



**DESIGN PUBLIC HEARING**

**MAY 24, 2018**

**AT**

**COLRAIN ELEMENTARY SCHOOL (CAFETERIA)  
22 JACKSONVILLE ROAD**

**COLRAIN, MASSACHUSETTS**

**7:00 PM**

**FOR THE PROPOSED**

**INTERSECTION IMPROVEMENTS  
ROUTE 112 (MAIN STREET/JACKSONVILLE ROAD & GREENFIELD ROAD  
PROJECT NO. 607538**

**ROADWAY PROJECT MANAGEMENT**

**IN THE TOWN OF COLRAIN, MASSACHUSETTS**

**COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION**

**JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION  
NOTICE OF A PUBLIC HEARING**

**Project File No. 607538**

A Design Public Hearing will be held by MassDOT to discuss the proposed Intersection Improvement project in Colrain, MA.

**WHERE:** Colrain Elementary School (Cafeteria)  
22 Jacksonville Road  
Colrain, MA 01340

**WHEN:** Thursday, May 24, 2018 @ 7:00 pm

**PURPOSE:** The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Intersection Improvement project at the Route 112 (Main Road/Jacksonville Road) and Greenfield Road intersection. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:** The proposed project consists of traffic safety improvements as well as pedestrian and bicycle accommodations throughout the corridor. The design entails reconstruction of the Main Road, Jacksonville Road, Greenfield Road intersection, realigning the approach roadways to improve safety and efficiency and provide full pedestrian accommodation. Additionally, 5-foot wide bicycle lanes will be added to the roadways. The improvements also include pavement reconstruction, improved drainage systems, new sidewalks along the south side of Main Road and both sides of Jacksonville Road, and ADA compliant wheelchair ramps.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Colrain and MassDOT are responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 607538. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@state.ma.us)

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email ([MassDOT.CivilRights@dot.state.ma.us](mailto:MassDOT.CivilRights@dot.state.ma.us)). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Patricia A Leavenworth, P. E.  
Chief Engineer

## **WHAT IS A PUBLIC HEARING?**

### **WHY A PUBLIC HEARING?**

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

### **WHY NOT A VOTE ON HIGHWAY PLANS?**

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

### **WHAT DOES A PUBLIC HEARING ACCOMPLISH?**

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the State to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

## **RIGHT OF WAY ISSUES – (MUNICIPALITY ROWs)**

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

### **1. REASON FOR PROJECT**

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

### **2. WHO CONTACTS ME?**

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

### **3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?**

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

### **4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?**

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

### **5. MUST I ACCEPT THE MUNICIPALITY OFFER?**

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.

## **TO SAFEGUARD THE PROPERTY OWNER (STATE ROWs)**

If your property, or a portion of it, must be acquired by the State for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

### **1. WHO CONTACTS ME?**

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

### **2. WHAT IS A FAIR PRICE FOR MY PROPERTY?**

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts

### **3. MUST I ACCEPT THE DEPARTMENT'S OFFER?**

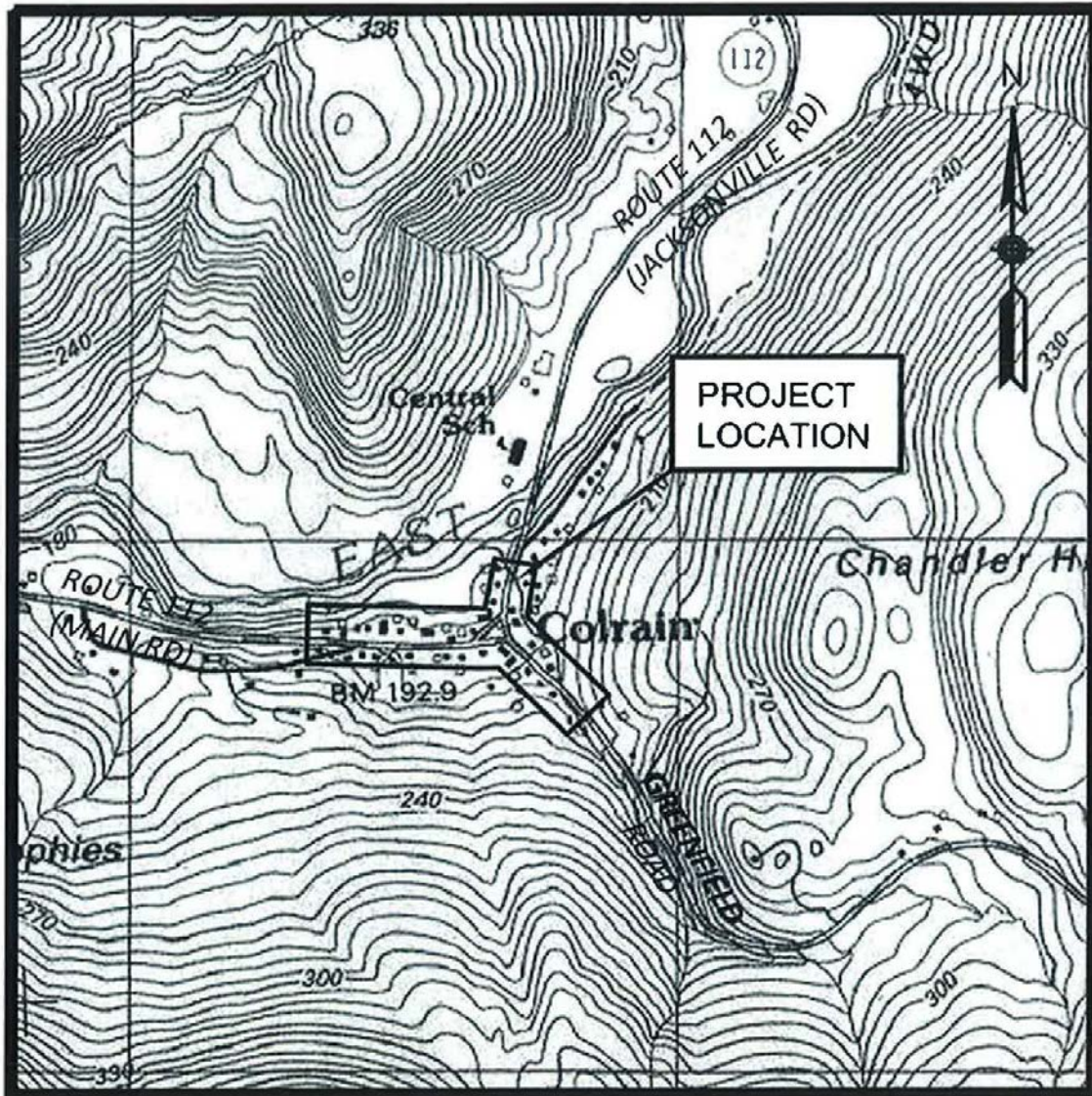
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

### **4. WHAT HAPPENS IF I MUST RELOCATE?**

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.



# LOCUS MAP



## PROJECT LOCATION AND LIMITS

The project area includes the intersection of Route 112 (Main Road/Jacksonville Road) with Greenfield Road and the approach roadways. The project limits on Main Road begin about 1000 feet west of the intersection. The work on Greenfield Road begins about 450 south and ends on Jacksonville Road about 280 feet north of the intersection.

## **PROJECT PURPOSE**

The purpose of the project is to improve vehicular safety as well as pedestrian and bicycle accessibility throughout the corridor. Currently the area is not pedestrian friendly with limited sidewalks, some in poor condition, and undefined pedestrian crossings. Sight distance is also limited along Greenfield Road due to the location of an historic church building located along the easterly side of the roadway.

The project entails reconstructing the intersection, improving geometry and the sight distance, providing 5-foot wide shoulders for bicycle use, as well as new sidewalks and ADA compliant pedestrian ramps and crossings.

## **EXISTING CONDITIONS**

### **Route 112 (Main Road)**

Route 112 (Main Road) through the Town of Colrain is a two-lane roadway with a Functional Classification of “Rural Major Collector”. The roadway runs from its intersection with Route 112 (Jacksonville Road) and Greenfield Road within Colrain’s Village Town Center to Route 2 in Shelburne Falls and points beyond. Land use within the study area is primarily single family residential homes. The Griswold Memorial Library and Colrain Post Office are also located on Route 112 (Main Road). The posted speed limit approaching the Village Town Center is 20 miles per hour (mph). As one travels west the speed limit increases to 30 mph, and then to 40 mph.

The existing paved roadway width is 24-feet, with travel lane widths varying between 10 and 11-feet wide. A painted shoulder line is provided. The roadway slopes downhill (about 1.5%) toward the intersection. There is no curbing and limited drainage is provided. There is only one short section of sidewalk, in poor condition, along the southerly side of the roadway. Electric, cable, and telephone are overhead. There appears to be no underground water or sanitary lines along Route 112 (Main Road), although a sanitary sewer line is proposed. The right of way is approximately 50-feet wide, with additional width provided near the intersection with Route 112 (Jacksonville Road) and Greenfield Road.

### **Route 112 (Jacksonville Road)**

Route 112 (Jacksonville Road) through the Town of Colrain is a two-lane roadway with a Functional Classification of “Rural Minor Arterial”. The roadway runs northerly from its intersection with Route 112 (Main Road) and Greenfield Road to the Massachusetts/Vermont state line. Land use is primarily single family residential. The Colrain Central Elementary School is located on Route 112 (Jacksonville Road) about 0.25 miles north of the Town Village Center. The Colrain Highway Department is located nearby. The posted speed limit is 20 mph.

The existing paved roadway width at its narrowest point is about 28-feet. Painted shoulder lines are provided. The roadway slopes downhill, with a grade of about 9%, away from the intersection. Limited drainage is provided, however, a 48-inch concrete box culvert runs underground from Greenfield Road to its outlet near the North River. Electric, cable, and



telephone are overhead. A water line is provided within the roadway. Although sanitary sewer is not currently provided, it is proposed.

Within the study area, the roadway typically is not curbed. The exception being in the area of concrete sidewalk, which is provided for about 225-feet along the easterly side of the roadway from the Village Town Center, north near Streeter Lane. The 4-foot wide sidewalk is flush against the curb, which is granite. The right of way is about 50-feet wide.

The bridge over the North River has recently been reconstructed with roadway improvements to the south past River Road. This project will match the recent construction to provide a continuation of the improvements to the road and sidewalks.

#### Greenfield Road

Greenfield Road is a north/south oriented, two-lane roadway, with a Functional Classification of “Rural Minor Arterial”. Greenfield Road runs south from the Colrain Village Town Center until it becomes Colrain Shelburne Road near East Shelburne, and then eventually terminates at Route 2. Land use is single family residential. The posted speed limit near the Village Town Center is 20 mph. Approximately 600-feet south of Route 112 (Main Road) the speed limit increases to 35 mph.

The existing paved roadway width varies from 30-feet to about 28-feet, with 12-foot wide travel lanes and painted shoulders. The roadway is curbed with granite from its intersection with Route 112 (Main Road) to about 650 feet to the south. The granite curb transitions to sloped concrete curb for the remainder of the study area. Drainage is provided, including a 48-inch concrete box culvert running underground for the length of the study area. Electric, cable, and telephone are provided overhead. Water service is provided, and there is currently no sanitary sewer, however, it is being proposed under a separate project. Again, the right of way is about 50 feet wide.

#### Intersection of Route 112 (Main Road/Jacksonville Road) and Greenfield Road

Route 112 (Main Road/Jacksonville Road) and Greenfield Road form an unsignalized three-legged intersection. Greenfield Road and Jacksonville Road form the northerly and southerly legs of the intersection and are free flow. The Main Road eastbound approach is STOP controlled. A channelized right turn lane, from Jacksonville Road southbound to Main Road is also provided. The sight line along Greenfield Road, traveling northbound through this intersection, is obstructed by an historic church building. The intersection is signed with pedestrian warning signs, however, marked crosswalks and sidewalk ramps are not provided.

The grass space between the channelized right turn lane and the Route 112 (Main Road) leg of the intersection forms the “greenspace” for the Village Town Center and is roughly 4,500 square feet. A granite monument, flag pole, an evergreen tree, and three small flower beds are located within the space.

### **PROPOSED IMPROVEMENTS**

The proposed improvements include a realignment of the intersection to eliminate excess pavement, have Main Road intersect closer to a ninety-degree angle, and improve the radius on Jacksonville Road while increasing the stopping sight distance. The presence of the church, which is in the historic district and cannot be impacted, limits the level of improvements in terms of increasing the horizontal radius and stopping sight distance on Jacksonville Road. Traffic control is a STOP approach on Main Road and free flow traffic on Jacksonville and Greenfield. Road shoulders will be increased to 5-feet to accommodate bicycle traffic and new ADA compliant sidewalks, ramps and crossings will be installed to facilitate pedestrian movements. The existing green space isolated within the Main Road intersection approach island, will be relocated to the northwesterly quadrant of the reconfigured intersection along with the monument and flagpole.

### **DRAINAGE IMPROVEMENTS**

Many existing drainage structures within the project limits will be adjusted as necessary, and some will be replaced as required due to condition or inadequacy. The main drainage system through the area is a 48-inch concrete box culvert that the Town inspects and maintains on a regular basis will remain. New catch basins will be required for those portions of the road that will be realigned. These new basins will be tied into the existing system so there will be no additional outlet points. All catch basins proposed as new structures or replacement structures will be deep sump catch basins. Discharge points will be repaired if needed and are shown on the plans.

### **TRAFFIC MANAGEMENT**

Traffic will be managed during construction using temporary traffic control set ups. It is anticipated that in order to construct the majority of the proposed project, 10 to 11-foot travel lanes will remain open while minor widening and sidewalk work is completed on each side of the roadway. It is expected that there may also be short periods of time when alternating one-way traffic may be required during active construction sessions. As part of this project, vehicular traffic flow will be maintained, and bicycle access will be accommodated within the traffic flow. Occasional short traffic disruptions may occur but every effort will be made to minimize inconvenience to the public. Access to abutters will be maintained throughout construction.

### **UTILITIES**

Existing utility poles and associated overhead wires will be relocated to allow the road realignment and for improved pedestrian accommodation. Existing underground utilities may require relocation to allow for installation of the proposed drainage.

THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

**COLRAIN, MA**  
**INTERSECTION IMPROVEMENTS**  
**ROUTE 112 (MAIN ROAD/JACKSONVILLE ROAD) AND GREENFIELD ROAD**  
Project File No. 607538

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Patricia A. Leavenworth, P.E., Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza, Boston, MA 02116-3973  
Attn: Roadway Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

**PLEASE TYPE OR PRINT LEGIBLY.**

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Patricia A. Leavenworth, P.E.  
Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza  
Boston, MA 02116-3973

RE: Public Hearing  
INTERSECTION IMPROVEMENTS  
ROUTE 112 (MAIN STREET/JACKSONVILLE ROAD AND GREENFIELD ROAD  
**COLRAIN**  
Project File No. 607538  
Roadway Project Management

