



DESIGN PUBLIC HEARING

JANUARY 8, 2019

AT

**HOLYOKE SENIOR CENTER
291 PINE STREET
HOLYOKE, MASSACHUSETTS 01040**

7:00 PM

FOR THE PROPOSED

**KELLY COMMUNITY SCHOOL (SRTS) PROJECT
Project No. 608790
Roadway Project Management Section**

IN THE CITY OF HOLYOKE, 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. 608790

A Design Public Hearing will be held by MassDOT to discuss the proposed *Improvements at Kelly Community School (Safe Routes to School)* project in **Holyoke, MA**.

WHERE: Holyoke Senior Center
291 Pine Street
Holyoke, MA 01040

WHEN: Tuesday, January 8, 2019 @ 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with an opportunity to become fully acquainted with the proposed Improvements at Kelly Community School (Safe Routes to School) project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: This project includes the construction of pedestrian improvements at the intersection of Main Street and Appleton Street, including a full upgrade of all traffic signal equipment, the construction of bump-outs at all four corners of the intersection with ADA-complaint curb ramps, a dedicated bicycle lane with painted buffer on the westbound approach of Appleton Street to the signalized intersection at Main Street, and crosswalk re-striping. The project also includes lighting upgrades under the Appleton Street railroad bridge, new sidewalks, curbing, ADA-compliant wheelchair ramps, pavement markings, signs, and drainage system improvements.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **City of Holyoke** is 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. **608790**. 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

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). 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

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?

Municipal 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.



	MassDOT Project #608790 Holyoke - Improvements at Kelly Community School (SRTS) Locus Map	 NORTH	DATE: JAN. 2019	SCALE: 1"=1000'
			PREPARED BY:  300 TRADE CENTER, SUITE 5580 WOBURN, MASSACHUSETTS 01801 PHONE: 781.933.4800	

PROJECT PURPOSE

The Massachusetts Department of Transportation (MassDOT) – Highway Division proposes improvements adjacent to the Kelly Community School, at the intersection of Appleton Street and Main Street, in the City of Holyoke. The purpose of the project is to improve safety for pedestrians, passenger vehicles, and bicyclists navigating this intersection.

PROJECT LOCATION AND EXISTING CONDITIONS

The project area encompasses the signalized intersection of Main Street and Appleton Street and approximately 200-feet along each leg of the intersection, except the northbound approach of Appleton Street which extends to the railroad bridge. The project includes about 250-feet of Crescent Street terminating just beyond the driveway access for 30 Crescent Street.

Main Street within the project area has an approximate curb-to-curb width of 46-feet. Vertical granite curb of varying reveal is present along the edge of road, separating the asphalt pavement from the cement concrete sidewalks. Numerous trees and utility pole are set immediately adjacent to the curb line along both sides of Main Street. A flush cobblestone median is present along the Main Street approaches to the intersection with Appleton Street. Marked parking stalls are present along each side Main Street just beyond the intersection. A dedicated left turn lane is located on the eastbound approach of Main Street. The existing signal does not include pedestrian accommodations.

Appleton Street has an approximate curb-to-curb width of 40-feet on each side of the Main Street intersection. Vertical granite curb of varying reveal is present at the gutter line along Appleton Street, with one area lacking curb as you approach the existing railroad bridge from the Main Street intersection. To the north of the Main Street intersection, cement concrete sidewalks of varying width and cross slope are present. To the south of the intersection, cement concrete sidewalks are present along both sides of Appleton Street transitioning to hot mix asphalt in the vicinity of the Crescent Street intersection. Sidewalks along this stretch are in poor condition. The sidewalk in the northbound approach abuts a stone masonry wall. Similar to Main Street, numerous utilities are set adjacent to the curb line. Although parking stalls are not present along Appleton Street, parking is allowed on each leg of the intersection.

Crescent Street has an approximate curb-to-curb width of 40-feet. Vertical granite curb with minimal reveal is present along each gutter line. Hot mix asphalt sidewalks are located along each side of Crescent Street leading up to the Appleton Street intersection. Sidewalks in this segment of Crescent Street contain areas of variable cross slopes.

SCOPE OF WORK

The improvements are in accordance with the recommendations made by the MassDOT Office of Transportation Planning - Safe Routes to School Infrastructure Team and subsequent Preliminary Assessment Report dated July 8, 2016 which identified current safety issues and presented potential safety improvements at the intersection of Main Street and Appleton Street adjacent to the Kelly Community School.

The proposed improvements will consist of milling and overlaying the Main Street / Appleton Street intersection extending approximately 200-feet on each approach, and a segment of Crescent Street leading up to the intersection with Appleton Street. The reconstruction of sidewalks within the project footprint will be in conformance with all applicable ADA standards, while resetting existing granite curbing to a 6-inch curb reveal. The Main Street and Appleton Street intersection will include curb extension bump-outs to provide shorter pedestrian crossings and improve visibility for all users. Curb extensions will also be constructed at the intersection of Appleton Street and Crescent Street (on Crescent Street only) to shorten the crossing distance for pedestrians by approximately 15-feet. New ADA-compliant cement concrete wheelchair ramps will be constructed throughout the project area at each crosswalk location. A new traffic signal, complete with pedestrian phasing, will be installed at the intersection of Main Street and Appleton Street. A 5-foot bike lane and 3-foot painted roadside buffer will be included on Appleton Street approaching the Main Street intersection. Sharrows will be added on the remaining intersection legs to alert road users of the presence of bicyclists and their lateral position within the lane. The installation of overhead lighting under the railroad bridge on Appleton Street will ensure pedestrians will have a safe opportunity to navigate the Kelly Community School neighborhood.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The Contractor will coordinate with MassDOT and city officials regarding working hours and traffic circulation.

A majority the proposed improvements can be constructed using alternating lane closures; allowing one direction of travel at a time. Under this configuration, all approaches will be under police control during daytime hours for the duration of the work.

Work outside of the travel way can be constructed using shoulder closures. This work zone configuration would allow for bi-directional travel guided by temporary traffic control measures.

Geometric improvements at the intersections will require a combination of an alternating lane closure and a corner closure. There may be a limited time in which portions of the roadways may require a full closure (i.e. final paving). Under this circumstance, a temporary detour would be established with advanced warning signs. Closures would be carefully coordinated to take place off-peak hours.

RIGHT-OF-WAY

The majority of the roadway improvements can be accommodated within the existing City Layout, as the work will occur mainly within the footprint of the existing streets involved as part of this project.

Temporary easements may be required along the existing back of sidewalk to re-grade abutting driveways and walkways, construction of the proposed sidewalk, installation of tree protection measures, and placement of loam and seed in areas of landscape disturbance. At this time, no permanent easements are required to complete the improvements described as part of this project.

The City of Holyoke is responsible for all necessary Right-of-Way acquisitions and / or easements.

PROJECT STATUS

The plans on display this evening are 75% complete (Preliminary Design Stage). The next step will be to review the comments that we receive and make appropriate revisions. Following the revisions, the next step will be to develop Final Plans, Specifications and Estimate (PS&E), after which the project will be advertised for construction. The construction for this project is tentatively set to begin in the spring of 2020.

PROJECT COSTS

The total construction cost at the 75% Design stage is currently estimated to be approximately \$1,200,000.

Address: _____

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

RE: Public Hearing
Kelly Community School Project (SRTS)
HOLYOKE
Project File No. 608790
Roadway Project Management Section

