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

No Pedestrian Crossing

Lengthy Pedestrian Crossings
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
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