



Town of Brewster

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Office of:
Select Board
Town Administrator

MINUTES OF THE MILLSTONE ROAD PUBLIC OUTREACH FORUM

DATE: November 30, 2020

TIME: 8:00 AM

PLACE: Brewster Town Office Building, 2198 Main Street

PRESENT: DPW Director Patrick Ellis, Town Administrator Peter Lombardi, Assistant Town Administrator Donna Kalinick, VHB Engineer Manager Steve Rhodes, Many Public Residents

Mr. Lombardi opened the public forum reviewing what has transpired with the project since the last public forum over a year ago. There were over a 100 attendees at the last forum. Due to the Covid-19 pandemic this outreach forum had to be held virtually, with 58 attendees on the call at the start. Links to the design plan and the presentation will be posted on the Town's website. Mr. Lombardi reviewed the project team, and the work completed as of the date of the forum. Two public forums and two presentations to the Select Board have occurred. Approval by Town Meeting for the Nickerson State Park easement from the State has been approved and is currently in legislation. The layout for the reconstructed roadway, new sidewalk and drainage improvements is closed to being finalized, but this forum was held to give the residents another opportunity for input, and the proposed project has been staked out on Millstone Road by J.M. O'Reilly. Project goals of; an ADA compliant sidewalk, improved safety for all users, better interconnections with existing transportation networks, drainage improvement, and minimized permanent easements. The last goal was added following the last forum, taking in to account the feedback of the residents.

Steve Rhodes updated the project design details. The edge treatment will be mostly Cape Cod asphalt berm and asphalt curb. A 5 foot asphalt sidewalk will be installed for the length of Millstone Road, with a 2-3 foot grass strip separating the sidewalk and berm. 2 crossings will be installed, one at Lund Farm Way and one at Fern Lane. Selective horizontal curve adjustments will be made at the Cliff Pond Road intersection and at Lund Farm Way intersection. Illustrations and project examples of how the project would look were displayed.

Patrick Ellis compared the illustration to where the stakes were placed along Millstone. The stakes are placed at the maximum width, and in most cases the project will not extend as far out as the stakes are located. Photos of how trees will be incorporated into the grass strip, bike lanes, and sidewalks were displayed for a visual presentation.

Impacts of the projects require 8 permanent easements to construct and maintain the sidewalk, one easement from Nickerson State Park and one easement from Brewster Conservation Trust. One easement

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would be needed to construct and maintain drainage. Temporary access for construction would be needed for grading and vegetation clearing within the work limits. A request to the State to rescind the speed regulation was denied. VHB and the Town will evaluate the next steps in regard to this request. Route 6 detour routes have been rerouted. The utility companies will determine how many poles would need to be moved, and the only additional new street light will be at the new crosswalk at Fern Lane. A new ADA compliant sidewalk was added to the plan on the corner of Route 6A and Millstone. Additional signage will be posted in this area. Significant design upgrades to the Rail Trail crossing on Millstone were added and approved by DCR for safety and ADA compliance. Crosswalks at Lund Farm Road and Fern Lane will include a flashing, push button light and standard pedestrian signage.

Mr. Ellis reviewed the updated project schedule. Resident input and finalized design is proposed for Fall/Winter 21, a Notice of Intent hearing with the Conservation Commission expected for December 15, 2020, filing of the State Environmental Notification form is expected in Winter 21, and project advertisement and bidding is expected in Spring 21. Mr. Lombardi opened the forum to a question and answer period.

Clarifications were made based on public questions on; location of the sidewalk and drainage systems, bike lane size reduction, limit of work definition, notification to property owners regarding easements needed, and water line service upgrades. Impact on setbacks for additions, financial value for easements, and relocation/removal of existing vegetation will be considered with each impacted homeowner. Any impacted vegetation existing in the road right of way will require movement. Accommodations for stone walls and retaining walls will be made in the field on a case by case basis. The property owner will be notified of these situations in advance as best as the Town is able. The project is expected to last 3 construction cycles. Detailed design plans will be posted on the Town website following the public forum. Both the current and former Brewster Police Chiefs have been involved in the current design and are supportive. The design was intended to accommodate multi use of the roadway, including vehicle, bicycle and pedestrians. The size of the design was reduced from the size of the standard road way and bike lanes. Curb cuts and tie-ins on driveways will be accommodated. The cost electric service relocation due to moving a pole, would not be at the homeowner's expense. An additional push button light at the Rail Trail will be considered. The cross walk at Lund Farm Road was included to improve safe access to the Nickerson State Park trails. The finished payment surface will be the same as Route 137. The Town will be responsible for all snow removal and maintenance of the sidewalks. Sidewalk was added on both sides of the road adjacent to the future Millstone Road Housing development, and significant clearing for the sidewalk will meet the sight distance clearance for a 40mph speed limit on the road. The project layout is similar to the 25% design shown at the 2019 forum, with additional accommodations added. A slide was shown depicting a typical driveway with sidewalk grass strip and berm for reference. Additional street lights were not favored by a majority of residents. There is an additional street light being added at the intersection of Fern Lane. The drainage is designed to handle a 25 year storm (5.75 inches of rain in a 24 hour period) for the low points and a 10 year storm for the additional catch basins. The crossing at Route 6A proposes a flashing LED edge lit sign, which can be

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activated by the pedestrian. MADOT needs to approve any plans for the crossing. An upgrade to a flashing beacon could be accommodated. 68 Attendees were at the meeting, and it will be asked of the BGTV18 staff to provide a list. The traffic island at the corner of Route 137 will be maintained, but slightly shifted to the North and lengthened. A number of duplicate questions were asked and answered by the hosts of the forum. All property specific questions should be directed to Mr. Ellis after the forum. Evelyn Salvador is concerned with the impact of the character on Millstone Road, vehicle speed and property value, and requests a scaled down version of the project to be considered. All sections of Millstone Road including those that were not shown in the slide deck will be available for viewing on the website following the forum. A one lane departure for vehicles is planned at the intersection of 6A, with space to accommodate a vehicle to turn right. This will prevent the need to widen the road at this intersection. Bill Henchy asked what the current design standard for the storm water drainage. This is unknown, with modifications and improvements being done over time. The Town is responsible for all street lighting in public ways. Maury Finley is not in favor of the curbing around the catch basins similar to the ones on Route 6A, as they are a trip hazard. That design will not be used on Millstone. Bob Smith requests that the intersection on Route 6A be narrowed as he feels it is dangerous when vehicles attempt to exit right at the same time a vehicle is attempting to turn left, blocking the views of vehicle. This layout currently accommodates the turning of a larger truck. The goal of the design and construction process will be to minimize the impact of the project on the property owners. It was requested that the red color for the ADA sidewalk ramp be considered, not yellow. Upgrades to utilities will done in coordination with the project, to minimize any impact on the road following the completion of the project. Blaine, 626 Millstone Road, had questions relating to the layout of the plan on his property, and the staking of the project. This will be resolved with Mr. Ellis following the forum. Bill Henchy, 427 Blueberry Pond Drive asked if the crash data had been received. Mr. Lombardi will send the data to him following the forum. Appraisals for the easement takings will be done now that the properties have been determined. MassDOT did not approve a formal request from the Town to be declared as "thickly settled" and that the speed limits were set in the 1970's following a traffic study. They require the project to be completed prior to performing another study. As a public way betterments will not be issued. The project will have impact on one wet resource area, there for a meeting with the Conservation Commission will be had. Mr. Henchy praised the team for staking out the project. He reviewed the 2015 appropriation for the bond, and could not find a mention of this road in that Town Meeting Warrant. He would favor a scaled back project. The Town will contact specific homeowners regarding the permanent easement process in the near future. Underground utilities will be considered once the utility companies are engaged in the project.

Respectfully submitted,
Robin Young

Approved: _____ Signed: _____

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