



**DESIGN PUBLIC HEARING**

**FEBRUARY 27, 2019 (SNOW DATE: FEBRUARY 28, 2019)**

**AT**

**WORCESTER TECHNICAL HIGH SCHOOL, AUDITORIUM**

**1 SKYLINE DRIVE**

**WORCESTER, MASSACHUSETTS**

**6:00PM**

**FOR THE PROPOSED**

**KELLEY SQUARE IMPROVEMENT PROJECT**

**IN THE CITY OF WORCESTER, 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**

**Project File No.609226**

A Design Public Hearing will be held by MassDOT to discuss the proposed Kelley Square Improvement Project in Worcester, MA.

**WHERE: Worcester Technical High School, Auditorium  
1 Skyline Drive  
Worcester, MA 01605**

**WHEN: Wednesday, February 27, 2019 @ 6:00 pm (Snow Date February 28, 2019)**

**PURPOSE:** The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Kelley Square Improvement Project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:** Kelley Square poses a number of safety risks for pedestrians, bicyclists, and motor vehicles. There were 403 reported crashes between January 2013 and December 2016, including 1 fatality. Twenty-one of these crashes involved pedestrians and five involved bicyclists. This project will address the safety and operational deficiencies faced by all users, including pedestrians, bicyclists, and motorists, while also supporting the local businesses and residents who call Kelley Square their home.

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

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 609226. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to [kelleysproj.worcester@dot.state.ma.us](mailto:kelleysproj.worcester@dot.state.ma.us)

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email ([MassDOT.CivilRights@dot.state.ma.us](mailto: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 (10) business days before the meeting.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

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 ISSUES**

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

### **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.

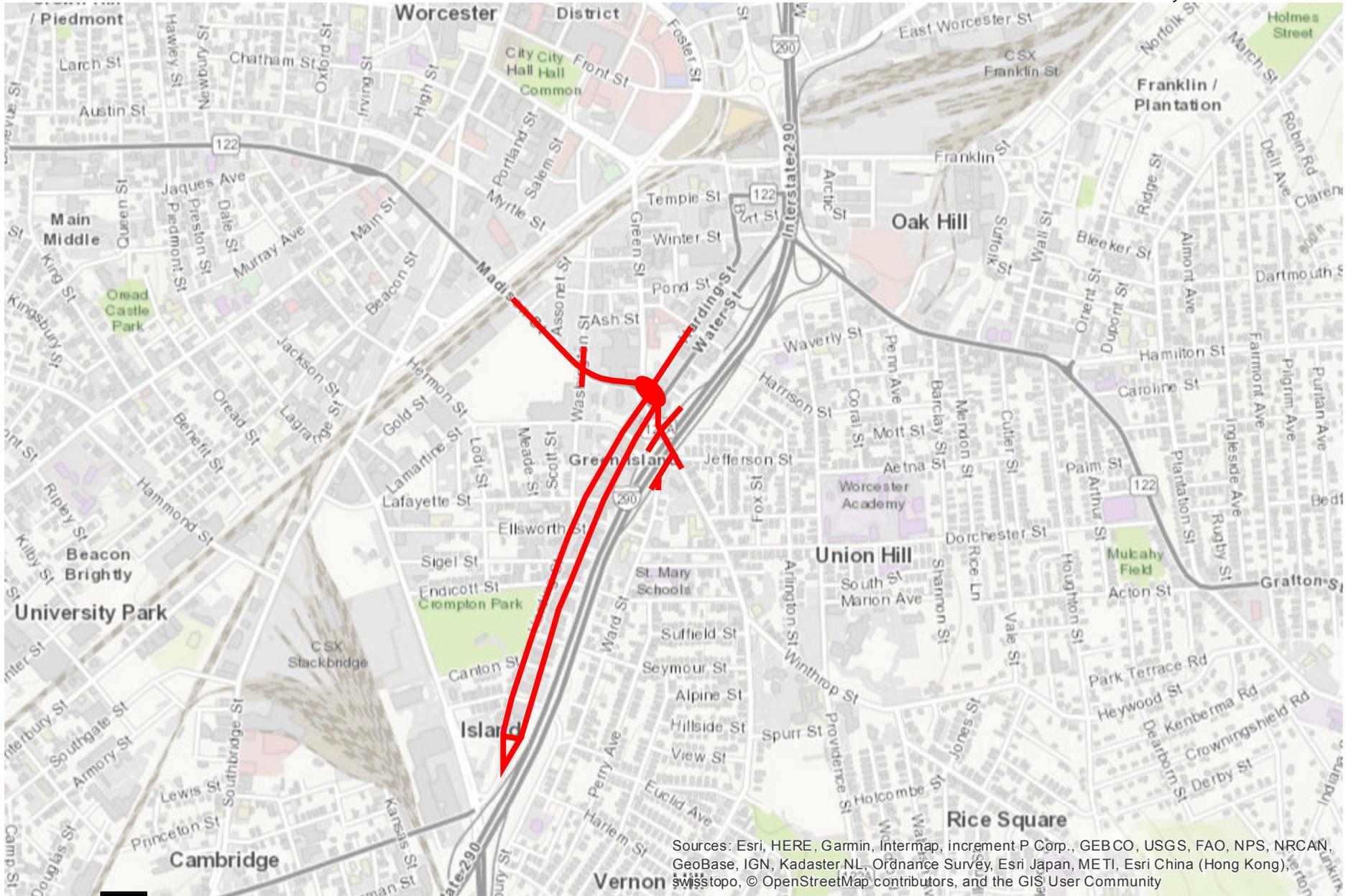
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, 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.



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community



**Kelley Square Improvements**

| Worcester, Massachusetts

**Project Location**

## **Project Description**

The Massachusetts Department of Transportation (MassDOT) and the City of Worcester are proposing to improve operations and safety within the general Kelley Square area of Worcester (the Project). The Project will address the safety and operational deficiencies all users face, including people walking, people biking and motorists, while also supporting the local businesses and residents. Intersection improvements will include roadway and intersection reconfiguration, roadway resurfacing and reconstruction, new and reconstructed sidewalks, wheelchair ramps, crosswalks, a new coordinated traffic signal system, stormwater improvements and utility relocations.

## **Project Purpose**

Kelley Square is in a vibrant and growing neighborhood and is comprised of a series of unsignalized intersections that creates a complex network of roadways. The adjacent Interstate I-290 interchange adds to the traffic congestion and complexity of traffic flow. Although beloved by many for its unique character, Kelley Square is one the highest crash locations in the Commonwealth. The purpose of this project is to address several needs:

- Improve safety for all users: pedestrians, bicyclists, and motor vehicles,
- Improve mobility for all users,
- Enhance neighborhood connectivity,
- Create a walkable and bikeable Kelley Square, and
- Support existing businesses and economic growth.

The proposed design achieves the goals of improving pedestrian accessibility and bicycle connectivity, while maintaining motor vehicle operations, with a creative solution that will keep Kelley Square unique.

## **Proposed Improvements**

The proposed design for Kelley Square is a modified modern roundabout. Unlike traditional modern roundabouts, this “peanut” is two circles joined together to address the two existing unsignalized intersections of Madison Street / Green Street / Harding Street and Vernon Street / Water Street / Millbury Street.”. While many roundabouts do not provide crossings across the center island, a crosswalk is proposed through the middle of the hybrid to meet pedestrian desire lines and allow the opportunity for the City of Worcester for placemaking.

A 10-foot shared-use path is included around the hybrid, extending along Madison Street westerly to Gold Street. On-street bike lanes are proposed for Harding Street on both side of Kelley Square, and a northbound separated bike lane is proposed for Harding Street north of Kelley Square that connects to an on-road bike lane north of Harrison Street that is under construction. Existing marked bike lanes on Green Street, Water Street, and Millbury Street will be retained.

As part of the conceptual design process the public was able to provide feedback on two alternatives to address the challenges associated with incorporating Millbury Street into the peanut, either making Millbury Street right-out only, or reversing the direction of Millbury Street and Harding Street South. In response to public input, the proposed design, Millbury Street and

Harding Street south of the Square will reverse direction to Arwick Street, just north of Brosnihan Square. This reversal requires modifications to the existing traffic signal systems at Endicott Street at Millbury Street and Harding Street.

West of the hybrid, Madison Street will be reconstructed to a four-lane roadway with 11-foot lanes and 2-foot shoulders. Both Washington Street approaches will be realigned to improve visibility for drivers. The existing traffic signal at Madison Street and Gold Street will be fully reconstructed as well as a new signal. A new street to be constructed through the private development proposed on the south side of Madison Street (by the City).

East of the hybrid, Vernon Street at the Interstate-290 westbound ramps will be signalized. Left-turns from I-290 westbound will be prohibited and it is anticipated that with elimination of this movement traffic will divert the Harrison Street off-ramp. The westbound on-ramp from Vernon Street will be widened to allow concurrent right and left-turns. The I-290 eastbound off-ramp will be widened to accommodate an exclusive left-turn lane and the Ward Street entrance will be realigned.

### **Right of Way**

A secure right of way is necessary for this project. There are permanent and temporary easements required for this project. The City of Worcester is responsible for securing all land necessary for construction. MassDOT's policy concerning land acquisitions will be discussed at the hearing.

### **Maintenance of Traffic During Construction**

It is the intent of the project that all streets remain open to through traffic during construction. However, temporary lane closures may be required. Also, during certain phases of the project, the travel lanes may be shifted and narrowed to accommodate construction operations. Delays to the traveling motorist shall be mitigated to the maximum extent possible during the period required for completion of the project. Much of the construction is proposed during overnight hours to reduce the delays. Access to abutting properties will be maintained at all times during construction. Short duration traffic detours are anticipated during the construction of various roadways. Pedestrian and bicycle access along the corridor will also be maintained at all times.

### **Project Schedule**

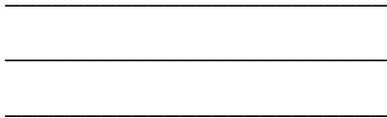
The project will be programmed in MassDOT's Statewide Transportation Improvement Program for Federal Fiscal Year 2019. The Plans on display this evening are at the 25% Design Stage (Preliminary Design Stage). Comments from this evening will be reviewed and considered to the maximum extent possible.

### **Project Cost**

The project construction cost will be funded with a combination of moneys from the Federal Highway Administration and the Commonwealth of Massachusetts and is currently estimated at \$14 million.



Please Fold and Tape



Please Place  
Appropriate  
Postage Here

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

RE: Design Public Hearing  
Kelley Square Improvement Project  
Worcester  
Project File No. 609226  
Roadway Project Management Section

