



DESIGN PUBLIC HEARING

APRIL 30, 2019

AT

**WEST SPRINGFIELD MUNICIPAL OFFICE BUILDING
JUSTIN MORGAN AUDITORIUM (SECOND FLOOR)
26 CENTRAL STREET**

WEST SPRINGFIELD, MASSACHUSETTS

6:30 PM

FOR THE PROPOSED

**RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147)
Project File No. 608374
Roadway Project Management**

IN THE TOWN OF WEST 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. 608374

A Design Public Hearing will be held by MassDOT to discuss the proposed Reconstruction of Memorial Avenue project in West Springfield, MA.

WHERE: West Springfield Municipal Office Building, Justin Morgan Auditorium (2nd Floor)
26 Central Street
West Springfield, MA 01089

WHEN: **Tuesday, April 30, 2019 at 6:30 PM**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of Memorial Avenue 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 the reconstruction of Memorial Avenue (Route 147) from Colony Road (west) to about 500 feet east of Main Street, where it meets the MassDOT Morgan Sullivan Bridge rehabilitation project limit. The proposed improvements will enhance vehicular and pedestrian safety, provide bicycle accommodations and compliance with Americans with Disabilities Act (ADA) standards, improve vehicular traffic operations and incorporate a boulevard character by including “Complete Streets” design principles. Bicycle accommodations consist of buffered bicycle lanes which are either a two-way, 8-foot wide lane along one side of the road or 5-foot wide lanes on both sides. Project features include roadway lane width-reduction (for traffic calming), a center turn lane, dedicated turn lanes at all signalized intersections, sidewalks with grass strip separation and landscaping. Accessible ramps will be provided at all pedestrian crossings throughout the corridor.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The town 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. 608374. 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.



WEST SPRINGFIELD



CSX RAIL YARD

Tire Warehouse

Central Chevrolet

Price Rite

McDonald's

Century Center

Bank of America

Bob's Discount Store

Project Area = [yellow line]

Project Location and Limits

The project extends along Memorial Avenue (Route 147) from Colony Road at its westerly limit to the rotary east of Route 5, an approximately 7,650 feet (~ 1.5 miles) long stretch, as well as the intersecting side streets approaches to Memorial Avenue.

Project Purpose

The Massachusetts Department of Transportation – Highway Division (MassDOT) and the Town of West Springfield are proposing to reconstruct Memorial Avenue (within the limits as described above) to improve safety, operations and mobility along the corridor while providing more of a Complete Street by enhancing and/or providing pedestrian, bicycle, ADA and transit accommodations along the entire corridor. The project will also result in an improved pavement surface and drainage system, reconstruct sections of the water distribution and sanitary sewer systems, and includes various aesthetic features and upgrades along the length of the project.

Existing Conditions

Within the project limits, Memorial Avenue is classified as an urban principal arterial roadway under the jurisdiction of the Town of West Springfield and serves as a commuter route for residents to access US Route 5 and Interstate 91 (I-91). The roadway generally runs in an east-west direction, connecting with the Town of Agawam to the west and the Connecticut River and City of Springfield to the east. Memorial Avenue varies in character and land use, from predominantly residential along the northerly side between the intersections with River Street and Norman Street, event space in the form of the Eastern States Exposition, or “Big E” along the southerly side from River Street to Circuit Avenue, with the remainder of the area along the corridor primarily commercial. The CSX railyard also abuts Memorial Avenue to the north between Circuit Avenue and Bridge Street.

Memorial Avenue generally consists of two 11- to 12-foot wide travel lanes in each direction west of Union Street and two 13- to 14-foot wide lanes in each direction east of Union Street, with 1- to 3-foot wide outside shoulders along the entire corridor. Sidewalks exist along both sides of the roadway for much of the corridor, and most of these sidewalks are separated from the roadway by grass strips of varying width. The grass strips contain trees, utility poles, street lights, hydrants, signs, and other appurtenances. The utility poles carry electric, telephone and cable lines, and run along the southerly side of the roadway from the western limit of the project to a point just west of the Bridge Street intersection, where the utilities continue underground to the eastern limit of the project.

The study area encompasses fifteen (15) intersections with public streets and one (1) intersection with a private roadway, as well as a number of driveways from commercial properties and the Big E. Three (3) of the intersections (i.e. with Baldwin Street, with Union Street, and with Bresnahan Street and the Century Center Driveway) are controlled with fully actuated traffic signals. There is also a mast arm mounted Rapid Rectangular Flashing Beacon (RRFB) at the Memorial Avenue crosswalk located just to the east of (the intersection with) Main Street. A CSX railroad crosses Memorial Avenue east of Circuit Avenue and Bridge Street. This railroad connects the CSX railyard and industrial properties located south of Memorial Avenue and between the Big E property and the Connecticut River. There is no posted speed limit along Memorial Avenue near the study area. So the statutory speed limit of 30 miles per hour (MPH) governs.

Currently, the Pioneer Valley Transit Authority (PVTA) provides one fixed route public transit option within the vicinity of Memorial Avenue in Springfield and West Springfield.

Proposed Improvements

The proposed Memorial Avenue cross-section from Colony Road to Circuit Avenue (Gate 9) consist of an 11-foot wide travel lane in each direction separated by a 14-foot wide, two-way left-turn lane (TWLTL), a 5-foot-wide bicycle lane and 5-foot wide sidewalk separated by a grass strip along its northerly side, and a 5-foot wide bicycle-accommodating shoulder , and an 8-foot wide separated bicycle facility and 5-foot wide sidewalk, separated by grass strips along its southerly side.

Memorial Avenue from Circuit Avenue (Gate 9) to the project's eastern limit (at the rotary by Route 5) will consist of two 11-foot wide travel lanes in each direction, separated by a raised median island, and dedicated turning lanes at intersections. Along the outer travel lane in each direction, the cross-section will consist of: a 3-foot wide buffer area, then a 5-foot wide bicycle lane, a grass strip, and finally a 5-foot wide sidewalk.

The existing traffic signals at the Memorial Avenue intersections with Baldwin Street, with Union Street, and with Bresnahan Street and the Century Center Driveway will be replaced with new mast arms and signal heads to accommodate fully actuated traffic signals. There will a new pedestrian signal with countdown indications at each location. A new mast arm mounted HAWK signal is to be installed at the intersection with Circuit Avenue. New bus stops shelter locations along the corridor shall be coordinated with the PVTA.

The sidewalks along Memorial Avenue and the side streets approaches will consist of cement concrete with new granite curbing, with new crosswalks at various locations, and ADA compliant wheelchair ramps and tactile warning devices at all crosswalks. A new RRFB is proposed at the crosswalk just east of Exposition Avenue (Private Drive). New asphalt pavement with signing and striping will installed along the entire corridor, much of the existing drainage system and some sections of the existing water distribution and sanitary sewer system will be replaced and aesthetic amenities such as trees and other plantings will be provided.

Right of Way

According to information obtained from the Registry of Deeds records, Town Assessor maps, and roadway layout plans, the existing layout for Memorial Avenue is approximately 80 feet west of Bridge Street and 100 feet east of Bridge Street. There will be a number of permanent highway easements along the corridor to accommodate the project. Temporary construction easements will also be required to facilitate the proposed construction, including the reconstruction of driveways and grading accommodations.

Traffic Management During Construction

The streets remain open to through traffic and access to residences and businesses will be maintained during construction. However, short-term lane reductions may be required to facilitate some construction activities at times. It is anticipated that during non-peak hours, traffic may consist of alternating one-way traffic under police control when required to construct sections of the project. Notice will be provided in advance to the public.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

West Springfield, MA
Reconstruction of Memorial Avenue (Route 147)
Project File No. 608374

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.

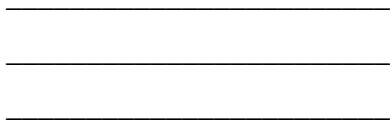
PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

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
RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147)
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