



VIRTUAL DESIGN PUBLIC HEARING

NOVEMBER 4, 2020

FOR THE PROPOSED

ROUNDAABOUT CONSTRUCTION AT INTERSECTION OF PATRIOT ROAD,  
SOUTH/NORTH MAIN STREET & GARDNER ROAD

Project No.: 608784

Project Management

IN TEMPLETON, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

JONATHAN L. GULLIVER  
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER

Arlington Reporting Company  
(339)674-9100

**PRESENTERS**

Gautam Sen, Project Manager,  
 MassDOT - Highway Division  
 Angela Steinman, Right of Way Bureau,  
 MassDOT - Highway Division  
 Douglas White, District 2 Office,  
 MassDOT - Highway Division  
 Jeffrey Santacruce, P.E., PTOE,  
 Weston & Sampson, Inc.

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1                                   **P R O C E E D I N G S**

2                                   MODERATOR GAUTAM SEN: Hello. My name  
3 is Gautam Sen. I am the project manager for this  
4 project. I work in the Project Management Section at  
5 the MassDOT Highway Division in Boston headquarters.

6                                   Due to COVID-19 precautions, this  
7 prerecorded presentation will replace our usual Design  
8 Public Hearing.

9                                   During this presentation, we will  
10 explain the purpose of the hearing, provide an  
11 overview of right of way procedures, and explain the  
12 design. Finally, we will explain how you can submit  
13 your comments and questions about this project, many  
14 of which can be included in the official hearing  
15 transcript.

16                                  A handout has been prepared and posted  
17 to the MassDOT website along with this presentation.

18                                  The hearing also gives every interested  
19 resident of the area an opportunity to be heard on the  
20 proposed project. At the same time, the hearing  
21 provides the MassDOT an additional opportunity to  
22 receive information from local sources which would  
23 help MassDOT in making the final decision to what  
24 design should be advanced for development.

1                   Thank you very much for viewing this  
2 presentation. We look forward to hearing from all of  
3 you.

4                   ANGELA STEINMAN: My name is Angela  
5 Steinman, and I represent the Right of Way Bureau of  
6 the Massachusetts Department of Transportation Highway  
7 Division.

8                   The Right of Way Bureau is responsible  
9 for acquiring all the necessary rights in private and  
10 public lands for the design, construction, and  
11 implementation of this project.

12                  Affected property owners will be  
13 contacted by personnel from the Right of Way Bureau or  
14 consultants representing the Massachusetts Department  
15 of Transportation Highway Division. The procedures  
16 used must comply with state and federal regulations  
17 governing the acquisition process.

18                  The current design plan indicates that  
19 fee takings and permanent easements may well be  
20 required. Other areas will require temporary  
21 construction easements.

22                  Affected property owners' rights are  
23 protected under our Massachusetts General Laws,  
24 primarily Chapter 79. If a project is receiving

1 federal funds, the property owners' rights are further  
2 defined under Title III of the Real Property Act of  
3 1970, as amended.

4 DOUGLAS WHITE: Hello. My name is  
5 Douglas White and I am the District 2 Design Engineer  
6 for the MassDOT Highway Division in Northampton.

7 In this virtual Design Public Hearing  
8 presentation, you will be provided with information  
9 about the proposed roundabout construction at the  
10 intersection of Patriots Road, Main Street, and  
11 Gardner Road in Templeton, Mass.

12 The notice of this Design Public  
13 Hearing is included on page two of the handout.

14 This notice appeared in the *Gardner*  
15 *News* and *Athol Daily News* on October 21<sup>st</sup> and October  
16 28<sup>th</sup>, 2020. This notice was also posted on the MassDOT  
17 website.

18 We are currently in the 25 percent  
19 design stage.

20 This project is estimated to cost \$1.67  
21 million, with 80 percent funded by the Federal Highway  
22 Administration and 20 percent from MassDOT state  
23 funding.

24 This project is programmed in the

1 statewide Transportation Improvement Program in  
2 federal fiscal year 2023.

3 The total estimated cost of this  
4 project does not include any right of way acquisition  
5 costs.

6 The purpose of this hearing is to  
7 solicit your input regarding this project. Your  
8 questions and comments will be taken into  
9 consideration when completing the project's design.

10 Please keep in mind that the project is  
11 still in the design stage. And as the plans are not  
12 yet complete, we may not be able to answer all of your  
13 questions or respond to all of your comments at this  
14 time.

15 The last sheet of the handout is a  
16 mail-in sheet. If you have any questions or comments  
17 which you would like to submit in writing, you may use  
18 this sheet for that purpose. You may mail it to the  
19 Department within 10 days of this date and it will  
20 become part of the official record.

21 You may also follow the links on your  
22 screen to send us your comments or questions.

23 Please remember to identify yourself by  
24 name and affiliation, whether you are an abutter,

1 local official, or concerned citizen.

2 Now, we will move into the substance of  
3 the presentation. I'm going to turn the presentation  
4 over to Jeffrey Santacruce of Weston and Sampson, the  
5 design consultant that has been retained by MassDOT.  
6 Jeff will now describe the project.

7 JEFFREY SANTACRUCES: Thank you.

8 My name is Jeff Santacruce, and I am a  
9 registered professional engineer in the Commonwealth  
10 of Massachusetts. I am a project manager with Weston  
11 and Sampson, working for the Massachusetts Department  
12 of Transportation on the design of this project.

13 I'm going to take a few minutes to  
14 describe the work that is proposed for this project.  
15 We are hopeful this presentation will answer some of  
16 your questions. We encourage you to read the handout  
17 that was included with the link to this presentation  
18 for some more in-depth information.

19 You also have the opportunity to submit  
20 any questions you may have after the conclusion of  
21 this hearing.

22 Outreach to the public is a key project  
23 initiative on any project, hence why we are here  
24 today. To date, this outreach has consisted of



1 coordination between the Town and the Montachusett  
2 Metropolitan Planning Organization through their  
3 monthly meetings.

4                   Next, let's take a moment to introduce  
5 the project team: the proponent, the Town of  
6 Templeton, Mass; the consultant responsible for the  
7 design of the roundabout, Weston and Sampson; the  
8 Massachusetts Department of Transportation Highway  
9 Division, who is responsible for administering the  
10 design and construction processes; and the Federal  
11 Highway Administration, who is responsible for project  
12 oversight.

13                   Here, we have an aerial image showing  
14 the approximate limits of the project outlined in  
15 yellow. Just to get you oriented, north is up on the  
16 image, Patriots Road runs from left to right, North  
17 Main Street is located on the top, South Main Street  
18 is on the bottom, and Gardner Road running northeast  
19 out to the right of the plan.

20                   So, why do we need this project? So,  
21 let's take a look at some of the existing issues with  
22 the intersection.

23                   There's deficient bicycle and  
24 pedestrian accommodations. This includes a lack of

1 continuity of crosswalks and sidewalks all the way  
2 around the intersection and a lack of ADA ramps at  
3 many of the driveway locations. Those of you familiar  
4 with the intersection will know that MassDOT crews  
5 went out recently and installed ADA-accessible ramps  
6 at the crosswalk locations, but the intersection does  
7 still lack appropriate bicycle accommodations.

8                   It was also noted that there's a lot of  
9 driver confusion entering this five-leg intersection  
10 because it's so big and that there is intersection  
11 safety. There have been approximately 70 crashes over  
12 a six-year period.

13                   The picture on the left is looking  
14 south from the North Main Street intersection, showing  
15 the large expanse of pavement that is confusing to  
16 drivers at this intersection.

17                   The picture on the right shows where a  
18 crosswalk comes across, but there is a lack of  
19 continuing sidewalk at this location.

20                   Project Goals: to construct a modern-  
21 day roundabout within the footprint of the existing  
22 intersection that will reduce driver confusion  
23 associated with navigating the existing five-legged  
24 intersection; improve safety by reducing speeds and

1 conflict points within the intersection; provide  
2 improved pedestrian access with new sidewalks and ADA-  
3 accessible ramps at crosswalks and across driveways;  
4 and provide bicycle accommodations.

5                   As part of this project, the following  
6 highway work will be performed: The roundabout  
7 construction will occur; pavement rehabilitation and  
8 reconstruction on each of the approach legs to the  
9 intersection; sidewalk construction around the  
10 roundabout and on all approaches; installation of  
11 pedestrian ADA-accessible ramps; installation of bike  
12 lanes, access ramp, and a shared use path around the  
13 perimeter of the roundabout; drainage improvements;  
14 slope work outside the back of sidewalk locations; and  
15 it is anticipated that there are no utility  
16 relocations required as part of this project.

17                   So, how will traffic be affected?  
18 Since this intersection is open to traffic, it will be  
19 a requirement that traffic be maintained during the  
20 construction of the roundabout. This will be done  
21 using staged construction under multiple phases where  
22 traffic is moved around the intersection as needed.

23                   It may require some lane closures and  
24 lane shifts to direct traffic safely around the

1 construction areas.

2                   And on those times when work has to  
3 occur on one of the approaches, it may be required  
4 that a short local detour be maintained.

5                   At all times, access for pedestrians  
6 and bicycles will be provided whether on-site or on  
7 the use of short detours.

8                   The proposed roundabout construction  
9 will result in several improvements to the  
10 intersection. These will include improved safety  
11 through access management, improved pedestrian access  
12 around the outside of the roundabout and along new  
13 sidewalks on each one of the approaches, improved  
14 bicycle accommodations within the roundabout and on  
15 the intersection approaches, and overall slower travel  
16 speeds through the intersection.

17                   Here, we have an overview plan showing  
18 the proposed roundabout layout. As you can see, the  
19 majority of the roundabout fits within the existing  
20 intersection. There are a couple small locations  
21 where additional right of way will be required for the  
22 construction. These include the southwest corner, the  
23 southeast corner, and a little bit here on the eastern  
24 side.

1                   Here, we have a plan that shows  
2   proposed pavement marking and signing for the  
3   intersection, which gives a little clarity to the  
4   pedestrian and bicycle accommodations. As you can  
5   see, new sidewalks have been constructed along with  
6   new crosswalk locations that provide access around all  
7   five legs of the intersection.

8                   In addition, on some of the approaches,  
9   most notably Gardner Road and Patriots Road, we have  
10  exclusive bike lanes that turn into shared use lanes  
11  at the intersection if the riders are more experienced  
12  and are comfortable traversing the intersection with  
13  traffic.

14                  For those less experienced riders or  
15  those less comfortable, there will be ramps that allow  
16  you to access the multi-use path that goes around the  
17  roundabout and then traverse using the crosswalks.

18                  There are some environmental permitting  
19  considerations for this project; however, we do not  
20  meet MEPA as the review thresholds have not been met.

21                  We will be required to follow NEPA  
22  process, most likely resulting in a Categorical  
23  Exclusion Checklist.

24                  As far as the Section 106, we will look

1 at the historic aspects as this project is located in  
2 the Historic Village of Templeton and there are  
3 several properties that are on the National Register.

4 In addition, we will have to look at a  
5 Massachusetts Department of Environmental Protection  
6 Oil and Hazardous Material Review, as there are  
7 several sites that have been categorized for the  
8 possible presence of these materials based on their  
9 past use.

10 Next, let's look at the overall project  
11 schedule.

12 As you can see, the 25 percent design  
13 was submitted in May of 2019.

14 Today, we are at the virtual Design  
15 Public Hearing in November of 2020.

16 Next, we go to the 75 percent design  
17 submittal in the winter or spring of 2021, followed by  
18 the 100 percent design submittal in the fall of 2021.

19 Then, we move into the Plan,  
20 Specification, and Estimate design submittal in the  
21 spring of 2022.

22 And then the project will be ready for  
23 advertisement for construction in the fall of 2022,  
24 with an anticipated construction start of spring 2023.

1                   We appreciate you taking the time to  
2 view our presentation this evening. Please feel free  
3 to watch the presentation again and pause the video at  
4 any of the slides you wish to review in further  
5 detail.

6                   Also, please remember to review the  
7 handout information, which provides an overview of the  
8 project and some more in-depth information.

9                   Please feel free to submit any comments  
10 via mail or email at the link shown below on the  
11 screen.

12                   Thank you.

13                   (Conclusion of presentation.)

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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**

Arlington Reporting Company  
(339)674-9100





**VIRTUAL DESIGN PUBLIC HEARING**

**WEDNESDAY, NOVEMBER 4, 2020**

**FOR THE PROPOSED**

**Roundabout Construction at Intersection of Patriot Road, South/North  
Main Street & Gardner Road  
Project File No. 608784  
Project Management**

**IN THE TOWN OF TEMPLETON, 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 DESIGN PUBLIC HEARING  
Project File No. 608784**

A Virtual Design Public Hearing will be published on the MassDOT website below to present the design for the proposed **Roundabout Construction at Intersection of Patriot Road, South Main Street, North Main Street & Gardner Road** project in **Templeton, MA**.

**WHEN:           Wednesday, November 4, 2020**

**PURPOSE:**     The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed **Roundabout Construction at Intersection of Patriot Road, South/North Main Streets & Gardner Road** project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:**    The proposed project consists of the conversion of an existing intersection of Patriot Road (Route 2A), Gardner Road (Route 101), North and South Main Street into a roundabout and accompanying infrastructure improvements including curb modifications, ADA compliant wheelchair ramps and sidewalks, modifications to drainage, signage and pavement markings. The roundabout will include accommodations for bicycles using a combination or exclusive bike lanes and shared lanes on the roadway approaches and a shared use sidewalk around the roundabout.

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

Written statements and other exhibits regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: **Project Management**, Project File No. **608784**. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked no later than ten (10) business days after the hearing is posted to the MassDOT website listed below. Project inquiries may be emailed to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@state.ma.us).

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g. interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email ([MassDOT.CivilRights@dot.state.ma.us](mailto:MassDOT.CivilRights@dot.state.ma.us)). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the hearing. This Virtual Design Public Hearing or a cancellation announcement will be posted on the internet at [www.mass.gov/massdot-highway-design-public-hearings](http://www.mass.gov/massdot-highway-design-public-hearings).

JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER



Dear Concerned Citizen:

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

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Patricia A Leavenworth, P. E.  
Chief Engineer

## **WHAT IS A PUBLIC HEARING?**

### **WHY A PUBLIC HEARING?**

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

### **WHY NOT A VOTE ON HIGHWAY PLANS?**

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

### **WHAT DOES A PUBLIC HEARING ACCOMPLISH?**

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

## **RIGHT OF WAY CONCERNS**

The State is responsible for securing the Right of Way for this project. If your property, or a portion of it, must be acquired by the State for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

### **1. WHO CONTACTS ME?**

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

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

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

### **3. MUST I ACCEPT THE DEPARTMENT'S OFFER?**

No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

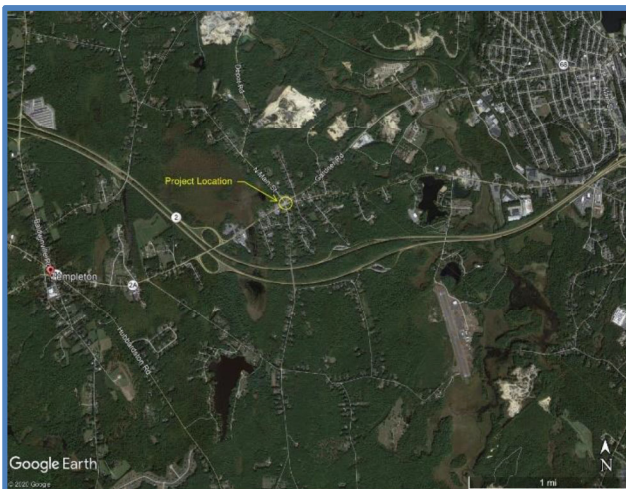
### **4. WHAT WILL HAPPEN TO MY HOUSE?**

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

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

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





**Locus Map – Templeton Roundabout Project**  
Intersection of Patriots Road, North Main Street,  
South Main Street, and Gardner Road



**Templeton- Roundabout Construction at Intersection of Patriot Road,  
South/North Main Street & Gardner Road  
Project File No. 608784**

**PROJECT LOCATION**

The project is located at the intersection of Patriots Road, North Main Street, South Main Street, and Gardner Road in the Town of Templeton approximately ½ mile east of Route 2. The attached Locus Map shows the intersection location.

**PROJECT PURPOSE**

The purpose of this project is to reduce confusion for drivers entering the wide five-legged intersection increasing safety for all modes of transportation and improve intersection operation. The Massachusetts Department of Transportation (MassDOT) and the Town of Templeton are proposing pedestrian, bicyclist, and vehicular safety and mobility improvements consisting of the construction of a roundabout at the intersection and associated roadwork along approximately 845 feet of Patriots Road, 225 feet of North Main Street, 175 feet of South Main Street, and 375 feet of Gardner Road. This proposed project is primarily intended to improve traffic operations at the intersection and improve safety and accessibility for pedestrians and bicyclists from the surrounding neighborhoods.

**EXISTING CONDITIONS**

Patriots Road is a two-way, generally east-west roadway that has two through traffic lanes approximately 12-foot wide each accompanied by an 11-foot wide left turn lane on both intersection approaches. The road has four-foot wide shoulders on either side. Bituminous asphalt sidewalks are present along both sides of the road within the intersection's vicinity. Sidewalk width is generally six-foot wide. The sidewalks do not have accessible ramps at driveway crossings and discontinue on the south side of the road east of the intersection and along the north side of the road west of the intersection. Fully accessible pedestrian ramps were installed on all quadrants of the intersection along Patriots Road in November 2018. The road is classified as a minor arterial and has a posted speed limit of 35 MPH. Patriots Road is not part of the National Highway System (NHS) network.

Gardner Road is a one-way roadway that has one shared through-right turn lane that is 11-foot wide, and one left-turn lane that is 12-foot wide. The road does not have shoulders within the project limits. A six-foot wide bituminous asphalt sidewalk is located on the south side with ramps only at the main intersection. Driveways do not have accessible ramps. Gardner Road is classified as a minor arterial and has a posted speed limit of 30 MPH. Gardner Road is not part of the NHS network. The road generally runs from the northeast to southwest.

Main Street is a two-way roadway with two traffic lanes approximately 12-foot wide each. The road has two-foot wide shoulders on either side along with an eight-foot bituminous asphalt sidewalk located around the northwest corner between Main Street and Patriots Road. No sidewalks are present north of the intersection; however, a bridge located approximately 250 feet north of the intersection features a five-foot wide bituminous asphalt pedestrian path on the west side of Main Street. A six-foot wide bituminous asphalt sidewalk extends along the east side of the street south of the intersection with Patriots Road. No sidewalks are present on the west side of the street south of the intersection. Main Street is classified as a major

collector and does not have a posted speed limit in the vicinity of the intersection. The road generally runs from the northwest to the southeast. This document will reference Main Street in the north-south direction.

## **PROPOSED IMPROVEMENTS**

The project includes transportation improvements along South Broadway (Route 28) and Merrimack Street. The proposed improvements include:

- Construction of a Roundabout
- Resurfacing the roadway, resetting curb lines and modifying drainage infrastructure around the intersection and on the roadway approaches within the project limits.
- Reconstruction of sidewalks on both sides of Patriots Road, South Main Street, the west side of North Main Street, and the south side of Gardner Road and the construction of a new sidewalk along the east side of North Main Street within the project limits to rectify non-compliant cross slopes, irregular/heaving surfaces, deterioration and dissimilar materials;
- Construction of Americans with Disabilities Act (ADA) / Architectural Access Board (AAB) compliant accessible curb ramps at the intersection and at driveways within the project limits;
- Installing bike accommodations throughout the project limits including bike lanes and shared facilities.
- Striping of new thermoplastic crosswalks, yield lines, centerlines, and shoulder lines within the project limit.

## **TRAFFIC MANAGEMENT**

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

## **RIGHT OF WAY IMPACTS**

Temporary construction easements will be required for minor grading impacts to lawns, driveways, and walkways and to restore impacts to adjacent properties. Small permanent easements will also be required on the southwest and southeast corners of the intersection for construction of the roundabout and sidewalks. MassDOT will be responsible for securing all necessary easements. MassDOT's policy concerning land acquisition will be discussed at this hearing.

## **PROJECT COST**

The current estimate of the construction cost of this project is approximately \$1.67 million based on 25% design stage.

## **PROJECT SCHEDULE**

The design plans presented in this virtual public hearing are at the 25% design stage. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible. Design, environmental permitting and right of way acquisition must be completed by Summer of 2022. Construction is anticipated to begin in the Spring of 2023.



THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

**FEDERAL AID PROJECT**

Templeton, MA  
**Roundabout Construction at Intersection of Patriot Road, South/North Main Street &  
Gardner Road**  
Project File No. 608784

This sheet is provided for your comments. Your input is solicited and appreciated. Please mail this sheet with any additional comments to:

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

Attn: 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 Hearing.

**PLEASE TYPE OR PRINT LEGIBLY.**

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Organization: \_\_\_\_\_

Address: \_\_\_\_\_

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Please Fold and Tape



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

RE: Virtual Public Hearing

**Templeton**, Roundabout Construction at Intersection of Patriot Road, South/North Main  
Street and Gardner Road; **Project File No. 608784**  
**Project Management**

