



DESIGN PUBLIC HEARING

WEDNESDAY, MAY 23, 2018 AT 7:00 P.M.

AT

PRESCOTT BUILDING
NASHAWAY MEETING ROOM
701 MAIN STREET
LANCASTER, MASSACHUSETTS 01523

FOR THE PROPOSED

MAIN STREET (ROUTE 70/117 IMPROVEMENTS
Project No.: 608779
Roadway Project Management

IN LANCASTER, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER

Arlington Reporting Corporation
(339)674-9100

PRESENTERS

Albert Miller, Project Manager,
 MassDOT - Highway Division
 Robin Giando, Right of Way Bureau,
 MassDOT - Highway Division
 Stephen Risotti, District 3 Office,
 MassDOT - Highway Division
 Ross Goodale, District 3 Office,
 MassDOT - Highway Division
 Jonathan Rockwell, P.E., Transportation Engineering,
 TEC, Inc.
 Lauren Nicholson, TEC, Inc.

SPEAKER INDEX

<u>Name</u>	<u>Page</u>
Albert Miller, Moderator, MassDOT - Highway Division,	6, 7, 11, 19, 20, 29, 30, 31, 32, 38, 39, 40, 42, 43, 44, 45, 46, 47, 48, 52, 53, 54, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 73, 74, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99
Robin Giando, Right of Way, MassDOT - Highway Division	9, 74
Jonathan Rockwell, TEC, Inc.	6, 7, 11, 19, 20, 27, 28, 32, 33, 34, 35, 36, 37, 38, 39, 41, 43, 48, 49, 50, 51, 52, 53, 54, 58, 59, 60, 61, 63, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 81, 87, 88, 89, 90, 91, 92, 93, 96

<u>Name</u>	<u>SPEAKER INDEX</u>	<u>Page</u>
Kathleen Griffin		27, 28, 31, 32, 33, 34, 44, 45, 50, 56, 57, 58, 59, 60, 61, 64, 74, 75, 76, 78, 80, 81, 86, 88, 89, 90, 91, 95, 98, 99
Dave Newbould		32, 33, 34, 35, 36, 37, 38, 46, 47, 48, 54, 55, 56, 78, 79, 80, 93, 94, 95, 96
John Foster		38
Mark Finnerty		39, 40, 41, 42, 46, 56, 57, 73, 74, 75, 84, 85, 86
John King		43, 53, 78
Mary Zeh		43, 44, 96
Tom Early		45, 46
Greg Leonard		48, 49, 50, 51, 52, 86, 87, 97, 98
Jonathan Roper		53, 54, 55, 56
Chris Belt		59, 60
Marilyn Chambers		60, 61, 98, 99
Cheryl Sendrowski		62, 63
Marcie Giannattasio		64, 65, 66, 67
Barbara Belisle		68, 69, 70
Matt Zeh		70, 71, 72, 73, 86
Patrick Sullivan		76

<u>Name</u>	<u>SPEAKER INDEX</u>	<u>Page</u>
Richard Dudley		76
Anne Ogilvie		81
Selectman Stan Starr		83, 84, 91, 92
Eric Jones		88, 95, 96
Jen Fletcher		90, 91, 93
Noreen Piazza, Planning Director		93
Angie Tollefson		94, 95

<u>Description</u>	<u>EXHIBITS</u>	<u>Page</u>
Notice of Public Hearing/Brochure		102-110
Sign-In Sheet		111-119
Public Comments		120-128

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

P R O C E E D I N G S

MODERATOR ALBERT MILLER: Good evening ladies and gentlemen. My name is Al Miller. I'm the project manager for the project which is being presented this evening. It's the reconstruction of Main Street Improvements involving Routes 70 and 117. I'm assigned to the Roadway Project Management Section, which is located at the Massachusetts Department of Transportation's Highway Division Headquarters in Boston. I was directed by the Chief Engineer Patricia Leavenworth to conduct tonight's hearing.

Once the hearing is completed this evening, the attendance sheet will become a part of the public record for the hearing. So, if you'd like your attendance at this hearing to be a part of that public record, I ask that you please sign in on the sign-in sheet which is located at the entrance.

The handouts contain details regarding the project are next to the sign-in sheet.

First, I would like to introduce the members of the hearing panel. To my far left from The Engineering -- what does TEC stand for?

JONATHAN ROCKWELL: Corp.

1 MODERATOR MILLER: Corp?

2 JONATHAN ROCKWELL: The Engineering
3 Corp.

4 MODERATOR MILLER: -- the Engineering
5 Corporation is Ms. Lauren Nicholson. And beside her
6 is Ms. Robin Giando from DOT's Worcester Right of Way
7 Office. And beside her is Mr. Jon Rockwell, P.E.
8 from the TEC who are working for the Town. Mr. Greg
9 Tarbox of Arlington Typing & Mailing, from Arlington,
10 MA, is making the verbatim transcript of tonight's
11 hearing.

12 The Notice of Public Hearing appeared
13 in the *Lancaster Times* on May 10th and May 17th of
14 2018. You can see it on page two of the handout.

15 We're looking for ways to better
16 publicize these public meetings. Could you tell me
17 by a show of hands how you found out about this
18 meeting? Was it a legal ad in the newspaper? Two?

19 AUDIENCE: I got the letter.

20 MODERATOR MILLER: Two? Was it a
21 MassDOT Official?

22 AUDIENCE: Yes.

23 MODERATOR MILLER: Okay. Was it a
24 City or Town Official that may have alerted you?

1 Three, four, five, six, seven, eight. Okay.
2 Fantastic.

3 Town website perhaps? One, two,
4 three, four. Okay.

5 Or a neighbor or a friend or word-of-
6 mouth?

7 Okay. Super. Thank you very much.

8 Now, a copy of the notice is in the
9 handout and will be attached in the final hearing
10 transcript.

11 The purpose of this project is to
12 enhance public safety, efficiency, and accessibility
13 throughout this corridor for vehicles, pedestrians,
14 and bicyclists.

15 Page seven of the handout explains
16 more specifics of the project purpose. The purpose
17 of the public hearing gives us an opportunity to make
18 a formal presentation of the proposed project and, at
19 the same time, allows us to record your input
20 regarding the project.

21 The Federal Highway Administration is
22 funding 80 percent of the total construction cost.
23 MassDOT is funding the remaining 20 percent of the
24 funding cost.

1 This project must be programmed in the
2 statewide Transportation Improvement Program in the
3 appropriate federal fiscal year in order for the
4 MassDOT to solicit bids for eventual construction. I
5 see this one is proposed to be placed into the
6 federal fiscal year STIP for fiscal year 2020.

7 The total estimated cost of the
8 project is approximately \$2.6 million. This does not
9 include any right of way acquisition costs.

10 The design is expected to be completed
11 in the fall of 2019. Construction is expected to be
12 completed within an 18- to 24-month period.

13 At this time, I would like to ask Ms.
14 Robin Giando from our Right of Way Section to explain
15 the right of way procedure.

16 Robin?

17 ROBIN GIANDO: Thank you.

18 Good evening. When the Commonwealth,
19 acting through its Massachusetts Department of
20 Transportation Highway Division, indicated it would
21 accept this \$2.6 million project for funding, your
22 municipality accepted certain responsibilities. One
23 of those responsibilities is the acquiring of all of
24 the necessary rights in private and public lands for

1 the design, construction, and implementation of this
2 project.

3 My function is to review and recommend
4 procedures that your municipality will utilize in
5 acquiring these rights. The procedures used may
6 comply with both federal and state regulations. The
7 current design plans indicate that no fee
8 acquisitions and three permanent easements will be
9 required. Other areas may require temporary
10 easements.

11 Your municipality may acquire the
12 needed rights through a combination of donations,
13 eminent domain, deed grants, permits, or rights of
14 entry. Frequently municipalities will appeal for
15 donations to minimize the acquisition costs to your
16 community. Donations and right of entry are not
17 required; however, the property owners are entitled
18 to an appraisal and just compensation.

19 This project cannot be advertised
20 until the proposed right of way is secured and a
21 Right of Way Certificate is issued.

22 Affected property owners' rights are
23 protected under our Massachusetts General Laws,
24 primarily Chapter 79. And because this project is

1 receiving federal funds, the property owner rights
2 are further defined under Title III of the Real
3 Property Acts of 1970, as amended.

4 I will be happy to answer general
5 questions concerning right of way activities during
6 the open forum, and I will be available after the
7 hearing for any specific questions you may have.

8 Thank you.

9 MODERATOR MILLER: Great. Thank you
10 Robin.

11 Mr. Jonathan Rockwell from TEC will
12 describe the project in detail for you. I ask that
13 you hold your questions until Jon completes the
14 presentation.

15 JONATHAN ROCKWELL: Thanks, Al.

16 As Al mentioned I'm John Rockwell.
17 I'm from TEC, the project manager for the
18 intersection improvement project, the corridor
19 improvement project. We're the consultant to the
20 Town to assist them with moving the design through
21 the MassDOT project development and design process.

22 The design that we're presenting
23 tonight is at 25 percent level. It's at the early
24 stage of design. The intent of the public hearing,

1 as Al mentioned, is to present the early-stage design
2 to you and give you the opportunity to ask any
3 questions and offer feedback that potentially can be
4 incorporated into the design as feasible as we bring
5 the design through the later stages of 75 percent and
6 100 percent design.

7 As you know, the project location is
8 Main Street. The general project limits are between
9 Lunenburg Road, the Route 70 intersection, and the
10 intersection of Seven Bridge Road where Main Street
11 turns off to the south.

12 This is kind of a critical regional
13 connection given that this segment of roadway
14 provides connectivity to interstate I-90 or
15 Interstate 190 to the west, Route 2 to the north, and
16 495 to the east.

17 Just to give you a little bit of a
18 history, project history, and touch on some of the
19 milestones that have occurred to date leading up to
20 this 25 percent design public hearing, back in 2016
21 the project need was kind of established around that
22 period. And the project need form was submitted to
23 the DOT and allowing the project to basically start
24 moving forward through the DOT development process.

1 MassDOT also conducted a survey in 2016 for the
2 entire corridor.

3 In 2017, a PIF was submitted. That's
4 a Project Initiation Form. And, you know, that's
5 more or less kind of an application to get the
6 project into the pipeline to allow it to ultimately
7 receive state and federal funding and move forward to
8 construction.

9 In early May of 2017, we conducted a
10 Road Safety Audit at the intersection of Main Street
11 and Lunenburg Road. And a Road Safety Audit is
12 basically a kind of a detailed evaluation of all of
13 the issues going on at an intersection, safety
14 deficiencies, and it comes up with potential measures
15 for improvement for that intersection location. And
16 the Road Safety Audit is also a necessary step in the
17 DOT design build process as part of the 25 percent
18 design submittal when an intersection has been
19 identified as a high-crash location which is among
20 the top 5 percent in the region for crash ratings.

21 Toward the end of May last year, at
22 that point we had developed some initial alternatives
23 for the corridor improvements and held a public
24 hearing with the Town to bring -- again, get feedback

1 even prior to beginning to develop that 25 percent
2 design level. So, we got some initial feedback at
3 that public info meeting that allowed us to determine
4 the preferred alternative to bring forward through
5 the 25 percent design.

6 And then in July of last year, we
7 submitted the 25 percent design to DOT. Since that
8 time, the Town and the DOT have been reviewing the
9 project with preliminary plans. And here we are
10 tonight at the public hearing.

11 So, existing conditions throughout the
12 corridor: One of the things that was noted in the
13 RSA and our data collection shows that there's pretty
14 high speeds throughout the corridor.

15 Main Street between Lunenburg Road and
16 Seven Bridge Road, the 85th percentile speed, which is
17 the speed at which 85 percent of vehicles travel at
18 or below. And that's the speed that engineers use to
19 generally set speed limits. The 85th percentile speed
20 was found to be between 38 and 39 miles an hour
21 depending on the direction. On this segment of
22 roadway on Main Street, as you probably know, is a
23 30-mile-an-hour zone. So, the speed is significantly
24 higher than what's posted today.

1 The speed on Lunenburg Road, the data
2 collection here was a little further north of Main
3 Street. We found that speed was about 45 miles an
4 hour, which is consistent with the speed limit
5 further away from Main Street. The speed limit does
6 drop heading south toward Main Street to a 25-mile-
7 an-hour zone.

8 And, then on the south leg of Main
9 Street, we found that the 85th speed there was 39
10 miles an hour, which is, again, a little bit higher
11 than the posted speed of 35.

12 The traffic volumes throughout this
13 segment of the project: The Main Street segment,
14 it's about 20,000 vehicles per day between Lunenburg
15 Road and Seven Bridge Road. It's pretty high for a
16 residential main street corridor zone.

17 On Lunenburg Road, it's a little over
18 8,000 vehicles per day.

19 And on Main Street, we're looking at
20 about 6,600 vehicles per day in that segment.

21 Now, as part of the 25 percent design
22 submittal, we prepare what's called a Functional
23 Design Report. It's basically a traffic analysis, a
24 summary of the traffic analysis that summarizes the

1 traffic queues that queue up at intersections. It
2 summarizes the operations and how well the
3 intersections are operating today, and it tests how
4 our improvements will improve that level of service
5 and those operations.

6 At Lunenburg Road and Main Street, we
7 found at this, which I'm sure you've observed, most
8 of you, there's pretty significant queuing there
9 during the morning and evening peak hours. The queue
10 runs around 575 feet, plus or minus 600 feet, in the
11 morning and the evening peak hours.

12 And the operations there today are a
13 Level of Service F, which basically means that
14 intersection is failing in its current unsignalized
15 condition.

16 Looking to the east at the
17 intersection of Main Street and Seven Bridge Road,
18 the morning peak queue isn't as bad as some of the
19 other locations. It's about 150 feet heading toward
20 the intersection. In the evening though, that one
21 moves to a 340-, 300-foot-plus queue. So, a lot of
22 vehicles queued up here.

23 Again, operations at this location,
24 similar to the other intersection, Level of Service

1 F. This intersection is failing as well today.

2 So, to step back, a little more detail
3 on the Road Safety Audit. Looking at the crash
4 statistics that we evaluated as part of that audit,
5 there were 39 crashes in the five-year period between
6 2012 to 2016 at Lunenburg Road and Main Street.
7 That's about eight crashes a year. Thirteen percent
8 of those were injury crashes, thankfully, non-fatal.

9 Forty percent of the crashes were
10 angle crashes. And those are typically occurring
11 between vehicles that are making turns at the
12 intersection, whether it's the conflict between a
13 left turning vehicle from Main Street with a vehicle
14 that's turning right potentially from Main Street, or
15 another conflict could be if a vehicle is turning
16 left from Lunenburg Road onto Main Street,
17 conflicting with a vehicle that's going through on
18 Main Street.

19 Thirty percent of the crashes were
20 rear-end crashes. Rear-end crashes are typically
21 associated with driver indecision in a congested
22 area. So, a vehicle may come up to the stop line,
23 think that they can make the gap but then quickly
24 realize that a vehicle was coming on too quickly from

1 Main Street, hit the brakes and get rear-ended.
2 Similar conditions can happen along Main Street as
3 well. So, the crash rate here was found to be about
4 two times the statewide average for unsignalized
5 intersections.

6 So, some of the existing challenges:
7 Looking at the -- kind of the western end of the
8 corridor down at Lunenburg Road, there's a lack of
9 ADA compliant curb ramps and crosswalks there. There
10 is a sidewalk, as you know, along the south side of
11 Main Street, separated by a grass buffer. There's no
12 curb separation there. It's just flush generally
13 with the roadway.

14 There's also restricted visibility for
15 vehicles turning out of Lunenburg Road, partly due to
16 the structure here but also due to the percentage of
17 large and heavy vehicles restricting sightlines for
18 the smaller passenger cars looking to make turns when
19 they have a larger vehicle, tractor-trailer truck,
20 parked next to them waiting to turn as well.

21 There's deteriorated pavement markings
22 for this segment of the roadway. There were also
23 some drainage issues that were identified during the
24 Road Safety Audit and also in our discussions with

1 public works. Much of that I think has to do with,
2 or some of that has to do with, the lack of curbing
3 at the intersection causing siltation that's clogging
4 the catch basins on an annual basis.

5 There's also a lack of bicycle
6 accommodations along Main Street today. The shoulder
7 today is only about a foot wide, not really safe or
8 inviting for bicycle use.

9 And as we look just east of
10 Buttonwood, there's a pedestrian crossing, a
11 crosswalk that's striped there today in a somewhat
12 unsafe location given that it's right on the midpoint
13 of that curb, pretty limited sight distance to any
14 pedestrians that may be crossing there.

15 And then Buttonwood Lane itself

16 AUDIENCE: Excuse me.

17 JONATHAN ROCKWELL: Yeah?

18 AUDIENCE: We can't hear you out here.
19 We're not participating. Do you have a mic at all?

20 MODERATOR MILLER: No. No, if you
21 could come in --

22 AUDIENCE: That's a few seats here.

23 AUDIENCE: There's a couple of seats
24 still here.

1 MODERATOR MILLER: There's a seat
2 behind you. There's a seat here. I see a seat. We
3 still have two more seats up here. And one more
4 seat. I think that's it. Any in the back?

5 JONATHAN ROCKWELL: All right. So, I
6 was just saying the skewed intersection of Buttonwood
7 Lane comes in at a pretty severe skew, which makes it
8 very difficult for vehicles exiting Buttonwood Lane
9 to look over their shoulder to see oncoming traffic.
10 And, again, as I mentioned earlier, the oncoming
11 traffic is coming at a pretty high rate of speed,
12 higher than the speed limit certainly.

13 Then at Lunenburg Road itself, the
14 intersection corners there, they're pretty wide,
15 which allows a very high -- relatively high-speed
16 turning as well, which is not the safest condition.

17 Heading to the easterly portion of the
18 corridor back down toward the Seven Bridge Road
19 intersection, the existing challenges here are very
20 similar: lack of bicycle accommodations, as I
21 mentioned, narrow shoulders.

22 There's another uncontrolled ped
23 crossing here near Shirley Road. Again, very similar
24 wide turning radius for vehicles turning from Main

1 Street to head south on Main Street, to continue
2 south on Main Street. And there's the potential
3 there with that large radius for vehicles to be in
4 conflict with vehicles turning left from Seven Bridge
5 Road.

6 Then, again, similar deteriorated
7 pavement markings here, somewhat similar drainage
8 issues that were identified by the DPW that we're
9 looking to address in conjunction with the project.

10 When you're heading west on Seven
11 Bridge Road, there's also some restricted visibility
12 here as you approach the intersection primarily due
13 to the vegetation in this inside corner. And, again,
14 the lack of ADA compliant curb ramps, pedestrian
15 crossings, and there's no sidewalk on the north side
16 today, just on the south heading toward Main Street.

17 Now, as part of the early design
18 development process for DOT projects, we're required
19 to look at an alternatives analysis. And one of the
20 things that DOT encourages us to look at is
21 roundabout alternatives versus traffic signals. So,
22 in the early process, roundabouts were considered at
23 both of these intersections. But as you can imagine,
24 just looking at the plan here, roundabouts generally,

1 especially in a corridor with relatively high truck
2 volumes, require us to make it a larger roundabout to
3 accommodate larger trucks circulating around and
4 turning those turns. So, in order to accommodate
5 those larger trucks, the roundabout has to be on the
6 order of 100, 120 feet in diameter, which would end
7 up requiring pretty significant property takings on
8 the northeast and northwest corners and then on the
9 south side here.

10 Constructability and disruption during
11 construction is also a lot greater with a roundabout
12 given the need to stage the movements versus the
13 installation of a traffic signal, which would be
14 installed just on the side of the road generally as
15 you're going through the construction process.

16 So, we also -- also, a roundabout was
17 looked at at the intersection of Main Street and
18 Seven Bridge Road. Similar issues here: permanent
19 taking required on the north side; small permanent
20 taking required here; and then a much more
21 significant large taking required on the southeast
22 corner to accommodate this two-lane approach here
23 given the volume of cars that are turning right as
24 well as to stay on Main Street.

1 Now that we've talked a little bit
2 about the existing conditions and the existing
3 challenges, I just want to touch on or review the
4 proposed improvements.

5 So, looking at, again, the west end of
6 the project, Lunenburg Road, we'll be extending the
7 existing turn lanes, left and right turn lanes on
8 Lunenburg Road to provide additional view storage;
9 introducing five-foot bike lanes in both directions
10 on Lunenburg Road within the project limits; and then
11 introducing a granite curb with a sidewalk along the
12 east side up to the first two residences there to
13 provide that pedestrian connectivity to the corridor.

14 Main Street west of the intersection,
15 we'll be introducing an exclusive left turn lane, and
16 then east of the intersection an exclusive right turn
17 lane. And those allow the intersection to process
18 vehicles more efficiently.

19 We'll be introducing a new traffic
20 signal at this intersection. The traffic signal will
21 have vehicle and bicycle detection. It will have
22 pedestrian accommodations, which will allow for an
23 exclusive pedestrian phase whereby a pedestrian
24 pushes the pushbutton, all the vehicles stop, a

1 pedestrian can safely cross any of the three
2 crosswalks that you see.

3 The traffic signal would also
4 incorporate an emergency preemption for any first
5 responding vehicles, emergency vehicles, to be able
6 to clear the approach that they're approaching from
7 while all other vehicles are stopped at the
8 intersection.

9 The typical section along Main Street
10 will consist of 11-foot lanes with a four-foot
11 shoulder on the north side, a two-foot shoulder on
12 the south side. And then along the north side, we're
13 proposing to introduce a granite curb with a new
14 sidewalk, a five-foot wide concrete sidewalk on that
15 side of the roadway throughout the project area.

16 On the south side of the roadway,
17 we're proposing to introduce a granite curb there as
18 well with a three-foot grass buffer and then an
19 eight-foot shared use path. And the shared use path
20 allows both pedestrians and bicyclists to get off of
21 the roadway. They can travel in either direction on
22 that path. It's a much safer alternative than on-
23 road bicycling.

24 Now, heading east toward Buttonwood,

1 you can see we're proposing to realign the approach
2 at Buttonwood Lane from that severe skew that I
3 discussed before to more of a right angle
4 intersection. And that allows for better sightlines
5 for vehicles turning out of Buttonwood Lane.

6 And then at the end of Otis Street
7 here, one feature of the project is that we're
8 proposing to close Otis Street just past this last
9 residential driveway, providing some additional green
10 space here. And that will eliminate that, you know,
11 an additional conflict point between the two
12 signalized intersections.

13 Heading east on Main Street, this
14 section of the corridor, the typical section on Main
15 Street is the same, you know, that new sidewalk on
16 the north side, the shared use path with the grass
17 buffer on the south side. And then we're looking to
18 introduce an exclusive right turn lane to Main Street
19 to continue on Main Street south, and an exclusive
20 left turn lane for Seven Bridge Road to turn onto
21 Main Street.

22 We're also introducing a new traffic
23 signal at this intersection. And that intersection -
24 - this traffic signal would operate very similar to

1 the operation I described before.

2 Actually, one feature I didn't mention
3 about the traffic signal is the introduction of the
4 left turn lanes with the signal allows you to have
5 protected left-turn phasing, so that when you come up
6 on the intersection, you get into that left-turn lane
7 and wait for the minimum amount of time that the
8 signal is signing it, and then you will get a green
9 arrow while all the other approaches are stopped.
10 So, it allows you turn without conflict.

11 Another feature of this intersection
12 location, we're introducing pedestrian refuge islands
13 on the westerly leg and the southerly leg. And those
14 will allow for shorter crossing distances in the
15 event that a pedestrian is not able to cross the
16 entire roadway at one pass. It allows them a safe
17 place to rest midway.

18 And then Main Street will be realigned
19 slightly to tighten up this radius here, slow that
20 traffic down that's turning right to continue on Main
21 Street. It will make it safer for this pedestrian
22 crossing here to continue to cross without fear of
23 being run over as much with the faster turning
24 vehicles.

1 Throughout the corridor, the drainage
2 issues I mentioned earlier will be addressed with
3 system modifications throughout the entire corridor.
4 Within the entire project limits, the roadway will be
5 resurfaced.

6 KATHLEEN GRIFFIN: How far up on Seven
7 Bridge Road do you --

8 JONATHAN ROCKWELL: On Seven Bridge
9 Road, it's approximately 250, 300 feet from Main
10 Street, just where you see it colored in.

11 KATHLEEN GRIFFIN: Yes, I know.
12 Right. That's my driveway right at the end. And
13 there was a water main break, a line that goes to the
14 Carter-Washburn House across the street from us.

15 JONATHAN ROCKWELL: Mm-hum.

16 KATHLEEN GRIFFIN: And, um, when they
17 repaired that break, the earth underneath when they
18 filled it in and it, you know, paved over, washed
19 away. And they had to come back and repair.

20 JONATHAN ROCKWELL: Mm hum.

21 KATHLEEN GRIFFIN: But, since then,
22 it's just been -- and it's been a few years now --
23 the whole segment of that road from --

24 JONATHAN ROCKWELL: Sort of a trench

1 patch there.

2 KATHLEEN GRIFFIN: Oh, the trench path
3 like that. I'm concerned about the sewer line, too,
4 because there's like a, you know, blue kind of mark
5 all the way up the road. But the asphalt has totally
6 been degraded. It's strewn all over the place.
7 There's a big bump. We just had --

8 JONATHAN ROCKWELL: How far down the
9 project? Just --

10 KATHLEEN GRIFFIN: We're -- that's our
11 home and we have two driveways.

12 JONATHAN ROCKWELL: Okay.

13 KATHLEEN GRIFFIN: And we just had a
14 muffler from a big truck just fall in the middle of
15 our driveway. You know, so --

16 MODERATOR MILLER: Can we let -- can
17 we let Jon get through the presentation?

18 KATHLEEN GRIFFIN: Yes. Yes. I just
19 wanted to know if the asphalt will continue up to the
20 tracks maybe.

21 JONATHAN ROCKWELL: To kind of give
22 you a visualization of what the improvements would
23 like, there's a photo of the existing condition
24 today. This is facing west, just west of the Main

1 Street/Seven Bridge Road intersection, and then a
2 rendering of what it would like with the improvements
3 in place, with the shared use path, the grass strip,
4 and the new sidewalk on the northerly side of the
5 road.

6 So, with that --

7 MODERATOR MILLER: Great. Thank you
8 Jon.

9 Now, the plans presented tonight are
10 not complete. The next step will be to review the
11 comments received this evening and then amend and
12 complete the plans for advertising and eventual
13 construction.

14 Before we open the hearing to you, I
15 will explain the hearing procedure. First, as stated
16 previously, the purpose of this hearing is to solicit
17 your input regarding the project. As the plans are
18 not yet complete, we may not be able to answer all of
19 your questions or respond to all of your comments at
20 this time.

21 Next, we ask that anyone who wishes to
22 have his or her comments entered into the official
23 hearing transcript, please stand up, identify
24 yourself by name and affiliation, whether you're an

1 abutter, or a local official, or a concerned citizen.
2 And spell your last name. This is necessary in order
3 for us to obtain a full verbatim transcript as
4 required by law.

5 Also, the last sheet of the handout is
6 a mail-in sheet. If you have any questions or
7 comments which you would like to submit in writing,
8 please use this sheet for that purpose. You may
9 leave this sheet with me tonight or you may mail it
10 to the Department within ten days of this date and it
11 will become part of the official record.

12 Finally, it's normal procedure to ask
13 elected officials to offer their comments first. Are
14 there any federal officials who would like to speak
15 at this time?

16 Seeing none.

17 Are there any state officials who
18 would like to speak at this time?

19 Seeing none.

20 Are there are any local officials who
21 would like to speak at this time?

22 (No response.)

23 MODERATOR MILLER: This hearing is now
24 open to the public and we welcome your questions and

1 comments.

2 And your name please?

3 KATHLEEN GRIFFIN: Kathleen Griffin.
4 My home is on Seven Bridge Road. The house number is
5 39.

6 My residence -- our household concerns
7 are the asphalt and the condition of the segment of
8 road where the project ends up are midway to the
9 tracks because we have other residents that have had
10 complaints with the asphalt that's just, you know,
11 it's just totally torn up. We've had multiple
12 accidents, things thrown off trucks just from the
13 bumps. I mean it's -- the racket is extremely
14 unbearable because of the condition of the road.

15 MODERATOR MILLER: There's a lot of
16 noise.

17 KATHLEEN GRIFFIN: The noise is
18 unbearable. And, the vibrations of the house, you
19 know, inside the house, not just outside of it, the
20 whole house shakes. So, we really would appreciate
21 it if the project would include an extension of, you
22 know, repairing that road.

23 MODERATOR MILLER: Well we have a
24 scope. If the Town is -- if your Town is willing to,

1 you know, help with some financial resources, then we
2 can look at it.

3 KATHLEEN GRIFFIN: Sure. Okay.

4 MODERATOR MILLER: Yes, way back
5 there.

6 DAVE NEWBOULD: Dave Newbould.

7 MODERATOR MILLER: Could you spell
8 your last name, Dave?

9 DAVE NEWBOULD: Newbould, N-e-w-b-o-u-
10 l-d.

11 MODERATOR MILLER: Okay, Dave.

12 DAVE NEWBOULD: I'm an abutter. I
13 live on 75 Shirley Road.

14 MODERATOR MILLER: Yes.

15 DAVE NEWBOULD: And I was wondering,
16 could you get the screen to show that intersection
17 again where Shirley Road comes onto Main Street?

18 JONATHAN ROCKWELL: Tell me when. I
19 can't see.

20 DAVE NEWBOULD: It's good right there.

21 JONATHAN ROCKWELL: Okay.

22 DAVE NEWBOULD: You might want to look
23 at what I'm going to point out here.

24 JONATHAN ROCKWELL: Okay.

1 DAVE NEWBOULD: Okay. So, where you
2 guys have the stoplight here, everything is good as
3 far as where the traffic goes. You guys are pretty
4 good with that stuff. But 75 Shirley Road comes out
5 here. As it is, you can't get out into the traffic.
6 But there is -- the crosswalk back here right now.

7 JONATHAN ROCKWELL: Yeah.

8 DAVE NEWBOULD: So, when you put the
9 stop line here -- I think there's a few other people
10 here who live on Shirley Road that might be able to
11 second this -- if you put the stop line here,
12 traffic's going to back up pretty quickly here. It's
13 about only five or six cars. Once that gets back,
14 Shirley Road is not going to be able to get out into
15 traffic.

16 Now you let these guys go. That's
17 fine. Now it turns green. These guys are going to
18 come. They're backed up already, as you've seen with
19 the traffic flow, 20,000 per day.

20 KATHLEEN GRIFFIN: In front of my
21 house.

22 DAVE NEWBOULD: So, the safety as far
23 as getting out, once this turns green, so you can't
24 get out when it's red because they're backed up.

1 They're blocking it and you can't get out. Now it
2 turns green and you can't get out then either.
3 You're going to be cutting somebody off.

4 KATHLEEN GRIFFIN: Exactly.

5 DAVE NEWBOULD: And you're going to
6 crash. So, it's going to be worse than it is today
7 actually.

8 What I would suggest, and I'm not an
9 engineer, is the line back here, the stop line back
10 before Shirley Road, so that when it's red they stop
11 here. These guys can go. I don't know how you would
12 set up the time to go for Shirley Road. But that's
13 the only way that these guys are going to get out
14 into that section.

15 JONATHAN ROCKWELL: Right. I mean so,
16 yeah, Shirley Road under that example that you're
17 describing would not be signalized, which is, you
18 know, an offset signalized intersection is very
19 inefficient in terms of processing traffic. You
20 know, what they call clearance times are required so
21 that a vehicle that has stopped, presumably at that
22 new stop line you're suggesting before Shirley Road,
23 you would need -- you need to provide enough like all
24 red times so all the approaches are stopped for

1 enough time for that vehicle to clear the entire
2 intersection, which is now significantly longer.

3 DAVE NEWBOULD: Okay.

4 JONATHAN ROCKWELL: So offset
5 intersections typically aren't desirable for that
6 reason. But, so certainly there will be a queue that
7 backs up from the signal really just during mostly
8 peak hours.

9 DAVE NEWBOULD: I can you tell now
10 just living there - -

11 JONATHAN ROCKWELL: Yeah.

12 DAVE NEWBOULD: -- you won't get out.

13 JONATHAN ROCKWELL: So, one of the
14 things about a traffic signal, you're saying that
15 traffic will be oncoming very quickly. But there are
16 gaps in that traffic flow for the clearance times
17 that allow --

18 DAVE NEWBOULD: It will never work.

19 AUDIENCE: Yeah.

20 AUDIENCE: That will never work.

21 JONATHAN ROCKWELL: I got you.

22 STENOGRAPHER: Hey, one at a time
23 please.

24 DAVE NEWBOULD: It won't work because

1 you got these guys that are going to back up. You're
2 timing that like just averaging -- again I'm not an
3 engineer, but I'm not stupid -- they are going to be
4 backed to about here by the time that light turns
5 green. So, your timing between when it goes green
6 when these guys get there, these guys are going to be
7 crawling to get going. They're already going to be
8 here. You can see accidents.

9 JONATHAN ROCKWELL: It's at the tail-
10 end of that phase when the gap will occur. So, once
11 the traffic, the eastbound traffic is cleared, that's
12 when the gap happens to be able to exit. Not
13 necessarily -- not necessarily a high number of
14 vehicles could exit, but one or two could exit
15 potentially. I'll also note there's an alternative
16 connectivity from Shirley to Otis, correct?

17 AUDIENCE: You just closed Otis.

18 DAVE NEWBOULD: You guys are just
19 closing that section. What I'm trying to get at is -
20 - I'm not saying you did a horrible job, because you
21 don't -- you know, you have the guys that go out and
22 take the pictures, you take measurements, you take
23 traffic flow. But unless you see it, unless you're
24 living there, you can't fully embrace it.

1 AUDIENCE: Yeah.

2 DAVE NEWBOULD: So, all I'm trying to
3 say is maybe -- and it sounds like a few other people
4 in here can speak to it -- maybe look at something to
5 fix that situation because it's --

6 JONATHAN ROCKWELL: So, I mean there's
7 connectivity to Buttonwood, not Otis.

8 AUDIENCE: You'd only be able to take
9 a right.

10 JONATHAN ROCKWELL: Buttonwood via
11 Otis is what I really meant.

12 DAVE NEWBOULD: Right. And that one
13 doesn't have a lot of --

14 JONATHAN ROCKWELL: No, but that's
15 further from the signal and it's on the approach side
16 of the signal, but much further away from that
17 signal.

18 AUDIENCE: Same problem.

19 DAVE NEWBOULD: Yeah, I think it's --
20 I think you're going to run into the same thing.

21 I'm just -- I'm asking you guys, it's
22 at 25 percent plan -- I'm asking you guys, you can
23 see that there's an issue in this room --

24 JONATHAN ROCKWELL: Right.

1 DAVE NEWBOULD: -- to come up with --
2 come up with some sort of fix.

3 JONATHAN ROCKWELL: So, we can
4 evaluate if there are options to --

5 MODERATOR MILLER: Yeah, we'll take a
6 look at it. It definitely is a concern, yeah.

7 DAVE NEWBOULD: Because we'll actually
8 accept the way it is today I think better than what I
9 think might be coming our way.

10 And that's all I have to say.

11 MODERATOR MILLER: All right. Thank
12 you, Dave.

13 DAVE NEWBOULD: Thank you.

14 MODERATOR MILLER: Yes, sir, in the
15 back there? Sir? Yes?

16 JOHN FOSTER: I'm John Foster, F-o-s-
17 t-e-r. I live at 9 Otis Street.

18 And I agree a hundred percent with
19 that gentleman there. Even Buttonwood Lane, we can't
20 get out today let alone when you're making the
21 traffic be different times here as well.

22 MODERATOR MILLER: Okay. We're going
23 to take a look at it, sir.

24 JOHN FOSTER: Thank you much.

1 MODERATOR MILLER: Yes, sir?

2 MARK FINNERTY: Yeah, Mark Finnerty,
3 Main Street, Lancaster. I'm in the Village.

4 Are you aware that part of this is in
5 a Federal Register Historic District?

6 JONATHAN ROCKWELL: Yes.

7 MARK FINNERTY: And has this been
8 reviewed, this plan as well as the preliminary plans,
9 with the Mass. Historic District? Do they have any
10 input it or is it --

11 MODERATOR MILLER: Yes, we have a
12 Cultural Resources section that works with Mass.
13 Historical very closely, and it's going to be fully
14 evaluated.

15 MARK FINNERTY: In they did both
16 plans, the rotaries as well as this plan?

17 MODERATOR MILLER: No, they won't be -
18 - rotaries are not proposed.

19 MARK FINNERTY: They have not been
20 involved in it yet?

21 MODERATOR MILLER: Not with the
22 rotary. Rotaries are not proposed with this. They
23 will be involved with this, yes.

24 MARK FINNERTY: But they have not been

1 to this date?

2 MODERATOR MILLER: I don't know if the
3 Cultural Resources section has actually spoken to
4 them yet.

5 MARK FINNERTY: All right. Okay.

6 What type of granite curbing are you
7 using? That can be very intimidating for both cars
8 as well as bicycle tires. Down on the Cape, Route
9 134, you guys worked south of 6. They did nice flat
10 berms.

11 MODERATOR MILLER: Yeah, we don't use
12 that outside of the Cape. That's called a Cape Cod
13 berm.

14 MARK FINNERTY: Well the question is,
15 that looks more historic when you drive down 6A
16 rather than looking at an edifice of 90-degree sharp-
17 angle granite curbs, which, quite frankly, as a bike
18 rider, you want to be at least two feet away because
19 of your pedal. If you hit it, you'd fall over and
20 it's a fatality. So, the question is, can you take a
21 look at using Cape Cod berms? It would bring it into
22 more of a historic scene that you'd see in Sandwich,
23 Brewster, and Dennis, and the different parts of the
24 Cape. It's just looking down at all this granite

1 just sort of like it's very -- let's take at the
2 rotary at Lunenburg Road and Old Union Turnpike.
3 That is so unfriendly. As you approach it from a car
4 as well as a bike rider, it is nasty because of those
5 90-degree berms, granite curbs that you have. And if
6 you had it a little bit flatter, it would be much
7 more easy -- I know when I see granite curb, I stand
8 away from it because if I zone out for a second, I
9 can crack my axle or do damage to my tire.

10 So, this doesn't look historic in a
11 historic district. This is the Old Center Village,
12 the North Village of the Town, which is where the
13 Town was partially settled. And this, you know, to
14 date you said it's 38 and 39 is the average mile.
15 After you go through this road improvement, you
16 anticipate it to be 45 to 50.

17 JONATHAN ROCKWELL: No, we anticipate
18 that it will be slower, actually. The traffic
19 signals, installation of the traffic signals, will
20 serve as a traffic calming measure for this segment.
21 And then, kind of the narrowing of the lanes and the
22 introduction of the curb does slow people down.

23 MARK FINNERTY: Which brings me to the
24 next thing about the Federal Historic District is

1 that anything that you do that would degrade the
2 quality of life in the district -- and that could be
3 air quality. Now cars are queuing up. You're
4 slowing down the traffic. There's more hydrocarbons
5 in the air. And what I'm just trying to say is that,
6 you know, as this gentleman talked back here, he's
7 not going to be able to get out of that. And the
8 same with any individual who has a house on this road
9 because it's just going to be a constant flow. And
10 by the time you get to pull out, you just know that's
11 true and it's just -- I don't see that this will
12 really be an improvement to the Village. And we're
13 concerned that it may degrade the quality of life.

14 MODERATOR MILLER: Okay. Your points
15 are --

16 MARK FINNERTY: And I have other
17 questions, too. But I'll follow up later.

18 MODERATOR MILLER: Okay.

19 MARK FINNERTY: I already started it,
20 and I'll follow up.

21 MODERATOR MILLER: All right. Great.
22 Thank you.

23 Yes, sir? In the back? Your name,
24 sir?

1 JOHN KING: John King, 1207 Main
2 Street.

3 STENOGRAPHER: What's the last name?

4 JOHN KING: K-i-n-g.

5 STENOGRAPHER: You have to say it
6 again.

7 JOHN KING: K-i-n-g.

8 STENOGRAPHER: Thank you.

9 JOHN KING: The driveway is already
10 steep enough at 1207 Main Street. So, if you add a
11 curb and a sidewalk, we'll need an elevator to get in
12 the driveway.

13 And then the hill coming down 117, to
14 stop there, are you going to change that? Are you
15 going to take the grade out?

16 JONATHAN ROCKWELL: So, the Seven
17 Bridge Road approach, you're saying, in this view?

18 JOHN KING: When you go up -- yeah.

19 JONATHAN ROCKWELL: No, we're
20 proposing to maintain, generally maintain the
21 existing roadway profile there.

22 MODERATOR MILLER: Yes, ma'am? Could
23 you stand, please? Yes?

24 MARY ZEH: I'm Mary Zeh, Main Street,

1 1234 Main Street.

2 MODERATOR MILLER: And how do you
3 spell your last name, ma'am?

4 MARY ZEH: Z-e-h.

5 MODERATOR MILLER: D-e-h (sic).

6 MARY ZEH: I live at 1234, which is
7 right across from Shirley Road. So, I get what the
8 gentleman was talking about where he's having a hard
9 time getting out of Shirley Road. If you move that
10 back, we're not going to be able to get out of our
11 driveway. We can't get out of our driveway right
12 now.

13 And, originally, when we were here
14 back in May, it was proposed that you guys would be
15 lowering the grade to that hill, not keeping it the
16 same, because that is very hard to see cars come over
17 that hill and they come down that hill really fast
18 all the way.

19 AUDIENCE: I don't think you'll get
20 out if they put the light there either.

21 AUDIENCE: No, no.

22 MODERATOR MILLER: Please, one at a
23 time, folks. We're trying to record this.

24 KATHLEEN GRIFFIN: Can I --

1 MODERATOR MILLER: Yes, ma'am? What's
2 your name again?

3 KATHLEEN GRIFFIN: Kathleen Griffin,
4 again, 39 Seven Bridge Road on 117.

5 Why did they abandon the rotary
6 concepts? I know you mentioned that --

7 MODERATOR MILLER: There's a lot of
8 right of way impacts. There's a lot of reasons. And
9 this is a town -- this project is being pushed by the
10 Town. The consultant works for the Town. We're here
11 as facilitators. So, you'd have to ask your Town
12 selectmen.

13 KATHLEEN GRIFFIN: Those were the
14 first concepts that I had seen.

15 MODERATOR MILLER: Yes, sir?

16 TOM EARLY: Tom Early, E-a-r-l-y.

17 MODERATOR MILLER: Yes, Tom?

18 TOM EARLY: Are you aware of the train
19 problem in the morning?

20 KATHLEEN GRIFFIN: There's train
21 tracks.

22 MODERATOR MILLER: The commuter train?

23 KATHLEEN GRIFFIN: No.

24 MODERATOR MILLER: Freight train?

1 AUDIENCE: Freight.

2 MODERATOR MILLER: Clearly, I'm not
3 familiar with the problem.

4 TOM EARLY: Well, the traffic backs up
5 past Shirley Road.

6 AUDIENCE: Yeah.

7 AUDIENCE: Past Lunenburg. It just
8 stops for four or five minutes.

9 AUDIENCE: For a quarter of a mile.

10 AUDIENCE: It only goes 12, 10 miles
11 an hour.

12 (Audience members all speaking at one
13 time.)

14 MODERATOR MILLER: And who owns the
15 train? Does anyone know who owns the train?

16 MARK FINNERTY: Guilford.

17 MODERATOR MILLER: Gilbert?

18 MARK FINNERTY: Guilford.

19 MODERATOR MILLER: Guilford. Okay.
20 Thank you.

21 Yes, sir?

22 DAVE NEWBOULD: Dave Newbould, again.

23 MODERATOR MILLER: Dave, yeah.

24 DAVE NEWBOULD: I don't have to spell

1 it again, right?

2 Okay. So, just a follow-up question.
3 The selectmen, so what we propose tonight as maybe
4 things that we would like looked at, are the
5 selectmen part of who accepts those -- I don't
6 understand. You said that you're kind of an
7 intermediary.

8 MODERATOR MILLER: No, we're helping
9 to facilitate the design. We'll obtain the funding
10 from Federal Highway. And we'll oversee the
11 construction.

12 DAVE NEWBOULD: Okay.

13 MODERATOR MILLER: The Town is the
14 proponents of this project. So, yes, the Town
15 directs the consultant. We aid the consultant and
16 the Town with the design criteria. And we move the
17 project through the process.

18 DAVE NEWBOULD: So the Town does have
19 say, and the selectmen do have say in what --

20 MODERATOR MILLER: Absolutely, yes.
21 Yes.

22 DAVE NEWBOULD: Okay. That's good
23 enough. I don't know if everybody here fully
24 understood that process.

1 MODERATOR MILLER: No, we're not going
2 to force this down anyone's throat. We're here to
3 work with you guys.

4 DAVE NEWBOULD: That's what I was
5 looking for.

6 MODERATOR MILLER: Legitimate concerns
7 are going to be addressed.

8 Yes, sir?

9 GREG LEONARD: Greg Leonard. I live
10 on Buttonwood Lane, number one.

11 MODERATOR MILLER: And your last name,
12 Greg?

13 GREG LEONARD: Leonard, L-e-o-n-a-r-d.

14 MODERATOR MILLER: Thank you.

15 GREG LEONARD: I've got a couple of
16 questions. I've actually got one but with like 37
17 parts, so I'll just do the same thing; I'll write
18 them in. But a couple, you know, I think maybe other
19 people in this room may be thinking of.

20 How many land acquisitions/takings do
21 you need to do for this project? I assume you've
22 already got that answer. How many different people
23 do you have to go to?

24 JONATHAN ROCKWELL: There's three

1 permanent easements proposed.

2 GREG LEONARD: Three permanent.

3 JONATHAN ROCKWELL: And the remaining
4 would be temporary easements or rights of entry.

5 GREG LEONARD: I guess my other one is
6 I'm struggling a little bit with the whole bike path
7 thing. I get it, but it's 2,200-some-odd feet.
8 Where does it -- maybe you can look at that crosswalk
9 there in front of the school there. Where does that
10 crosswalk go? There's no sidewalk on the other -- I
11 mean there's a bunch of goats and a cage on the other
12 side. Is that where it's going to go? I get we're
13 trying to future think here, and I'm not trying to be
14 sarcastic, but, you know, I see a lot of dead-ends.
15 And I worry that, you know, for the right reasons
16 we're trying to think, you know, for the future and
17 connect things and that's cool. But I wonder if it's
18 one of those things that just goes nowhere
19 eventually. I mean I'd be all for it if we were
20 putting the sidewalk up to the fairgrounds or
21 something like that. But I just -- and my kids all
22 walk to school and they cross the street and
23 everything like that and it's always dangerous. But
24 I don't understand all the spend for all the bike

1 paths and extra sidewalks and things like that. Did
2 you do a study? Is there a lot of pedestrians trying
3 to get on the other side? You counted the cars. Do
4 you count the people?

5 JONATHAN ROCKWELL: No, we do count
6 pedestrians as well. I think I mean the Town has
7 plans for future extension of sidewalks throughout
8 Town and they have a prioritization plan. It's
9 really just contingent on obtaining funding in the
10 future to --

11 GREG LEONARD: Right.

12 JONATHAN ROCKWELL: -- implement them
13 in order of the priority that's laid out.

14 GREG LEONARD: The only other one I
15 have is I don't understand, or you didn't really
16 explain it, why you're going to close the end of Otis
17 Street. I'm not for or against it. I just kind of
18 don't get it yet.

19 KATHLEEN GRIFFIN: I can see that in
20 the direction of the traffic coming --

21 JONATHAN ROCKWELL: Yeah, it's really
22 just to eliminate another of the intersecting roads
23 which is a potential conflict between vehicles
24 turning left and right out of that segment.

1 GREG LEONARD: Wouldn't that be one
2 you'd want to keep open because to Dave's point
3 earlier about Shirley and Buttonwood, they're closer
4 to the lights? Wouldn't that relieve and allow an
5 outlet away from -- further away from the lights?

6 JONATHAN ROCKWELL: I think the
7 closure of Otis Street impacts much less number of
8 residences than closing the end of Shirley Road, for
9 example, where --

10 GREG LEONARD: Oh, I'm not saying
11 close the other one.

12 (Laughter.)

13 GREG LEONARD: Yeah, I'll get shot
14 later. I'm not saying closing anything. It's just I
15 get it. There's three different road intersections.
16 It's just a fact. And I'm not even speaking for
17 myself on Buttonwood. It's just the question as that
18 seems to be the one to get out because it's further
19 away from the lights. Did you guys analyze that and
20 look at that?

21 JONATHAN ROCKWELL: I think the
22 closure of Buttonwood versus Otis would impact much
23 more right of way, permanent right of way
24 acquisitions or amounts of that versus what we're

1 closing --

2 GREG LEONARD: Oh, I'm not, again,
3 saying to close anything. I'm just -- yeah, I'm just
4 saying --

5 JONATHAN ROCKWELL: We just did the
6 evaluation between those two locations. We evaluated
7 the permanent right of way impacts and the cost for
8 that as well.

9 GREG LEONARD: And the only other one
10 that I would build off of Mr. Finnerty's is, you
11 know, there's a historical district. There's also
12 wetlands in the center of the common and on Otis.
13 There's a small culvert that goes to the river. You
14 know, how has all this been evaluated and how are you
15 going to handle all that?

16 JONATHAN ROCKWELL: Well, the wetlands
17 have been flagged. And we will be going through a
18 Notice of Intent process at the Conservation
19 Commission just after the 75 percent design level.

20 MODERATOR MILLER: It has to go
21 through the Conservation Commission, which is another
22 public forum to bring your questions.

23 GREG LEONARD: Yeah, I would think so.

24 MODERATOR MILLER: Yes, sir, standing

1 in the back there with the shirt with the hat? The
2 hat?

3 JOHN KING: Me?

4 MODERATOR MILLER: Yes, sir. Your
5 name, sir?

6 JOHN KING: John King, K-i-n-g.

7 MODERATOR MILLER: Thank you, John.

8 JOHN KING: What are the addresses
9 that you're going to be taking?

10 MODERATOR MILLER: Do we have all the
11 addresses?

12 JONATHAN ROCKWELL: I don't have those
13 off the top of my head. You can come up and review
14 the right of way plans at the end and we can look
15 through those and I can point those out to you.

16 MODERATOR MILLER: Someone that we
17 haven't spoken to. Yes, sir? Yes, sir, in the blue
18 shirt.

19 JONATHAN ROPER: I'm Jon Roper.

20 MODERATOR MILLER: Roper?

21 JONATHAN ROPER: Turner Lane.

22 MODERATOR MILLER: And how do you
23 spell it?

24 JONATHAN ROPER: R-o-p-e-r.

1 MODERATOR MILLER: Okay. Thank you,
2 Jon.

3 JONATHAN ROPER: I don't know if I'm
4 missing something or you didn't explain it very well,
5 but I'm assuming, coming east on Seven Bridge, when
6 you get to 70, at some point it's going to turn red.
7 And I guess at the same time Main Street is going to
8 turn red going west, correct? The Lunenburg Road and
9 the Main Street immediately turn green. So, there's
10 going to be a period of time when the people on
11 Shirley Road should be able to get out without any
12 trouble, correct?

13 JONATHAN ROCKWELL: Right. That's
14 what I was trying to -- I did explain, probably not
15 very well as you pointed out.

16 JONATHAN ROPER: Oh, yeah.

17 JONATHAN ROCKWELL: There will be
18 gaps.

19 JONATHAN ROPER: Yeah, so it should be
20 much easier.

21 JONATHAN ROCKWELL: Correct.

22 JOHN KING: Can you show me?

23 DAVE NEWBOULD: Between six and nine
24 there's no gaps.

1 (Laughter.)

2 JONATHAN ROPER: When it turns red
3 both ends and it hasn't turned green --

4 DAVE NEWBOULD: But when it's still
5 from this light to the next light with cars --

6 AUDIENCE: You can't get out of the
7 lane because the cars block it.

8 JONATHAN ROPER: No, it will turn red
9 going --

10 DAVE NEWBOULD: What happens when the
11 light turns red?

12 JONATHAN ROPER: The people that are
13 in between the two lights will be able to get out of
14 that space.

15 DAVE NEWBOULD: Traffic's going to
16 back up from that line, the stop line, back in front
17 of the road. You can go right. You can go right.

18 JONATHAN ROPER: No, no. Say you're
19 coming east on Seven Bridge. And you're making it
20 through this section here. It turns red. And the
21 people behind you stop.

22 DAVE NEWBOULD: Yeah.

23 JONATHAN ROPER: Before the others
24 turn green, the eight or ten cars that are in that

1 section continue on Seven Bridge Road.

2 DAVE NEWBOULD: Heading which way?

3 JONATHAN ROPER: East. And the one --

4 MODERATOR MILLER: Hey, Jon, maybe a
5 delay in that phase. That would help.

6 We can do a lot of things with the
7 phasing. We can delay a phase.

8 JONATHAN ROPER: Yes. Yeah. It won't
9 turn green immediately.

10 MODERATOR MILLER: Correct.

11 JONATHAN ROPER: You have to wait for
12 that traffic to pass through.

13 MODERATOR MILLER: Yeah, we can tweak
14 the signals.

15 KATHLEEN GRIFFIN: Synchronizing is
16 important.

17 MODERATOR MILLER: Right. Exactly.
18 Yes, sir?

19 MARK FINNERTY: Yes, Mark Finnerty
20 once again.

21 MODERATOR MILLER: Yes.

22 MARK FINNERTY: 1292 Main Street,
23 Lancaster.

24 We all agree that this is a terrible

1 condition today. And we do need and do appreciate
2 this review. In light of some of the comments that
3 Mr. Newbould made about the queuing, would you mind
4 putting up the rotaries again to see because some of
5 those --

6 MODERATOR MILLER: No, we're not going
7 to go back to the rotary. That's already been vetted
8 with a public hearing here a year ago. We're not
9 going to do that because it's going to take a lot of
10 right of way. It's very disruptive with the
11 construction. So, this is the -- this is the design
12 that the Town favors and that the state has already
13 reviewed and given their approval.

14 KATHLEEN GRIFFIN: The Town Meeting --

15 MODERATOR MILLER: If the Town wants
16 to go back to the rotary, then they better formally
17 come to the state and request that.

18 KATHLEEN GRIFFIN: The Town Meeting?
19 The officials and not the residents?

20 MODERATOR MILLER: No, there was a
21 public forum here a year ago.

22 MARK FINNERTY: A forum?

23 MODERATOR MILLER: There was a
24 meeting, an informational meeting. The alternatives

1 were presented. And this is the alternative that has
2 moved forward. We don't want to go back. If we go
3 back, we're going to lose the project because it has
4 to be programmed in the state Transportation
5 Improvement Program. And that will take another
6 several years to get back in line, get in the queue
7 to get the funding. I don't think the Town wants to
8 do that.

9 KATHLEEN GRIFFIN: And so this project
10 can be modified with all our inputs?

11 MODERATOR MILLER: Yes.

12 KATHLEEN GRIFFIN: And not to disrupt
13 the historic appearance of this area also.

14 MODERATOR MILLER: Correct.

15 KATHLEEN GRIFFIN: I don't want it to
16 look like Route 9. You know, so I think that should
17 be took into consideration, the aesthetics of the
18 historic, you know, area.

19 MODERATOR MILLER: I agree.

20 JONATHAN ROCKWELL: I mean there are
21 treatments that can be done. The traffic signal
22 equipment can be painted --

23 KATHLEEN GRIFFIN: Yes.

24 JONATHAN ROCKWELL: -- like a black

1 color to blend in, things like that.

2 KATHLEEN GRIFFIN: Yes.

3 MODERATOR MILLER: Yes, sir, sitting
4 there?

5 CHRIS BELT: Chris Belt, B-e-l-t, 119
6 Otis Street.

7 I just have a question about the
8 crosswalks. In Shirley Road and Otis Street, there's
9 20-plus school-age or soon to be school-age kids.
10 The kids that live closest to Lunenburg Road will
11 probably go to that crosswalk to get across 117. The
12 way the cross routes work, the kids have to cross
13 117. So, are they going to have to walk up the new
14 sidewalk to Lunenburg Road, activate those
15 crosswalks, and then cross 117 there?

16 JONATHAN ROCKWELL: No, if they're
17 going to the school, there will be a new sidewalk on
18 the north side. They can just walk down that side of
19 the road and then cross at this intersection here.

20 CHRIS BELT: So, they'll have to walk
21 from one end of the neighborhood to the other or to
22 the sidewalk and down the sidewalk to the --

23 JONATHAN ROCKWELL: Right. It's a
24 pretty direct route still because there will be a

1 continuous sidewalk along the north side along those
2 entire neighborhoods.

3 CHRIS BELT: And is that also --

4 JONATHAN ROCKWELL: So, whichever
5 point they come out on the side street, they can
6 access the sidewalk.

7 CHRIS BELT: -- an activated
8 crosswalk?

9 JONATHAN ROCKWELL: Yes.

10 CHRIS BELT: That was my only
11 question.

12 MODERATOR MILLER: Yes, ma'am?

13 MARILYN CHAMBERS: My name is Marilyn
14 Chambers, and I live at 60 Creamery Road, but my back
15 yard is 117.

16 MODERATOR MILLER: I see.

17 MARILYN CHAMBERS: And are you aware
18 of how fast the tractor-trailers come through there
19 and even some of the cars? They don't even --
20 there's a signal just behind -- across from her
21 house, Kathy Griffin's house, there's a signal to
22 slow down because the school is there.

23 KATHLEEN GRIFFIN: Yes.

24 MARILYN CHAMBERS: Cars don't slow

1 down. Trucks don't slow down. It is terrible.
2 They're going to come down that hill and go right
3 through everything. They go -- the tractor-trailers
4 go so fast, my house shakes. If I happen to be in
5 the living room just standing there, sometimes it's
6 so bad that I shake.

7 KATHLEEN GRIFFIN: Yeah, my nerves.

8 MARILYN CHAMBERS: Yeah. Well, and
9 the speed of the trucks in front of 117, behind
10 Creamery Road, is awful. I just wanted to let people
11 know how bad that is. The trucks are going to keep
12 going faster on that other side and come right down
13 the hill fast.

14 MODERATOR MILLER: Thank you, Marilyn.

15 JONATHAN ROCKWELL: I know at the Road
16 Safety Audit, I think the police had noted that they
17 were going after grants to do targeted enforcement of
18 the commercial vehicle speeds in this area.

19 KATHLEEN GRIFFIN: Yes. Tandems, I've
20 noticed an increasing amount of tandems now on that
21 road, on Route 117. And if I recall, they weren't
22 allowed to be on 117. I would like that to be
23 addressed by the local private, you know, people.

24 MODERATOR MILLER: Yes, in the back

1 there, ma'am? Yes?

2 CHERYL SENDROWSKI: Cheryl Sendrowski.

3 Do you want me to spell that?

4 MODERATOR MILLER: Please.

5 CHERYL SENDROWSKI: S-e-n-d-r-o-w-s-k-

6 i.

7 MODERATOR MILLER: Thank you.

8 STENOGRAPHER: What was the first

9 name, please?

10 CHERYL SENDROWSKI: Cheryl, C-h-e-r-y-

11 l.

12 STENOGRAPHER: Thank you.

13 CHERYL SENDROWSKI: Just two quick

14 questions. I don't live in the midst of this, but I

15 grew up in Lancaster so I have a love and a concern

16 for this. Is it my -- am I correct in understanding

17 that it is not legal to block a road? In other

18 words, when cars pull up to the light to go up the

19 hill on 117 entering Bolton, if two fit and then

20 there's Shirley Road, don't they have to leave a

21 space there legally and stop further back so that

22 they're not blocking Shirley Road itself?

23 MODERATOR MILLER: That would be a

24 Town ordinance. I don't -- I'm not aware of one.

1 JONATHAN ROCKWELL: There are "Do Not
2 Block" signs and markings that you put on the
3 pavement to keep that area clear. So, that's
4 possible.

5 CHERYL SENDROWSKI: And my other
6 question would just be regarding the concern for the
7 trucks coming toward the lights from the railroad
8 track area, the Bolton area. Is it being considered
9 to possibly put a flashing sign somewhere along 117
10 between the railroad track and the new intersection
11 saying "Signal Ahead?" It seems to me it would do a
12 lot toward at least making those who are coming into
13 Lancaster driving trucks aware of what they're
14 approaching.

15 JONATHAN ROCKWELL: Yeah, there are.
16 I mean we haven't considered it to date, but there
17 are signals -- signs that connect to the signal that
18 say, "Red Signal Ahead," and the LED red lights up
19 when the signal is red.

20 CHERYL SENDROWSKI: A suggestion would
21 just be perhaps it could be considered.

22 JONATHAN ROCKWELL: Yes, that could be
23 considered.

24 MODERATOR MILLER: Thank you.

1 KATHLEEN GRIFFIN: We're also missing
2 the bridge on 117 that was built in 1927 does not
3 have a posted weight limit signage on it. And back
4 in I think '96 or '97, we replaced the other bridge
5 that was structurally unsound and had concerns of the
6 heavy commercial, you know, truck traffic going over
7 that and a possible structure failure. So, the one
8 that --

9 MODERATOR MILLER: That's 117?

10 KATHLEEN GRIFFIN: On 117 in
11 Lancaster.

12 MODERATOR MILLER: The bridge -- is
13 the bridge carrying 117?

14 KATHLEEN GRIFFIN: Yes, it is. It
15 goes over the water.

16 MODERATOR MILLER: Over the river.
17 Okay.

18 KATHLEEN GRIFFIN: Over the river.

19 MODERATOR MILLER: Yes, ma'am?

20 MARCIE GIANNATTASIO: Marcie
21 Giannattasio. I'll spell that. G-i-a-n-n-a --

22 MODERATOR MILLER: I'm sorry?

23 MARCIE GIANNATTASIO: Giannattasio, G-
24 i-a-n-n-a --

1 MODERATOR MILLER: Yes, n-n-a --

2 MARCIE GIANNATTASIO: -- t as in Tom -
3 t as in Tom - a - s as in Sam - i-o.

4 STENOGRAPHER: What was the first
5 name? I forgot it.

6 MARCIE GIANNATTASIO: Marcie.

7 STENOGRAPHER: What is it?

8 MARCIE GIANNATTASIO: Marcie.

9 STENOGRAPHER: Thank you.

10 MARCIE GIANNATTASIO: And I live on
11 Fire Road, which is not in the center, but I travel
12 from 70, take a left onto 117 --

13 MODERATOR MILLER: Okay.

14 MARCIE GIANNATTASIO: -- four or five
15 times a day easy. So, my question is pretty basic
16 about the traffic lights. And you talked about that
17 there was vehicle and bike detection, from all
18 different angles vehicles and bikes are being
19 detected. So, how long will these lights stop for?
20 How -- we get backed up on 70 past the river coming
21 in in the morning, not only on peak hours. There's
22 soccer fields down there. It's a heavy traffic route
23 now down 70. So, I want to understand more about how
24 those lights are going to be timed so that that 70

1 doesn't back up as well.

2 JONATHAN ROCKWELL: I mean they're
3 timed to optimize the overall delay of the
4 intersection.

5 MARCIE GIANNATTASIO: What does that
6 mean? It doesn't answer much.

7 JONATHAN ROCKWELL: Off the top of my
8 head, I don't remember exactly how much time. It's
9 typically, for an intersection of this size, the
10 total cycle length, meaning the total time for each
11 of the three approaches to make their movements is
12 probably on the order of two minutes potentially each
13 time. So, it cycles through relatively quickly to
14 keep those queues from growing too long.

15 MARCIE GIANNATTASIO: How many cars
16 get out in two minutes?

17 JONATHAN ROCKWELL: The first car
18 takes three or four seconds. And after that, it's
19 two to three seconds each.

20 MARCIE GIANNATTASIO: Okay. And then
21 it will cycle past that. And then each of those
22 lights will cycle?

23 JONATHAN ROCKWELL: Correct.

24 MODERATOR MILLER: Are these going to

1 be interconnected?

2 MARCIE GIANNATTASIO: Yeah.

3 AUDIENCE: That's kind of hard to do.

4 JONATHAN ROCKWELL: I don't know that
5 we proposed that yet. They could be potentially.

6 KATHLEEN GRIFFIN: They detect the
7 traffic wait on that segment with that light system?

8 JONATHAN ROCKWELL: With the new
9 traffic --

10 KATHLEEN GRIFFIN: Well, the line, the
11 line.

12 MARCIE GIANNATTASIO: Are they
13 connected to each other?

14 MODERATOR MILLER: Well, that's what
15 we're discussing.

16 MARCIE GIANNATTASIO: Yeah, that's
17 what I wanted to know.

18 MODERATOR MILLER: Currently, we're
19 not at that level of design.

20 MARCIE GIANNATTASIO: Okay.

21 MODERATOR MILLER: This is 25 percent.

22 MARCIE GIANNATTASIO: Okay. I want
23 you to pay attention to that backup on 70 though.

24 MODERATOR MILLER: Yes, we'll discuss

1 that. It's a good idea. It's a good idea.

2 Yes, ma'am?

3 BARBARA BELISLE: My name is Barbara
4 Belisle, B-e-l-i-s-l-e.

5 MODERATOR MILLER: Thank you, Barbara.

6 BARBARA BELISLE: I live at 1427. And
7 I know where it's on the -- you know, it's north of
8 that. And we have a sidewalk that goes all the way
9 down to my house. Are they going to put a sidewalk
10 on the other side?

11 AUDIENCE: Both sides of the street?

12 JONATHAN ROCKWELL: Yes.

13 BARBARA BELISLE: Are they going to
14 put sidewalks on both sides of that street?

15 JONATHAN ROCKWELL: Yes, on both sides
16 of Main Street, yes.

17 BARBARA BELISLE: Yes. I live on -- I
18 live on the opposite side. And I know getting out of
19 that driveway, if I want to go east, and if I want to
20 go toward south Lancaster, it's easier for me to go
21 down Route 117 to Lunenburg Road and go down -- you
22 know, go down Lunenburg Road and get on it that way
23 because that road is awful. And I know the truckers
24 that come down that hill, they don't -- they don't

1 look at that sign that says 30 miles an hour, and
2 they're going faster than that and everything else.
3 But, you know, it's a real nightmare around there.

4 And then the other question I have is
5 where Buttonwood Lane comes in. They're going to
6 take some land around that, where that -- where the
7 green is there. There is a memorial Christmas tree
8 that belonged to Annette Morris. And she put that in
9 there. And she was a lifetime member of Lancaster.
10 And that Christmas tree is lit up every year. And,
11 you know, I want to save that tree, too.

12 MODERATOR MILLER: Is that a public
13 park of some sort?

14 JONATHAN ROCKWELL: Yes, it is. Yes.

15 BARBARA BELISLE: It's a public park,
16 yes.

17 JONATHAN ROCKWELL: The tree is pretty
18 far away from the corner.

19 BARBARA BELISLE: I just want to save
20 that tree.

21 AUDIENCE: Preserve it.

22 AUDIENCE: Save the tree.

23 MODERATOR MILLER: Does anyone know
24 the name of the park?

1 BARBARA BELISLE: Pardon?

2 MODERATOR MILLER: Do you know the
3 name of the park?

4 BARBARA BELISLE: It's the North
5 Village Park.

6 MODERATOR MILLER: North Village Park.
7 Thank you.

8 JONATHAN ROCKWELL: I'm pretty sure
9 that little common is part of the historic district
10 as well.

11 MODERATOR MILLER: Most likely. Yes,
12 sir?

13 MATT ZEH: Matt Zeh. The last name is
14 spelled Z-e-h, 1234 Main Street.

15 On the sidewalks, you were saying so
16 you're going to maintain the sidewalk on the south
17 side of the road.

18 JONATHAN ROCKWELL: It will be wider.

19 MATT ZEH: It will be wider.

20 JONATHAN ROCKWELL: Yeah.

21 MATT ZEH: Okay. In which direction?

22 JONATHAN ROCKWELL: And concrete.

23 MATT ZEH: And concrete? Okay. And
24 the mixed-use and sidewalk on the opposite side of

1 the road as well, on the north side?

2 JONATHAN ROCKWELL: Right, a five-foot
3 sidewalk on the north side. The one on the south
4 side will be eight feet --

5 MATT ZEH: Eight feet.

6 JONATHAN ROCKWELL: -- with a grass
7 buffer between the road and the walk.

8 MATT ZEH: Okay. So your depiction,
9 your last slide before your closing here of the -- if
10 you could go forward a couple of slides for me, I'd
11 appreciate that.

12 JONATHAN ROCKWELL: This one?

13 MATT ZEH: Yeah. So, there's a
14 sidewalk. The mixed-use is what we're seeing on the
15 left?

16 JONATHAN ROCKWELL: Correct.

17 MATT ZEH: And then there's a sidewalk
18 to the left of that? Is that what we're saying?

19 JONATHAN ROCKWELL: No, I'm saying on
20 the opposite side of the road there's a sidewalk --

21 MATT ZEH: Yeah.

22 JONATHAN ROCKWELL: -- five feet wide.
23 And this one is eight feet.

24 MATT ZEH: That's eight feet. So,

1 that's the existing sidewalk. The existing sidewalk
2 is eight feet.

3 AUDIENCE: It's there now.

4 MATT ZEH: It's not there now.

5 JONATHAN ROCKWELL: The existing walk
6 is probably about five feet wide.

7 MATT ZEH: It's not there now because
8 it's actually on the other side of those trees that
9 you've depicted. And that's why I'm asking. See
10 those three trees --

11 JONATHAN ROCKWELL: I do.

12 MATT ZEH: -- on the left? Yeah. The
13 existing sidewalk is on the opposite side of those.

14 JONATHAN ROCKWELL: It's being brought
15 in some.

16 MATT ZEH: So those trees are gone?
17 See what I'm saying. Your depiction isn't accurate.

18 JONATHAN ROCKWELL: Okay.

19 MATT ZEH: That sidewalk, if you're
20 expanding the existing sidewalk, that sidewalk
21 actually runs between those three trees. And you see
22 the two stone pillars there? It runs between there.

23 JONATHAN ROCKWELL: Okay. It's a
24 rendering.

1 MATT ZEH: A rendering you presented
2 as, you know, what it would look like. And that's
3 not --

4 MODERATOR MILLER: Your point is
5 taken, yes, sir. There will be trees that will have
6 to be removed.

7 MATT ZEH: Yes.

8 MARK FINNERTY: This is a technical
9 question.

10 MODERATOR MILLER: Yes, sir.

11 MARK FINNERTY: What is the width of
12 the road right specifically -- is that a two-rod or a
13 three-rod road?

14 JONATHAN ROCKWELL: The existing?

15 MARK FINNERTY: Yes, well, what the
16 width of the right of way is.

17 MODERATOR MILLER: There's probably 24
18 feet there of pavement.

19 JONATHAN ROCKWELL: No, he's asking
20 the existing --

21 MARK FINNERTY: On the left.

22 JONATHAN ROCKWELL: The existing right
23 of way.

24 MODERATOR MILLER: Oh, the right of

1 way.

2 MARK FINNERTY: Yes, sir.

3 JONATHAN ROCKWELL: It's variable.
4 It's variable.

5 MODERATOR MILLER: Robin, do you know
6 what the layout is?

7 MARK FINNERTY: It's kind of a crucial
8 spot.

9 ROBIN GIANDO: He's asking for the
10 profile.

11 MODERATOR MILLER: I'm sorry?

12 ROBIN GIANDO: He's asking for a
13 specific area. I'd have to look at the profile.

14 JONATHAN ROCKWELL: We can take a
15 closer look at the plan after.

16 MARK FINNERTY: Yes, but I just want
17 to let you know that if you've got a 24-foot-wide
18 pavement, and you have an eight sidewalk, that's 32.

19 JONATHAN ROCKWELL: Is it a 28-foot-
20 wide pavement?

21 MARK FINNERTY: And an eight-foot
22 sidewalk, that's what?

23 KATHLEEN GRIFFIN: Thirty-six.

24 MARK FINNERTY: Thirty-six. All

1 right. And if you have a two-rod road, it just
2 doesn't add up because that's 33, and if you have
3 three-rod road that's 49. So, it makes a big
4 difference whether you can actually do that
5 rendition.

6 JONATHAN ROCKWELL: Back of path to
7 back of sidewalk is I think 48-and-a-half feet. Is
8 that right?

9 MARK FINNERTY: So, you're saying
10 that's a three-rod -- we can take a look -- but that
11 is a three-rod road, the right of way.

12 KATHLEEN GRIFFIN: And consider the
13 width of the heavy commercial trucks that go passing
14 through here because they could clip each other.
15 I've had a couple of cars clipped in front of my
16 house and trucks.

17 JONATHAN ROCKWELL: Eleven-foot lanes
18 are adequate for truck traffic.

19 KATHLEEN GRIFFIN: They are? So,
20 tomorrow's road lanes will be not as wide as today's,
21 correct?

22 JONATHAN ROCKWELL: Correct. They'll
23 be about a foot-and-a-half --

24 KATHLEEN GRIFFIN: Today, we have

1 trouble with the trucks passing each other, even
2 cars. So, to take away, that's concerning to me.

3 MODERATOR MILLER: That will actually
4 slow the speed down.

5 KATHLEEN GRIFFIN: I hope so.

6 MODERATOR MILLER: Yes, sir?

7 PATRICK SULLIVAN: Just a ballpark --

8 MODERATOR MILLER: Your name, sir?

9 PATRICK SULLIVAN: Patrick Sullivan.
10 I live on Seven Bridge Road.

11 MODERATOR MILLER: Okay.

12 PATRICK SULLIVAN: So, I think it was
13 where the lights are, either at Lunenburg or at Seven
14 Bridge Road and Main Street, so the average time of a
15 red light would be like 30 seconds? I'm just trying
16 to get a ballpark of what would be a rough --

17 JONATHAN ROCKWELL: Around that
18 ballpark, yes.

19 PATRICK SULLIVAN: And then, during
20 construction, what happens to traffic? Where is the
21 traffic going to go during construction?

22 JONATHAN ROCKWELL: It's managed
23 during construction with alternating lane closures,
24 typically, on a narrow roadway like this. So, in

1 order to accomplish the roadway widening and sidewalk
2 construction on one side, we're typically restricted
3 to off-peak hour activities. So, it's not when the
4 bus activity and the commuter activity is happening.
5 It's to close down one lane under police control and
6 have alternating one-way traffic on the other lane
7 while they're constructing one side. And that will
8 be just typically daily setups, not a long-term
9 closure.

10 MODERATOR MILLER: Yes, sir?

11 RICHARD DUDLEY: Richard Dudley, D-u-
12 d-l-e-y.

13 Can you go back to the other
14 intersection, Seven Bridge Road? I live here. I
15 look down my driveway and that school is across.
16 We've had one kid hit in that crosswalk since the
17 last meeting we had. If we push this up, a kid's
18 going to die there. I'm telling you that. The
19 trucks and cars fly through there at 40. It's marked
20 at 30. When that school zone and flashing light goes
21 on at 7:00 a.m., it doesn't make a bit of difference.
22 They still go 40. I've seen kids stand down there
23 and wait and do everything right. And when they
24 finally get people stopped in both directions, they

1 start crossing the road, some guy comes the other
2 way, blows his horn, passes the guy stopped at the
3 crosswalk, and almost kills the kid in the middle of
4 the road. This is what we're dealing with.

5 KATHLEEN GRIFFIN: Yeah.

6 RICHARD DUDLEY: So, we can push this
7 off for 100 years. But I'm just telling you, I'm not
8 going to watch a kid die here without saying
9 something.

10 Thank you.

11 MODERATOR MILLER: Thank you, sir.

12 Yes, sir?

13 JOHN KING: John King, K-i-n-g.

14 Since it's all commuter-based, why
15 can't we just put a toll booth up?

16 (Laughter.)

17 MODERATOR MILLER: Yes, sir?

18 DAVE NEWBOULD: Dave Newbould.

19 To that gentleman's comment, I don't
20 think that many people are opposed to the light.
21 It's about getting it right.

22 MODERATOR MILLER: Correct.

23 DAVE NEWBOULD: If we put this in, you
24 spend \$3 million that everybody is basically

1 spending. It's all our money. We're paying a lot in
2 taxes. So, we pay for it, and you don't get it
3 right, Shirley Road is screwed and whoever else going
4 to this and whoever else because it's done. The
5 project is done. You guys are out of there, and our
6 help is gone. Face it, Lancaster's help, which is
7 the state, is gone. That -- I don't think we're
8 opposed to the light. We just want to get it
9 correctly done.

10 The phasing, I don't believe in it. I
11 live there. I just don't believe in it. I think,
12 hopefully, you're considering this to look at
13 alternatives.

14 MODERATOR MILLER: We will.

15 DAVE NEWBOULD: I think you guys are
16 pretty intelligent. I think you can probably come up
17 with something that would work other than delaying
18 the light. I know that's the most cost-effective way
19 to get the state in and out is to put in a light.
20 It's the timing of the light. But it's not good the
21 way that -- when you guys are gone, you're gone.

22 Another question I had is just do you
23 have studies of the traffic, the increase in the flow
24 since 2015? Is there somewhere I can find that?

1 Because the Town loves commercial down on Route 70.
2 They love putting it down there. And they've got the
3 Dunkin' down there now. And they keep adding on,
4 throw in a couple of hotels. And that's causing a
5 lot of the problem, too. So, I want to make sure
6 that the residents can have actual facts in front of
7 them. Look, they want to go put more commercial down
8 there. This is going to -- now we're going to need a
9 light and a rotary. So, you know, I just want to get
10 any information that I could as far -- I don't know
11 where I would get that.

12 MODERATOR MILLER: I don't believe the
13 state has done any work down on 70.

14 DAVE NEWBOULD: What about the traffic
15 count here though over like -- you guys have like
16 five years or 40 years to show the --

17 MODERATOR MILLER: We have accident
18 data, but we don't have traffic counts per se.

19 DAVE NEWBOULD: Okay.

20 AUDIENCE: DOT has a website with the
21 counts. They put the count out in front of my house
22 every year. And they publish it on their website,
23 the traffic counts.

24 KATHLEEN GRIFFIN: Can't you take that

1 data and use that on a simulation, a computer
2 simulation of traffic flow?

3 JONATHAN ROCKWELL: Right. We do
4 traffic counts here to do simulations to fine tune --

5 KATHLEEN GRIFFIN: The traffic counts
6 are fine. You have that data. But you can do a
7 virtual simulation of all of that data of traffic
8 flow and with implementing your design here. The
9 computer, you know, that architects, potential
10 buildings, they can do that.

11 MODERATOR MILLER: Yes, ma'am,
12 standing in the back?

13 ANNE OGILVIE: Hi. Anne Ogilvie,
14 Turner Lane, O-g-i-l-v-i-e.

15 I do want to just say thank you to
16 folks who've acknowledged the safety concerns here
17 for the pedestrians and the children going to school,
18 and also for the people who are making left and right
19 turns there. You sort of feel like you're taking
20 your life in your hands as you do either one, hoping
21 that the people with the right turn signal are really
22 making a right turn and aren't going to cream you.
23 So, I'm grateful for the concern for safety and for
24 the expressed interest in finding common ground here.

1 I also wanted to ask though about the
2 -- if we go forward to 75 percent plan and then
3 implement this, I do have concerns about the
4 implementation timeline. So, I wanted to ask how is
5 that determined? It says here -- let's see -- all
6 design, permitting, and right of way acquisition is
7 expected to be completed by summer 2020, with
8 construction anticipated to begin in the fall of
9 2020. Perhaps you are basing this on -- perhaps
10 there's traffic data that says that that's not the
11 busier time of year. I just think the fall would be
12 the very busiest time of year. And I live on the far
13 side of town where buses are always late getting to
14 school anyway. So, I'm imagining that for the
15 construction period, and while the investment is
16 certainly worth it, I'm just wondering could the
17 timeline be modified at this point if it does go
18 forward so that there would be less impact on things
19 like transportation schedules for the Town? You
20 know, we're in a regional district here so we have
21 buses coming through Lancaster and going into Bolton.
22 We actually have a regionalized pre-k program, so we
23 have little guys traveling on the road and going all
24 the way to Stowe every day. So, there's -- so I'm

1 wondering if that timeline could be altered or if
2 we're locked into this and what the considerations
3 are.

4 MODERATOR MILLER: Okay. We'll take a
5 look at that. Nothing is set in stone right at the
6 moment.

7 Yes, sir, in the back?

8 SELECTMAN STAN STARR: My name is Stan
9 Starr. I'm a selectman in Town here, S-t-a-r-r.

10 In light of all the questions and
11 concerns that was raised here this evening, are we
12 going to have another opportunity as a Town to get
13 input from you folks before any "finalization" is
14 made for this project?

15 MODERATOR MILLER: We're at 25 percent
16 now. We'll be moving to 75 percent. And we can have
17 an informational meeting with your office if you'd
18 like.

19 SELECTMAN STAN STARR: Yeah, my
20 concern more is to address the concerns that were
21 raised here tonight with specific answers. And, as I
22 said, I'm not -- I'm neutral right now on this thing.
23 We need to do something. I think everyone in this
24 building believes that.

1 MODERATOR MILLER: Well, we would
2 appreciate if the Town could give us formal review
3 comments.

4 SELECTMAN STAN STARR: I thought that
5 was the purpose of this evening as well. Are we
6 taking --

7 MODERATOR MILLER: These are public
8 comments. But we'd like the Public Works office to
9 give us their review as well.

10 SELECTMAN STAN STARR: Okay.
11 Absolutely.

12 Now, we need some guidance, and your
13 expertise in putting it --

14 MODERATOR MILLER: Okay.

15 SELECTMAN STAN STARR: -- it's just
16 with everything else going on.

17 MODERATOR MILLER: Yes, sir, right
18 there?

19 MARK FINNERTY: Yeah, Mark Finnerty
20 again.

21 STENOGRAPHER: What was that last
22 name?

23 MARK FINNERTY: Did you think about
24 moving that intersection -- Finnerty, F-i-n-n-e-r-t-y

1 -- moving that intersection further west on Route 117
2 so that you could possibly get an alignment with
3 Shirley Road and, at the same time, not impacting
4 people's property other than the Town of Lancaster
5 who owns that school. And I think that with proper
6 screening, and trees, and barriers that it wouldn't
7 really harm. But the key thing is we don't want Matt
8 Zeh to lose their front yard so that they have a
9 travel lane taking up their front yard. Because I
10 know that you can have lights at somewhat of an
11 offset so that you can possibly align with Shirley
12 Road and --

13 MODERATOR MILLER: It's just money.
14 If we have more money, we can do a lot of things.

15 MARK FINNERTY: All I'm talking about
16 is just moving it this way.

17 MODERATOR MILLER: You can't just move
18 it. I mean there's utility impacts. There's right
19 of way impacts. There's a lot of impacts that you'd
20 have to consider. And you yourself said this is a
21 historic district, so we'd have to deal with that as
22 well. There's a lot of documentation required. It
23 could delay the project even further. But I mean
24 it's not outside the question.

1 MARK FINNERTY: You knew it was an
2 historic district before you went into this project.
3 So --

4 MODERATOR MILLER: And --

5 MARK FINNERTY: Yes, please.

6 MATT ZEH: Can you yield the floor for
7 a second?

8 (Laughter)

9 MATT ZEH: Matt Zeh, 1234 Main Street,
10 Z-e-h.

11 I think what Mark is saying is this.

12 AUDIENCE: Yes.

13 KATHLEEN GRIFFIN: Yes. Why not?

14 MATT ZEH: You drop one light here,
15 and now you've got this whole thing covered. You've
16 also relieved the problem of no visibility over the
17 top of this hill in that it's given this much space.
18 That's all he's saying is do that.

19 MARK FINNERTY: Yeah, a 90-degree
20 angle. And it's the Town's property that you'd be
21 taking. I'm sure we could work out something
22 amenable.

23 MODERATOR MILLER: Yes, sir?

24 GREG LEONARD: Just to build off one

1 of the questions.

2 MODERATOR MILLER: I'm sorry, again?

3 GREG LEONARD: I'm sorry. Greg
4 Leonard, 1 Buttonwood Lane.

5 MODERATOR MILLER: Okay, Greg. Thank
6 you.

7 GREG LEONARD: Somebody mentioned
8 about the traffic at the school lights, and it got me
9 thinking, you know, one of them is broken right now.
10 It's been broken for around six years. Does this
11 include fixing all the school crossing light? Is
12 that part of this?

13 JONATHAN ROCKWELL: Yeah, the school
14 zone is included in this. Everything will be timed
15 correctly.

16 GREG LEONARD: Excellent. And, you
17 know, one other final question, and I think this
18 probably goes to the Town, has there been a financial
19 review of this? And what would be the impact of
20 ongoing maintenance? We're adding a lot of
21 sidewalks, a lot of new pedestrian areas. It's got
22 to be plowed. It's got to be taken care of. It's
23 got to be cleaned. It's got to be maintained.
24 What's the financial impact to the Town to make those

1 changes on an ongoing basis?

2 MODERATOR MILLER: We don't do an
3 impact study like that for the Town.

4 Yes, sir?

5 ERIC JONES: Eric Jones. I own the
6 land underneath the word "Seven." And there's a
7 sewer line that runs down along there. Is this going
8 to move that sewer line or bury the sewer line in the
9 road?

10 JONATHAN ROCKWELL: No.

11 ERIC JONES: No? And what about the
12 water line that runs along in front of the school?
13 You're widening the road there. Is that going to
14 move that? Will that be part of the project, moving
15 the water?

16 JONATHAN ROCKWELL: There's no
17 proposal to move the water. The water can be under
18 the roadway. It's deep enough that there's no
19 impact.

20 ERIC JONES: Now, the Town wants you
21 to put a water line, to put your meter there, so that
22 can be a problem.

23 KATHLEEN GRIFFIN: Also where the
24 asphalt stops, you know, at the end of the project,

1 you know, right before my driveway, the water pipe
2 actually runs across the street up here, right here.
3 It comes through, what is it, the Dutch Florist,
4 crosses over to the Carter Washburn, and it is all
5 sunken in. So there's something wrong with the, you
6 know, underneath the asphalt. So, I just don't want
7 another pave over of a coating of asphalt. It has to
8 be graded or, you know, just corrected all the way up
9 the road.

10 MODERATOR MILLER: So that's beyond
11 the limits?

12 KATHLEEN GRIFFIN: No, it's within the
13 limits.

14 JONATHAN ROCKWELL: No, she said it's
15 within the limits.

16 MODERATOR MILLER: It's within the
17 limits. Okay.

18 KATHLEEN GRIFFIN: Yeah, that water
19 line is in that limit and it's washed away, you know,
20 and it's degraded all the roadway all the way up.
21 And also in front of her house, when they put in the
22 sewer line, there is a U, a very visible U, that goes
23 all the way up the line. And I've been concerned
24 about that sewer line.

1 MODERATOR MILLER: So, a depression is
2 what you're saying?

3 KATHLEEN GRIFFIN: It is a big
4 depression, yeah. And so the road is just crumbling,
5 you know, right up there.

6 Also, one other question, is the
7 sidewalk going to go up on that right side of the
8 road?

9 JONATHAN ROCKWELL: No, we're
10 proposing to end it at the signalized intersection
11 where people can then cross.

12 KATHLEEN GRIFFIN: Okay. All right.
13 Sure. I was going to say you don't want to walk up
14 117.

15 JEN FLETCHER: Jen Fletcher, Main
16 Street.

17 MODERATOR MILLER: Fletcher?

18 JEN FLETCHER: Yeah. So, on the other
19 side of Main Street, is there -- you know how that --
20 is there going to be ever a sidewalk like here,
21 because this goes here? So, the kids, there's a lot
22 of kids that live right here.

23 KATHLEEN GRIFFIN: There are now, yes.
24 We've got brand new homes.

1 JEN FLETCHER: That's what I was kind
2 of wondering about. On that side by Creamery Road,
3 they put a part of a sidewalk so you can stand at the
4 corner, but then the kids can't cross because there's
5 no sidewalks.

6 JONATHAN ROCKWELL: Yeah, I mean that
7 connection isn't proposed as part of this project.

8 JEN FLETCHER: Right. I'm just
9 surprised that there's no, you know --

10 KATHLEEN GRIFFIN: Continuation.

11 JEN FLETCHER: Yeah.

12 KATHLEEN GRIFFIN: They cross over
13 from --

14 MODERATOR MILLER: Okay. We'll take a
15 look at that.

16 KATHLEEN GRIFFIN: But there are four
17 families.

18 MODERATOR MILLER: Yes, sir?

19 SELECTMAN STAN STARR: Stan Starr,
20 again. Just a clarification on the project cost. It
21 quotes in here 3.3 mil. I heard 2.6. Does that not
22 include the planning?

23 MODERATOR MILLER: That is what is
24 right now proposed in the state Transportation

1 Improvement Program.

2 SELECTMAN STAN STARR: 3.3?

3 MODERATOR MILLER: 2.6.

4 SELECTMAN STAN STARR: 2.6. So, okay,
5 this is --

6 MODERATOR MILLER: Someone needs to
7 get a hold of the planning organization. We've got
8 to fine-tune the numbers. Jon has spoken to me
9 earlier and says right now above that. So, we need
10 to fine-tune the numbers, and we need to work
11 together to get some allocated funds.

12 JONATHAN ROCKWELL: I believe the 3.3
13 was put as an escalation, which the TIP number does
14 anticipate at this time.

15 SELECTMAN STAN STARR: Does that
16 include the planning costs as well?

17 MODERATOR MILLER: I'm sorry?
18 Planning?

19 SELECTMAN STAN STARR: The cost of
20 developing the plans for the state or is this
21 strictly construction?

22 JONATHAN ROCKWELL: Just construction.

23 MODERATOR MILLER: Strictly
24 construction.

1 JONATHAN ROCKWELL: And utility
2 relocations.

3 MODERATOR MILLER: Yes, ma'am?

4 NOREEN PIAZZA: I'm Noreen Piazza,
5 planning director with the Town of Lancaster, spelled
6 P-i-a-z-z-a.

7 MODERATOR MILLER: Yes?

8 NOREEN PIAZZA: I just wanted to
9 answer this woman's question about the continuance of
10 the sidewalks. As part of the Town's Complete
11 Streets Program, we are going to be putting new
12 sidewalks down either side of Main Street in coming
13 years. This is going to be a long-term program.
14 It's going to have about eight or nine years. But,
15 eventually, we will be connecting into the sidewalks
16 and they're going to be installed here, as well as
17 installing bike lanes on Main Street so they will
18 connect in with the bike lanes through this segment,
19 and then continuing with bike lanes up Lunenburg Road
20 as well. So, it is a continuum from north Lancaster
21 right down to south Lancaster.

22 JEN FLETCHER: Oh, thank you.

23 MODERATOR MILLER: Yes, sir?

24 DAVE NEWBOULD: Just one last thing.

1 Overall, I think you guys, and everybody in here will
2 tell you, you did a good job even though we tore some
3 stuff apart. You did a good job overall. It's just
4 little things that I think maybe you have to do.

5 MODERATOR MILLER: That's why we're
6 here. You know, we need the feedback.

7 DAVE NEWBOULD: Right. And, I think,
8 overall, it's good. It's just that if you're not
9 living here, driving it, seeing it, some things get
10 missed.

11 MODERATOR MILLER: Right.

12 DAVE NEWBOULD: So, it looks overall -
13 -

14 MODERATOR MILLER: We appreciate your
15 input.

16 Yes, ma'am?

17 ANGIE TOLLEFSON: Angie Tollefson,
18 Shirley Road, T-o-l-l-e-f-s-o-n.

19 I know we've had a couple of very well
20 spoken, outspoken neighbors tonight. Can we just get
21 a show of hands or something to show exactly how many
22 people in this room think that the way the lights are
23 now mean that we will never get out of our
24 subdivision? I just want you guys to understand that

1 the majority of us feel that this is condemning us to
2 never leaving our homes.

3 STENOGRAPHER: What was your first
4 name?

5 ANGIE TOLLEFSON: Angie.

6 STENOGRAPHER: Thank you.

7 KATHLEEN GRIFFIN: Yeah, that's got to
8 be modified somehow.

9 MODERATOR MILLER: Well, clearly we
10 need to do some more homework.

11 ANGIE TOLLEFSON: You need to come and
12 sit on Shirley Road and Buttonwood Road between seven
13 and nine and see how many cars get out.

14 DAVE NEWBOULD: I think with research
15 -- I think with research you'll get it right.

16 MODERATOR MILLER: So we clearly have
17 to do some more work.

18 Yes, sir?

19 ERIC JONES: Eric Jones, again. I
20 agree with these two gentlemen. The right answer is
21 to move Main Street over to align with Shirley Road.
22 Then the one light takes care of everything. You
23 don't have to worry about getting in and out or
24 anything else. And you're only doing it on Town

1 land.

2 JONATHAN ROCKWELL: Well, just to
3 point out, the right turn lane here, once you shift
4 the intersection back, that would require permanent
5 easements back in this direction.

6 ERIC JONES: Yes, it would.

7 JONATHAN ROCKWELL: It doesn't make it
8 something we can't consider.

9 ERIC JONES: But this is a daily
10 problem. You can't get out. You just can't get out.
11 You stop the cars there, the cars will be lined up.

12 DAVE NEWBOULD: But I think you guys
13 got that.

14 (Laughter.)

15 MARY ZEH: But that's at the end of my
16 driveway. I live at 1234 Main. I sat at the end of
17 my driveway for 12 minutes one morning.

18 STENOGRAPHER: Do you want to be on
19 the record? Stand up and state your name and it will
20 go on the record.

21 MARY ZEH: So, I live at 12 --

22 STENOGRAPHER: State your name please.

23 MARY ZEH: Oh, Mary Zeh, Z-e-h.

24 I live at 1234 Main Street, which is

1 right across from Shirley Road. And it takes -- it
2 can take me 12 minutes to get out of my driveway in
3 the morning. So, it's ridiculous.

4 MODERATOR MILLER: I agree. Well,
5 very good. I think we have quite a bit to work with
6 her.

7 GREG LEONARD: One more.

8 MODERATOR MILLER: Yes, sir?

9 GREG LEONARD: It's very self-serving,
10 so I wanted to wait till the very end. If you could
11 go back to the Buttonwood Lane one. It's kind of
12 self-serving. So, my house is that sweeping corner
13 right on Buttonwood Lane, the only one there. My
14 concern is when you block Otis off, any traffic
15 that's coming through Buttonwood, even though it's
16 relatively small neighbors, people come flying around
17 that corner, whipping around. It's a sloping corner.
18 You know, I'm going to strongly, at this stage,
19 strongly recommend, ask, beg, for a T connection and
20 take that sweeping corner out beside my house. I
21 don't care if I have to even, you know, buy some land
22 from the Town. But that sweeping corner -- I don't
23 know if there's measured accidents there -- but
24 there's been a few since I moved in there. We've had

1 some really close calls with our kids and the cars.
2 And it's just usually people that don't know the
3 area. They turn around, or they come down Shirley
4 Road, drop somebody off. They come flying around
5 like it's a straight shot out.

6 So, if that's the way the traffic flow
7 is going to be, I'm okay with it. I think -- I agree
8 that we need the lights. I'm just concerned about
9 now you've blocked off Otis, I'm going to have every
10 car coming through here and it's not going to slow --
11 they don't slow. They just whip around the corner.

12 I mean I can wave to Mary.

13 KATHLEEN GRIFFIN: I would say that
14 could just be a one-way coming in the direction of,
15 you know, Bolton.

16 GREG LEONARD: I have UPS trucks that
17 come through there probably at 30 miles an hour. I'm
18 not kidding, the FedEx truck, the UPS truck. Buses
19 don't do it anymore because I've spoken to them.

20 MODERATOR MILLER: Yes, ma'am?

21 MARILYN CHAMBERS: Marilyn Chambers,
22 Creamery Road.

23 I just don't know if you people are
24 aware that that part of Otis Street that you want to

1 close is the way to the cemetery in Town where
2 they'll be marching in that area on Monday.

3 KATHLEEN GRIFFIN: Yes.

4 MARILYN CHAMBERS: Now, where are they
5 going to march? They'll have to go up to Buttonwood
6 Lane and then go up? There's young people that march
7 in that parade. And I'd hate to see them get
8 overtired from marching from the center of Town and
9 then going up to Buttonwood Lane. If you're going to
10 close that road off, maybe you could make it somehow
11 that they could walk on whatever they put in there to
12 close it off.

13 MODERATOR MILLER: It will probably be
14 just loam and seed. You could walk on it. You'd be
15 able to march on it.

16 STENOGRAPHER: What's your last name,
17 Marilyn?

18 MARILYN CHAMBERS: Chambers.

19 MODERATOR MILLER: Chambers.

20 STENOGRAPHER: Thank you.

21 MODERATOR MILLER: Okay. If there are
22 no questions or comments, I'd like to remind you that
23 the last sheet of the handout is a mail-in sheet. I
24 encourage folks to please mail in your comments,

1 which you can submit to me tonight or you can mail it
2 into the Department within ten days of this date and
3 it will become part of the official record.

4 Before I close this hearing, I would
5 like to say that we will be here as long as you are
6 interested in looking at the plans, and we will try
7 to respond to any questions that affect you
8 personally.

9 Thank you very much for attending and
10 providing us with this facility.

11 I declare this hearing closed.

12 (Whereupon, the hearing was closed at
13 8:31 p.m.)

14 //

15 //

16 //

17 //

18 //

19 //

20 //

21 //

22 //

23 //

C E R T I F I C A T E

I, Judith A. Luciano, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

Judith A. Luciano

Judith A. Luciano

**** ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY
TO THE BEST OF MY ABILITY**



DESIGN PUBLIC HEARING

MAY 23, 2018

AT THE

PRESCOTT BUILDING (NASHAWAY MEETING ROOM)

701 MAIN STREET

LANCASTER, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

MAIN STREET (ROUTE 70/117) IMPROVEMENTS

PROJECT NO. 608779

ROADWAY PROJECT MANAGEMENT

IN THE TOWN OF LANCASTER, 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. 608779

A Design Public Hearing will be held by MassDOT to discuss the construction of the Main Street (Route 70/117) Improvements project in Lancaster, MA.

WHERE: Prescott Building
Nashaway Meeting Room
701 Main Street
Lancaster, MA 01523

WHEN: Wednesday, May 23, 2018 at 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed roadway and intersection improvements along Main Street (Route 70/117) in Lancaster, including the intersections of Main Street (Route 70) at Lunenburg Road (Route 117) and Main Street (Route 70) at Seven Bridge Road (Route 117). All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project includes the installation of fully-actuated traffic signals at the intersections of Main Street (Route 70) at Lunenburg Road (Route 117) and Main Street (Route 70) at Seven Bridge Road (Route 117); pavement resurfacing with box widening; drainage system upgrades; new pavement markings and signs; and landscaping. The proposed typical roadway cross-section will include one 11-foot travel lane in each direction; 10-foot right and left turn lanes at each Route 70 intersection; an 8-foot shared-use path for two-way bicycle traffic and pedestrian accommodations along the south side of Main Street; and a 5.5-foot sidewalk along the north side of Main Street. The total project length is approximately 2,250 feet (0.426 miles).

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Lancaster 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. 608779. 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 dot.feedback.highway@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). 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 L. 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.



1" = 300'

Main Street (Route 70/117) Improvements - Lancaster, Massachusetts



Figure 1

Project Location Map



PROJECT DESCRIPTION

PROJECT LOCATION AND PURPOSE

The Massachusetts Department of Transportation (MassDOT) and the Town of Lancaster are proposing pedestrian and vehicular safety and operational improvements along Main Street (Route 70/117), including the intersections of Main Street (Route 70) at Lunenburg Road (Route 117) and Main Street (Route 70) at Seven Bridge Road (Route 117). The project extends 2,250 feet along Main Street (Route 70/117)/ Seven Bridge Road (Route 117) from approximately 460 feet west of Lunenburg Road (Route 117) to approximately 350 feet south of Main Street (Route 70). Lunenburg Road (Route 117) will be reconstructed from Main Street (Route 70/117) to approximately 400 feet north of the intersection. Main Street (Route 70) will be reconstructed from Seven Bridge Road (Route 117) to approximately 250 feet south of the intersection.

PROPOSED IMPROVEMENTS

The proposed project includes the installation of fully-actuated traffic signals at the intersections of Main Street (Route 70) at Lunenburg Road (Route 117) and Main Street (Route 70) at Seven Bridge Road (Route 117); pavement resurfacing with box widening; drainage system upgrades; new pavement markings and signs; and landscaping. The proposed typical roadway cross-section will include one 11-foot travel lane in each direction; 10-foot right and left turn lanes at each Route 70 intersection; an 8-foot shared-use path for two-way bicycle traffic and pedestrian accommodations along the south side of Main Street; and a 5.5-foot sidewalk along the north side of Main Street. The total project length is approximately 2,250 feet (0.426 miles).

TRAFFIC MANAGEMENT

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

RIGHT OF WAY IMPACTS

Permanent easements will be required as part of this project for sidewalk and shared-use path construction and utility pole relocations. Temporary construction easements will also be required for slope work associated with the roadway widening. The Town of Lancaster will be responsible for securing all necessary easements within the Town layout on Main Street (Route 70/117)/ Seven Bridge Road (117), Lunenburg Road (Route 117), and Main Street (Route 70).

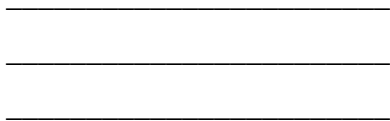
PROJECT COST

The current estimate of the total construction cost of this project is approximately \$3.3 million.

PROJECT SCHEDULE

The design plans on display are at the preliminary design stage. Comments made at this Public Hearing will be incorporated into the project's final design documents to the maximum extent feasible. All design, permitting and right of way acquisition is expected to be completed by Summer 2020, with construction anticipated to begin in the Fall 2020.

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: Public Hearing
Main Street (Route 70/117) Improvements
LANCASTER
Project File No. 608779
Roadway Project Management





PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster - Reconstruction of Routes 70 and 117 Hearing Date: May 23, 2018
 Facilitator: MASSDOT - HIGHWAY DIVISION Place/Room: Nashaway Meeting Room, Prescott Building

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
1 Albert Miller, Project Manager	Highway Division - Roadway Project Management	857-368-9341 Albert.Miller@state.ma.us	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER _____
2 Stephen Risotti	MassDOT - D3	Stephen.Risotti@State.ma.us	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER _____
3 Noreen Piazza	LANCASTER PLANNING	NPiazza@LANCASTER MA.NET	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER _____
4 Ross Goodale	MassDOT D3	Ross.A.Goodale@state.ma.us	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER _____
5 Walter Sendkowski	LANCASTER SELECTION MAN	W.Sendkowski@LACE MA.NET	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER _____



PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster - Reconstruction of Routes 70 and 117
Project Info No. 608779

Hearing Date: May 23, 2018

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room: Nashaway Meeting Room, Prescott Building

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
6 Ilze Kiseus dea C2+		978-877-8235 41	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
7 Gregory Tarbox	Arlington Twp		NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
8 Maura Chambers	Lane Tax Payer	978-365-6459	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
9 Cheryl Sundenish	Resident	978-365-2015	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
10 GEORGE SNOW	MRPC	G-SNOW EMRPC.ORG	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER



PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster - Reconstruction of Routes 70 and 117
Project Info No. 608779

Hearing Date: May 23, 2018

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room: Nashaway Meeting Room, Prescott Building

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
Robin Giando	MASSDOT Row	508-929-3794 Robin.Giando@STATE.MA.US	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
John Foster Barbara	neighbor	978 365 6227	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
JAY moody	117 Resident	Jaymoody@comcast.net	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
Erin Winters	108 Shirley	978 502 0279	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
CHRIS FELT	119 OTIS ST	Fahma@comcast.net	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER



PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster - Reconstruction of Routes 70 and 117
 Project Info No. 608779
 Hearing Date: May 23, 2018
 Facilitator: MASSDOT - HIGHWAY DIVISION
 Place/Room: Nashaway Meeting Room, Prescott Building

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
16 CHRISTINE ALFANO	Neighbor	CCBC99@COMCAST.NET	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
17 VINCENT ALFANO	Neighbor	VCALFANO@COMCAST.NET	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
18 Elizabeth Leonard	Neighbor	12leonard@Comcast.net	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
19 Greg Leonard	Neighbor	gregleonard@comcast.net	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
20 Barb Belisle	Neighbor	barb.belisle@dotma.gov	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER



PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster - Reconstruction of Routes 70 and 117
Project Info No. 608779

Hearing Date: May 23, 2018

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room: Nashaway Meeting Room, Prescott Building

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
Eric Jones Lorena R Jones	Lewiston Sevendistrict	860-447-1501 Lorena.jones@jms.com	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
STAN STARR	Sutton		NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
Leonard Vlady	Lancaster		NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
Tom Christy	Planning Board	(508) 331-4889 Tom.Christy@east.net	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER
Irene Roper	Lancaster	978 993 4105	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER



PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster - Reconstruction of Routes 70 and 117
 Project Info No. 608779

Hearing Date: May 23, 2018

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room: Nashaway Meeting Room, Prescott Building

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
JONATHAN ROPER		JMROPER@GMAIL.COM	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
Mary & Matthew Zeh	Neighbor	maryzehr.comcast.net	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
Tom Early	"	TEARLY66@qmail.com	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
Mark Finnerty	"	Markfinnerty@comcast.net	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
Michael Tolofson	"	mbtoll@yaho.com	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER



PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster - Reconstruction of Routes 70 and 117
Project Info No. 608779

Hearing Date: May 23, 2018

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room: Nashaway Meeting Room, Prescott Building

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
31 Jeanne Rose	Neighbor	978-368-8623	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER
32 Angie Tollefson	neighbor	636-459-5478	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER
33 Dave Newbold	Neighbor	(978) 870-9068	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER
34 Matt Lemache	Neighbor		NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER
35 Kevin Bartlett	Lancaster DPW Supt.	kbarlett@lancasterma.net	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER



PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster - Reconstruction of Routes 70 and 117
Project Info No. 608779

Hearing Date: May 23, 2018

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room: Nashaway Meeting Room, Prescott Building

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
36 Mark Griffin			NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
37 Katherine Holden	needed bigger room + microphone	Russon@comcast.net	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
38 Jen Fletcher	neighbor	Jen1515@hotmail.com	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER <u>face book</u>
39 Eric Dunning	Neighbor	edunning@greenkeyllc.com	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
40 Anne Ogilvie	Resident	anneogilvie@hotmail.com	NEIGHBOR SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER



PUBLIC HEARING SIGN-IN SHEET

Project: Lancaster – Reconstruction of Routes 70 and 117
Project Info No. 608779

Hearing Date: May 23, 2018

Facilitator: MASSDOT – HIGHWAY DIVISION

Place/Room: Nashaway Meeting Room, Prescott Building

	Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
41	Linda Cuthbert	Resident	9788702831 lgarnier104@comcast.net	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER
42	Richard D. Welles	abutter		NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER
43				NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER
44				NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER
45				NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD OTHER

RECEIVED

JUN 18 2018

MassDOT
PROJECT MANAGEMENT

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

June 1, 2018

RE: Project File No. 608779
Lancaster, MA
Main Street (Route 70/117) Improvements
PUBLIC HEARING May 23, 2018

Dear Ms. Leavenworth:

I attended the May 23, 2018 public hearing for the Project File No. 608779, Lancaster, MA, Main Street (Route 70/117) Improvements. I am in support in improving the safety for all that walk, ride bikes, and automobile that travel this highly congested roadway.

Main Street in the North Village was one of the earliest public road layouts in Lancaster. Recognizing the historic nature of this section of the town, on November 23, 1977 the North Village was included in the National Register of Historic Places, ID: 77000199. I request that the entire project should adopt a Historic Village theme (75% of the project is in the Historic District). It does not make sense to have one theme for 75% and another for the other 25%

As you are aware state and federal funds are not able to be used to degrade a National Register of Historic Place, the MASS DOT plan as presented on May 23, 2018 should reviewed as a National Register of Historic Place. MASS DOT advised that the Massachusetts Historical Commission has not been notified as of the meeting, and to date had no chance to review the plan presented or the alternative plans. Please get them involved immediately.

During the meeting I was advised that by the presenters that the traffic would "slow" down as a result of the new traffic patterns. I have questions about the air quality today, compared to the plan presented by the MASS DOT May 23, 2018 public hearing. Also, the air quality should be compared to the alternate plan (rotary for both Main Street and Lunenburg Road intersections).

The location of the traffic light and pedestrian crossing on the eastern portion of the project does not make sense. It is inconveniently located for the residents of the North Village. In order to cross Rte. 117, you have to cross two roads (4 lanes of traffic) as a pedestrian!!!! The intersection of Main Street should align closer to Shirley Road versus further away. The proposed MASS DOT plan essentially makes it difficult and stressful for the Shirley Road residents in vehicles to exit on to Main Street. The MASS DOT official advised the movement of traffic light would cost more. It was noted that the only land taking would be from the Town of Lancaster (school) to accommodate the residents of the North Village.

The closing of Otis Street eliminates a pedestrian walkway. This should be reconsidered in light of the proposed location of the pedestrian/traffic light on the eastern end of Main Street.

The North Village is the home to all of Lancaster's K-8 school children. The locations of street lights and cross walks are critical to the safety of our children and residents and pedestrian safety should be #1 importance.

MASS DOT plans incorporated 90 degree granite curbs. The plan presented looked like an asphalt and concrete jungle, not a historic district. I asked if the MASS DOT would consider "cape cod" berms, similar to the one used on Route 6A this past summer. The MASS DOT official advised "we only used cape cod berms on the cape". Were possible please consider cape cod berms, and where granite curbs are required, please consider a lower profile in the 45% to 30% profile. When cars see a granite curb you do not want to be close to it. Same for bike riders. If your pedal hits a 90% degree curb it can be fatal. Sometimes narrow roadway with granite curbs turn it into a gauntlet.

I really like the inclusion of sidewalks and bikeways the entire length of the project. There is a need to address the unsafe queuing during the rush hour. I would request the MASS DOT engineers look at the design through the lenses of: a historic federal district, residents of Shirley Road and Buttonwood Lane entering and exiting Main Street, our children and residents crossing Main Street safely. Unfortunately, the village was built using cart and horses in the early 1700's and not 53' over the road transient trailers.

Thank you in advance for your consideration.



Mark Finnerty
P.O. Box 363
1292 Main Street
Lancaster, MA 01523
Cell: 978-549-6777

RECEIVED

JUN 18 2018

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Lancaster, MA
Main Street (Route 70/117) Improvements
Project File No. 608779

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

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

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

PLEASE TYPE OR PRINT LEGIBLY.

DID YOU CONSIDER ENDING BUTTON WOOD AT THE LAST
DRIVEWAY INSTEAD OF DOING THAT ON OTIS?

IT SEEMS THAT WIDENING THE OTIS ST. ENTRANCE
WOULD BE A MUCH STRAIGHTER WAY TO ENTER
THE NEIGHBORHOOD AND ALSO GIVE THE RESIDENTS
A LITTLE MORE CHANCE TO ENTER 117

Name: CHRIS FELT Title: _____

Organization: _____

Address: 119 OTIS ST LANCASTER MA 01523

RT 117 → WEST

RT 70

RECEIVED

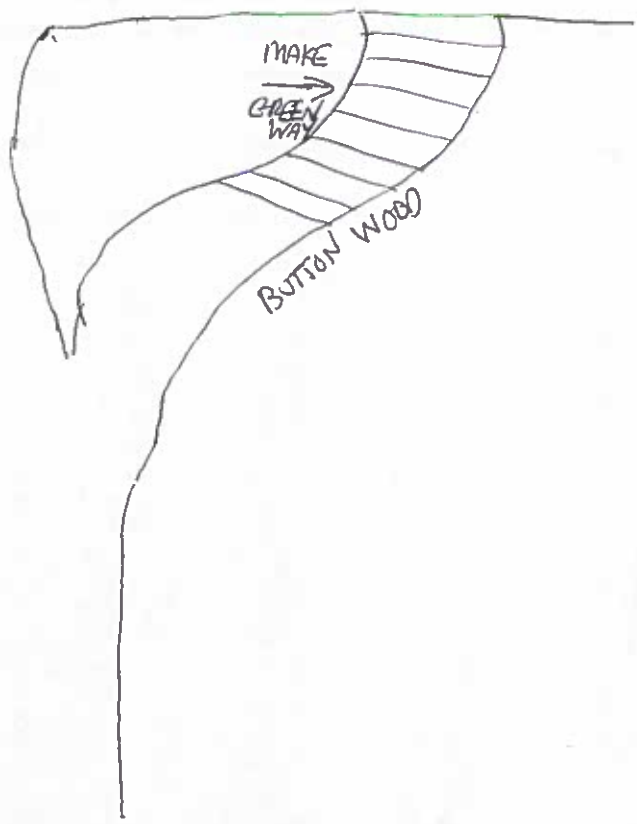
JUN 18 2018

MassDOT
PROJECT MANAGEMENT

OTIS ST.

MAKE
GREEN
WAY

BUTTON WOOD



Our concerns regarding the Main Street (Route 117/70) in Lancaster, Project File. No. 608779 are below:

1. We are unclear on the logic behind the Otis Street closure. Since it is the furthest street from both lights, perhaps if it were straightened at the end instead, it would provide better access. Closing off that end of Otis Street not only forces more traffic down Buttonwood Lane, it changes the historic dynamic of the village. We want to ensure the historic integrity of the North Village is maintained and or improved. Why close any street?
2. The wide, curved corner at Otis and Buttonwood is conducive to speeding and is a currently a safety concern. As Shirley Road and Otis Street residents become forced to use Buttonwood Lane more often, it needs to be addressed. We respectfully request this be evaluated and made a T-corner, which will force cars to stop before turning.
3. Has the town done an economic study? The hearing document states the cost to be \$3.3 million but we were told at the hearing budgeted funds were in the neighborhood of \$2.6 million. Will this affect other town costs (i.e., maintenance) or property values?
4. It seems that since foot traffic is relatively light and all four sidewalk ends won't be connected, that it would make more sense not to have sidewalks on both the north and south sides of 117. It seems like it is an unnecessary financial outlay. Isn't it also a safety concern that the proposed bike lanes will have the same issue?

5. It was mentioned at the meeting that all speed limit and school zone signage will be restored to proper working order. We want to ensure that does happen. This has been an issue for years.

Respectfully,

Gregory & Elizabeth Leonard

1 Buttonwood LN

Lancaster, MA 01523

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Lancaster, MA
Main Street (Route 70/117) Improvements
Project File No. 608779

RECEIVED

JUN 18 2018

MassDOT
PROJECT MANAGEMENT

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

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

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

PLEASE TYPE OR PRINT LEGIBLY.

I am concerned about bike on bike collision
strip the bike path for 2-way traffic.

Place cameras at the Shirley rd and buttonwood Ln
intersections to change the light cycle if a
car is onto rt 70 from Shirley rd or buttonwood
Ln. The light would be green on rt 70
unless the camera sees a car waiting. An example
of this is at the rt 117 and 110 light in
Bolton MA.

Name: Nicholas Mellis Title: _____

Organization: Lancaster Resident

Address: 85 Squire Shaler Ln
Lancaster MA, 01523

Nicholas Mellis
65 Squire Shaler Ln
Lancaster, MA 01523

BOSTON MA 02116

12 JUN 2015 PM 2:11



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

RE: Public Hearing
Main Street (Route 70/117) Improvements
LANCASTER
Project File No. 608779
Roadway Project Management

02116-397995

