

**MILLSTONE ROAD RECONSTRUCTION  
FREQUENTLY ASKED QUESTIONS  
FEBRUARY 2022**

**1. WHAT ARE THE PROJECT PRIORITIES?**

- Improve safety of roadway for all users
  - Vehicles: improve road surface & provide consistent width & striping
  - Pedestrians: add sidewalk
  - Bicyclists: widen space to operate within road
- Provide ADA compliant sidewalk for entire length of road
- Provide better interconnections with existing transportation network (Rail Trail, Route 6A) and community amenities
- Eliminate need for permanent easements on residential property
- Maintain character of scenic road
- Improve drainage facilities & stormwater management along roadway

**2. WHEN HAVE RESIDENTS BEEN ABLE TO COMMENT AND ASK QUESTIONS REGARDING THE PROJECT?**

The project was discussed at a half dozen Select Board meetings starting in 2015. Once preliminary survey work was underway, members of the public have had the following opportunities to comment on the project:

1. Select Board meeting, 7/16/2018 – project update presentation
2. Public Meeting #1, 8/16/2018 – project update presentation; survey of existing conditions presented as exhibit
3. Select Board meeting, 7/22/2019 – project update presentation
4. Public Meeting #2, 9/5/2019 – project update presentation; concept design plans presented as exhibit
5. Public Meeting #3, virtual 11/30/2020 – project update presentation; presented project cross section at 75% design level
6. Select Board meeting, virtual 2/22/2021 – project update
7. Select Board meeting, virtual 3/14/2021 – project update

**3. HOW ARE COMPLETE STREETS BEING INCORPORATED INTO THE PROJECT AND WHAT IS THE PROPOSED ROADWAY DESIGN?**

The Complete Streets program provides technical assistance and construction funding to eligible municipalities to provide safe and accessible options for all modes of travel:

- It also sets criteria for travel lane, and bike and walking path widths.
- However, Complete Streets are context sensitive. They have no fixed design because each right of way is different in place and purpose.

- A Complete Street in an urban area will look very different from a Complete Street in a rural area like Brewster.
- Typical versions of the Complete Streets designs present a five-foot bike lanes and a five-foot sidewalk on both sides of the road.
- However, the Complete Streets policy, as adopted by the Select Board in January 2020, allows the Town discretion and flexibility on how those criteria are applied.

Had state or federal funding been used to finance this project, the Town would have to comply with certain Complete Streets standards including an 11 to 12 foot travel lane (depending on the roadway classification), minimum 5 foot shoulders for bike lanes and sidewalks on both sides of the roadway. These do not apply to this project since it is 100% financed with Town funds.

The existing width of the road varies between 21 and 22 feet of pavement. The project proposes 11 foot travel lanes, 1 foot shoulders, and adding a 5 foot wide sidewalk to one side of the road. The total pavement width is proposed to be 24 feet (two travel lanes plus two shoulders), which represents on average a 2 to 3 foot increase in width compared to the existing road width.

The 1 foot shoulder will be an improvement on the zero to 6" wide shoulder that exists today while not introducing a substantial amount of widening to the pavement surface. This shoulder will primarily be used to convey stormwater to drainage structures.

The choice to install sidewalk on one side of the road for the entire length of the road was made to limit the overall width impact which would result from the additional sidewalk and the grading work needed to tie in the walk. There is a 900-foot-long stretch of the road from Lund Farm Way to Fern Lane where sidewalks are proposed on both sides of the road – this is to facilitate a safe passage to the existing trails within Nickerson State Park adjacent to Millstone Road off Joe Long Road.

#### 4. WHAT IMPACTS WILL THE PROJECT HAVE ON THE SPEED MOTORISTS TRAVEL ON THE ROADWAY?

This project is not intended to increase the speed limit on Millstone Road. The current design maintains the scenic nature and layout of the roadway. The design as currently proposed results in a minimal increase in roadway width. The minimal increase in roadway width provides for an improvement for bicyclists and will allow for more efficient collection of stormwater runoff. This minimal increase in existing width will not result in a highway-type driving experience.

The project does not propose to alter any of the horizontal curves (alignment) of the roadway. The widening of the road shoulder will typically be split evenly between the two sides of the road. The result of this will serve to generally retain the same experience motorists encounter navigating the road today.

The project does not propose to alter the low and high points (vertical alignment) of the road profile. Similar to the horizontal alignment, leaving the vertical alignment as it exists today will retain the same experience for motorists, and the implementation of the project will not result in motorists traveling the roadway at substantially higher speeds.

The Town has contacted the state in an attempt to decrease the speed limit on some or all of Millstone. Unfortunately, due to the manner in which speed limits on Millstone were originally adopted in 1975, the state will not consider our request until after the project is complete. The Brewster Police Department has prioritized traffic enforcement on Millstone Road and installed temporary speed signage heading north toward Route 6A before the Rail Trail crossing to help reduce speeds.

## **5. HOW DOES THE PROJECT IMPACT TREES ALONG THE ROADWAY?**

The construction of the project aims to fit within the existing established tree lines and vegetation along the roadway. Trees and vegetation lines near the limit of work will be protected by contractor-installed timber armoring and tree fencing. Tree removal will be minimized to the greatest extent practicable; the final design anticipate removal of approximately 65 trees.

The Town is actively working with Eversource to explore a tree trimming, removal, and re-planting program for trees which are in conflict with both the proposed design and Eversource's existing infrastructure.

The project will also implement a shrub and tree plant restoration program to offset the required tree removals. Final locations for shrub and tree planting will be determined on a case-by-case basis as part of the final design.

## **8. WHAT IS THE PROJECT DOING TO AVOID DISRUPTIONS TO NATURAL RESOURCES?**

The wetland, located in the vicinity of #99 and #133 Millstone Road, will not be altered by the project. The wetland is located on the opposite side of the road from the proposed sidewalk.

## **9. HOW ARE RESIDENTS' PROPERTIES IMPACTED BY THE PROJECT?**

The project has been designed to fit the improvements within the existing road alignment to the maximum extent practicable, and with the least amount of impact to property owners as possible.

The project, as currently designed, will only require 2 permanent easements, which are on land owned by the State (Nickerson State Park) & Brewster

Conservation Trust, where the road currently extends outside the Town's right of way to avoid the large rock at the curve by Joe Long Road.

Grading necessary to tie the limits of the proposed roadway and sidewalk to neighboring properties will require temporary access for the Contractor onto some properties.

The extent of the work on each property is unique to the topography of that property and will be engineered to have the least amount of impact as possible. Temporary property impacts associated with grading tie-downs will be restored to existing conditions as much as possible.

**10. CAN THE ROADWAY SHOULDER BE IMPROVED TO ACCOMMODATE PEDESTRIANS INSTEAD OF INSTALLING A PAVED SIDEWALK?**

This is not recommended. Design guidance only recommends shoulders to be used for pedestrian travel in areas of low housing density and traffic volumes. Millstone Road does not qualify for either of these conditions. Additionally, the pedestrian way must comply with Federal Americans with Disabilities Act (ADA) standards and Massachusetts Architectural Access Board (AAB) standards which require a consistent travel surface. A paved or non-paved shoulder would be difficult to maintain as a compliant pedestrian way compared to a sidewalk.

**11. WHAT IS THE PROJECT DOING TO IMPROVE DRAINAGE OF STORMWATER?**

The project proposes a substantial series of new drainage structure installations to handle stormwater runoff. Existing drainage patterns and existing drainage infrastructure have been analyzed (including at intersections with side roads) and the proposed system is designed to integrate into existing systems the Town has installed on the roadway.

The project proposes to install leaching basin systems (consisting of precast leaching structures), leaching galley systems (consisting of precast leaching structures), catch basins, gutter inlets, and manholes. The proposed drainage system will provide for enhanced stormwater quality treatment as compared to the existing conditions.

The project does not propose any discharge to wetlands or receiving waters.