



DESIGN PUBLIC HEARING

August 20, 2025

FOR THE PROPOSED

**Intersection Improvements at Beech Street, Resnic Boulevard, and West Franklin Street
Project No. 611965
Project Management**

IN THE CITY OF HOLYOKE, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

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

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A DESIGN PUBLIC HEARING**

Project Description:

Holyoke – Intersection Improvements at Beech Street, Resnic Boulevard, and West Franklin Street

Project File No. 611965

A Design Public Hearing will be held to present the design for the proposed project in Holyoke, MA.

**WHERE: Holyoke Council on Aging/Senior Center, Cafeteria
 291 Pine Street
 Holyoke, MA 01040**

WHEN: Wednesday, August 20, 2025 @ 6:00pm

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

PROPOSAL: The proposed project consists of safety improvements at the intersection of Beech Street and Resnic Boulevard in Holyoke. A teardrop-shaped roundabout will be constructed for drivers to fit within the footprint of the intersection. Bicyclists and pedestrians will be accommodated with a 10' wide shared-use path around the outside of the roundabout 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** is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavallee, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, **Project File No. 611965**. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted on 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.

In case of inclement weather, a cancellation announcement will be posted on the internet at <https://www.mass.gov/orgs/highway-division/events>.

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. Lavallee, 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 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.



ProjectArea

Disclaimer: This map is not the product of a Professional Land Survey. It was created by Fuss & O'Neill, Inc. for general reference, informational, planning and guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. Fuss & O'Neill, Inc. makes no warrantee, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

Project Area Map

Beech St / Resnic Blvd / West Franklin St
Intersection
Project #20200040.A21
Holyoke MA

1550 Main Street, Suite 400
Springfield, MA 01103
413.422.0445
www.fando.com

Figure # 1

Project Summary: West Franklin Street, Beech Street, and Resnic Boulevard Intersection Improvements – Holyoke, MA

In partnership with the City of Holyoke, MassDOT initiated this project in November 2020 in response to the high crash rate history at the intersection of West Franklin Street, Beech Street, and Resnic Boulevard. The intersection was identified as one of the Top 200 high crash locations in Massachusetts (2015–2017) and a statistical crash cluster for both vehicle and pedestrian incidents over the past decade.

Project Goals

- Improve safety for vehicles, pedestrians, and bicyclists
- Enhance mobility and connections to local destinations without reliance on personal vehicles
- Upgrade outdated traffic control systems
- Create shared-use paths for cyclists and pedestrians

Preferred Design Alternative

Following a comprehensive alternatives analysis and cost/benefit evaluation, the preferred design is a custom-shaped modern roundabout tailored to the skewed geometry of the intersection. Key features include:

- 10-ft wide shared-use paths for bicycles and pedestrians
- Rectangular Rapid Flashing Beacons (RRFBs) and one Pedestrian Hybrid Beacon (PHB) for crosswalk safety
- Bike ramps for road-to-path transitions
- Accommodation for large trucks and peak traffic volumes
- Minimized property impacts, including a small land taking from John Young Field (not affecting active field areas)

Transit & Parking Adjustments

- Bus Stop Consolidation and Relocation to improve accessibility:
 - Bus Stop 436 consolidated with Bus Stop 448
 - Bus Stop 440 relocated to the frontage of Holyoke High School
- Seven on-street parking spaces removed on Beech Street (east side) to accommodate lane reconfiguration near the Holyoke Senior Center (which has off-street parking)

Traffic Flow Enhancements

- Signal timing updates at two adjacent intersections:
 - Beech St at Sargeant St: Lane changes to reduce queuing
 - Resnic Blvd at Pine St: Signal timing adjusted to improve flow
- Lane configuration updates to ensure roundabout efficiency and reduce traffic backups

Conclusion

This project aims to substantially improve safety and mobility for all users of this critical intersection in downtown Holyoke, while thoughtfully minimizing land impacts and improving connectivity to nearby schools, businesses, recreational areas, and transit options.

In summary, the project proposes to significantly improve the safety for vehicles, pedestrians, and bicycles at the intersection of West Franklin Street, Beech Street, and Resnic Boulevard while minimizing the impacts to adjacent land through custom design geometry. At the same time the project will improve traffic flow through the intersection by enhancing the timing of adjacent signalized intersections making minor lane configuration adjustment to reduce vehicle queuing.

Anticipated Project Questions

How can I find out more information about the project in the City of Holyoke?

For more information about the project or upcoming public meetings, contact the City of Holyoke Engineering Department. You may reach the City Engineer, Matt Sokop, at 413-322-5645. A copy of the project plans will also be available for viewing at the Engineering Department office. Please call ahead to confirm viewing hours.

Why wasn't a traffic signal selected as the preferred alternative?

Signalized intersection alternatives were evaluated using MassDOT's Intersection Control Evaluation tools and were compared to the preferred roundabout alternative. The signalized options were found to result in greater traffic delays and higher crash rates, including property damage and injuries to drivers and pedestrians. The roundabout was selected because it is projected to be both safer and more efficient in terms of traffic flow.

Is the preferred alternative a roundabout or a rotary, and what is the difference?

The preferred alternative is a custom-shaped roundabout. Roundabouts are designed for lower speeds—typically 25 to 30 miles per hour—and prioritize safety. In contrast, rotaries are larger, operate at higher speeds, and are primarily designed to move vehicles quickly through an intersection.

Beech Street formerly had a coordinated traffic signal system. Is the proposed roundabout compatible with it?

Yes, the proposed roundabout is compatible with the former coordinated signal system on Beech Street. Both are designed for 25 mph traffic speeds. However, the existing coordinated signal system is no longer operational due to outdated equipment. While this project does not include restoration of the system, it also does not prevent it from being reinstated in the future.

When is construction anticipated to start?

Project design is expected to be completed in spring/summer 2027, with construction anticipated to begin in fall/winter 2027.

How long is construction anticipated to last?

Construction is expected to take 2 to 3 construction seasons, beginning in fall/winter 2027 and reaching completion sometime in 2029 or 2030.

What are the anticipated road impacts during construction?

- Temporary detours may be implemented for short durations during construction activities, but all roads will remain open with at least one lane available for local traffic.
- Emergency access to all properties will be maintained at all times.
- Sidewalk detours will be provided.
- Access to schools, businesses, and residences will be maintained throughout the construction period.
- Some night work, particularly for paving, may be required. The City of Holyoke will determine allowable working hours.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Holyoke, MA
Intersection Improvements at Beech Street, Resnic Boulevard, and West Franklin Street
Project File No. 611965

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to MassDOTProjectManagement@dot.state.ma.us or you may mail this sheet with any additional comments to:

Carrie E. Lavalley, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

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.

PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

Address: _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

Carrie E. Lavallee, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
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CITY OF HOLYOKE
Project File No. 611965
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