



VIRTUAL DESIGN PUBLIC HEARING

May 19, 2022

FOR THE PROPOSED

**ROBINSON PARK ELEMENTARY SCHOOL
SAFE ROUTES TO SCHOOL (SRTS) PROJECT**

Project No. 610652

IN THE TOWN OF AGAWAM, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, PE
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 610652

A Live Virtual Design Public Hearing will be published/hosted on the MassDOT website below to present the design for the proposed Robinson Park Elementary School - Safe Routes to School (SRTS) project in Agawam, MA.

WHEN: 6:30 PM Thursday May 19, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Agawam (SRTS) project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed Maple Street SRTS project will improve safety for students and residents who walk and bike in the Maple Street corridor from Begley Street to Walnut Street, a direct connection to the Robinson Park Elementary School. A shared use path is proposed along the north side of Maple Street, from Begley Street to Bridge Street. East of Bridge Street, the shared use path transitions to the south side of Maple Street, terminating at the Walnut Street intersection. Three Rapid Flash Beacon pedestrian crossings are proposed along the corridor. ADA compliant pedestrian curb ramps will be constructed as needed. A raised intersection with 3-way stop control is proposed at the intersection of Bridge and Maple Streets.

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

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavalley, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. 610652. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days after the hearing is posted to the MassDOT website listed below.

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible and prior to the hearing, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the hearing.

This Live Virtual Design Public Hearing or a cancellation announcement will be published on the internet at www.mass.gov/massdot-highway-design-public-hearings.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE. E. LAVALLEE, 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,

Carrie E. Lavalley, P.E.
Acting 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 CONCERNS

Your Municipality is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Municipality 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. 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.



PREPARED FOR:



TITLE:

ROBINSON PARK ELEMENTARY
SCHOOL IMPROVEMENTS
MASSDOT PROJECT #610652

LOCUS MAP

DATE:

MAY 2022

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 the installation of a shared use path along Maple Street from Begley Street to Walnut Street, as part of the Safe Routes to School (SRTS) program. The purpose of the project is to improve safety for students and residents who walk and bike along the Maple Street corridor from the O'Brien's corner intersection to Walnut Street, a direct connection to the Robinson Park Elementary School.

PROJECT LOCATION AND EXISTING CONDITIONS

Maple Street extends generally in a northeast-southwest direction. The road functions as an Urban Minor Arterial and provides a direct connection to local neighborhood streets. Within the footprint of this Safe Routes to School project, several pedestrian oriented facilities are located on Maple Street including an assisted living facility and church at the Maple Street / Bridge Street intersection. The roadway consists of one travel lane in each direction separated by a double yellow centerline. There is a sidewalk on the northwest side of Maple Street, south of Prospect Street, and on both sides of Maple Street, north of Prospect Street. The sidewalks on the northwest side are narrow and in a deteriorated state. The existing crosswalks do not have curb ramps and are not ADA compliant. There are no bicycle accommodations on Maple Street.

SCOPE OF WORK

The proposed Maple Street SRTS project will improve safety for students and residents who walk and bike in the Maple Street corridor from O'Brien's corner to Walnut Street, a direct connection to the Robinson Park Elementary School. A shared use path is proposed along the north side of Maple Street, from Begley Street to Bridge Street. East of Bridge Street, the shared use path transitions to the south side of Maple Street, terminating at the Walnut Street intersection. The shared use path will be separated from the travel lanes by a variable width grass strip. Three pedestrian crossings supplemented with Rectangular Rapid Flashing Beacons (RRFB's) are proposed along the corridor. ADA compliant pedestrian curb ramps will be constructed as needed. A raised intersection with 3-way stop control is proposed at the intersection of Bridge and Maple Streets. The existing roadway will be milled, and a new wearing course will be installed as part of the project. Travel lanes will be marked at an 11-foot width.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The contractor will coordinate with MassDOT and town officials regarding work hours, school arrival / dismissal periods, and traffic circulation. All temporary traffic control measures will be approved by the town prior to implementation.

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. Limited 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 with the assistance of police details.

At this time, we do not anticipate the need for full roadway closures. During construction, if a full closure is required, a temporary detour would be established with advanced warning signs. Closures would be carefully coordinated to take place during off-peak hours, outside of the school calendar. Detour routes would be approved by the Town of Agawam and MassDOT. Advanced notice would be provided to the impacted areas, including direct abutters. Access to properties will be maintained at all times.

RIGHT-OF-WAY

The majority of roadway improvements can be accommodated within the existing Town Layout, as the work will occur within the footprint of the existing corridor (travel way and sidewalks).

Temporary easements may be required along the existing back of sidewalk to reconstruct portions of abutting driveways and walkways, construction of the proposed sidewalk / shared use path, installation of tree protection measures, and placement of loam and seed in areas of landscape disturbance. A limited number of permanent easements are required for sidewalk / pedestrian curb ramp encroachments, utility pole relocations, and installation of utility pole anchors.

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

PROJECT STATUS

The plans available are 25% 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 summer of 2023.

PROJECT COSTS

The total construction cost at the 25% Design stage is currently estimated to be approximately \$2,400,000.

Please Fold and Tape



Please Place
Appropriate
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Carrie E. Lavalley, PE
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Virtual Public Hearing
ROBINSON PARK ELEMENTARY SCHOOL SRTS PROJECT
AGAWAM, MA
Project File No. 610652
Attn: Roadway Project Management Section

