



VIRTUAL DESIGN PUBLIC HEARING

FEBRUARY 1, 2022

6:00 PM

FOR THE PROPOSED

ARMORY STREET BRIDGES OVER CSX REPLACEMENT PROJECT

Project No. 609409

Bridge Nos

S-24-16(14J) – Armory Street over CSX Mainline

S-24-26(14M) – Armory Street over CSX Abandoned

Major Projects

IN THE CITY OF SPRINGFIELD, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

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

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 609409

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Armory Street Bridges over CSX Replacement project in Springfield, MA.

WHEN: 6:00-7:30 PM, Tuesday, February 1, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Armory Street Bridges over CSX Replacement 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 the replacement of two bridges – the bridge carrying Armory Street over the active CSX tracks and the bridge carrying Armory Street over the abandoned railroad. The project limits are from the Genesee / Warwick Street intersection at the north to the Taylor Street intersection at the south. Within the project limits, the roadway will be reconstructed. The new roadway will be wider than the existing roadway and will include a standard sidewalk on the east side and a shared-use-path on the west side. The shared use path will be approximately 13’-6” wide in order to accommodate pedestrians, bicyclists, wheelchairs and strollers. During construction, Armory Street will be reduced to one travel lane carrying traffic southbound. Northbound traffic will be detoured during construction.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **Commonwealth of Massachusetts** 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. Lavalley, P.E., Acting Chief Engineer, via e-mail to dot.feedback.highway@state.ma.us or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: **Major Projects**, Project File No. **609409**. 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 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 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. LAVALLEY, P.E.
ACTING 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

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

The State is responsible for securing the Right of Way for this project. If your property, or a portion of it, must be acquired by the State 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. WHO CONTACTS ME?

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

3. MUST I ACCEPT THE DEPARTMENT'S OFFER?

No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

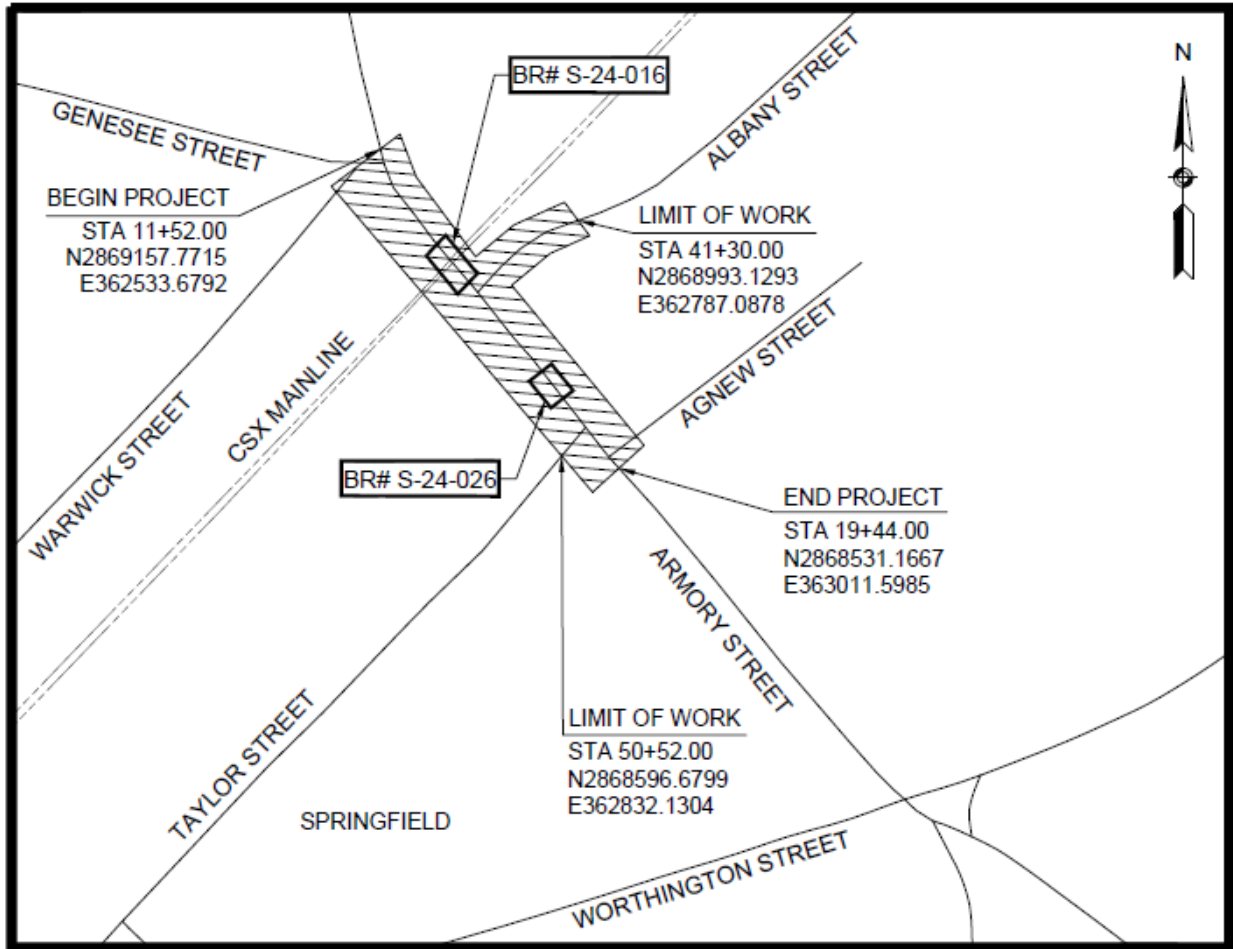
4. WHAT WILL HAPPEN TO MY HOUSE?

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.

LOCUS MAP



ARMORY STREET BRIDGES OVER CSX REPLACEMENT PROJECT (609409) PROJECT DESCRIPTION

Project Location and Limits:

The project is located in the City of Springfield and includes the replacement of two bridges at Armory Street over CSX mainline [Bridge No. S-24-16(14J)] and Armory Street over CSX abandoned rail line [Bridge No. S-24-26(14M)] and associated roadway, utility and traffic signal work. The project extends from the intersection of Genesee, Warwick and Armory Street to the intersection of Taylor, Agnew and Armory Street and includes the intersection of Albany Street and Armory Street. The length of the project is approximately 800 feet between the limits of work.

Purpose and Need:

The purpose of this project is to replace these two bridges due to structural deficiency. The goals of the highway design are to improve the current lack of accessibility by providing a complete street cross section for all users and improving the geometry of the intersection of Albany and Armory.

Existing Conditions:

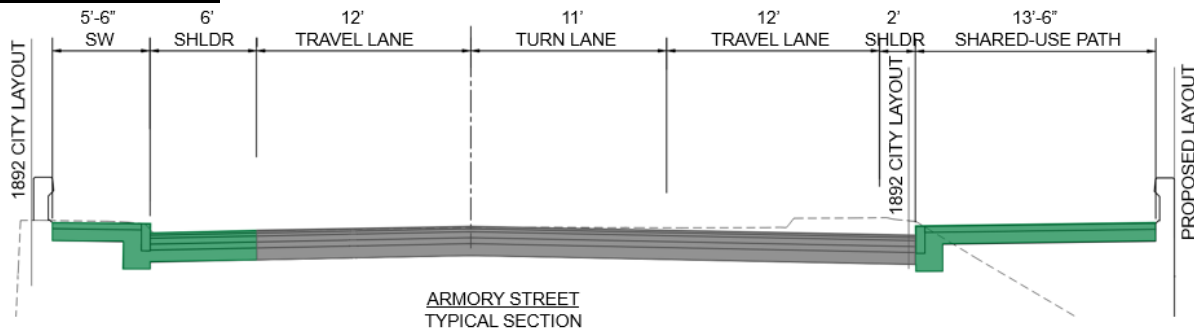
Roadway Characteristics -

- Armory Street carries two travel lanes with narrow shoulders and includes turn lanes at the intersections. The pavement width is approximately 36 feet. There is an existing sidewalk on both sides of the road with a width of approximately 5.5-6 feet.
- The existing corridor lacks accommodation for all users. The existing sidewalk is warped and is not ADA compliant. The existing pavement is cracked, patched and in poor condition.

Bridge Characteristics -

- The existing bridges, constructed in 1934, are single span structures supported on stone masonry abutments.
- The existing bridge over the CSX mainline has severe girder deterioration to the deck, curbs, sidewalks, framing, connections and coating system. The existing bridge over the CSX abandoned rail line has severe deterioration to the deck, girders, framing, coating system, bridge seats, backwalls and wingwalls.

Proposed Design:



Modified Geometry -

- The project will widen the roadway corridor to the west to accommodate a shared-use path plus additional shoulder width to improve truck turns and avoid impacts to the Albany Street wall.

Safety Enhancements -

- Replacement of the structurally deficient bridges.
- Traffic signal upgrades at Albany Street to meet current standards.

Bicycle and Pedestrian Accommodation -

- The roadway corridor improvements include the addition of a 13'-6" shared-use path on the western side of Armory Street, construction of ADA compliant sidewalk and accessible pedestrian curb ramps.
- Bicycle accommodation will be provided on the eastern side of Armory Street in a new 6-foot shoulder.
- New crosswalks will be installed on the north and east legs of the Albany Street intersection.

Traffic Management -

- Staged construction: 2 stages required
- One lane of traffic will be maintained in the southbound direction.
- Northbound traffic will be detoured.
- Pedestrian and bicycle access will be maintained.
- Access to all driveways and commercial properties will be maintained.
- Emergency access will be maintained in both directions through the work zone.

Right of Way -

- The project will require 12 right-of-way fee takings. The project will also require 5 permanent easements and 6 temporary easements.
- Permanent easements are required for retaining wall construction and maintenance.
- Temporary easements are required for construction of walls, embankment, and driveways.

Utility Relocation -

- Both bridges carry multiple utilities within the bays of the superstructure. Utilities on the roadway approaches are buried within the roadway and sidewalk.
- Utilities will be relocated to the new bridge structures. Disruptions to service will be minimized and abutters will be notified prior to any shutdowns.

Project Cost -

- The estimated cost of the proposed construction of the Armory Street bridges and corridor improvements is estimated at \$40 million.

Construction Duration -

- The construction duration as estimated per the preliminary contract time determination submitted with the 25% plans is approximately 25 months.

Project Status -

- The plans are at the 25% Design Stage. Comments received this evening will be considered in determining the final design. The design of this project is anticipated to be completed and advertised for construction in the Fall of 2024.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Springfield, MA
Armory Street Bridges over CSX Replacement Project
Project File No. 609409

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

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

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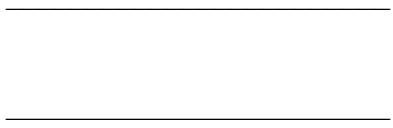
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Organization: _____

Address: _____

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

RE: Virtual Public Hearing
Armory Street Bridges over CSX Replacement Project
SPRINGFIELD
Project File No. 609409
Attn: Major Projects

