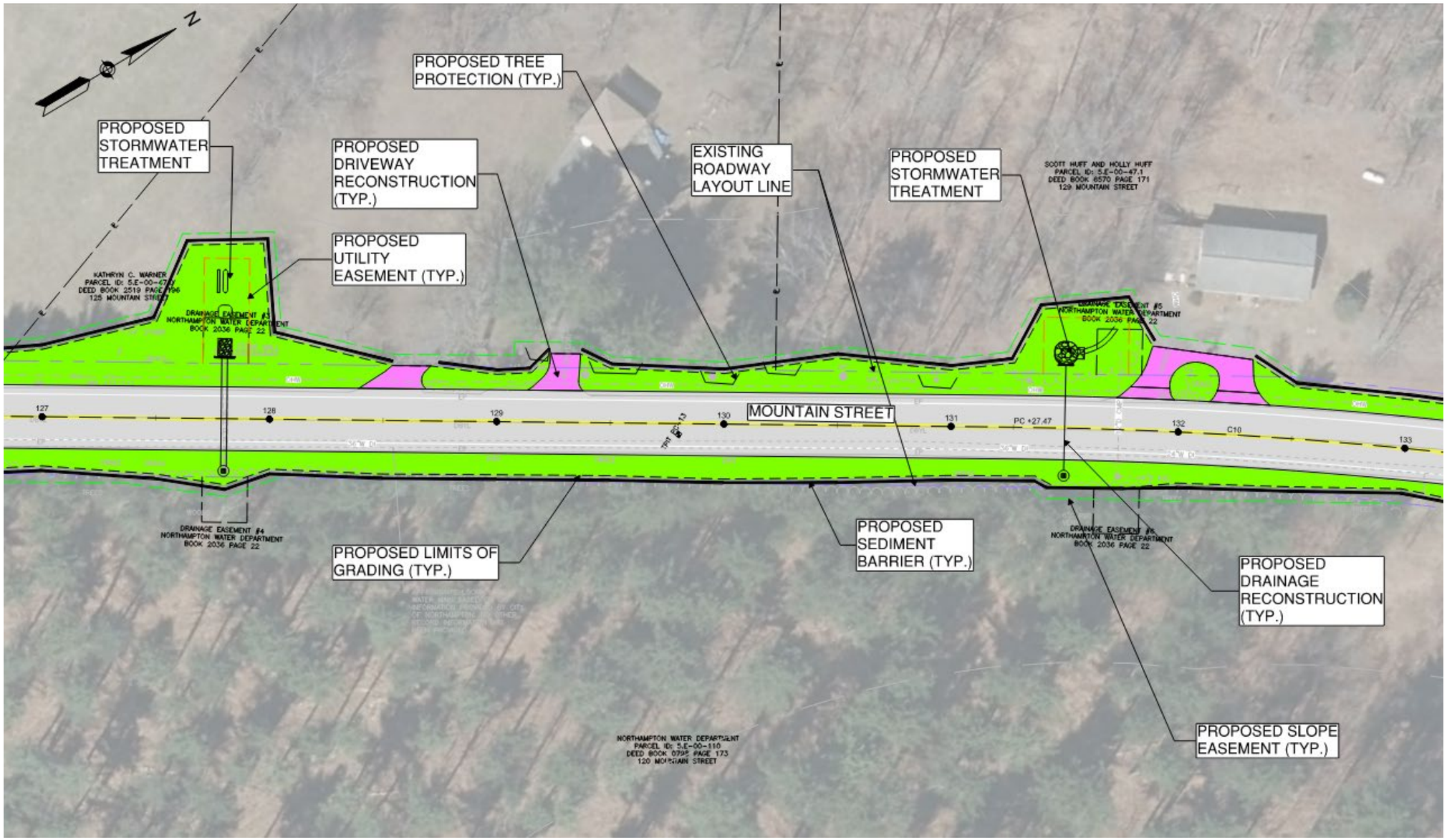

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Proposed Improvements *(continued)*

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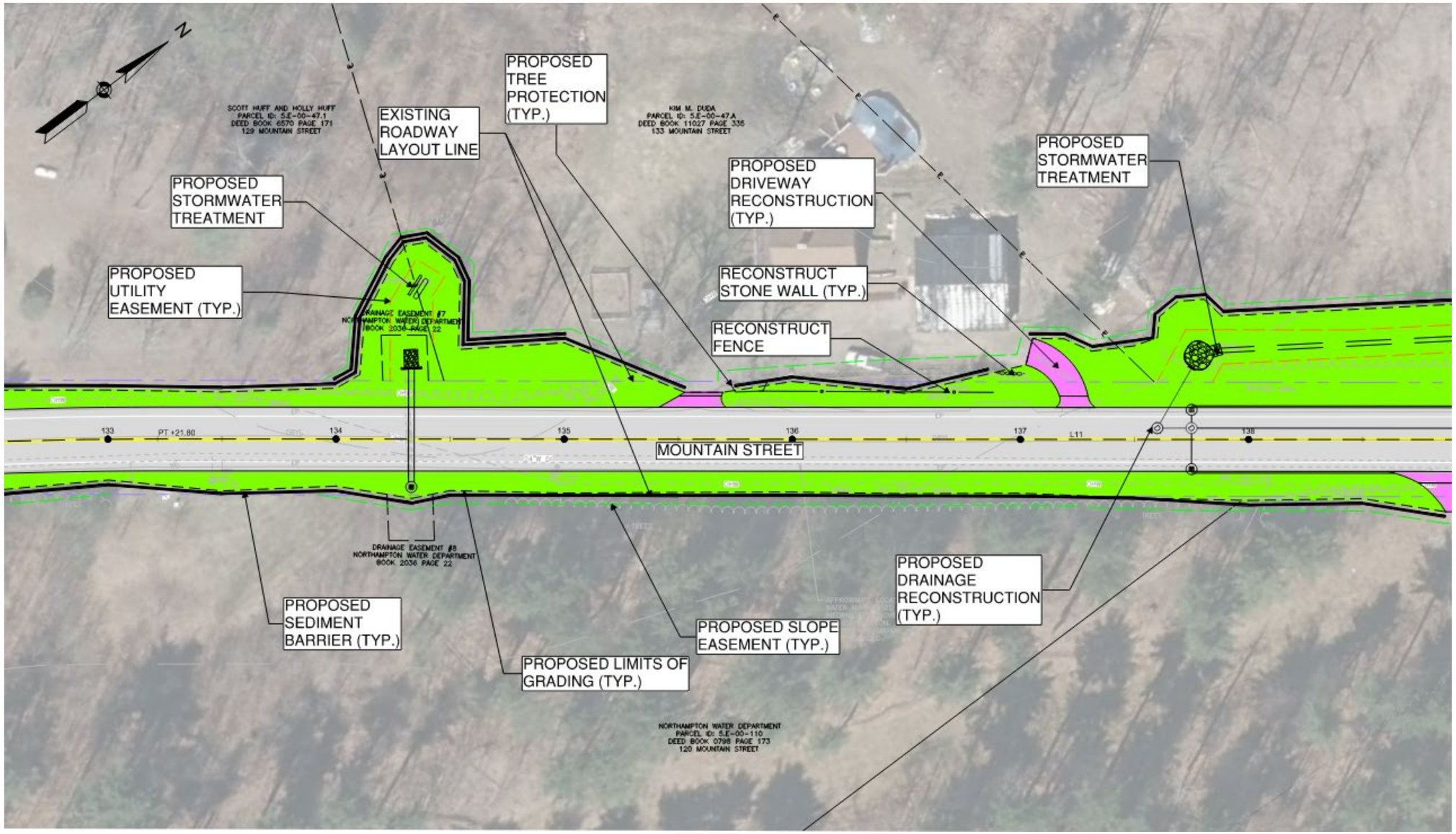
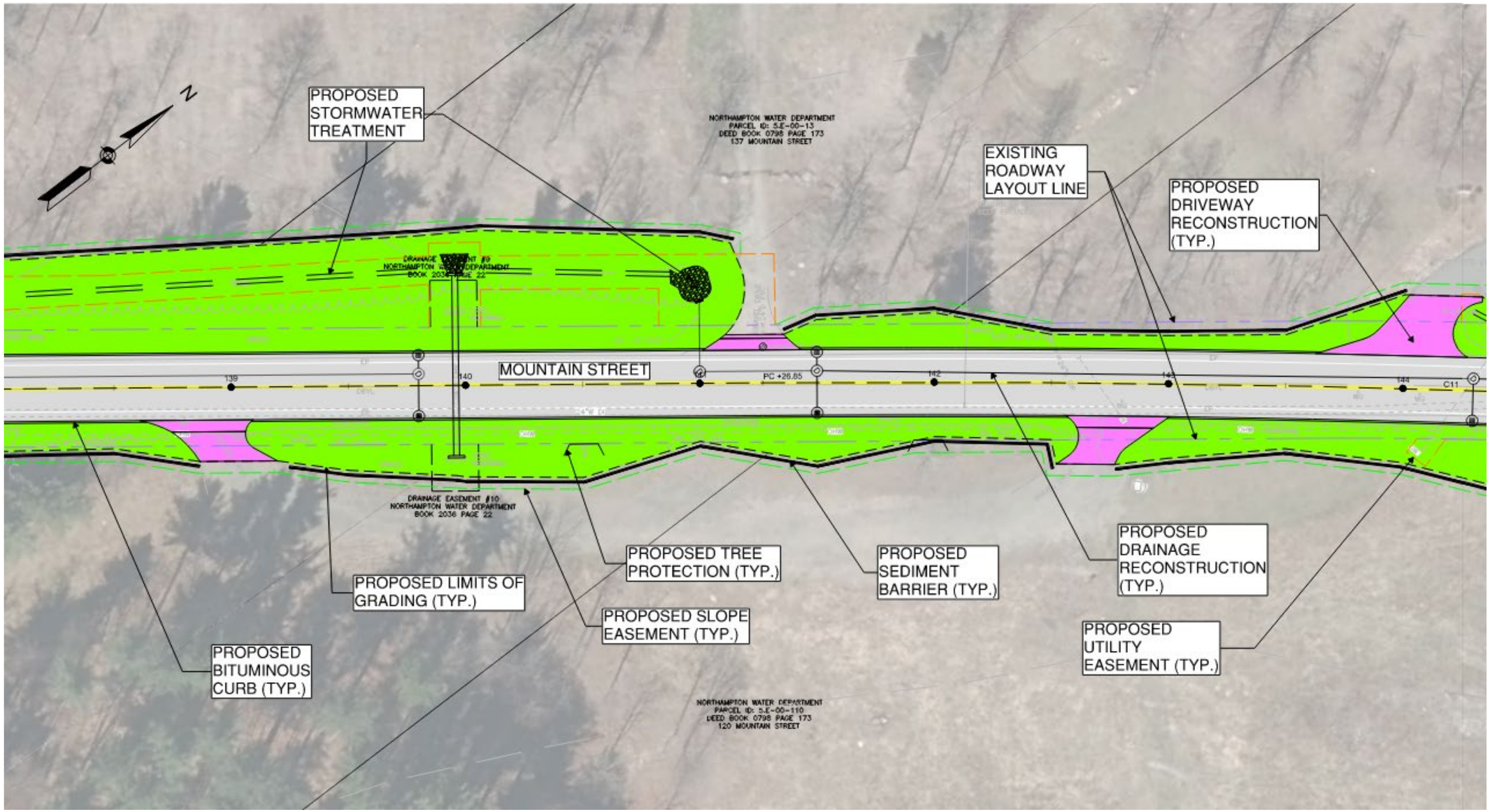


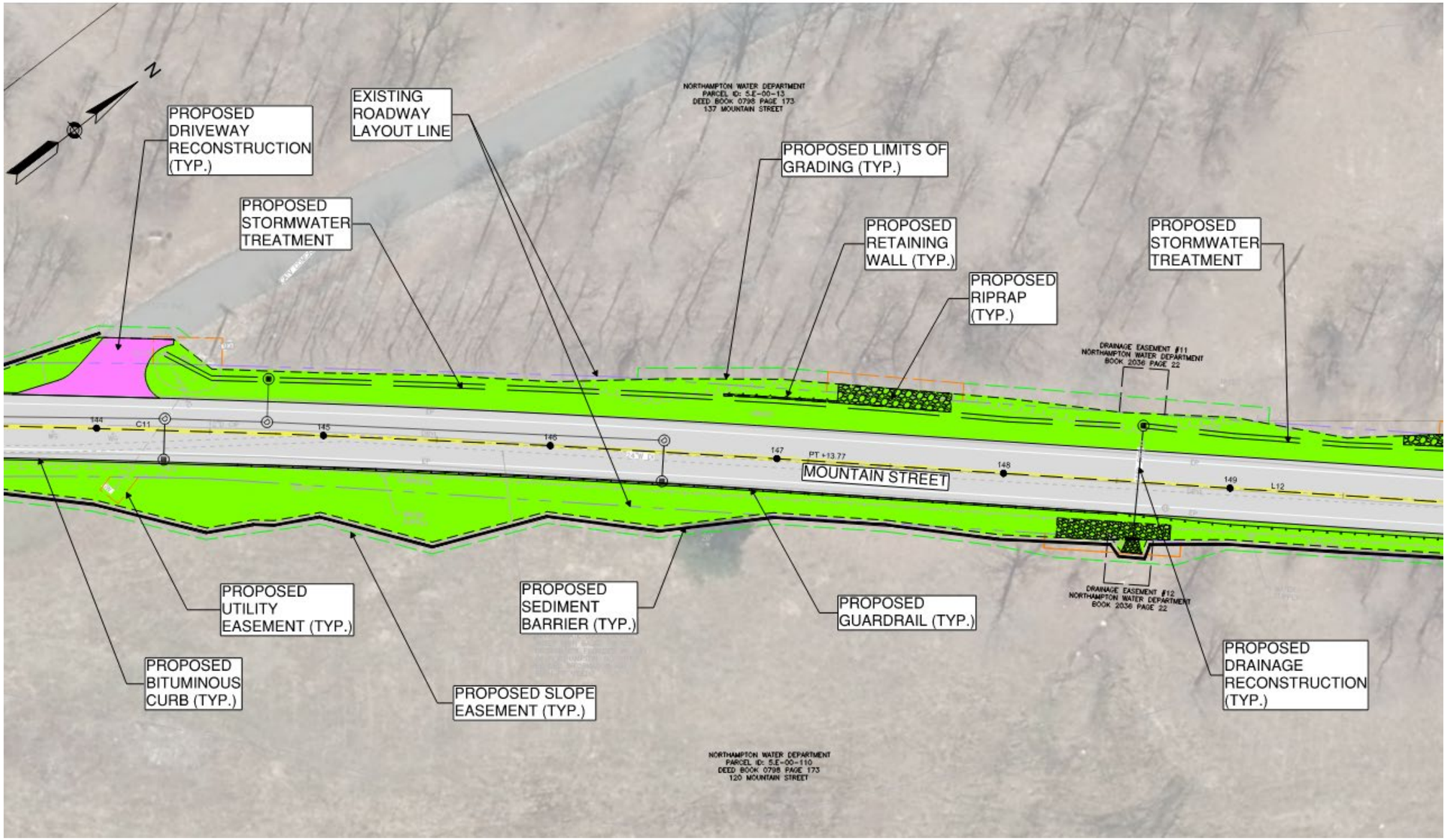
Proposed Improvements *(continued)*

Roadway Plan 24 of 27



Proposed Improvements *(continued)*

Roadway Plan 25 of 27



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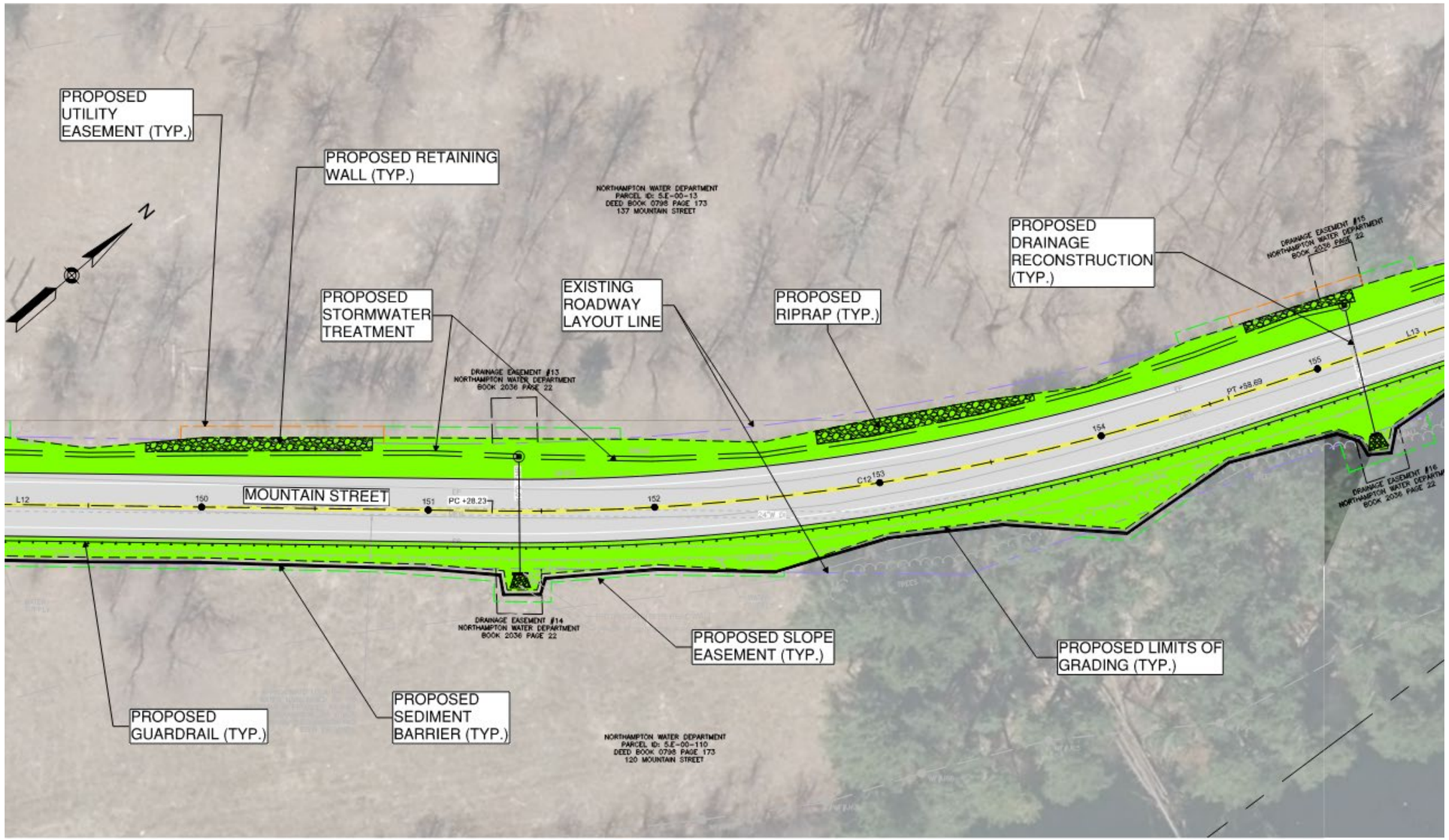
Proposed Improvements *(continued)*

Roadway Plan 26 of 27



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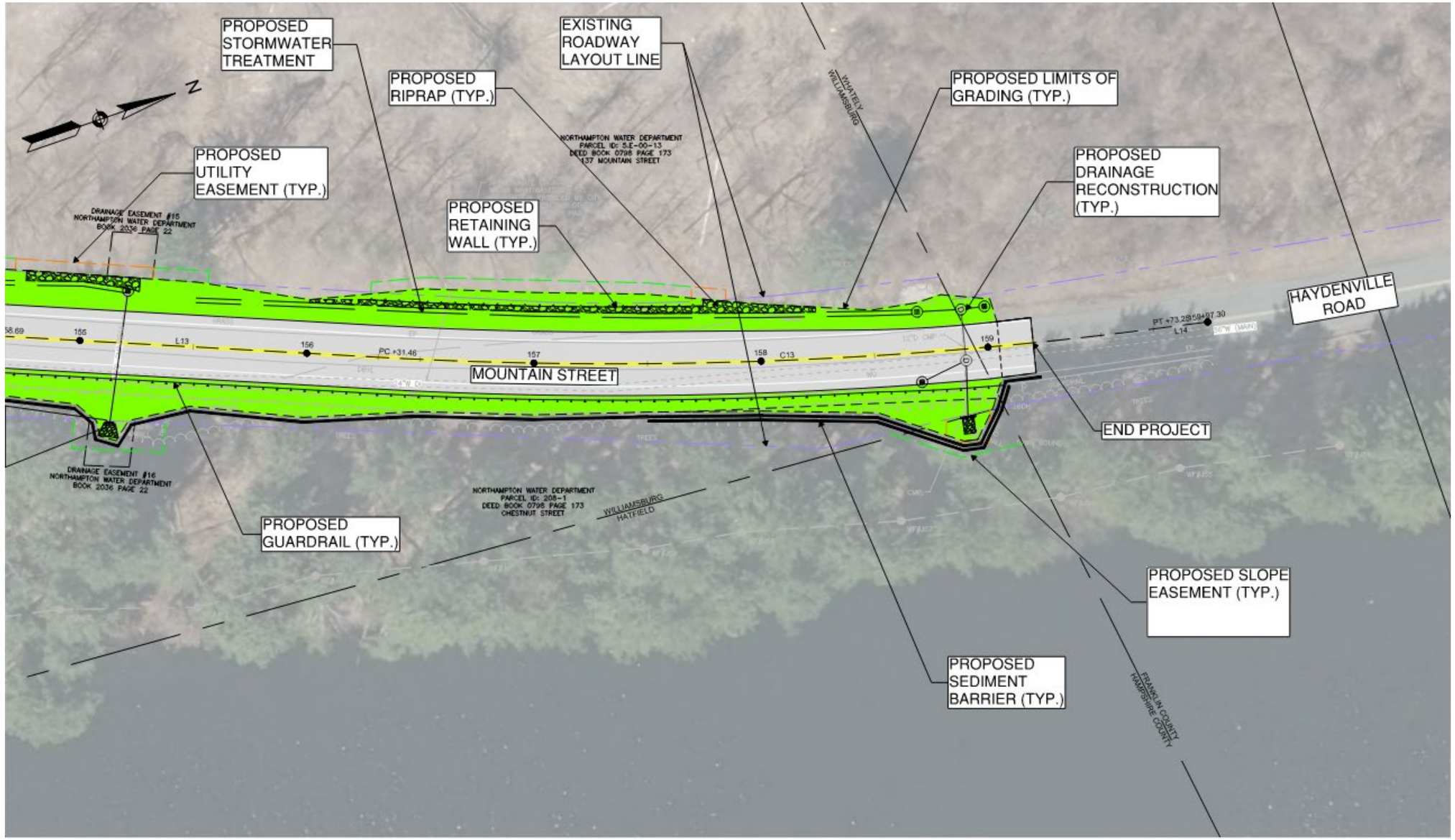
Proposed Improvements *(continued)*

Roadway Plan 27 of 27



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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 Town of WilliamsburgROW Bureau 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 the Title III of the Real Property Act of 1970, as amended.
- Fee takings, permanent easements, and/or temporary construction easements are required.

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

Environmental Permitting

- MassDOT Oversite
  - MEPA/NEPA
  - Section 106
  - USACE Programmatic General Permit
- Williamsburg Conservation Commission Oversite
  - NOI
- Community member will have opportunities to attend public hearings and comment on permits

How will the road user be affected?

ALERT: Traffic Impacts

- Two-way Alternating Traffic During Roadway, Drainage and Utilities Work
- Potential Short-Term Detours
- Staged Construction of Culvert
  - Temporary Signal – Two Way Alternating
- Maintain access to abutting properties at all times

Next Steps

1

Step 1:

25% design public hearing

2

Step 2:

File environmental permits

3

Step 3:

Complete 75% design

4

Step 4:

Final design

5

Step 5:

Advertising date

How will we keep you informed?

Contact Information

Comments must be submitted in writing within 10 days following the hearing.

- By Mail: Patricia A. Leavenworth, PE, Chief Engineer
  MassDOT
  10 Park Plaza, Boston, MA 02166
  Attention: Major Projects, Project File No. 607231

- By email: dot.feedback.highway@state.ma.us
  Subject Line: Attention: Public Hearing Webinar Comments: Project File No. 607231

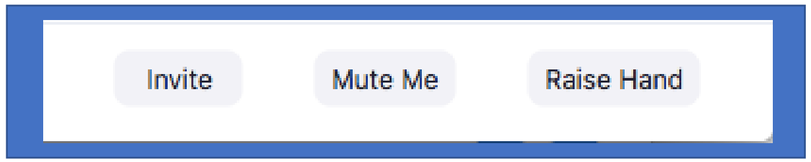
- Website address (Project Handout Form)
  https://www.mass.gov/orgs/Massachusetts-department-of-transportation

Questions and Discussion

Questions and answers

Instructions

- To comment, please click the **“Participants”** button at the bottom of your screen, then click the **“Raise Hand”** button (see below). Kindly wait for the moderator to recognize and call on you before speaking, you will be unmuted at this time.



- If you prefer to type your question in the Q&A box it will be answered in the order received and read out by the moderator to the project team.
- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.

Please share only one question or comment at a time, limited to 2 minutes, to allow others to participate.

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Thank You

Reconstruction of Mountain Street

Williamsburg | June 16, 2021 | 7:00 pm

Project File No. 607231

Project Manager: Greg Frazier