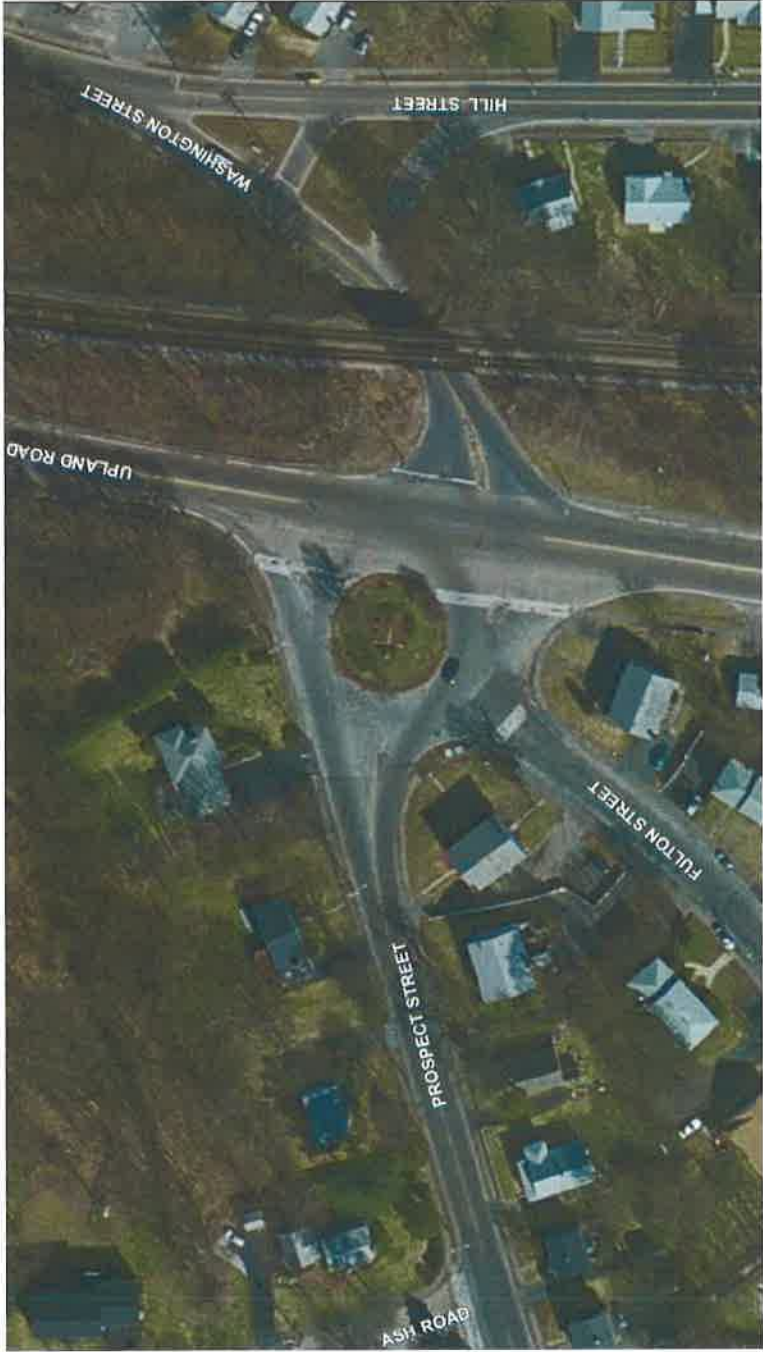


Town of Norwood Department of Public Works

Washington St/ Upland Rd/ Prospect St/ Washington St
Intersection Improvement Project



Project Goals

- Improve Operations & Safety
 - Capacity issues, significant delays and accidents
- Enhance Multi-modal Accommodation
 - Lack of Bicycle and Pedestrian Accommodation
- Sustainable Roadway Infrastructure

Existing Conditions/Project Justification

- Route 1A – under State jurisdiction
- Daily Traffic Volumes
 - » Route 1A 18,000 vpd
 - » Washington Street 4,000 vpd
 - » Prospect Street 4,725 vpd
- Peak Hour Volumes/Directionality
 - Route 1A 1,740 (AM)/1,565 (PM) vph
 - Directional Split 80% NB (AM)/72% SB (PM)
- No bicycle accommodation/minimal pedestrian accommodation

Existing Conditions/Project Justification

- Limited Handicap Accessibility
- Crash History
 - 40 crashes in 5 years
 - 42% angle collisions
 - 1.07 crash rate vs 0.62 (D5/Statewide)
- Level of Service (LOS)
 - Weekday Mornings
 - Prospect St left turn (EB): LOS F
 - Washington St Left turn (WB): LOS F
 - Weekday Evenings
 - Prospect St Left turn (EB): LOS F
 - Washington St Left turn (WB): LOS F
- Signal Warrants
 - #1 (8hr), #2 (4hr), #3 (peak), #7 (crash)



Level of Service (LOS)

- Level of Service
 - Level of Service A: Free Flowing
 - Level of Service B: Reasonable free flow, negligible delay
 - Level of Service C: Near free flow, acceptable delay
 - Level of Service D: Near Capacity, noticeable delay
 - Level of Service E: At Capacity, lengthily delay
 - Level of Service F: Exceeds Capacity, significant delay

Accident History

- 2009 Highway Safety Improvement Project (HSIP) Cluster
- Study between February 2010 and September 2014 reported to the Norwood Police Department
- 40 crashes reported during time period
- Majority of crashes were angle crashes.
- Common cause is “failure to yield right of way”



Existing Pedestrian Accommodation

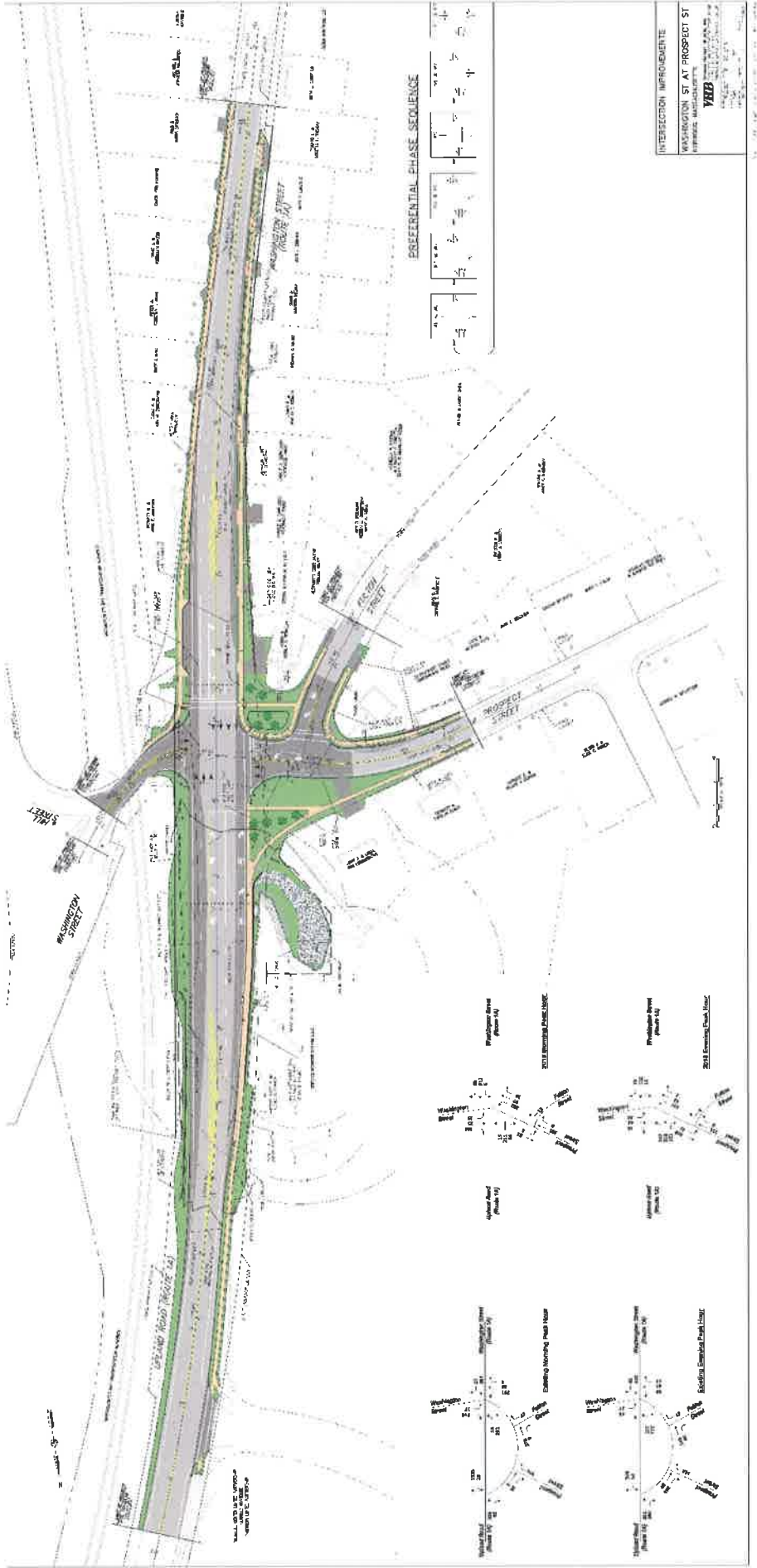
Lengthy Pedestrian Crossings



No Pedestrian Crossing



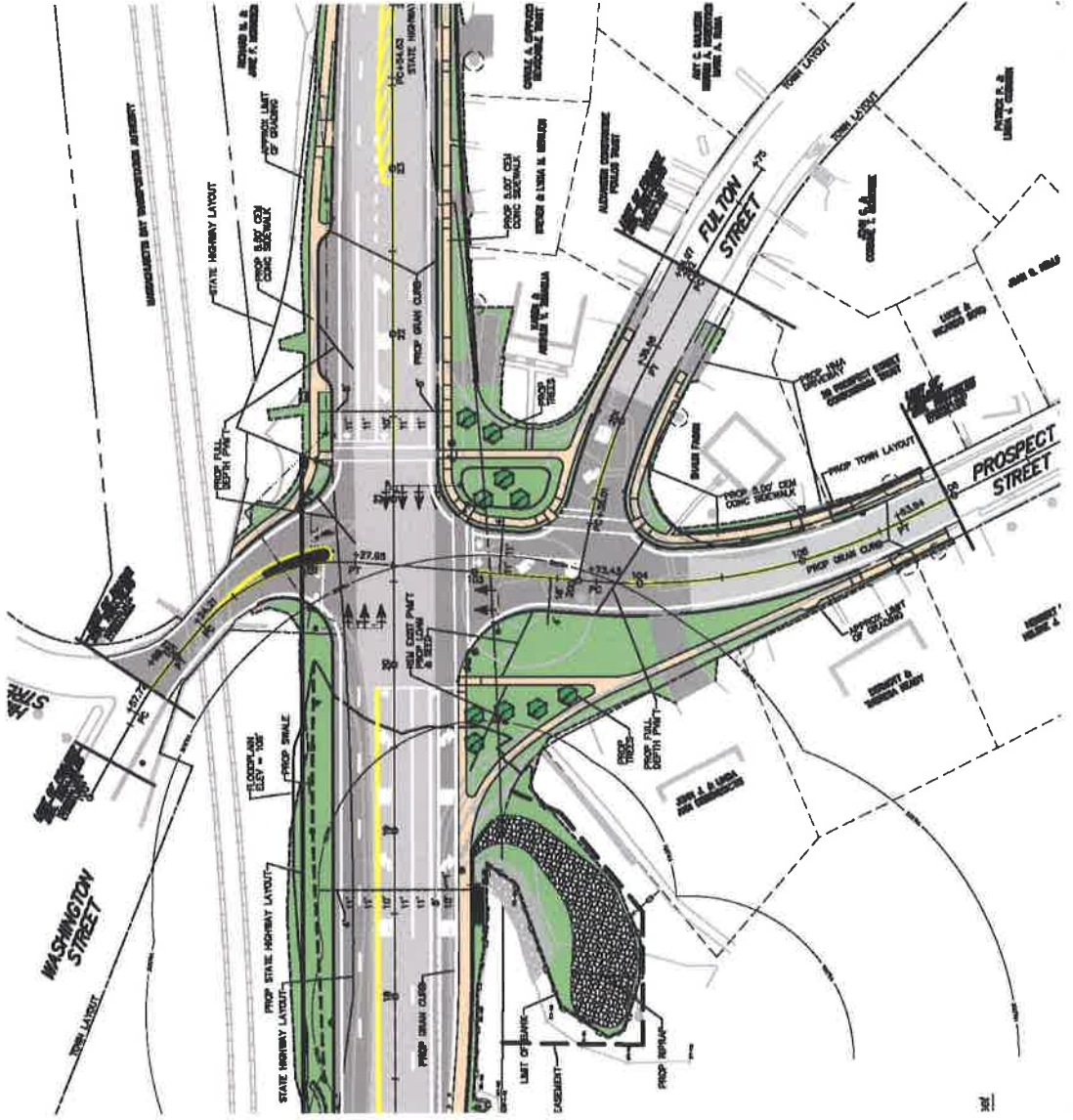
Proposed Improvements



Proposed Improvements

- Installation of Traffic Signal Control – improved operations and safety (protected left-turns and pedestrian phasing)
- Widen Route 1A (Upland Road) to:
 - » Provide left turning lanes to Washington and Prospect
 - » Provide two through lanes NB and SB for queuing
 - » Provide a southbound right turn lane to Prospect St
- Realign Prospect St directly opposite Washington Street and provide left-turn lane
- Realign Fulton Street (right-out only) at Prospect Street
- Tighten turning radii from Route 1A (Upland Road)
- Enhanced Bicycle, Pedestrian and Handicap accommodations

Proposed Improvements



Right of Way

- Permanent Takings
 - 1 State Highway Taking (on MBTA property)
 - 2 Town Takings (on Prospect St)
- Permanent Easements
 - 1 Easement (on Norwood Uplands LLC property)
- Temporary Easements
 - 25 Temporary Construction Easements



Environmental Clearances

- Notice of Intent (NOI) will be required



Project Costs & Schedule

- Current Construction cost is estimated at \$3.5 Million

- Milestone Activities:
 - » Design Public Hearing February 2015
 - » 75% Design Development March – September 2015
 - » MassDOT Approval (75%) October – March 2016
 - » 100% Design Development April – June 2016
 - » MassDOT Approval (100%) July – December 2016
 - » Conservation Commission (NOI filing) January 2017
 - » PS&E (final) Submission February 2017
 - » Project Bidding May 2017

