



DESIGN PUBLIC HEARING

SEPTEMBER 17, 2019

AT

FOREST PARK MIDDLE SCHOOL AUDITORIUM

SPRINGFIELD, MASSACHUSETTS

6:30 PM

FOR THE PROPOSED

**SUMNER AVE AT BELMONT AVE AND DICKINSON STREET (THE X)
INTERSECTION AND RELATED IMPROVEMENTS PROJECT**

**PROJECT NO. 608717
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. 608717

A Design Public Hearing will be held by MassDOT and the City of Springfield to discuss the proposed Sumner Ave at Belmont Ave and Dickinson Street (The X) Intersection and Related Improvements Project in Springfield, MA.

WHERE: Forest Park Middle School Auditorium
46 Oakland Street
Springfield, MA 01108

WHEN: Tuesday, September 17, 2019 @ 6:30 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Sumner Ave at Belmont Ave and Dickinson Street (The X) intersection and surrounding area improvements project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The project includes reconstruction of The "X" and other intersections along Sumner Ave, Belmont Ave and Dickinson Street. Major project elements include: reconstruction of existing roadways, realignment of critical intersections, new traffic signal control, construction of two mini-roundabouts, handicapped accessibility, pedestrian improvements, bike lane and shared use bicycle accommodation, bus stop accommodations, drainage, streetscaping and pedestrian plazas, landscaping and utility improvements. In addition, new shared use paths will connect the surrounding neighborhood to Forest Park.

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. 608717. 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.

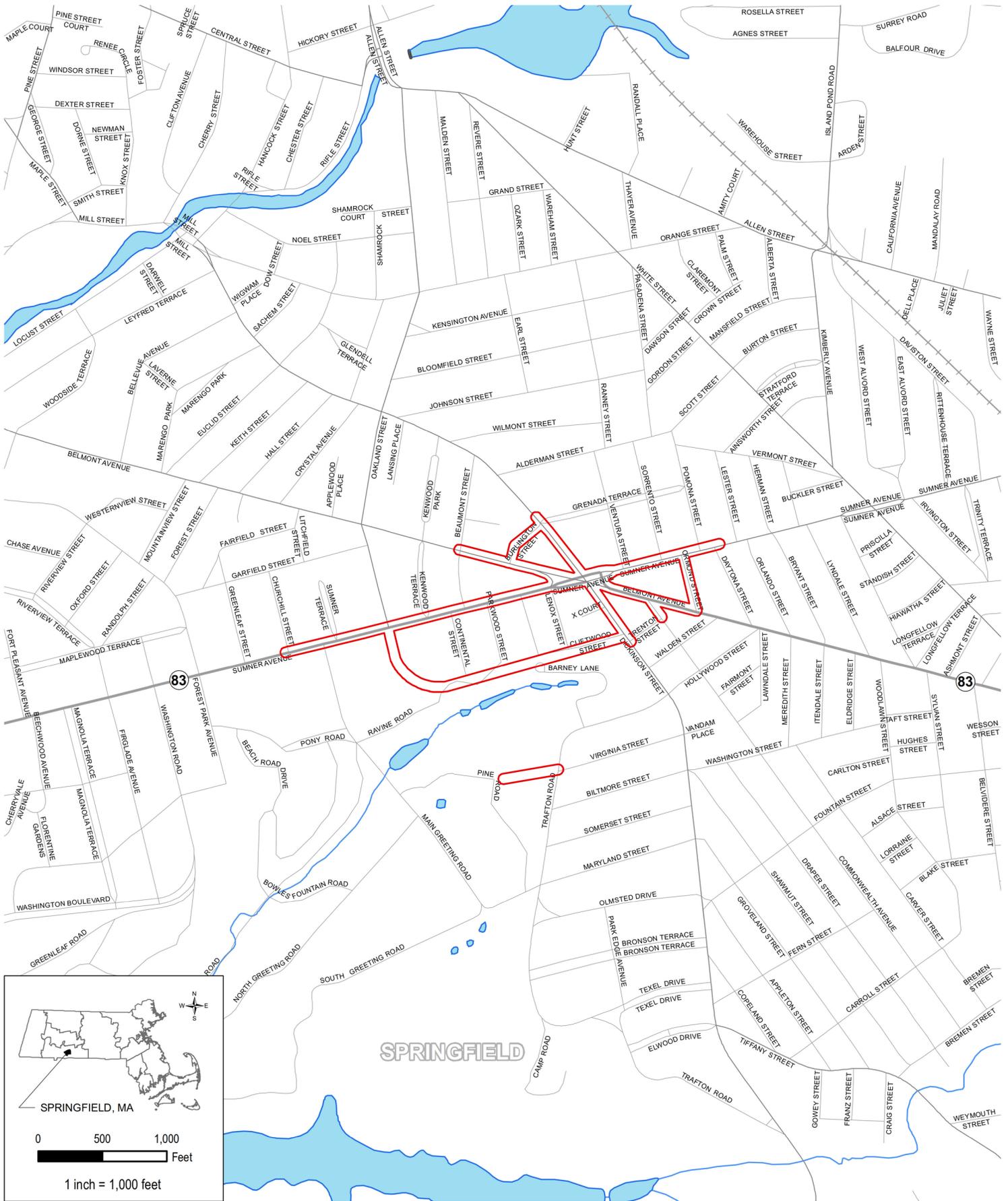
4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

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.

File Path: K:\P2012\1457\A70\Figure 1 Location.mxd Plotted: Wednesday, February 21, 2018



SPRINGFIELD



FIGURE 1: SITE LOCATION MAP
 SPRINGFIELD "X" INTERSECTION IMPROVEMENTS
 SPRINGFIELD, MA

APRIL 6, 2017

PROJECT OVERVIEW

The improvements proposed as part of this project will address existing and future deficiencies associated with the increase in traffic demand along this heavily traveled corridor. The purpose of this design, engineering, and landscape architecture work is to refine the recommended improvements for traffic congestion mitigation, pedestrian, bicycle, and vehicle safety enhancement to the study area roadways as presented in the “X” Planning Study.

The main features of the improvements for this project are as follows:

- Traffic pattern modifications to the study area intersections to alleviate congestion and improve safety at the X intersection
- New traffic signal equipment to improve operations
- New signal coordination plan between signals on Sumner Avenue to improve Sumner Avenue traffic progression
- Provision of 5’ bicycle lanes
- Construction of a multi-use path within Forest Park connecting Dickinson Street with Sumner Avenue/Oakland Street intersection
- Reconstruct and reconfigure sidewalks and pedestrian facilities; provide furnishings and landscaping.
- Improve pedestrian accessibility and crossing lengths
- Addition of left and right turn auxiliary lanes at study area intersections to separate movements where warranted by traffic volumes

PROPOSED IMPROVEMENTS

In general, the Belmont Avenue legs at the “X” are redesigned to be one-way roadways departing the intersection. In order to accommodate this design, the following summarizes the redistribution methodologies and anticipated improvement measures for the preferred alternative.

The “X” — Sumner Street at Dickinson Street and Belmont Avenue:

- Redesign the Belmont Avenue north leg to provide a one-way roadway northbound from Sumner Avenue to Burlington Street (i.e., departing the “X”).
- Redesign the Belmont Avenue south leg to provide a one-way roadway southbound from Sumner Avenue to Commonwealth Avenue (i.e., departing the “X”).
- Reconfigure the Sumner Avenue westbound approach to provide an exclusive left-turn lane onto Dickinson Street southbound.
- Reconfigure the Dickinson Street northbound and southbound approaches to provide exclusive left turn lanes onto Sumner Avenue.
- Permit right turns from Dickinson Street southbound approach to Sumner Avenue with a “No Turn on Red” sign.

Belmont Avenue North of the “X”:

- Redistribute Belmont Avenue southbound traffic destined for Sumner Avenue eastbound, Dickinson Street southbound, and Belmont Avenue southbound to Oakland Street and then to Sumner Avenue.
- Reconstruct the Belmont Avenue and Burlington Street intersection to provide a mini-roundabout, with Belmont Avenue north and Burlington Street providing two-way traffic

flow, and Belmont Avenue south providing one-way traffic flow approaching the intersection (i.e., away from the “X”).

- Modify traffic signal operations at the Belmont Avenue and Oakland Street intersection.
- Modify traffic signal operations at the Sumner Avenue and Oakland Street intersection.

Belmont Avenue South of the “X”:

- Redistribute Belmont Avenue northbound traffic destined for Sumner Avenue westbound, Belmont Avenue northbound, and Dickinson Street northbound to Ormond Street and then to Sumner Avenue.
- Convert Ormond Street to a one-way roadway northbound from Belmont Avenue to Sumner Avenue.
- Remove the existing traffic signal at the Sumner Avenue intersection with Belmont Avenue south.
- Reconstruct the Belmont Avenue and Commonwealth Avenue intersection to provide a mini-roundabout, with Belmont Avenue south and Commonwealth Avenue providing two way traffic flow, and Belmont Avenue north providing one way traffic flow approaching the intersection (i.e., away from the “X”).

Sumner Avenue West of the “X”:

- Relocate the Sumner Avenue traffic signal from the Lenox Street intersection to the Cliftwood Street intersection. .
- Convert Lenox Street to a one-way roadway southbound from Sumner Avenue.
- Convert Cliftwood Street to a one-way roadway northbound toward Sumner Avenue.
- Remove the existing traffic signal at the Sumner Avenue intersection with Lenox Street. Place the Sumner Avenue and Cliftwood Street intersection under traffic signal control. Include the Cliftwood Street traffic signal within a coordinated traffic signal system with the “X” signalized intersection.

Sumner Avenue at Oakland Street:

- Restripe the Sumner Avenue eastbound approach to provide an exclusive left-turn lane and two through lanes.
- Reconfigure the Oakland Street southbound approach to provide an exclusive left turn lane and a right-turn lane.

Sumner Avenue at Ormond Street:

- Place the Sumner Avenue and Ormond Street intersection under traffic signal control. Include the Ormond Street traffic signal within a coordinated traffic signal system with the “X” signalized intersection.
- Modify the Forest Park Liquors drive to be controlled by the traffic signal.
- Close the Santander Bank drive-through entrance.
- Restripe the Ormond Street northbound approach to provide an exclusive left—turn lane and a shared left-turn/through/right—turn lane.

Sumner Avenue at White Street:

- Provide vehicle detection and retime the traffic signal to provide more green time on the Sumner Avenue eastbound/westbound permissive phase.

Sumner Avenue at Main Greeting Road (Forest Park main entrance):

- Construct a Sumner Avenue westbound exclusive left-turn lane for access into Forest Park.

TRAFFIC MANAGEMENT

All roadways in the project area will remain open to traffic throughout construction. At least one lane of traffic in each direction will be maintained at all times. There will be pedestrian detours in place during normal construction hours if necessary. Sections of sidewalk may be closed for short periods of time to allow for concrete curing. Occasional short traffic disruptions may occur but every effort will be made to minimize inconvenience to the public.

RIGHT OF WAY IMPACTS

Temporary construction and permanent sidewalk easements, as well as acquisition in fee of private property for the alteration of the layout of Belmont Avenue associated with the project construction will be required. The City will be responsible for securing all necessary easements and fee takings.

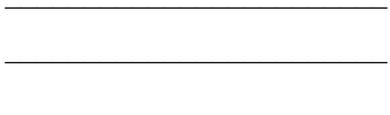
PROJECT COST

The current estimate of the total construction cost of this project is approximately \$11 million.

PROJECT SCHEDULE

The design is expected to be complete by 2022 and ready for advertisement when funding for the project is programmed in the Statewide Transportation Improvements Program (STIP).

Please Fold and Tape



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
RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND
BELMONT AVENUE (THE "X")
SPRINGFIELD
Project File No. 608717
Roadway Project Management Section

