



**DESIGN PUBLIC HEARING**

**WEDNESDAY, MAY 8, 2019**

**AT**

**KENNEDY MIDDLE SCHOOL AUDITORIUM**

**SPRINGFIELD, MASSACHUSETTS**

**7:00PM**

**FOR THE PROPOSED**

**INTERSECTION IMPROVEMENTS AT COTTAGE STREET, INDUSTRY AVENUE  
AND ROBBINS ROAD PROJECT**

**Project No. 608782**

**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. 608782**

A Design Public Hearing will be held by MassDOT to discuss the proposed Intersection Improvements at Cottage Street, Industry Avenue and Robbins Road project in Springfield, MA.

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

WHEN: Wednesday, May 8, 2019 @ 7:00PM

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

PROPOSAL: The proposed project consists of intersection improvements to accommodate future traffic volumes and to provide more efficient traffic operations at the intersection of Cottage Street, Industry Avenue and Robbins Road. The work will include new traffic signals; removal of raised medians; improved lane configurations; minor roadway widening to accommodate bicycle lanes and sidewalks; and updated signs, pavement markings, wheelchair ramps and landscaping. Bicycle accommodations consisting of a 5' bicycle lane will be provided in accordance with applicable design guides.

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. 608782. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked no later than ten (10) business days after 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 the event of inclement weather, public 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.



Figure 1  
Locus Map  
Cottage Street at Robbins Road/Industry Avenue  
Springfield, Massachusetts

## **SPRINGFIELD – COTTAGE STREET AT ROBBINS ROAD/INDUSTRY AVENUE**

The proposed improvements will be displayed for public viewing this evening and will be discussed in detail in order to provide as much information as possible to the citizens of Springfield. Following the presentation, MassDOT staff will lead a discussion to answer questions and gather public comment. All opinions will help to assist the City and the Commonwealth during the next design phase and will be reviewed and considered to the maximum extent possible. Your participation and comments are greatly welcomed and appreciated.

### **Project Purpose**

The heavy volume of existing traffic in combination with substandard roadway capacity and poor roadway conditions and traffic control result in poor operating conditions along Cottage Street and Robbins Road. This congestion results in long standing vehicle queues during multiple peak periods per day. Due to these conditions, accident frequency in this area is high. The purpose of the project is to address roadway and traffic control deficiencies and to improve vehicular, bicycle and pedestrian safety along the corridor.

### **Project Description**

The Massachusetts Department of Transportation (MassDOT) and the City of Springfield are proposing to reconstruct the intersection of Cottage Street at Robbins Road/Industry Avenue. The project will address safety and operational deficiencies all users faces, including people walking, people bicycling and motorist, while supporting the local businesses. Intersection improvements will include traffic signal reconstruction with new signal equipment (i.e. signal supports, signal heads, traffic controller and cabinet with foundation), vehicle detection, emergency vehicle preemption, and optimized signal timing and phasing. Improved pedestrian accommodations are proposed with new concrete sidewalks, crosswalks, and ADA compliant pedestrian ramps, APS push buttons, pedestrian signal heads with countdown units, and an exclusive pedestrian phase. The roadway improvements for this project will also include roadway widening, full depth pavement, micromill and overlay, new vertical granite curbing, new reflectorized thermoplastic pavement markings, regulatory and warning signs, roadside restoration, and vegetation clearing.

### **Proposed Improvements**

The proposed improvements consist of minor roadway geometry adjustments on the four roadways to provide left turn lanes on each of the approaches and to better align the through traffic movements. The proposed traffic signal improvements and geometric modifications at the project intersection will reduce delays and improve the capacity at this intersection. The proposed improvements will provide 5-foot lanes for bicycle accommodation, cement concrete sidewalks, ADA/AAB compliant wheelchair ramps, crosswalks and an exclusive pedestrian phase on the traffic signal.

The proposed improvements for the intersection are detailed in the 25 percent design plans prepared. In summary the improvements include:

- Replace all existing signal equipment.
- Remove raised medians from each approach.
- Provide 5-foot shoulders along both sides of each approach.
- Provide 5.5-foot (minimum) sidewalk (inclusive of granite curb) along each approach.
- Provide accessible wheelchair ramps, crosswalks, pedestrian signals, and push buttons for all intersection approaches.
- Optimize intersection operations.

### **Right of Way**

A secure right of way is necessary for this project. There are permanent and temporary easements required for this project. The City of Springfield is responsible for securing all land necessary for construction. MassDOT's policy concerning land acquisitions will be discussed at the hearing.

### **Maintenance of Traffic During Construction**

It is the intent of the project that all streets remain open to through traffic during construction. However, temporary lane closures may be required. Also, during certain phases of the project, the travel lanes may be shifted and narrowed to accommodate construction operations. Delays to the traveling motorist shall be mitigated to the maximum extent possible during the period required for completion of the project. Much of the construction is proposed during overnight hours to reduce the delays. Access to abutting properties will be maintained at all times during construction. Traffic detours are not anticipated at this time during construction but could change as the design develops. Driveway access for abutting businesses will be maintained at all times during construction.

### **Project Schedule**

The project is programmed in the Statewide Transportation Improvement Program as part of MassDOT's pavement preservation program for Federal Fiscal Year 2021 with construction anticipated to begin in the spring of 2021. The Plans on display this evening are at the 25% Design Stage (Preliminary Design Stage). Comments from this evening will be reviewed and considered to the maximum extent possible.

### **Project Cost**

The project construction cost will be funded with a combination of moneys from the Federal Highway Administration and the Commonwealth of Massachusetts and is currently estimated at \$2.7 million.

Address: \_\_\_\_\_

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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  
Cottage St./Industry Ave./Robbins Rd. Project  
**SPRINGFIELD**  
Project File No. 608782  
Roadway Project Management Section

