

CAN'T WE JUST FIX THE LIGHTS?

Just replacing the lights would cost approximately \$300,000, but will not reduce any of the other safety issues with the alignment and lane width, fix the drainage issues, or address the limited pedestrian use of the area. The current light posts do not meet safety standards for visibility, so replacing them in-place is not an option. The new lights will be pole mounted on islands within the intersection.

WHAT ARE THE BENEFITS OF COMPLETING THE ENTIRE PROJECT?

Safety is the number one concern – for both vehicles and pedestrians. The plans have been designed to increase walkways and crosswalks through the center so that it can become more usable for the public, as well as safer for vehicles. Dedicated left turn lanes will make it easier to drive through, and eliminate some of the risky driving behavior seen arising out of frustration from backed up traffic. The plan proposes the installation of drainage structures where none exist right now. This will prevent the scouring along the shoulders of the road and make the area look better, as well as treat stormwater to a higher level so that surface and groundwater is protected. The improvements will respect the historic nature of the area by rebuilding stone walls, using appropriate materials for crosswalks, traffic islands and walkways, and installing decorative light poles.

WHAT IS THE COST?

The total project cost is estimated at \$1.8 million. If the funding is approved, the project will go out to bid under MGL c. 30B and will be awarded to the lowest responsive bidder. Taxpayers are being asked to fund \$700,000. The remaining funds will come from state Chapter 90 roadway funds (\$1 million) and Community Preservation funds (\$100,000).

WHAT ABOUT LANDHAM ROAD AND OTHER ROUTE 20 INTERSECTIONS? Landham Road and the other Route 20 intersections are on a state road and Sudbury cannot do any work on these without permission from MA Dept. of Transportation (DOT). The Town has designed a signalized intersection at Landham/Route 20 (with funds from developer contributions) which is currently under review by MA DOT. If approved, state funds will be requested for construction. In 2012 the Town studied Goodman's Hill Road, Horse Pond Road and Wayside Inn Road (again funded from developer contributions), and identified needed safety improvements. However no funds for design or construction have been approved to date. The 2012 Route 20 Corridor Study can be found on the Town's website.

WHERE CAN I GET MORE INFORMATION ABOUT THIS PROJECT?

The Town's website, www.sudbury.ma.us, contains much of the data generated by the consultants and used by the committee to make decisions regarding the project. Look under **Committees/Sudbury Center Improvement Advisory Committee**. You can also call the **Director of Public Works, Bill Place, at 978-443-2209, ext. 1389**, or the **Director of Planning and Community Development, Jody Kablack, at 978-639-3387**.



2013 ANNUAL TOWN MEETING ARTICLE 19—TOWN CENTER TRAFFIC IMPROVEMENTS

The Town of Sudbury has been discussing the reconstruction of the Concord Road and Old Sudbury/Hudson Road intersection for many years. The roadway alignment is difficult, traffic lights are old and malfunctioning, lanes are too narrow, there is no drainage or curbing in the intersection, and pedestrian opportunities are limited. The Sudbury Center Improvement Advisory Committee (SCIAC) was formed by the Board of Selectmen in 2005 to assess the condition of the Town Center, and to develop plans which increase the safety of the intersection, enhance opportunities for recreational and cultural use, and preserve the historic character of the area. The SCIAC is made up of representatives from the major stakeholders in the Town Center, including the Historical Commission, Historic Districts Commission, First Parish, Sudbury Foundation, Presbyterian Church, a resident, a Planning Board member, and a Board of Selectmen member.

Funded by the Sudbury Foundation, an extensive planning and public outreach process was conducted in 2006 and 2007. This process yielded goals for the project which reflect the diverse community objectives identified during the planning process:

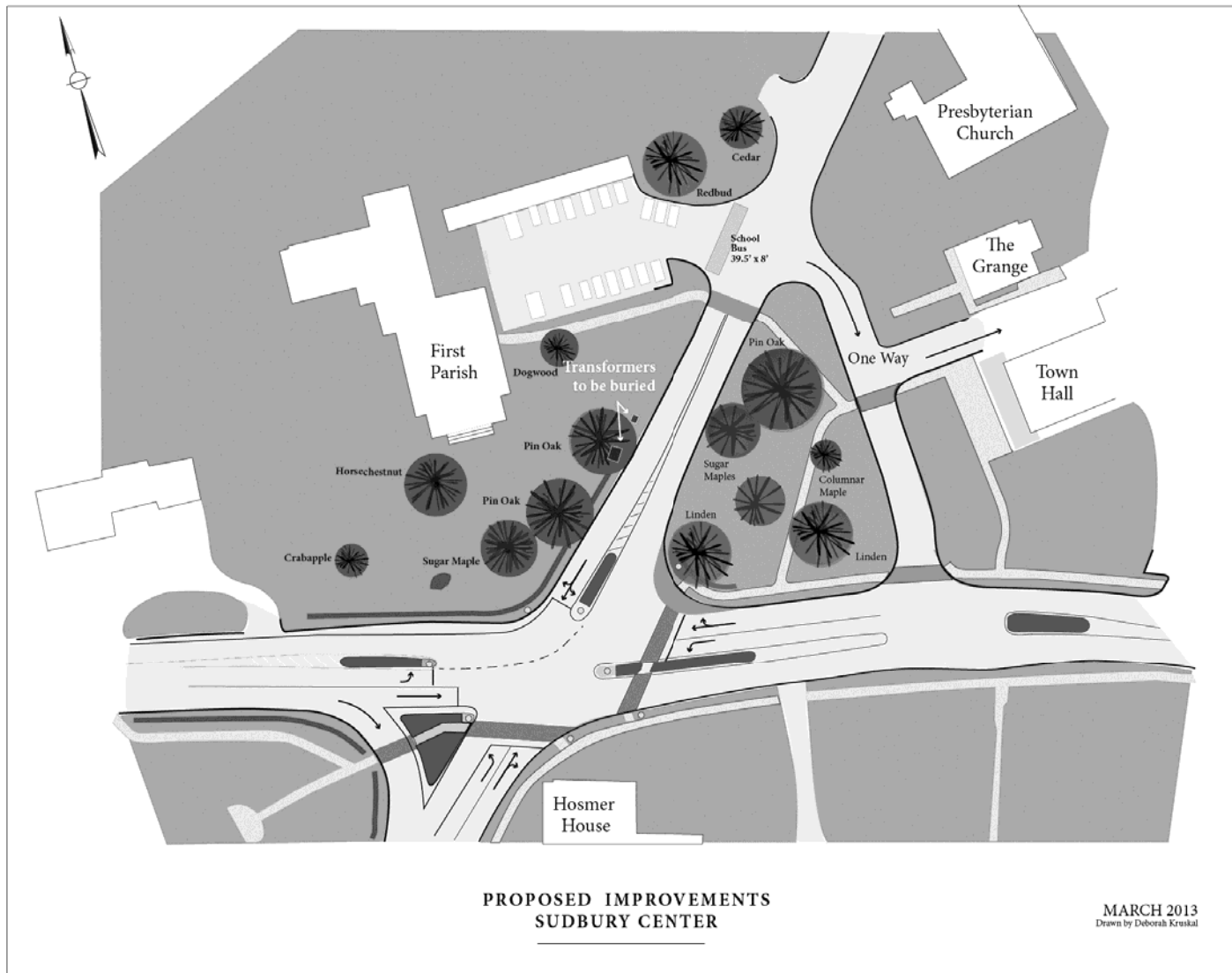
- *Preserve and protect historic, cultural and natural resources in the center.*
- *Improve safety and accessibility for all those that use Sudbury Center.*
- *Improve traffic flow, but not traffic speed, through the center.*
- *Protect the existing scale and visual character of the center.*
- *Establish a clear sense of the Town Center as a civic location.*

With these goals in mind and continued discussion with the SCIAC and the public, the Town appropriated funds at the 2007 Annual Town Meeting to engage a traffic engineering firm to prepare design plans for the intersection. The engineered plans properly align the north/south and east/west roads to make the intersection safer, including the installation of modern traffic lights and other improvements for better pedestrian use, stormwater management and historic preservation.

WHY DO WE NEED TO IMPROVE THE INTERSECTION?

This intersection has been studied by two traffic engineers through the SCIAC process, and both have documented that the crash rate is 3 times the state average for similar intersections based on size, signalization and traffic volume. Over 17,000 cars travel through the intersection each day. The major deficiencies are the alignment, difficulty making left turns, the narrowness of queuing two lanes of traffic on Hudson Road and malfunctioning of the signals. Drivers who are not familiar with the area proceed slowly through the intersection causing extensive back-ups in all directions.

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WHAT EXACTLY IS BEING PROPOSED?

The intersection will remain basically where it is now, with a few changes.

- The pavement on Concord Road along the First Parish property will shift pavement approximately 8 feet to the west. Fieldstone retaining walls will be constructed to decrease the disturbance into the lawn at First Parish. The curb line in front of the Hosmer House will remain in its existing location. Hudson Road will be widened slightly on the south side to widen the traffic lanes.
- New post mounted signals with dedicated left turns and pedestrian phases will be installed.
- New walkways will be constructed on the Town Common, between Town Hall and the Flynn Building and at Grinnell Park.
- Drainage pipes with catch basins will be installed under the pavement. New drainage basins at Heritage Park and 15 Hudson Road will be constructed to collect and treat the stormwater.
- Granite curbing will be installed throughout the area. Shoulders will be graded, loamed and seeded.
- Fieldstone walls will be built at the Town Common, Grinnell Park and the Carpenters' house.
- Excess pavement in front of Town Hall and at the entrances at Noyes School, Loring Parsonage and First Parish will be removed and vegetated.
- Utility transformers on the Town Common and First Parish lawn will be buried.
- New street lights will be installed and landscaping will be planted where necessary.