



DESIGN PUBLIC HEARING

THURSDAY, FEBRUARY 28, 2019 AT 7:00 P.M.

AT

WINCHENDON TOWN HALL  
SECOND FLOOR AUDITORIUM  
109 FRONT STREET  
WINCHENDON, MA 01475

FOR THE PROPOSED

CENTRAL STREET RECONSTRUCTION PROJECT  
FROM FRONT STREET TO MAPLE STREET  
Project No.: 608548  
Roadway Project Management Section

IN WINCHENDON, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER

Arlington Reporting Company  
(339)674-9100

**PRESENTERS**

Thomas Currier, Project Manager,  
 MassDOT - Highway Division  
 Shirley Shiver, Right of Way Bureau,  
 MassDOT - Highway Division  
 Jeffrey Hoynoski, District 3 Office,  
 MassDOT - Highway Division  
 Alexander Fagnand, P.E., ENV SP,  
 Tighe & Bond  
 David Loring, P.E., LEED AP,  
 Tighe & Bond

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

2                               MODERATOR THOMAS CURRIER: Good  
3 evening, everybody. My name is Tom Currier. I am  
4 with MassDOT. We are here tonight to talk to you  
5 about the Central Street 122A improvement project.

6                               We are at the 25 percent Design Public  
7 Hearing tonight, which is a formal legal process that  
8 MassDOT performs for every project as part of our  
9 Federal Highway requirements.

10                              The purpose of this meeting is to  
11 explain the project to you. Your designer, Tighe &  
12 Bond, is here with us tonight. That's Alex Fagnand  
13 and Dave --

14                              DAVID LORING: Loring.

15                              MODERATOR CURRIER: Loring. I'm sorry,  
16 David. I apologize.

17                              With me tonight from MassDOT is Shirley  
18 Shiver of District 3 municipal Right of Way Office.  
19 She is here to explain the legal aspects of the right  
20 of way process.

21                              STENOGRAPHER: That mic is not working.

22                              MODERATOR CURRIER: That mic is not  
23 working?

24                              STENOGRAPHER: Well, it's

1     intermittently. It's cutting in and out. You need a  
2     sound check to get something going because it's not  
3     going to come through well.

4                     MODERATOR CURRIER: Okay, Greg. This  
5     gentleman is Greg Tarbox. We're having some technical  
6     difficulties.

7                     Maybe I can just use one of these.  
8     How's that? No.

9                     STENOGRAPHER: You've got to talk right  
10    into it.

11                    MODERATOR CURRIER: That works. Okay.  
12    Good.

13                    So, where was I? Greg Tarbox of  
14    Arlington Typing and Mailing. He's capturing a  
15    verbatim transcript of tonight's process. That's part  
16    of the legal requirements as well.

17                    But, anyway, as I was saying, the  
18    purpose of tonight's meeting is to explain the project  
19    to you. And Alex is going to do that for us. But,  
20    most importantly, we want to hear your comments, and  
21    criticisms, and suggestions as to how to make it  
22    better. Nobody knows the roadway better than you.  
23    So, we're going to rely on your knowledge to help us  
24    give you a better project.

1                   I know there's going to be some things  
2   you may not like, but other things you're going to  
3   like a lot. Hopefully, more of the latter than the  
4   former. We think it's a great job. I think there's a  
5   lot of room for improvement, but you'll help us figure  
6   it out.

7                   Let me just take care of a couple more  
8   bookkeeping things. This meeting was advertised in  
9   the *Gardner News* on February 14<sup>th</sup> and February 21<sup>st</sup>, and  
10   in the *Telegram and Gazette* on February 14<sup>th</sup> and  
11   February 21<sup>st</sup> as well.

12                  Currently, the cost is approximately \$5  
13   million. And we're advertising this project for  
14   construction on December 12, 2020. So, we're less  
15   than two years out from that. That means your  
16   contractor would be on board and ready to go in the  
17   spring of 2021. So, I would imagine it's going to  
18   take 18 months or so, two years probably, 24 months  
19   thereabouts, to build it. These are rough estimates  
20   at this point. We're at the preliminary design stage.  
21   And I don't want to tread on Alex's presentation too  
22   much more, so I'll stop.

23                  First, let's ask Shirley to read us the  
24   right of way law.

1                   SHIRLEY SHIVER: Absolutely. Thanks,  
2 Tom.

3                   MODERATOR CURRIER: Speak right into  
4 that microphone.

5                   SHIRLEY SHIVER: Good evening,  
6 everyone.

7                   When the Commonwealth, acting through  
8 its Massachusetts Department of Transportation Highway  
9 Division, indicated it would accept this \$5 million  
10 project for funding, your municipality accepted  
11 certain responsibilities. One of those  
12 responsibilities is acquiring all of the necessary  
13 rights in private and public lands for the design,  
14 construction, and implementation of this project.

15                  My function is to review and recommend  
16 procedures that your municipality will use in  
17 acquiring these rights. The procedures must comply  
18 with both federal and state regulations.

19                  The current design plan indicates that  
20 there are 44 temporary easements.

21                  Property owners impacted by this  
22 project will be contacted by your municipal officials.  
23 They will present the proposed impacts to each owner  
24 and discuss the methods with which they may acquire



1 the needed rights for the project.

2 Frequently, municipalities will appeal  
3 for donations to minimize the acquisition cost for  
4 your community. However, donations are not required,  
5 and property owners are entitled to an appraisal,  
6 review appraisal, and just compensation.

7 Right of way documents will be provided  
8 to each owner to help them understand the acquisition  
9 process and how the project affects their property.

10 Affected property owners' rights are  
11 protected under our Massachusetts General Laws,  
12 primarily Chapter 79. And, because this project is  
13 receiving federal funds, the property owners' rights  
14 are further defined under Title III of the Real  
15 Property Acts of 1970, as amended.

16 I will be happy to answer any general  
17 questions concerning right of way activities during  
18 this open forum, and I will be available after the  
19 hearing for any other questions you may have.

20 Thank you.

21 MODERATOR CURRIER: Thanks very much,  
22 Shirley.

23 I never finished introducing Jeff  
24 Hoynoski of District 3. He's the projects engineer

1 with MassDOT. He helps the Town and the designer  
2 deliver a project that's advertisable and qualifies  
3 for federal funding. We have lots of federal  
4 guidelines we have to adhere to to spend their money  
5 on our projects.

6 I would like to emphasize that this is  
7 a municipal roadway owned by the Town. And these  
8 capable designers are working for you. We're just  
9 reviewing the project and administering the  
10 construction.

11 So, right now, let's ask Alex to  
12 explain the details.

13 ALEXANDER FAGNAND: Good evening. My  
14 name is Alex Fagnand. I'm with Tighe & Bond, the  
15 designer the Town has hired to work on this project.  
16 I'm happy to have the opportunity to speak with you  
17 tonight about some of the details, and hopefully give  
18 you a nice overview of where we are today.

19 I think Jeff kind of ran through the  
20 introductions. To note some of the Town officials  
21 that have been involved in this part, Keith Hickey,  
22 the Town Manager; Al Gallant, the DPW Director; and  
23 Tracy Murphy, the Director of Planning, have all had  
24 some input. And we've been working with them and

1 they've been developing this project. You know, it's  
2 been a good collaborative exercise to date. And  
3 myself and David Loring are here from Tighe & Bond  
4 tonight to help give some details.

5                   So, this actually isn't the first time  
6 -- this is the Design Public Hearing for the project.  
7 It is an important legal step, as Tom was referring  
8 to. But we were actually before the Select Board and  
9 the Planning Board at a joint meeting in October of  
10 2017 to present information. We were at the  
11 conceptual stage at that point and wanted to get some  
12 information about the project out. We were also  
13 presenting the results of a public survey that we had  
14 conducted at the Fall Fest that year. The Town had  
15 some information out at their booth, and we had some  
16 survey cards to solicit input from the public on what  
17 some of their concerns were. I do have a brief  
18 summary of some of those concerns in a few slides.

19                   Again, as Tom kind of alluded to, the  
20 project team here is the Town of Winchendon is the  
21 project proponent.

22                   Tighe & Bond is the designer.

23                   MassDOT is involved as administering  
24 the design, doing design reviews, and they will be

1 providing construction, resident engineering, and  
2 administration services when we get to that stage.

3 FHWA, the Federal Highway  
4 Administration, is also noted here as this is a  
5 federally funded project and there's federal money  
6 involved.

7 So, the project area. This is Central  
8 Street right through downtown. The project begins  
9 just beyond Blair Square, right about at the  
10 Cumberland's driveway, and proceeds north up to just  
11 past the CVS driveway right near the Maple Street  
12 intersection.

13 It is important to note that it does  
14 not actually include either intersection. Neither  
15 intersection are in the scope of this. It's a linear  
16 corridor improvement. It's about 2,200 feet.

17 So, the Town wanted to start developing  
18 this project because they're aware of some existing  
19 deficiencies out on Central Street. And we began  
20 working with them and identified some of the concerns  
21 out there.

22 So, there's existing safety concerns,  
23 mostly concentrated around the intersection,  
24 intersecting roadways, the side streets coming in. A

1 good deal of that has to do with something called  
2 intersection sight distance, which is just what it  
3 sounds like. When you're trying to pull onto Central  
4 Street, you don't necessarily have a good sightline of  
5 the traffic coming in either direction and it makes it  
6 difficult to make a safe maneuver out of those  
7 streets.

8                   There's also frequent pedestrian  
9 crossings and a lot of those are at midblock  
10 locations. So you can't always anticipate when a  
11 pedestrian is going to step into the road. Those are  
12 issues we look to try to resolve and make pedestrian  
13 crossings more convenient and obvious as we develop a  
14 design on a downtown corridor like this.

15                   The roadway condition itself is  
16 obviously in poor repair at this point, lots of  
17 cracking, utility trenching. And a lot of that is  
18 accelerated by poor drainage. The roadway takes on  
19 water when it rains and it doesn't drain off so well.

20                   There's also concerns with the ADA and  
21 the multimodal accommodations out there. A lot of the  
22 ramps are not ADA compliant. There's some issues with  
23 the sidewalk condition itself. You know, there's no  
24 dedicated bicycle space out there. There's not that

1 multimodal accommodation that you look for in a  
2 downtown corridor.

3                   And, also, the utilities. So, the  
4 sewer and the water main are dated at this point.  
5 They're undersize. And with dated old utilities comes  
6 increased repairs. If your water main breaks, you've  
7 got to repair the road. That's costly. Obviously,  
8 there's service interruptions for residents. So,  
9 these are all things that we would look to address  
10 with this project.

11                   And I mentioned the October 2017  
12 survey. So, you know, some of those common themes we  
13 heard.

14                   Speeding -- people are concerned with  
15 the motor vehicle speed on Central Street. And that  
16 plays into some of the safety concerns. With a new  
17 design, we will look to try to address those issues.

18                   Streetscape came up a lot as well.  
19 People are looking for more livable, approachable  
20 downtowns, somewhere that they want to be, that they  
21 want to bring their business.

22                   And I threw up Blair Square because it  
23 came up in the survey cards. And, you know, it is not  
24 part of the scope of this project, but the Town is

1   aware of, you know, the public concern with that  
2   intersection itself and is continuing to evaluate  
3   options at that location.

4                   So, this is a great picture. We were  
5   out doing some fieldwork and, you know, the driver  
6   stopped here and paused. This is the stop bar. You  
7   can see it right here at the bottom of the picture.  
8   So, this person is legally stopped at the stop line  
9   attempting to make a maneuver from Grove Street onto  
10  Central Street. I just wanted to point out a few key  
11  features.

12                   This car is legally parked in a parking  
13  spot. This building corner, obviously, restricts the  
14  sightline of the driver trying to get out onto  
15  Central. If you can see it, there's actually an  
16  oncoming vehicle right there.

17                   I'd also want to point out that there's  
18  another legal parking space in front of this car. So,  
19  you can imagine if there was a, you know, Tahoe parked  
20  here or a large SUV. You really don't have any  
21  visibility onto Central Street, and you've got  
22  concerns with speeding where you've got vehicles  
23  coming at, you know, 40 miles an hour when really they  
24  shouldn't be traveling much about 25, 30 on this

1 corridor. So, that's an illustration of the  
2 intersection sight distance concern that I mentioned.

3                   You know, another couple of things to  
4 point out in this photo. These ADA ramps are  
5 noncompliant. The brick pavers, they tend to settle  
6 funny. You don't have the correct surface. The ramp  
7 slopes aren't right. And, also, you know, you can see  
8 pavement condition, general sidewalk condition,  
9 obviously, issues that we highlighted.

10                   And to the pavement and sidewalk, just  
11 some close images. You've got linear cracking.  
12 You've got cracks across the sidewalk panels, curbing  
13 that's kind of sunk in, doesn't well define the  
14 driveways anymore. So, typical issues you see on a  
15 road that hasn't been replaced in a long time.

16                   So, what do we want to do about it?  
17 Project goals: improve safety on Central Street for  
18 all users; improve accommodation on Central Street for  
19 all users; and create a more livable downtown for  
20 residents that will support the local economy.

21                   And how do we do that? We're looking  
22 to install new public utilities. So, the Town is  
23 looking to install a new sewer main and a new water  
24 main with service connections to the abutting



1 properties.

2                   They're also looking to kind of  
3 modernize the storm drain system to keep Central  
4 Street drier in storm events, and put in some modern  
5 best management practices like deep sumps in the catch  
6 basins and things that improve the water quality, have  
7 an environmental benefit for the Town, and for Whitney  
8 Pond where this ultimately goes.

9                   There will be some adjustment of the  
10 curb lines out there. There will be a new roadway  
11 section so that the current proposal is two travel  
12 lanes, two bicycle lanes, one parking lane, and two  
13 sidewalks. So, the curbs are going to move in and out  
14 in different areas accordingly to make that section  
15 fit.

16                   Once all that roughing work is done, if  
17 you will, they'll come through. They'll pave a new  
18 road, new hot mix, new cement concrete sidewalks, ADA  
19 compliant curb cut ramps, new pavement markings and  
20 signage, and then the Town also has plans to install  
21 some new lighting down here, potentially some  
22 decorative lighting to enhance the aesthetic of  
23 downtown and really, you know, try to improve that  
24 livability, and also some streetscape amenities. You

1 know, there may be some strategically placed benches,  
2 places that you can kind of sit down and enjoy being  
3 downtown in Winchendon.

4 And we wanted to point out that this  
5 project is basically a footprint project. I know  
6 we're going to move some curb lines, but we're not  
7 really widening the road. So, there's very minimal  
8 right of way impacts, and those are generally going to  
9 be temporary easements on this project.

10 This is just a graphical illustration  
11 of that road section I just talked about. You'd have  
12 two 11-foot drive lanes with marked bike lanes outside  
13 of them. These drive lanes are a little bit more  
14 narrow than what's out there today. There is a  
15 centerline out there now, but it will give drivers a  
16 little bit more friction and it helps to slow cars  
17 down a little bit and put a little more emphasis on  
18 the downtown users, the people that are trying to go  
19 to the stores and the restaurants downtown.

20 There will be five-foot minimum  
21 sidewalks. But there is extra space in a lot of areas  
22 down there within the existing right of way to provide  
23 a little bit extra accommodation. And that will also  
24 potentially allow for some street trees or a little

1 bit of streetscaping to occur as well.

2 Tom mentioned the schedule. So, here  
3 we are tonight at the Design Public Hearing. There's  
4 a couple more design steps. There's a 75 percent  
5 design. There's a 100 percent design. That 100  
6 percent design is a pretty critical step. That's when  
7 you're basically saying that the design is ready for  
8 construction, although there's a little bit more back  
9 and forth to iron out the details.

10 Construction is starting in April 2021.  
11 And, again, a rough estimate at this time, but  
12 construction might be finishing up in summer/fall  
13 2022.

14 A big concern, obviously, how are we  
15 going to live this day-to-day during that construction  
16 period? So, there's going to be traffic impacts.  
17 There will be contractors out there working every day  
18 for an extended period of time. But, it's important  
19 to note that Central Street will remain open. There's  
20 no plan to close it. You know, there may be special  
21 considerations on a critical utility replacement, but  
22 there's no closure of Central Street planned. There  
23 will be some temporary lane closures. There will be  
24 police details out there coordinating traffic.

1                   It says here, "Every effort will be  
2   made to maintain at least one lane of traffic through  
3   the duration of the project." We just want to  
4   emphasize that again.

5                   Access to abutting properties will be  
6   maintained at all times.

7                   And then ADA-compliant pedestrian  
8   routes or detours will be provided at all times as  
9   well. So, there's really an emphasis on making sure  
10   that the abutters, the people that live and work  
11   downtown, are allowed to --

12                  MODERATOR CURRIER: You'll have two-way  
13   traffic in that section, one lane in each direction.

14                  ALEXANDER FAGNAND: We should.

15                  MODERATOR CURRIER: Yeah.

16                  ALEXANDER FAGNAND: We should.

17                  MODERATOR CURRIER: There might be --

18                  ALEXANDER FAGNAND: There might be an  
19   hour where they've got to do a water main connection  
20   and it's alternating one-way for that hour in the  
21   middle of the day, but the plan is to keep traffic  
22   moving on Central Street. Thank you, Tom.

23                  From an environmental permitting  
24   standpoint, there are no environmental permits out

1   there because there's no adjacent resource areas.  
2   But, MassDOT does have a comprehensive permitting  
3   coordination process that includes MEPA permitting.  
4   And that process has been begun. And they look at  
5   historical and cultural resources and assets so that  
6   all those stakeholders are considered and that's  
7   considered in the design.

8                   And with that, I'll put up some contact  
9   information. There are mail-in cards at the door for  
10  comments. Obviously, we're going to have an  
11  opportunity to speak about your questions tonight.  
12  But there's mail-in comment sheets, and Tom can also  
13  be reached by the email address up there.

14                  So, thank you, and we'll move on to the  
15  fun part.

16                  MODERATOR CURRIER: Yeah. Thank you  
17  very much, Alex. That was a great job.

18                  I did want to mention, as Alex just  
19  touched on, that there's some handouts. I think  
20  they're over there now. They have a comment sheet on  
21  the back.

22                  There's also copies of the presentation  
23  over there, which might be nice to have to refer to  
24  later.

1                   But, on the back sheet of the handout  
2   is a comment page that I think has our MassDOT  
3   address. If you choose not to comment tonight, feel  
4   free to write down your comment and mail it into us.

5                   One purpose of the recording that Greg  
6   is capturing is that Alex and Dave will then take that  
7   back to their office and cull all the comments from it  
8   so that we can address every single one and,  
9   hopefully, incorporate as many as we can into the  
10  future design.

11                  I know it seems like it takes forever  
12  to get these things out the door. It does. There's a  
13  lot of boxes to check and Ts to cross and Is to dot.  
14  There's a lot of legal requirements. They're very  
15  expensive. Engineering guidelines to follow, ADA law,  
16  that's federal law. There's no wiggle room there. We  
17  have to comply with that. Not that anybody doesn't  
18  want to, but there's lots of things that these  
19  gentlemen are accomplishing and that we have to do as  
20  well before we can advertise it for construction.

21                  So, just some rules for the group  
22  tonight. I think you're all aware and are used to  
23  working in this environment here, but if we could only  
24  speak one at a time so Greg can pick up everything

1 everybody is saying. He's got a really difficult job.  
2 And, God help the person who has to transcribe all  
3 this.

4 Can you hear me okay? Is this mic all  
5 right?

6 AUDIENCE: Yes.

7 MODERATOR CURRIER: So, if when you  
8 come up for a comment, if you could just tell us, you  
9 know, if you live on the road or not, you know, are  
10 you in Town, and if you could spell your last name.  
11 Tell us who you are and spell your last name for Greg  
12 so he can get it correct in the transcript.

13 And that's it. Is there anyone who  
14 would like to comment? Any elected officials who'd  
15 like to speak first perhaps? No? Yeah? Come on up.  
16 Yeah, terrific.

17 TOWN MANAGER KEITH HICKEY: Good  
18 evening. And I want to thank everybody for coming out  
19 this evening to participate, hear what the plans are  
20 for Central Street, and provide some feedback to the  
21 Town, our engineering group, and obviously to the  
22 state DOT.

23 So, on behalf of the Board of  
24 Selectmen, I want to thank you guys very much for

1 coming out this evening.

2                   So, you've seen very briefly some of  
3 the schedule, benchmarks that they're working towards.  
4 What I'm hoping to do as a community is to reach out  
5 to the people. If you have a question, if you have a  
6 concern, please give us a call, stop by. We want to  
7 do this very collaboratively. You know, it's  
8 important to us to -- we think this is a great project  
9 for the community. It's really going to give a  
10 facelift to Central Street and, hopefully, encourage  
11 businesses to either stay or locate on Central Street  
12 in the future.

13                   There are going to be some disruptions,  
14 as was mentioned. There's going to be some temporary  
15 easements that are going to be needed. But we believe  
16 that any permanent easements that may be needed or any  
17 permanent takings that may be needed will be very,  
18 very minimal, which is great for us as a community and  
19 for the property owners themselves.

20                   So, on behalf of the Town, I just  
21 wanted to make sure that people were aware that we  
22 want to work with you. There may be some times we may  
23 not agree, but we want to try to address to the best  
24 of our ability any concerns that residents and



1 property owners along Central Street have to try to  
2 have a project at the end of the day that everybody  
3 can be proud of.

4 So, thank you very much. And please  
5 feel free to ask any questions you have this evening.

6 Thank you.

7 MODERATOR CURRIER: Thanks very much.

8 The most important part of the evening  
9 is just beginning. So, does anybody have any  
10 questions at all? Yes, ma'am? Would you mind coming  
11 up this side? We have to use a microphone. You can  
12 use this one or you can sit down over there, whichever  
13 you prefer.

14 CYNTHIA BOUCHER: Cynthia Boucher, B-o-  
15 u-c-h-e-r, resident.

16 The only question I have is just a  
17 clarification, if I could. Alex, on the slide that  
18 you had up, there's going to be parking only on one  
19 side of Central Street. And based on what was shown,  
20 it's going to be from Front Street down to Maple on  
21 the left-hand side. There will be no parking  
22 whatsoever on the right-hand side, is that correct?

23 ALEXANDER FAGNAND: That is correct.

24 CYNTHIA BOUCHER: Okay. Is there any

1 concern whatsoever with -- and I know this happens in  
2 every community -- but with the bike lanes? I'm  
3 concerned on the side where there is parking. I don't  
4 know -- you know, again, it's up to the drivers when  
5 they open their door. You know, if there's a bike  
6 going by, somebody is going to get hurt. And I know  
7 that's not something that you -- and I know it's part  
8 of the Complete Streets Program and all of that. But  
9 is there anything that you do, anything that you can  
10 do in order to educate the people who are parking to  
11 just be careful to make sure that they look for  
12 bicyclists in the bike lane?

13 ALEXANDER FAGNAND: That's a great  
14 comment. Bike lanes, and especially when bike lanes  
15 are new, tend to have that dooring hazard. There's  
16 sometimes preventative design approaches that can be  
17 taken, like a buffer zone for the doors. Obviously,  
18 that will require more footprint for the road  
19 construction. We've seen instances of signage, you  
20 know, look left before you open your door, things like  
21 that posted in convenient locations. You know, there  
22 could be a public education campaign. That would be  
23 more in the Town's court.

24 MODERATOR CURRIER: There are the

1 painted symbols in the shoulder.

2 ALEXANDER FAGNAND: So the bike lane  
3 will be marked.

4 CYNTHIA BOUCHER: No, I realize there  
5 will be that little bicycle in the lane.

6 ALEXANDER FAGNAND: Yeah, for  
7 awareness.

8 CYNTHIA BOUCHER: But if you're not  
9 accustomed to that being there, I can see that being a  
10 potential issue.

11 MODERATOR CURRIER: You're absolutely  
12 right. Those are -- Alex did use the wider parking  
13 space for that purpose. We require -- our guidelines,  
14 our design guidebook, recommends an eight-foot-wide  
15 parking space if there's a bike lane next door. It  
16 has to be a minimum of five-foot wide bike lane with  
17 an eight-foot parking space next to it, if that's --  
18 typically, they're seven feet wide.

19 CYNTHIA BOUCHER: Okay. And the reason  
20 that I bring this up is, as Dave knows, we have a bike  
21 trail in the Town, which is getting more and more  
22 used. And we're happy for that. And we would like to  
23 advertise to have more people living from outside the  
24 area come. And we would like to invite them to come

1 to the downtown, which would encourage economic  
2 development and businesses and all that. So, we may,  
3 in fact, have more people coming who are on bicycles.  
4 And so that's why I just --

5 MODERATOR CURRIER: Well, I'm glad you  
6 feel that way because a lot of people are resistant to  
7 including bikes on the roadway. But there's a big  
8 upside, and you just cited them. They bring business  
9 into Town, and more and more people want to commute  
10 that way. And they pay taxes, so they have a right to  
11 use the road, too. So that's why we accommodate peds,  
12 and bikes, and cars now.

13 DAVID LORING: I'll just weigh in.  
14 You're right; it is a concern. It's an educational  
15 process not only for the drivers and people using the  
16 parking spaces, but also the bicyclists themselves.

17 CYNTHIA BOUCHER: Yes.

18 DAVID LORING: You know, we're taking  
19 all the elements that you put into the project, which  
20 includes the legends painted within the bike lanes,  
21 the additional width of the parking lanes, the  
22 complementary landscape and streetscape elements all  
23 designed to slow traffic down so that there's a  
24 greater awareness that you're entering a downtown

1 that's got multi-users. So, the combined effect you  
2 hope to gain is that people are aware that it's no  
3 longer just a driving and motorist facility.

4 CYNTHIA BOUCHER: Right.

5 DAVID LORING: So, it's just a greater  
6 awareness and education on the part of all the roadway  
7 users.

8 CYNTHIA BOUCHER: Okay. Well, thank  
9 you for answering the questions. Thank you.

10 MODERATOR CURRIER: Great. Thanks.  
11 This is a nice arrangement if you don't mind coming  
12 up. I know it's kind of awkward to have to walk up  
13 and sit down. But it's a little more friendly. I  
14 hope you don't feel intimidated. You know, come on up  
15 and share your thoughts. Good, bad, or indifferent,  
16 we'd like to hear them.

17 JOHN CALLAHAN: John Callahan, C-a-l-l-  
18 a-h-a-n, Central Street property.

19 AUDIENCE: Into the mic please.

20 AUDIENCE: We can't hear you.

21 JOHN CALLAHAN: Oh, I'm not good at  
22 this public speaking.

23 All right. The question I have is is  
24 there going to be any additional parking in this

1 program because you're eliminating the whole side of  
2 the street? How many number of parking spots are you  
3 eliminating, and are you going to replace those  
4 somewhere on the street?

5 MODERATOR CURRIER: Do you guys have a  
6 number for that?

7 ALEXANDER FAGNAND: So, we did a count.  
8 We did a little bit of a study at the conceptual  
9 phase, so before this design, this current set of  
10 design plans. But taking out that parking lane would  
11 eliminate 60 of today's parking spaces.

12 JOHN CALLAHAN: Six-zero?

13 ALEXANDER FAGNAND: Sixty.

14 JOHN CALLAHAN: Six-zero.

15 ALEXANDER FAGNAND: Six-zero.

16 JOHN CALLAHAN: Okay.

17 ALEXANDER FAGNAND: I would point out  
18 that a number of those spaces -- say we had a two  
19 parking lane approach, you know, with the cross-  
20 section, a number of those spaces would be eliminated  
21 under this project regardless because of those  
22 intersection sight distance issues because of safety  
23 concerns. So, to comply with current design  
24 practices, this project would be removing parking.

1                   Now, we are formalizing a little bit of  
2   parking up on Summer Street, parallel parking on the  
3   side of Summer Street, a handful of spaces  
4   concentrated in the downtown. But it does not offset  
5   the six-zero. There will be a net loss of parking for  
6   sure on this project.

7                   JOHN CALLAHAN: Okay. So you want to  
8   generate business, the project, but you're going to  
9   take away 60 parking spots on the main street and you  
10   have no place for these people to park as it is now.  
11   So, how do you justify having more business come into  
12   Town when there's no place to park? We've got bikes  
13   that go up and down the street, but I have no place  
14   for customers to park. So, they're going to park in  
15   private parking lots because there's no place to park,  
16   which they're already doing now.

17                  MODERATOR CURRIER: So you're saying  
18   most of the parking spaces are used every day?

19                  JOHN CALLAHAN: Go up and down Central  
20   Street. They park in my parking lot. They're not  
21   supposed to be there.

22                  MODERATOR CURRIER: I see.

23                  JOHN CALLAHAN: You've already made  
24   Walnut Street and Chestnut Street one way, which has

1   now increased the parking in private parking spots.  
2   And you're going to eliminate another 60 spots. So  
3   where are these people going to park that you're  
4   trying to bring into Town?

5                   MODERATOR CURRIER: Right. Right.

6                   JOHN CALLAHAN: Unless they're all  
7   going to take their bikes in here, I don't see.

8                   MODERATOR CURRIER: I think the  
9   observation from our side was that a lot of the spots  
10   remain empty most of the day. Not that it's a plus to  
11   remove them, but we think that removing the spots is  
12   justified by the addition of the bike lane element.  
13   You can call it a bike lane, but it's really a  
14   shoulder. We're just adding two shoulders to the  
15   roadway, which bikes could use because it's a five-  
16   foot wide shoulder. I know that's sacrificing a lot  
17   of spaces, but we felt that most of those spaces are  
18   not used anyway. But that's probably a matter of  
19   opinion.

20                  JOHN CALLAHAN: Well, if you go to the  
21   IGA parking lot, you're seeing people park in their  
22   parking lot.

23                  MODERATOR CURRIER: Yeah.

24                  JOHN CALLAHAN: Okay, which is not a



1 public parking.

2 MODERATOR CURRIER: Right. Right.

3 JOHN CALLAHAN: You go to 111 Central  
4 Street, you'll see them parking in that parking lot,  
5 which is not a public parking. You go to the Rite-Aid  
6 parking lot, you'll see people parking in that parking  
7 lot, crossing the streets to go into different places.

8 MODERATOR CURRIER: Yeah.

9 JOHN CALLAHAN: So they're not parking  
10 on Central Street, but they're parking on three  
11 private areas. So that means if you're going to take  
12 60 spots away, that means those private parking places  
13 are now going to be used even more.

14 MODERATOR CURRIER: True.

15 JOHN CALLAHAN: And how do you stop  
16 them from parking in those private parking areas?

17 MODERATOR CURRIER: I don't really have  
18 an answer for you.

19 Does anyone have a comment?

20 DAVID LORING: Parking has always been  
21 a strong concern when we met both with the surveys for  
22 the community and we met with the selectmen. We  
23 raised this issue as one of the biggest issues really,  
24 if you will, of the project was the loss of on-street

1 parking. We did work with the Town officials to try  
2 to identify other areas. And I think that process  
3 continues to find other areas where compensatory  
4 parking could be provided. We're working with some of  
5 the other landowners. And we also talked with them  
6 about the utilization of the existing parking spaces  
7 out there to try to, you know, what are you using.

8                   But it is a problem that we don't  
9 really have a good answer for. A lot of the feedback  
10 has been parking spaces along the corridor just aren't  
11 being utilized to the end to where additional parking  
12 would be a concern.

13                   I don't have an answer now.

14                   JOHN CALLAHAN: But if you're going to  
15 draw business to a community, and you're taking  
16 parking places away, where is this new increase of  
17 business going to park?

18                   DAVID LORING: Part of the problem  
19 along there is the location of the parking with  
20 respect to the businesses. At the north end, there's  
21 an abundance of parking with very limited businesses.  
22 And those businesses that are on the north end have  
23 off-street parking. It's the south end I think is  
24 what you're referring to, you know, the Dunkin'

1 Donuts, the CVS. That is at a premium. And I know  
2 that the Town is working on a couple of other  
3 alternatives there for off-street parking to mitigate  
4 that loss. And we'll continue to work with Town  
5 officials to identify space that won't be on the  
6 street, but it may be off.

7 JOHN CALLAHAN: I can tell you, from  
8 the one-way change of Walnut Street, and the one-way  
9 change to Chestnut Street not as much, has changed the  
10 parking on those streets. You eliminated whole street  
11 parking there. And now, if you go down Walnut Street,  
12 there's no parking.

13 MODERATOR CURRIER: It's an issue.

14 JOHN CALLAHAN: Because that is a  
15 street that -- you're doing the same thing on Central  
16 Street that you did on those two streets. And by  
17 eliminating parking on both of those streets, we ran  
18 into a problem for businesses that are on the street  
19 for people to park at. So, aren't you going to be  
20 doing the same thing, only in a larger grand scheme?

21 DAVID LORING: It is. It's trying to  
22 weigh those other benefits with the bicycles and the  
23 pedestrians. You have a valid concern. And I think  
24 we need to continue to look at alternatives to provide

1 the necessary parking and identify areas where we can  
2 do that.

3 JOHN CALLAHAN: Right now, we have  
4 underground utilities. Are we going to continue with  
5 the underground utilities or are you going to bring  
6 them above the street once you start making these  
7 changes?

8 DAVID LORING: No, the utility  
9 configuration -- water, sewer, storm drainage -- are  
10 all underground, remain underground. There's  
11 improvements and replacements being made there. The  
12 aerial utilities, such as your electric,  
13 communication, those will remain in largely the same  
14 configuration that they do now.

15 JOHN CALLAHAN: They'll stay  
16 underground.

17 DAVID LORING: Yeah. There is a direct  
18 bearing line that we're going to be able to place in a  
19 conduit, but that will remain under the sidewalk in a  
20 conduit. So, visually, there is no changes. We do  
21 have a couple of aerial utility poles that we're  
22 looking to relocate because those lines are too close  
23 to some buildings and there's some conflicts with the  
24 pedestrian routes there. But, largely, they'll be in

1 the same configuration that you see now.

2 MODERATOR CURRIER: So what's overhead  
3 today will remain overhead, and what's underground  
4 will remain underground. But we will try to organize  
5 them better I think.

6 DAVID LORING: Some relocation in a  
7 couple of locations.

8 MODERATOR CURRIER: Yeah. Right. You  
9 raise a very -- I mean probably the critical issue on  
10 this project is the parking. And it's an element of  
11 debate. And we're at preliminary design. We're not  
12 done. The pencils are still in-hand, so we can learn.

13 JOHN CALLAHAN: Does the bike lane need  
14 to be put in to get the funding? Is that why you're  
15 pushing that?

16 MODERATOR CURRIER: Yeah, that's true.  
17 We need a waiver to eliminate it. And I don't think  
18 we'd be granted a waiver for this street because  
19 there's so much room for -- again, it's a debatable  
20 issue. But I don't think we can get a waiver to  
21 eliminate it. Maybe with the Town's mitigative  
22 efforts and some refinement in the design, we can  
23 offset some of the parking loss and we end up with a  
24 win-win.

1                   But stay involved. This is the whole  
2 point of tonight's exercise is to get these kind of  
3 things out in the open so we can talk about it. So, I  
4 appreciate your comments.

5                   PATRICK DOYLE: My name is Patrick  
6 Doyle, D-o-y-l-e.

7                   Since 1976 when I took over an existing  
8 business downtown on Central Street, I have been a  
9 Central Street merchant. When I wasn't a merchant, I  
10 was selling real estate out of offices on Central  
11 Street. So I've been there a long time.

12                  My greatest concern is this parking  
13 issue. I own a building on the corner of Walnut and  
14 Central. The remaking or the redesign of Walnut  
15 Street eliminated the parking adjacent to my building,  
16 the on-street parking.

17                  There's small things that play into why  
18 this is problematic. One of them is to get an oil  
19 delivery, the guy has got to block the traffic lane.  
20 There's just no other alternative.

21                  Now, we're proposing eliminating my  
22 access, basically, except for sidewalk access, to the  
23 front of my building. I feel like how am I going to  
24 get in there? How are my tenants going to get in

1    there?  It's a problem.  How are -- you know, there's  
2    two commercial spaces downstairs and two residential  
3    upstairs.  I only have four -- on a good day -- four  
4    parking spaces in the rear of the building.  This is  
5    not -- this is just how it was back in the day when  
6    they built the building in 1907.  But as we move  
7    forward and we see other things happening in Town,  
8    including making Walnut and Chestnut one way, it makes  
9    good sense in many respects, but it has eliminated a  
10   lot of parking.  It is a huge issue.

11                   For me to lose my parking in the front  
12   of the building, I don't know how viable the building  
13   is going to be anymore.  I mean it could be, you know,  
14   the death knell for that building in terms of  
15   appealing to tenants.

16                   My property happens to be adjacent to  
17   his.  And he does have a good-sized parking lot.  But  
18   the issue is the space that I would lease from him is  
19   now where the snow goes.  So that, you know, that  
20   parking lot gets reduced in size by 20, 25 percent in  
21   the course of the winter with the snow pile.

22                   Across the street where we have the new  
23   police headquarters, there's been parking spaces  
24   eliminated in the front, restricted to the use of

1 emergency vehicles.

2                   Now, granted, there is a parking lot  
3 adjacent to the police station. However, some of  
4 those parking spaces are deeded rights to occupants of  
5 the next building. And I defy anybody to drive by  
6 there and actually find an available parking space.  
7 That lot -- it doesn't accommodate that many cars to  
8 begin with -- but that lot is full all the time. So,  
9 that's the only municipal lot in the community. And  
10 since 19 probably '81, '82, when they started doing  
11 master plans, a bunch of us have been pushing for  
12 municipal parking. And because it was never done, now  
13 we're going to have a crisis as far as I'm concerned.

14                   I just wanted to make those comments.  
15 Thank you.

16                   MODERATOR CURRIER: Thank you very  
17 much. We appreciate it.

18                   So, we've got some work to do. Walnut  
19 and Central is pretty tight. Thank you very much, Mr.  
20 Doyle.

21                   AUDREY LABRIE: Good evening. Audrey  
22 LaBrie, L-a-B-r-i-e.

23                   Just a general question. The 2,200  
24 feet or whatever the actual length of this is, there's



1 a considerable difference in the width of Central  
2 Street. You start it at Cumberland Farms and it's X.  
3 You get down to across from Belletetes, CVS, and it's  
4 X plus X, X-squared or something. So, actually, from  
5 what I see tonight, the plan is to have the same  
6 design the full length of Central Street. So how are  
7 you going to accommodate for the narrowness at one end  
8 and the width at the other end?

9 MODERATOR CURRIER: Can we put it up on  
10 the screen, Alex?

11 ALEXANDER FAGNAND: Yes. Give me one  
12 second. I've got to turn this back on.

13 MODERATOR CURRIER: A picture is worth  
14 a thousand words.

15 AUDREY LABRIE: It is.

16 MODERATOR CURRIER: Do you have a plan  
17 view?

18 ALEXANDER FAGNAND: Not on this  
19 presentation.

20 MODERATOR CURRIER: No. Okay.

21 ALEXANDER FAGNAND: So, if I may?

22 MODERATOR CURRIER: Oh, yeah, by all  
23 means. Yeah, it's your design.

24 ALEXANDER FAGNAND: This is definitely

1 the typical section. There is a slight change in the  
2 first block where I believe -- I wish I had it in  
3 front of me. But I believe the parking lane was a  
4 little tighter in the first block because, to your  
5 point, it's like a, you know, a 50-foot right of way  
6 on one side, and a huge right of way on the other  
7 side. So there was a little bit of narrowing of some  
8 of these widths in the first section. But I believe  
9 we were able to accommodate these uses through the  
10 full corridor.

11                   What you'll see down towards the end,  
12 towards the north end where it's wider, is some more  
13 of those streetscape amenities coming in, which will  
14 be appropriate because your building setbacks are  
15 increasing down there in general. You've got surface  
16 parking adjacent. So, you'll, hopefully, be able to  
17 provide some buffer there to kind of keep the feel of  
18 the street nice and contained to the corridor;  
19 whereas, on the south side near Cumberland Farms  
20 you're actually getting that by your storefront  
21 buildings and that nice dense urban feel. You'll be  
22 able to kind of have a consistent corridor from one  
23 end to the other with these uses accommodated.

24                   But, you're right. There's this minor

1 change in widths. And then you may see some  
2 additional elements introduced towards the north end  
3 where you have more room.

4 MODERATOR CURRIER: So you're using  
5 that two-and-a-half-foot -- that strip to --

6 ALEXANDER FAGNAND: That two-and-a-half  
7 will not exist, you know, down near Chestnut Street.

8 MODERATOR CURRIER: Right. Right.  
9 That's where you're --

10 AUDREY LABRIE: I'm sorry. Say that  
11 again.

12 MODERATOR CURRIER: That's how you  
13 adjust the width is with that -- see there's the five-  
14 foot sidewalk and then --

15 AUDREY LABRIE: Yeah, I see it. So  
16 that will not be on the narrow end?

17 MODERATOR CURRIER: Correct.

18 AUDREY LABRIE: Okay.

19 ALEXANDER FAGNAND: You'll just have a  
20 five-foot sidewalk --

21 AUDREY LABRIE: I see.

22 ALEXANDER FAGNAND: -- and you're  
23 basically butting up against the buildings that are  
24 there.

1                   AUDREY LABRIE: Okay. So it will just  
2 be the sidewalk, the parking lane.

3                   ALEXANDER FAGNAND: Yeah.

4                   AUDREY LABRIE: And then as Central  
5 Street widens out, that will be incorporated into the  
6 width of the -- the width of the road.

7                   ALEXANDER FAGNAND: Yes.

8                   AUDREY LABRIE: Is it feasible at all  
9 to reroute one or both of the bike lanes in the more  
10 narrow section of Central Street to perhaps keep some  
11 of that additional parking instead of having the bike  
12 lanes run the full length, down behind IGA perhaps, or  
13 something -- just kind of reroute the bike lanes  
14 around that narrow section? That might eliminate some  
15 of the parking issues because then instead of having  
16 those bike lanes, we could perhaps have parking  
17 additional on both sides or something perhaps.

18                  MODERATOR CURRIER: We could ask. We  
19 could certainly explore it.

20                  AUDREY LABRIE: Yeah.

21                  MODERATOR CURRIER: We'll see what they  
22 say. We have a Complete Streets engineer who is sort  
23 of the omnipotent person directed with the  
24 responsibility of determining what's feasible and what

1   isn't, what complies with our policy and what doesn't.

2                   AUDREY LABRIE: Right. Yeah.

3                   MODERATOR CURRIER: So, we can appeal

4   to that person. We have a committee that approves or

5   denies design exceptions, which that would be.

6                   AUDREY LABRIE: Right.

7                   MODERATOR CURRIER: So, we have a

8   process and we can pursue it. We can look at

9   alternative routes, you know, perhaps.

10                  AUDREY LABRIE: For that short section

11   there.

12                  MODERATOR CURRIER: Yeah. Yeah.

13   That's an interesting take.

14                  AUDREY LABRIE: All right. Thank you

15   very much.

16                  MODERATOR CURRIER: Yeah. Come on up.

17                  JANE LAPOINTE: Hi. I'm Jane LaPointe,

18   L-a-P-o-i-n-t-e.

19                  MODERATOR CURRIER: Oh, you'll have to

20   -- can you repeat that in the mic?

21                  JANE LAPOINTE: I'm Jane LaPointe, L-a-

22   P-o-i-n-t-e.

23                  MODERATOR CURRIER: Thank you.

24                  JANE LAPOINTE: Jane. I'm just trying

1 to figure this out, as I'm looking at this picture,  
2 how people, if they're driving down Central Street and  
3 want to stop, how they -- what they have to -- how  
4 they'd have to maneuver to park. So, I'm spatially  
5 challenged here. So, it's like if you're coming down  
6 from Front Street, the parking is on your left, is  
7 that right? You're driving from Front Street to Maple  
8 Street, you park over on this side. So, if you're  
9 coming down this way and you want to park on Central  
10 Street, how do you get coming back this way to park?  
11 I presume that's --

12 MODERATOR CURRIER: You'd have to turn  
13 around.

14 ALEXANDER FAGNAND: You'd have to turn  
15 around.

16 JANE LAPOINTE: Where?

17 MODERATOR CURRIER: I guess go around  
18 the block or the side street. It's a valid point.

19 JANE LAPOINTE: There's not that many  
20 side streets to turn around on. You know, if you  
21 wanted to park in between Maple Street and Railroad,  
22 let's say, where would you turn around? Do you have  
23 to go up to Jackson Avenue, and then turn down Jackson  
24 Avenue, and then down Juniper, and back up Maple

1 Street Extension? I just don't understand the flow of  
2 traffic. That's all.

3 MODERATOR CURRIER: No, you're right.

4 ALEXANDER FAGNAND: You're correct,  
5 yeah.

6 MODERATOR CURRIER: I guess you could  
7 take a left on 202 and then a right -- does that make  
8 sense?

9 JANE LAPOINTE: Well, I'm just  
10 imagining all the traffic flow. I live about a block  
11 up from Maple Street on Central Street.

12 MODERATOR CURRIER: Yeah.

13 JANE LAPOINTE: And the traffic is  
14 pretty interesting these days. But I just -- just how  
15 it's going to work. You know, part of it is because I  
16 was thinking of how narrow it is up here.

17 MODERATOR CURRIER: Yeah.

18 JANE LAPOINTE: And I'm realizing, you  
19 know, if we look out here on Pleasant Street by the  
20 library and there's parking on both sides, it's really  
21 hard for two cars to get by here anyway when there's  
22 parking. So, I just wonder how it's going to affect  
23 all of kind of the traffic flow on the rest -- on the  
24 streets that are adjacent to Central Street, the

1 people who have to make U's to get turned around.

2 MODERATOR CURRIER: Yeah.

3 JANE LAPOINTE: That's all. It's just  
4 traffic flow.

5 MODERATOR CURRIER: No, it's a great  
6 comment.

7 JANE LAPOINTE: I just don't know where  
8 it would flow. Thanks.

9 MODERATOR CURRIER: Alex, is there a  
10 town lot anywhere on Central Street that could be  
11 converted into parking or near Central Street?

12 DAVID LORING: I think we've looked at  
13 a couple of parcels that the town owns. One is kind  
14 of an abandoned right of way that we've talked with  
15 them about. And there's a couple of other semi-public  
16 facilities that we've looked at as well, that we  
17 continue to look at for additional parking. It's a  
18 complicated situation in that on the south end of the  
19 street, as people are expressing, we have commercial  
20 properties and development within a narrowly defined  
21 corridor. So the area that we really want the parking  
22 is limited in the public right of way, limited in  
23 space available to provide the necessary pedestrian,  
24 bike, automobile, and parking facilities. Whereas, to



1 the north end, where we have businesses that are  
2 spread out, they have on-site parking. The corridor  
3 opens up. We can provide the on-street parking, but  
4 we don't have the need for it.

5 MODERATOR CURRIER: Yeah. Where you  
6 need it, it becomes a problem.

7 DAVID LORING: It becomes a conundrum  
8 as to balancing the needs of the abutting properties  
9 and where you have businesses versus where we have the  
10 space to provide that.

11 MODERATOR CURRIER: Yes. Yeah.

12 DAVID LORING: And we've been  
13 struggling with that and working with the Town,  
14 discussing it, and trying to find alternatives and  
15 options to address just that issue.

16 MODERATOR CURRIER: Thanks. We're not  
17 going to figure it out here tonight, but it's great  
18 we're bringing it up so we can pay attention to it and  
19 really resolve it one way or the other.

20 Anybody else?

21 TOM CLINKSCALE: My name is Tom  
22 Clinkscale, C-l-i-n-k-s-c-a-l-e. We are -- I'm the  
23 Pastor of Bethany Bible Chapel. We have a church  
24 location on Central Street on the north part of it.

1                   My only concern has to do with money.  
2   Would we incur any cost in any sort of sewer/water  
3   betterments that are going to be put into the  
4   situation like, you know, like I'm buying another  
5   property and there's a sewer betterment that's  
6   included when you purchase a property? Is that going  
7   to be incurred by property owners along that stretch?

8                   MODERATOR CURRIER: Yes, that's  
9   something MassDOT can't participate in. That's owned  
10   by the Town.

11                  We also -- we have a reimbursement  
12   policy for utility relocations by private utility  
13   companies like Verizon, and Eversource, and whoever,  
14   where we'll match their cost. We'll split the cost  
15   with them if they keep to a schedule that's mutually  
16   agreed upon. But, publicly owned utilities like water  
17   and sewer are borne by the ratepayers. If we're  
18   asking you to move it for our project, then we would  
19   pay 100 percent of that cost. But if you're making  
20   improvements to the water system or the sewer system,  
21   that would be on the Town.

22                  ALEXANDER FAGNAND: To clarify one  
23   point. Yeah, so the water and the sewer is considered  
24   non-participating. The state cannot pay for that

1 work. It's not necessitated by the roadwork.  
2 However, we're not talking about a betterment against,  
3 you know, the individual abutters, which is what I  
4 believe you're referring to where there's a betterment  
5 accorded against the --  
6 TOM CLINKSCALE: So the present  
7 proposal is not -- it's just to replace the drainage  
8 and the -- because it says --  
9 ALEXANDER FAGNAND: The stormwater will  
10 be replaced.  
11 TOM CLINKSCALE: Right. But sewer main  
12 with service connections and water main with service  
13 connections?  
14 ALEXANDER FAGNAND: Those would be  
15 reconnections to the right of way line, and the Town  
16 would pay for them, but not -- we're not talking about  
17 individual betterments on the property owners.  
18 TOM CLINKSCALE: Okay.  
19 MODERATOR CURRIER: So, we're using a  
20 roadway contract -- or, actually, the Town is going to  
21 do that work before the roadwork, correct? It's going  
22 to be prior to this. So, the Town is going to try and  
23 save some money, which is a great idea, and have our  
24 roadway contractor do the sewer and water work while

1 they're ripping up the roadway to rebuild it, which  
2 makes perfect sense. But the cost of that work is  
3 borne by the ratepayers in Winchendon, not MassDOT or  
4 federal.

5 TOM CLINKSCALE: Okay. Thank you.

6 MODERATOR CURRIER: Yeah.

7 TOWN MANAGER KEITH HICKEY: So, to  
8 answer your question I guess more directly, there is  
9 no betterment that will be charged. Typically, a  
10 betterment is charged when water and sewer lines are  
11 extended or expanded into areas that don't have water  
12 and sewer to help offset the cost. This is just  
13 replacing of 100-year-old water and sewer mains that's  
14 part of the maintenance of operating a water and sewer  
15 department. So, there would be no betterments to any  
16 of the properties along Central Street. The Town  
17 would replace the existing water and sewer line and  
18 reconnect the existing water and sewer users to the  
19 new water and sewer line.

20 TOM CLINKSCALE: Okay. Thank you.

21 MODERATOR CURRIER: Thank you.

22 JOHN CALLAHAN: Would that be similar  
23 to what we did on Walnut Street where you did the  
24 repair; you brought the water and sewer lines to the

1 residents but there was no charge to us? Is that a  
2 similar --

3 DAVID LORING: Yeah, that's the same --

4 STENOGRAPHER: Could you identify  
5 yourself for the record?

6 JOHN CALLAHAN: Huh?

7 MODERATOR CURRIER: Could you give us  
8 your name again?

9 JOHN CALLAHAN: I gave it to you my  
10 name last time.

11 STENOGRAPHER: I can't remember it.  
12 (Laughter.)

13 JOHN CALLAHAN: John Callahan.

14 DAVID LORING: John Callahan.

15 STENOGRAPHER: Thank you.

16 DAVID LORING: Yeah, the work is a very  
17 similar format. Everything is replaced to the public  
18 right of way.

19 JOHN CALLAHAN: And it didn't cost us  
20 anything.

21 DAVID LORING: Correct.

22 MODERATOR CURRIER: Come on up. Yeah.  
23 Thank you.

24 JILL SACKETT: Good evening. Jill

1 Sackett, S-a-c-k-e-t-t. I've got several questions or  
2 comments.

3 First, I think it's really, really  
4 great that we're going to be improving Central Street.  
5 I can't wait. Two years is too long to wait. And I  
6 think between that and some storefront façade work and  
7 some signage and things, it will really be a nice --  
8 it will really be a great effect. So that was my  
9 opening comment.

10 I remain really concerned, like some of  
11 the other people here, about the parking. I think  
12 that just because the parking doesn't appear to be  
13 used right now doesn't mean it won't need to be used  
14 in the future. And if we have the happy result of  
15 bringing business into Town, we're going to probably  
16 need even more parking than we have now. So, I really  
17 hope that the committee can go back and see what they  
18 can do to maximize the parking and re-establish  
19 parking on both sides of the street where they can, if  
20 at all, if you can at all, even on the wider end, on  
21 the north end of Central. You know, even if you can't  
22 manage it down by Cumberland Farms, if you can have  
23 parking on both sides of the street at the north end  
24 of the street at the expense of streetscape stuff, you

1 know, that might be preferable, you know, in the long  
2 run to just -- I think -- we came from a community  
3 that went through a lot of growth, and improvement,  
4 and brought a lot of economy into the Town. And even  
5 if there's a perception that it's hard to park in  
6 Town, people stay away. They don't come. So, it's  
7 just -- it's really, really a big deal. And I really  
8 feel badly for the business owners that are already  
9 feeling a pinch and it's only going to get worse if  
10 you cut out 60 parking spots.

11                   The other thing I wanted to ask about,  
12 will this improvement do anything to on the driveway  
13 ramps that go up into the parking lots that exist now?  
14 For example, some of the entryways into like the IGA  
15 lot are so steep you actually scrape the bottom of  
16 your car going up into them. So, will this work  
17 alleviate any of that?

18                   MODERATOR CURRIER: They will all get  
19 redone.

20                   JILL SACKETT: It will be shallower  
21 grades?

22                   MODERATOR CURRIER: Yeah. Typically,  
23 MassDOT's standard detail is the sidewalk goes down  
24 about three inches and then across the curb cut

1 opening it remains about three inches above the gutter  
2 line so that the little ramp -- so it eases that  
3 issue. So, someone traveling the sidewalk, where  
4 that's a pronounced bump, we can do that.

5 JILL SACKETT: Okay. I just wanted to  
6 make sure that was being considered because right now  
7 some of those are a real problem. I actually don't --  
8 I avoid those turn-ins with my car.

9 And I thought Audrey made a really,  
10 really good point about rerouting the bike lane,  
11 whether or not it alleviates parking issues. Because  
12 if you think about the plan, if you have a bike lane  
13 going down on the east side of Central Street toward  
14 Front Street, I'm not even sure where it safely ends  
15 or why you even necessarily need it to go all the way  
16 down to Front Street because we have the access to the  
17 bike route that goes around behind those shops, you  
18 know, and on out toward Gardner. And that isn't a lot  
19 of real estate there. If people wanted to stop, if a  
20 biker wanted to stop and go get a Subway or a donut, I  
21 mean you could easily have bike stands and it's a very  
22 short walk. And I would argue that it's actually  
23 pretty unsafe to have a bike lane going between Summer  
24 Street and Front Street on the east side of Central.



1                   MODERATOR CURRIER: Would you put it on  
2 Pleasant or Beech?

3                   JILL SACKETT: Pleasant.

4                   MODERATOR CURRIER: Pleasant.

5                   JILL SACKETT: Because the library is  
6 there.

7                   MODERATOR CURRIER: Oh, yeah. Right.

8                   JILL SACKETT: So, you could cut  
9 through from the bike lane up Summer Street, you know,  
10 cross across if you had some sort of very obvious safe  
11 crosswalk there. I don't know how all the crosswalks  
12 are being planned. But they would cross across to  
13 Pleasant Street, and then from Pleasant Street they  
14 could go over to the library, and the town hall, or up  
15 to GAR Park, and so on. You know, that would be a  
16 nice place to cut through.

17                  MODERATOR CURRIER: That might be  
18 something we could consider and present to our  
19 Complete Streets engineer.

20                  JILL SACKETT: Yeah, I just think it's  
21 actually unsafe. As a biker, I wouldn't want to go  
22 down there between Central and Front, you know.

23                  And the other thing that you might  
24 consider in terms of parking is is there any room to

1 consider diagonal parking at least on Summer Street  
2 wrapping around by the church there? That's a pretty  
3 wide street. And would that get you back some spaces  
4 if you had diagonal parking running along the north  
5 side of Summer Street?

6 MODERATOR CURRIER: Not parallel  
7 parking?

8 JILL SACKETT: I don't know. You guys  
9 are the -- don't you get more spots?

10 MODERATOR CURRIER: You do, but it  
11 requires the driver to back out from it.

12 JILL SACKETT: Right. But Summer  
13 Street is not a high traffic street.

14 MODERATOR CURRIER: Not a high traffic.  
15 Okay.

16 JILL SACKETT: It might be one way to  
17 offer some parking.

18 MODERATOR CURRIER: It eats up more  
19 width, but could have them at an angle.

20 JILL SACKETT: Summer Street right now  
21 doesn't have sidewalks. You know, so it's -- the  
22 other side of the street is the turn-in to the bank.  
23 And that's the really only other traffic they have  
24 there. It's something for you to take a look at.

1                   DAVID LORING: No, we can certainly  
2 look at it. It's working with those streets that are  
3 a little bit narrower in right of way and pavement  
4 width, and pulling in diagonally into head-in parking  
5 would take more of that roadway width up than a  
6 parallel park. But it's something we could certainly  
7 look at.

8                   MODERATOR CURRIER: Maybe if you guys  
9 look at all the side streets up and down the corridor  
10 and see how many spots you could recreate.

11                  DAVID LORING: You know, one of the  
12 problems when we quote the number of lost spaces, it's  
13 a count of those that are currently marked along the  
14 corridor. And as in any of these projects, that  
15 parking evolves over time. And when we come and we  
16 redo a street, we have to comply with -- ignoring the  
17 street footprint and its use and start to comply with  
18 current parking standards, which Alex explained about  
19 the intersection sight distance. That alone cost us,  
20 you know, four spaces at that location because we had  
21 to take away two on each side. So, those numbers were  
22 all kind of in that larger number that he quoted.  
23 And, fire hydrants that people don't respect the  
24 proper offset from, all of that contributed to that

1 number that was quoted, unfortunately.

2 MODERATOR CURRIER: Oh, I see.

3 DAVID LORING: So, I just wanted to  
4 make that point. It wasn't just the fact that we've  
5 removed it from one side. It's a reconfiguration to  
6 comply with codes --

7 MODERATOR CURRIER: Right.

8 DAVID LORING: -- that you would expect  
9 to make it a safe street for emergency services,  
10 intersection sight distance, and just people to use  
11 the parking appropriately.

12 MODERATOR CURRIER: So, in that number  
13 60, a good number of those maybe, you know, 15 maybe  
14 or something, are not really valid spots.

15 DAVID LORING: A little larger than  
16 that.

17 MODERATOR CURRIER: Twenty?

18 DAVID LORING: Yeah.

19 MODERATOR CURRIER: Wow! So, really,  
20 you're losing about 40.

21 DAVID LORING: Somewhere in that range.

22 MODERATOR CURRIER: Something like  
23 that, yeah.

24 DAVID LORING: Yeah.

1                   MODERATOR CURRIER: I don't mean to  
2 quote an exact number. So, a good number of them are  
3 not valid parking spaces today if you applied proper  
4 design --

5                   DAVID LORING: Yeah. And I understand  
6 it's still a loss of spaces. People are using them.

7                   MODERATOR CURRIER: Yeah. Yeah.

8                   DAVID LORING: But it's something we  
9 have to consider.

10                  MODERATOR CURRIER: We can't build back  
11 an invalid space, unsafe space.

12                  JILL SACKETT: The only thing I wanted  
13 to leave with is the plan makes sure it has very good,  
14 clear pedestrian crosswalks on more than one location  
15 along Central Street so that it just really encourages  
16 people to feel really comfortable crossing the street.  
17 We get a lot of people crossing the street right now  
18 for the post office, for example, in that area, and  
19 the Clark.

20                  And if you're going to eliminate  
21 parking down toward Cumberland Farms, you probably  
22 need something down that way so people can use the  
23 businesses. You'd end up not having a solution for  
24 parking down there.

1                   MODERATOR CURRIER: I think Alex has  
2 included some bump-outs at the corners. There are a  
3 few.

4                   ALEXANDER FAGNAND: Yeah, there are a  
5 few pedestrian crossing enhancements. There's some  
6 bump-outs at the corner.

7                   MODERATOR CURRIER: It shortens the  
8 walk.

9                   ALEXANDER FAGNAND: Yeah, the curb only  
10 comes out. It takes up the space that the parking  
11 lane can't be in because of the intersection sight  
12 distance. And it puts the pedestrian still protected  
13 by the curb line, but out a little bit more visible,  
14 and then it shortens the actual crossing distance of  
15 the road. So, there's kind of a double benefit there.

16                   We also took a little bit of a look at  
17 the crosswalks. And right now, as it's currently  
18 proposed, the crosswalks at Summer and Grove are  
19 actually we're looking at maybe a different material  
20 down there to really enhance those because we have the  
21 Clark is right there, the post office is right there.  
22 There's a lot of activity in that corridor. Even with  
23 the school up on Grove Street, you think about kids  
24 coming down after school, after school programs at the

1 Clark. And you want to have a nice, safe crossing  
2 facility there.

3 So, we did take a look and did  
4 incorporate some pedestrian enhancements in the  
5 design, targeted especially right in the middle there,  
6 but definitely looking at the crosswalks as well.  
7 But, it's something to continue to keep an eye on  
8 where are those desire lines and making sure people  
9 are being safely accommodated, you know, where they  
10 need to go across the street.

11 JILL SACKETT: Okay. And will there be  
12 -- if there are any significant changes made to this,  
13 will there be another opportunity for the public to  
14 see them?

15 MODERATOR CURRIER: We can come back  
16 and do a Public Information Meeting and present the  
17 changes to you.

18 JILL SACKETT: I think there's lot of  
19 people interested in whether there's some sort of  
20 parking solutions that might come up. That's all.

21 MODERATOR CURRIER: Yeah. No, I think  
22 with the number of issues that we need to take a  
23 closer look at, maybe it makes sense to come back and  
24 explain what we came up with. It may be a

1 disappointment, or it may be, "Hey! Look what we've  
2 figured out."

3 JILL SACKETT: Thank you.

4 MODERATOR CURRIER: How about -- I  
5 didn't mean to ignore you. I apologize. Anybody else  
6 who would like to make a comment, suggestion? Come  
7 on.

8 PATRICK DOYLE: Patrick Doyle. Same  
9 name, just a little older.

10 (Laughter.)

11 MODERATOR CURRIER: Aren't we all?

12 PATRICK DOYLE: I just wanted to  
13 clarify. You had mentioned the necessity of waivers  
14 of certain things.

15 MODERATOR CURRIER: Yeah.

16 PATRICK DOYLE: Is that federal or  
17 state waivers?

18 MODERATOR CURRIER: I believe it's a  
19 federal requirement that we have that process in  
20 place, this waiver process, yeah.

21 PATRICK DOYLE: Okay. But --

22 MODERATOR CURRIER: You're right. It's  
23 a federal -- to answer your question, it's federal.

24 PATRICK DOYLE: It is federal?



1                   MODERATOR CURRIER: Yeah.

2                   PATRICK DOYLE: Oh, thanks.

3                   MODERATOR CURRIER: The reason it's --  
4 of course, nothing is simple. We have 13 controlling  
5 criteria, which are federally obligated to comply with  
6 unless you can justify a waiver. They involve roadway  
7 geometry like sight distance, horizontal sight  
8 distance, vertical sight distance, curve radius  
9 minimums and maximums, super-elevation, and stuff like  
10 that.

11                   Then we have state-mandated design  
12 criteria that involve bike accommodations, pedestrian  
13 accommodations. We require, in Massachusetts, with  
14 our Healthy Transportation Initiative, that every  
15 roadway have two sidewalks, one in each direction, and  
16 five-foot shoulders for bike accommodation, minimum.  
17 Today, we even want separated bike facilities if we  
18 can have the room where the bikes are off the roadway  
19 altogether.

20                   Now, we often build a bike lane and  
21 then have a painted two- or three-foot buffer that's s  
22 sort of hashed out to keep the cars and the bikes  
23 separated. But there's no room for that here. But  
24 that's only a state thing. So, this design exception

1 is sort of a -- mostly federal, a couple of state  
2 things, too.

3 PATRICK DOYLE: Thank you.

4 MODERATOR CURRIER: What do you think?  
5 Yeah, come on up. Mr. Callahan.

6 JOHN CALLAHAN: Another question. With  
7 this program you're doing now, you mentioned it  
8 doesn't affect Blair or Maple but it's something that  
9 they're talking about doing in the future. Is this  
10 proposal going to be able to tie into future plans for  
11 that or is going to be that after you're done with  
12 this it's going to have to be redone to make those  
13 changes if they do a roundabout or whatever.

14 AUDREY LABRIE: Excuse me, Mr.  
15 Callahan. I'm getting a signal. They can't hear you  
16 through the mic.

17 MODERATOR CURRIER: Oh, can you come on  
18 up, Mr. Callahan? I'm sorry. You're getting your  
19 steps in today.

20 JOHN CALLAHAN: Yeah, now I'm up to 42.

21 (Laughter.)

22 JOHN CALLAHAN: So, my question is, you  
23 mentioned here Blair and Maple. But I know the Town  
24 has talked about doing things at those. Is this going

1 to be tied into those future plans or are we going to  
2 like -- I see on the highway, you blacktop it, and the  
3 next thing you know you're taking the blacktop up to  
4 do something over again.

5 MODERATOR CURRIER: I would hazard that  
6 there might be a slight overlap where something had to  
7 -- you know, where the two projects would match, there  
8 might be a little overlap that has to be redone. But  
9 --

10 JOHN CALLAHAN: Because obviously  
11 you're talking about the bike path and everything  
12 else.

13 MODERATOR CURRIER: Right.

14 JOHN CALLAHAN: Will that change those  
15 changes around after we get this done?

16 MODERATOR CURRIER: There might be a  
17 short segment at the end of this project, at each end,  
18 if you're talking about the two intersections at the  
19 ends, that might have to be reworked to tie into  
20 whatever is designed for those two intersections.

21 DAVID LORING: Yeah, the intention is a  
22 very short section. We've been coordinating a little  
23 bit with MassDOT District Office on what might go in  
24 for improvements at those locations to try to make

1    sure that what we design for Central Street does not  
2    get torn back up.  You know, it's just that 25 feet or  
3    something to match the designs together.

4                   JOHN CALLAHAN:  Right.

5                   DAVID LORING:  But, to your point,  
6    there is coordination and discussions.  We don't know  
7    what those intersections are going to look like yet in  
8    the future, but we're trying to match the cross-  
9    sections to minimize that.

10                  JOHN CALLAHAN:  All right.  Thank you.

11                  MODERATOR CURRIER:  Well, I see no  
12    hands.  What we can do is we can close this formal  
13    part and then stick around.  And we'll remain here as  
14    long as you'd like us to.  And we can lean over the  
15    plans and talk about your properties or what have you.

16                  So, if you don't have any objection,  
17    maybe I should do that and then we'll open up the  
18    plans and see what we see.

19                  Okay.  So, Mr. Tarbox, let's close this  
20    officially at 8:10.  And thank you so much for coming  
21    out.  I really appreciate it.  I think we're going to  
22    end up with a much better project.

23                  (Whereupon, the hearing was closed at  
24    8:10 p.m.)

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



**DESIGN PUBLIC HEARING  
February 28, 2019**

**AT**

**WINCHENDON TOWN HALL, 2<sup>nd</sup> FLOOR AUDITORIUM**

**109 Front Street**

**WINCHENDON, MASSACHUSETTS**

**7:00 PM**

**FOR THE PROPOSED**

**Central Street Reconstruction Project from Front Street to Maple Street**

**Project No. 608548  
Roadway Project Management**

**IN THE TOWN OF WINCHENDON, MASSACHUSETTS**

**COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION**

**JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER**

**PUBLIC HEARING NOTICE**  
**(to be inserted here by Web Administrators)**

**HIGHWAY CHIEF ENGINEER LETTER**  
**(to be inserted here by Web Administrators)**



## **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.

**LOCUS MAP**  
**(To be inserted by Web Administrators)**

## **DESCRIPTION**

### **Project Description**

The Massachusetts Department of Transportation Highway Division (MassDOT) and the Town of Winchendon (Town) propose the reconstruction of 2,200 feet of Central Street (Route 202) between Front Street and Maple Street. The primary goal of the project is to provide a safe, accessible, and multi-modal corridor to spur economic development in downtown Winchendon and better serve an aging population. The existing roadway and underlying utilities are in poor condition and do not adequately meet the needs of the community. The project will enhance accommodations for all users, with improved sidewalks, bicycle lanes, a parking lane, and travel lanes, while also introducing streetscape elements to improve the livability of downtown.

### **Existing Conditions**

Central Street runs through the downtown urbanized center of Winchendon. There are numerous commercial and mixed-use properties abutting the road with minimal setbacks. The existing road carries one lane of traffic in each direction, with two parking lanes, and two sidewalks. The current condition of the pavement is deteriorated and many of the sidewalk ramps are not ADA compliant. There are no formal bicycle facilities. The existing drainage system is inadequate for roadway runoff and the municipal utilities serving the abutting properties are near or at the end of their service life.

### **Scope of Work**

The proposed work involves the full-depth reconstruction of the roadway with changes to the curb lines and a minor shift of the centerline of the road, installation of new storm drain, sanitary sewer, and watermain, and introduction of streetscape features and complete streets elements to improve safety and aesthetics. Minimal earthwork is anticipated to complete the project. The proposed cross section includes one travel lane and one bike lane in each direction, with one parking lane. New cement concrete sidewalks will be installed on either side of the road.

### **Right-of-way Impacts**

Temporary construction easements are required to reconstruct driveways, make utility connections, and to accommodate grading from the construction. No permanent acquisitions are currently planned. MassDOT's policy regarding land acquisitions will be discussed at the hearing.

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

It is the intent of the project that Central Street will remain open to through traffic. Some temporary lane reductions and closures during construction may be required, which could restrict vehicles to alternating traffic flow. Access to abutting properties shall be maintained at all times during construction. ADA compliant pedestrian accommodations will also be maintained at all times.

### **Project Construction Costs**

The participating costs for the project will be funded with a combination of moneys from the Federal Highway Administration and the Commonwealth of Massachusetts and is currently estimated at \$5.1 million. Additional non-participating utility costs will be funded by the Town.

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

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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  
CENTRAL STREET RECONSTRUCTION PROJECT  
**WINCHENDON**  
Project File No. 608548  
Insert section: Roadway Project Management





PUBLIC HEARING SIGN-IN SHEET

Project:

Hearing Date:

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room:

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
Patrick Doyle	Control St Property owner	571 251 7956	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
Lore Doyle	"	<del>571</del> 978 413 9932	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
LES GOODRICH	141 MILK	978-297-1440	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
Keith Hickey	Town of Bluehead	Hickey @ town of bluehead	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD MASSDOT OTHER
Shirley Shiver	MASSDOT Row	508-929-3903	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER BOSTON GLOBE/HERALD <u>MASSDOT</u> OTHER



## PUBLIC HEARING SIGN-IN SHEET

Project: Central Street Improvements  
 Facilitator: MASSDOT - HIGHWAY DIVISION

Hearing Date: 2/28/19  
 Place/Room: \_\_\_\_\_

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 <u>Thomas Currier</u>	<u>Mass DOT</u>	<u>Thomas Currier @ dot. state.ma.us 857.368.9348</u>	NEIGHBOR _____ CITY/TOWN _____ SOCIAL MEDIA _____ LOCAL NEWSPAPER _____ BOSTON GLOBE/HERALD _____ MASSDOT _____ OTHER _____
2 <u>Jett Hynschi</u>	<u>MASSDOT</u>	<u>Jett Hynschi @schlow, 417-582-0597</u>	NEIGHBOR _____ CITY/TOWN _____ SOCIAL MEDIA _____ LOCAL NEWSPAPER _____ BOSTON GLOBE/HERALD _____ MASSDOT _____ OTHER _____
3 <u>Albert Galbraith</u>	<u>OPU Winchard</u>	<u>on File</u>	NEIGHBOR _____ CITY/TOWN _____ SOCIAL MEDIA _____ LOCAL NEWSPAPER _____ BOSTON GLOBE/HERALD _____ MASSDOT _____ OTHER _____
4 <u>Joe &amp; Jill Sackett</u>	<u>Win Residents</u>	<u>224-567-3635</u>	NEIGHBOR _____ CITY/TOWN _____ <u>SOCIAL MEDIA</u> _____ LOCAL NEWSPAPER _____ BOSTON GLOBE/HERALD _____ MASSDOT _____ OTHER _____
5 <u>Gregory Tardif</u>	<u>ATM inc.</u>		NEIGHBOR _____ CITY/TOWN _____ SOCIAL MEDIA _____ LOCAL NEWSPAPER _____ BOSTON GLOBE/HERALD _____ MASSDOT _____ OTHER _____





PUBLIC HEARING SIGN-IN SHEET

Project:

Hearing Date:

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room:

	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
11	ALEX FAULKNER	TIGHE + BOND	alexander@tighbond.com	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER CITY/TOWN LOCAL NEWSPAPER
12	David Loring	Tighe + Bond	DLoring@TigheBond.com 413.572.3296	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER CITY/TOWN LOCAL NEWSPAPER
13	Tom Clinkscale	Bethany Bible Chapel	286 Central St. Worcester MA 01475 9788707791	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER CITY/TOWN LOCAL NEWSPAPER
14	Cynthia Boucher	TCB	COMMUTE AOR. COA	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER CITY/TOWN LOCAL NEWSPAPER
15	Rockelle Lafayette		978-897-1078	NEIGHBOR SOCIAL MEDIA BOSTON GLOBE/HERALD MASSDOT OTHER CITY/TOWN LOCAL NEWSPAPER

MassDOT Public Hearing  
**Central St. Improvements**  
 Winchendon Town Hall  
 February 28, 2019

**SIGN IN SHEET**

NAME	ADDRESS
1. Audrey LaBrie	125 Royalston Rd. N.
2. Tracy Murphy	P&D Winchendon town hall
3. ARTHUR ARKIN JR	52 JACKSON AVE
4. Jane LaPonte	359 Central St
5. MARC A. BROUILLETTE	40-44 CENTRAL ST 19 VAINEST (HOME)
6. The Winchendon Courier Ruth DeMici's	1 Colonial Ave
7. JOHN CALLAHAN	111 CENTRAL ST
8. David Walsh	80 Central St
9.	
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11.	
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