



DESIGN PUBLIC HEARING

MARCH 20, 2019

AT

**JOHN F. KENNEDY MIDDLE SCHOOL – AUDITORIUM
1385 BERKSHIRE AVENUE
SPRINGFIELD, MA 01151**

6:30 PM

FOR THE PROPOSED

**Berkshire Avenue at Cottage & Harvey Streets Intersection Improvements
Project No. 608718
Bridge No. S-24-018
Roadway Project Management Section**

IN THE CITY OF SPRINGFIELD, 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. 608718**

A Design Public Hearing will be held by MassDOT and the City of Springfield to discuss the proposed Berkshire Avenue at Cottage Street and Harvey Street Intersection Improvements project in Springfield, MA.

WHERE: Kennedy Middle School Auditorium
1385 Berkshire Avenue
Springfield, MA 01151

WHEN: Wednesday, March 20, 2019 @ 6:30 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Berkshire Avenue at Cottage Street and Harvey Street Intersection Improvements project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The purpose of the project is to improve traffic operations and vehicular, bicyclist, pedestrian, and transit safety at the Berkshire Avenue/Cottage Street and Berkshire Avenue/Harvey Street intersections. Work includes: signal upgrades /new signals, pavement box widening providing for exclusive turn lanes, new pavement markings and pavement mill & overlay. Bicycle accommodations will consist of 5-foot wide shoulders and intersection bike boxes. Pedestrian accommodations will consist of ADA complaint 5-foot wide sidewalks on both sides of the roadways and intersection wheelchair ramps.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The City of Springfield 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. 608718. 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?

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

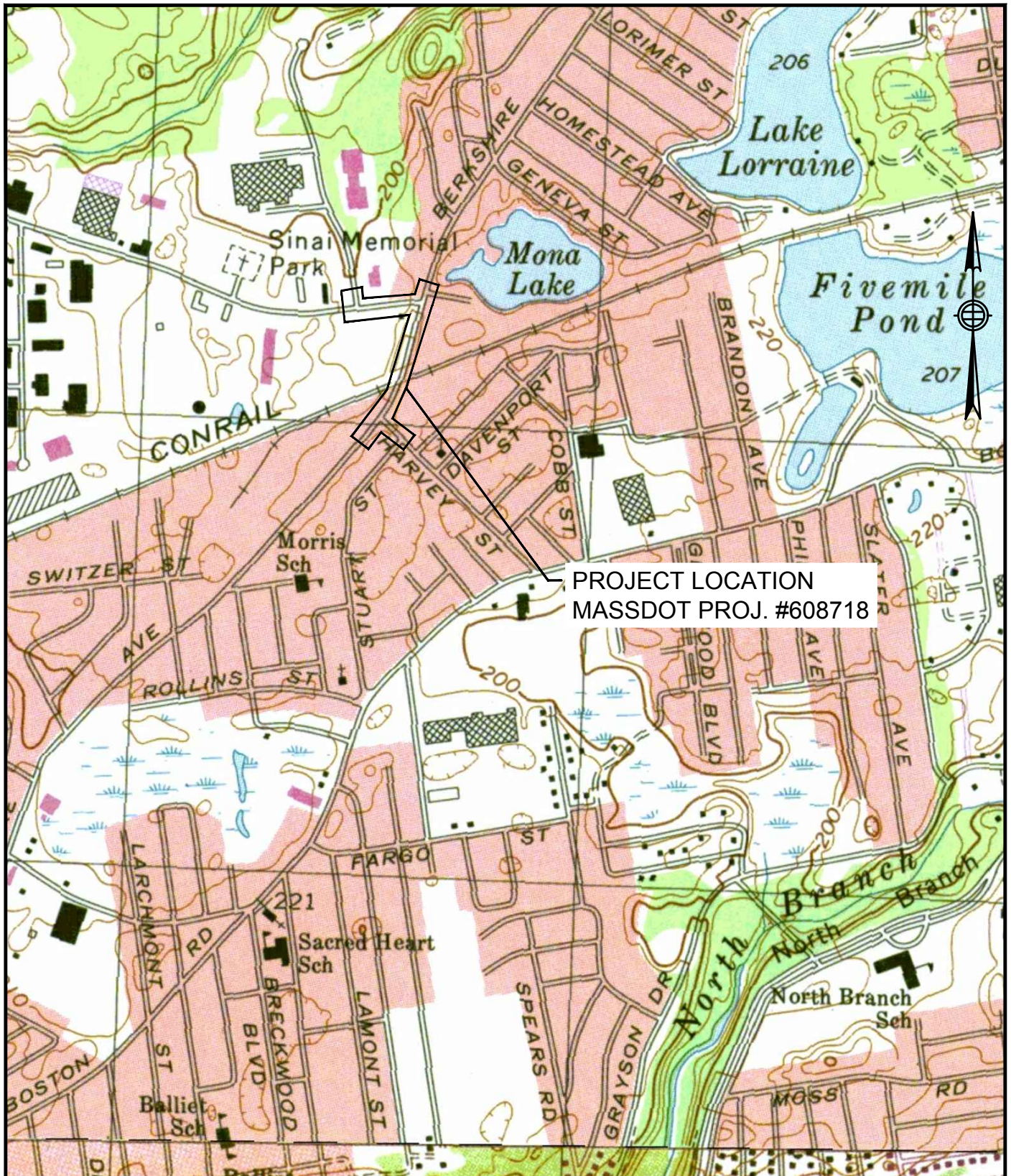
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection,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



LOCUS MAP



**BERKSHIRE AVENUE AT
COTTAGE & HARVEY STREETS
SPRINGFIELD, MA**

FILE DATE: 05/14/2018

SCALE: 1" = 1000'

EXHIBIT NO. 1 OF 1

Proposed Improvements

The Berkshire Avenue at Cottage and Harvey Streets Project Intersection Improvements Project will increase safety at both intersections by installing new traffic signal equipment at the Harvey Street Intersection and replacing the existing signal equipment at the Cottage Street Intersection. The two traffic control signal locations will be interconnected with synchronized timing and phasing. Consistent travel lane widths of 11 feet and 5 feet Bike Lanes are proposed throughout the project. Exclusive turning lanes are proposed on the Cottage and Harvey Street approaches to the signalized intersections.

The project will also provide Complete Street bicycle, pedestrian and transit stop improvements. Besides 5 foot bike lanes, Bike Box pavement markings are proposed at the signalized intersections. New and reconstructed sidewalks with widths varying from 5' to 6' will be provided on both sides of all project roadways. All pedestrian facilities will be ADA and AAB compliant, and the traffic control signals will include Accessible Pedestrian Signals and Countdown Pedestrian Signal Heads.

Existing Description of Roadways

Berkshire Avenue, an urban minor arterial, has two lanes in each direction. It mainly runs in a north/south direction. It begins at State Street and continues northerly where it connects with Page Boulevard. The speed limit along Berkshire Avenue is 35 miles per hour (mph) for both directions. The land use within the study area along Berkshire Avenue is a mix of commercial, industrial, and residential. There are sidewalks on both sides with a grass strip (tree belt/snow shelf) between the roadway and sidewalk. There are numerous large trees within the grass strip. The width of the roadway is approximately 54' and consistently carries a 1' shoulder on each side of the roadway. The lane widths average approximately 13' each.

Berkshire Avenue is owned and maintained by the City, except for the Berkshire Avenue bridge over the CSX Railroad tracks between Harvey and Cottage Streets. Many Massachusetts bridges over railroad tracks became state highway under Chapter 634 of the Acts of 1971. This Bridge

(S-24-018) was one of those bridges. The bridge creates a vertical crest along Berkshire Avenue, a contributing factor to stopping sight distances in both directions.

Cottage Street, an urban minor arterial, has one lane in each direction. It primarily runs in an east/west direction. It begins at Berkshire Avenue and continues westerly where it connects with Roosevelt Avenue. The speed limit along Cottage Street is 30 mph for both directions. The land use is a mix of commercial and industrial. There are few sidewalks and/or pedestrian facilities currently along Cottage Street within the project area. The roadway width of Cottage Street is approximately 38' and consistently carries a 1' shoulder on each side of the roadway. There is one lane in each direction that typically is 18' in width. Cottage Street is also under local jurisdiction. Some improvements have recently been completed on Cottage Street near the New PVTA (Pioneer Valley Transit Authority) Bus Maintenance & Operations Facility.

Harvey Street is a local road consisting of one lane in each direction. It runs in an east/west direction beginning at Berkshire Avenue and continuing easterly to Boston Road. The speed limit along Cottage Street is 30 mph. The land use is primarily residential, with some commercial properties at the intersections at each end of the street. There are sidewalks on both sides with a grass strip (tree belt/snow shelf) between the roadway and sidewalk. Most of the roadway has lane widths of 11' with 4' shoulders (for bicycle accommodation) in each direction.

Address: _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Public Hearing
Berkshire Avenue at Cottage & Harvey Streets Intersection Improvements
SPRINGFIELD
Project File No. 608718
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