



DESIGN PUBLIC HEARING

MAY 12, 2009

AT

HUDSON TOWN HALL, SELECTMEN'S MEETING ROOM

HUDSON, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

RECONSTRUCTION OF ROUTE 85 (WASHINGTON ST.)

Project File No. 604812

IN THE TOWN OF HUDSON, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT

LUISA PAIEWONSKY
COMMISSIONER

FRANK A. TRAMONTOZZI, P.E.
CHIEF ENGINEER

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT**

NOTICE OF A PUBLIC HEARING
Project File No. 604812

A Design Public Hearing will be held by MassHighway to discuss the proposed Reconstruction of Route 85 (Washington Street) project in Hudson, Massachusetts.

WHERE: Town Hall, Board of Selectmen's Meeting Room
78 Main Street
Hudson, MA 01749

WHEN: **May 12, 2009 @ 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 Route 85 (Washington Street) project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The limits of the project along Route 85 (Washington Street) are from the bridge over the Assabet River continuing southerly to the Hudson/Marlborough City Line. This is a project length of approximately 1.5 miles. In general, the project includes roadway reconstruction, sidewalk improvements and traffic signal improvements. This includes minor widening of Route 85 along the northerly and southerly limits of the project, while more substantial widening is proposed along the middle portion where the cross section is being increased from two lanes of travel to accommodate five lanes of travel.

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

Written views received by MassHighway 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 MassHighway 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 Frank A. Tramontozzi, P.E., Chief Engineer, Massachusetts Highway Department, 10 Park Plaza, Boston, MA 02116. 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.

The community has declared that this facility is accessible to all in compliance with the ADA / Title II. However, persons in need of ADA / Title II accommodations should contact Angela Rudikoff by phone at (617) 973-7005 or email angela.rudikoff@eot.state.ma.us. Requests must be made at least 10 days prior to the date of the public hearing.

In case of inclement weather, hearing cancellation announcements will be posted on the MassHighway website <http://www.mass.gov/mhd>.

LUISA PAIEWONSKY
COMMISSIONER

FRANK A. TRAMONTOZZI, P.E.
CHIEF ENGINEER

Boston, Massachusetts



**THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION
MASSACHUSETTS HIGHWAY DEPARTMENT**

EOT

DEVAL L. PATRICK
GOVERNOR

TIMOTHY P. MURRAY
LIEUTENANT GOVERNOR

JAMES A. ALOISI JR.
SECRETARY

LUISA PAIEWONSKY
COMMISSIONER

Dear Concerned Citizen:

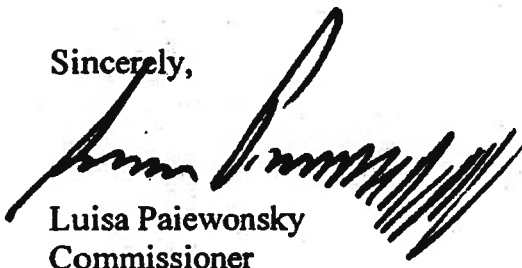
The Massachusetts Highway Department (MassHighway) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

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, MassHighway will review all of your comments and, where feasible, incorporate them into the design of the project.

Unfortunately, new construction often creates inconveniences for the public. MassHighway places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassHighway 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,



Luisa Paiewonsky
Commissioner

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.

TO SAFEGUARD THE PROPERTY OWNER

If your property, or a portion of it, must be taken by the State for a highway 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. **WHO CONTACTS ME?**

Representatives of the Right of Way Bureau of the Massachusetts Highway Department. They will explain the procedure to be followed in acquiring and paying for the property. An appraiser may ask questions needed to arrive at a fair price for your property.

2. **WHAT IS A FAIR PRICE FOR MY PROPERTY?**

Every offer is made to insure that an equitable value is awarded to you for the property, or to appraise the “damage” to the property as a result of the taking. MHD appraisers, independent appraisers, MHD “Review Appraisers” and a Real Estate Review Board may all contribute in arriving at a fair price. The State also pays a proportionate part of the real estate tax for the current year, and interest from the date the property is acquired.

3. **MUST I ACCEPT THE DEPARTMENT’S OFFER?**

No. If, after the figure established as a fair market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right within two years to appeal to the courts. PENDING a court decision, he or she can be paid a “protanto” (or “for the time being”) amount that in no way prejudices the court appeal.

4. **WHAT WILL HAPPEN TO MY HOUSE?**

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved; and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house.

5. **WHAT HAPPENS IF I MUST RELOCATE?**

In addition to the fair market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.

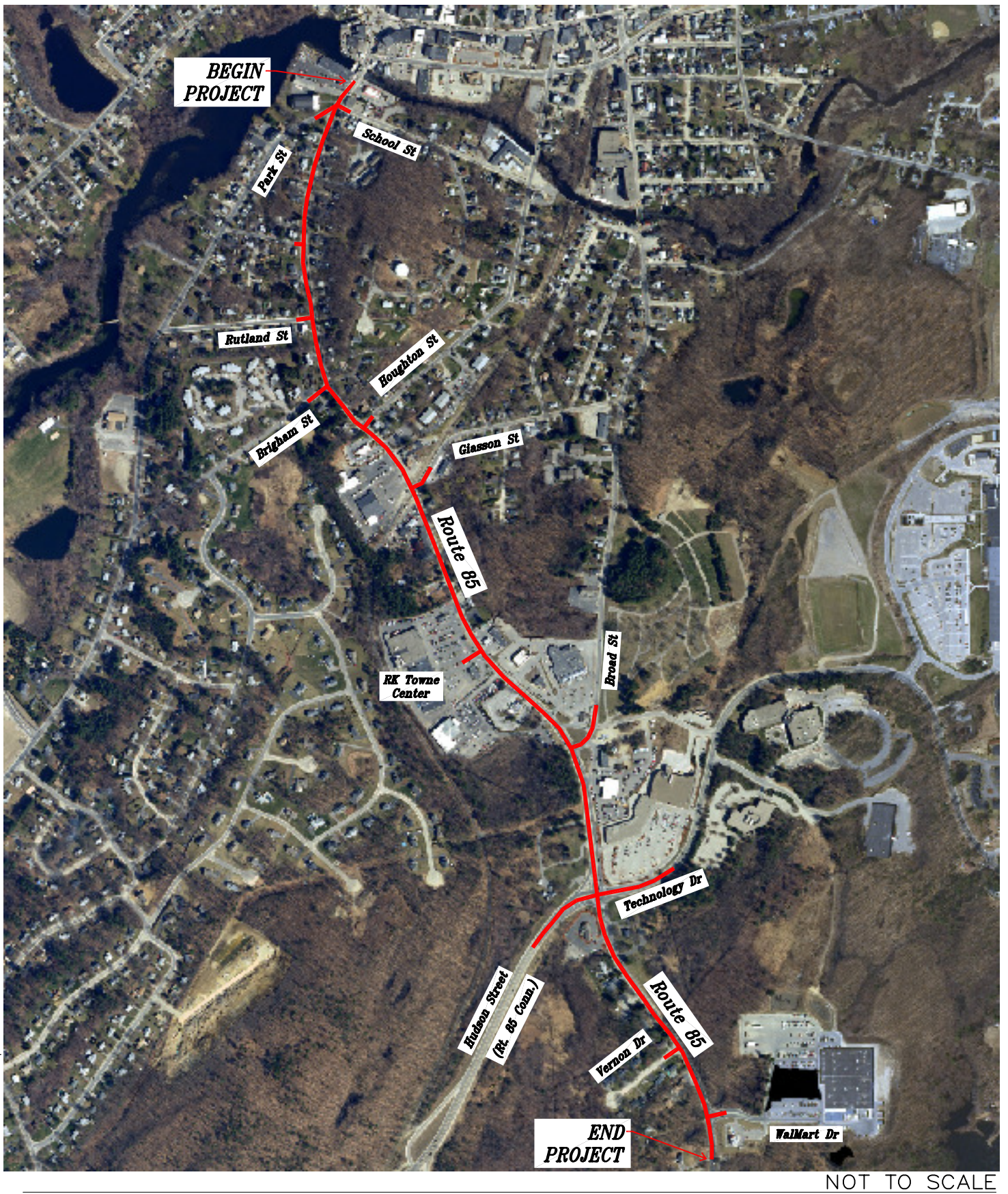


Figure 1
PROJECT LOCUS MAP

Reconstruction of Route 85 (Washington Street), Hudson, MA

Project Location

The limits of the project along Route 85 (Washington Street) are from the bridge over the Assabet River and continuing southerly to the Hudson/Marlborough City Line. This is a project length of approximately 1.5 miles. The majority of this section of roadway is currently owned and maintained by MassHighway. After construction of this project, the ownership and maintenance of the improved roadway will be transferred to the Town of Hudson.

Purpose

This project seeks to safely accommodate both pedestrian and bicycle users while enhancing vehicular safety and capacity, and improving traffic operations. This corridor provides access to both commercial and residential uses. Therefore, having adequate vehicular capacity and pedestrian accommodations are a vital need for the Town both now and will continue to be in the future.

Existing Conditions

Route 85 (Washington Street) is a two-directional roadway oriented in a north/south direction. The limits of Route 85 from the Marlborough City Line to Hudson Street and from Brigham Street to Route 62 are under Town jurisdiction. The remaining limits of Route 85 (Hudson Street to Brigham Street) are under MassHighway jurisdiction. The roadway is functionally classified as an “Urban Principal Arterial” (Hudson Street northerly to Route 62) and an “Urban Minor Arterial” (Hudson Street southerly to Marlborough City Line). The pavement surface width varies tremendously depending on the number of travel lanes. The width ranges from 25 feet to as much as 65 feet. This corresponds to a two-lane cross section to as much as a five-lane cross section (with median). Hot mix asphalt sidewalks are located on both sides of the roadway from Broad Street to the northerly project limit. South of Broad Street, a hot mix asphalt sidewalk is located on the westerly side of Route 85 until it terminates at Vernon Drive. No crosswalks or pedestrian phasing is provided at the existing Broad Street or Hudson Street/Technology Drive signalized intersections. There are no wheelchair ramps complying with the American Disability Act (ADA) standards. There is a variable width grass planting strip between the roadway and the sidewalk, although its location is sporadic along the corridor. The roadway has both granite curbing and hot mix asphalt berm. A double yellow centerline and variable width shoulders are striped along the corridor.

The abutting land uses are predominately commercial and residential. The street can be generally characterized as having fair pavement conditions with localized areas in poor condition. It is evident that trenching has occurred along portions of the roadway for utility purposes. The limits of Route 85 north of Hudson Street/Technology Drive has a posted speed limit is 30 miles per hour (mph) while the limits south of Hudson Street/Technology Drive has a posted speed limit of 40 mph.

Scope of Work

In general, the project includes roadway reconstruction and sidewalk improvements. This includes minor widening of Route 85 along the northerly and southerly limits of the project, while more substantial widening is proposed along the middle portion where the cross section is being increased from two lanes of travel to accommodate five lanes of travel. New drainage facilities are proposed along the project limits wherever feasible.

Beginning at the southerly project limit, specific improvements are described below:

From the Marlborough City Line northerly to Hudson Street (Route 85 Connector), cement concrete sidewalks are proposed along both sides of Route 85. The intersection of Route 85 at Walmart will be reconstructed to provide bicycle accommodations and will be handicap accessible. The proposed cross section consists of 11 foot travel lanes with 4 foot shoulders. An exclusive southbound left turn lane and an exclusive northbound right turn lane are provided along Route 85 at its intersection with Walmart as currently exists.

At the intersection of Route 85 at Hudson Street (Route 85 Connector)/Technology Drive an additional exclusive northbound left turn lane is being added resulting in a dual left turn for this approach. Also, the lane use along the Technology Drive westbound approach is being revised to include a third through lane. As a result, an additional receiving lane is being added along Hudson Street. New traffic signals installed on a span wire are proposed at this intersection while crosswalks and pedestrian accommodations are provided.

Between Hudson Street/Technology Drive and Broad Street, Route 85 consists of a four lane cross section (two-11 foot lanes in each direction with 4 foot shoulders) with 5 foot sidewalks on either side. A raised concrete median island is also provided within these limits to restrict left turn access.

The intersection of Route 85 at Broad Street is currently signalized. The project proposes to remove the traffic signal and replace it with a two-lane roundabout. The outside diameter of the roundabout is approximately 180 feet. A 100 foot diameter center island is proposed that will be landscaped. A 10 foot wide mountable surface (scored concreted) is provided adjacent to the raised center island to accommodate truck turns though the roundabout. Pedestrian crosswalks are proposed at the splitter islands along all approaches.

Immediately north of the Broad Street roundabout, Route 85 is widened to provide a four lane cross section with the majority of widening on the east side of Route 85.

At the R.K. Towne Center driveway, Route 85 is widened to provide a five lane cross section for the proposed traffic signal. This includes 11 foot travel lanes, 4 foot shoulders and 5 foot sidewalks. An exclusive left turn lane is proposed along the Route 85 northbound approach while two through lanes are provided both northbound and southbound. The new traffic signal will be fully actuated, accommodates bicyclists and includes appropriate pedestrian phasing.

North of the RK Towne Center signal, the cross section along Route 85 will be reduced to four lanes and a new traffic signal will be provided at the intersection of Giasson Street and the Assabet River Rail Trail. Two general purpose lanes will be provided in each direction along Route 85 at the Giasson Street traffic signal. An exclusive pedestrian phase is proposed to accommodate the Assabet River Rail Trail users.

North of Giasson Street, the Route 85 cross section is reduced to two travel lanes in the vicinity of Houghton Street before widening out to provide an exclusive northbound left turn lane to Brigham Street. A substantial amount of widening is required along the west side of Route 85 in order to provide the warranted northbound left turn lane. Brigham Street meets eight hour traffic signal warrants and a traffic signal is proposed. The traffic signal will not only improve vehicle capacity at the intersection, but also provides safer operations given the very limited sight distance. A crosswalk is provided across Brigham Street and Route 85 at this intersection.

Between Brigham Street and Park Street/School Street, the Route 85 improvements are limited to cold plane and overlay while the existing curb line is maintained. However, sidewalks and driveways will be improved within these limits.

The intersection of Route 85 at Park Street/School Street will be signalized as part of this project. Eight hour traffic signal warrants are met at this location while considering existing traffic volumes. Single lane approaches are provided with the exception of the Route 85 southbound approach where a shared left/through

lane and an exclusive right turn lane are proposed.

The project ends and the existing cross section is met along Route 85 just south of the bridge over the Assabet River. Improvements to this bridge are not anticipated as part of this project. Overall the project length is approximately 7,700 feet (1.5 mi) without considering the lengths of improvement along each of the minor street approaches.

The implementation of the proposed design will require, but is not limited to: cold planing and a pavement overlay; full depth reconstruction, as necessary; the minor realignment of side street approaches; the installation of new vertical granite curb; the installation of new handicap accessible wheelchair ramps; sidewalk installation or reconstruction; the installation of four new traffic signals; the upgrade of two existing traffic signals; the removal of an existing traffic signal; the installation of a two-lane roundabout; the installation of a closed loop traffic signal system; the installation of new drainage facilities; and new or improved signing and pavement markings.

Utilities

Existing utilities along the project will require adjustment in order to accommodate the proposed work. This includes the relocation of utility poles where roadway widening is proposed. All surface utilities (manholes, gas gates, water gates, etc.) will require adjustment to meet the finished roadway grades. New drainage facilities are proposed as necessary to supplement the existing drainage system along the project.

Right of Way Impacts

Temporary and permanent easements may be needed for work conducted outside the highway right-of-way on private property for construction. The Commonwealth of Massachusetts is responsible for securing all needed rights for performing the related roadway work. MassHighway's policy regarding land acquisitions will be discussed at the hearing.

Project Status

The Plans on display this evening are 25% (preliminary design stage) complete. Comments from this evening will be reviewed and addressed in the final design. The process will continue to the final Plans, Specifications, and Estimates and the award of a construction contract. Construction is anticipated to be complete within two construction seasons.

Project Costs

At this time, the estimated participating cost of construction is approximately \$8,430,000 and does not include the necessary right-of-way costs. Funding for the construction of this project will be by the Federal Highway Administration and the Commonwealth of Massachusetts. The project must be programmed for construction in the Transportation Improvement Program by the Town and Regional Planning Agency within the appropriate fiscal year.

Please Fold and Tape



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Appropriate
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Frank A. Tramontozzi, P.E.
Chief Engineer
Massachusetts Highway Department
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
RECONSTRUCTION OF ROUTE 85 (WASHINGTON STREET)
HUDSON
Project File No. 604812

