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February 26, 2014

**RE: Early Environmental Coordination – Coggeshall Street Improvements
Section 106 Review**

**Kenneth Motta, Chairman
New Bedford Conservation Commission
133 Williams Street
New Bedford, Massachusetts 02740**

Dear Mr. Motta:

The Massachusetts Department of Transportation Highway Division (MassDOT) in coordination with the City of New Bedford Department of Public Infrastructure proposes to reconstruct Coggeshall Street from Purchase Street to Mitchell Avenue in New Bedford. It is anticipated that this project will be supported in part with federal funds and will require review, therefore, under Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800). The enclosed project information is provided for the New Bedford Conservation Commission's review in compliance with the regulations governing Section 106.

In general, the project may include but is not limited to pavement rehabilitation, roadway widening to provide exclusive left turn lanes at intersections, new pedestrian accommodations, new cyclist accommodations and traffic signal upgrades. The rehabilitation will primarily occur within the existing roadway layout and therefore, the project is not expected to create adverse impacts on resources regulated by the Wetlands Protection Act (WPA) or the local by laws. Please see the attached figure and scope of work for the project location and full project description.

MassDOT requests that the New Bedford Conservation Commission review the enclosed materials at their earliest convenience, and solicits any comments that the Commission wishes to make regarding this project. Written comments should be submitted to: Thomas Broderick, P.E., Acting Chief Engineer, Massachusetts Department of Transportation, Highway Division, 10 Park Plaza, Boston, MA 02116, Attn: Jeffrey Shrimpton.



If you have any questions concerning the enclosed project information, please feel free to contact Lisa Sherman (401 751-5360) or ShermanLD@CDMSmith.com. If you have any questions concerning the Section 106 process, please feel free to contact Jeffrey Shrimpton (617 973-7497) of MassDOT Highway Division's Cultural Resources Unit.

Sincerely,

A handwritten signature in black ink, appearing to read "Lauren Viera".

Lauren Viera
CDM Smith

atts: scope of work
locus map

xcs: B. Simon, SHPO, MHC, with atts.
J. Shrimpton, MassDOT Highway Division, with atts.
L. Sherman, CDM Smith, with atts.
R. Labelle, City of New Bedford, with atts.
Z. Arruda, City of New Bedford, with atts.



Coggeshall Street Improvements

Scope of Work

Project Description

Coggeshall Street intersects Route 18 serving as a vital link between northbound and southbound Route 18. Coggeshall Street is home to many local businesses and residences. The intersection of Coggeshall Street and Purchase Street was recently signalized and widened with construction of the new South Coast Rail Bridge over Coggeshall Street. The intersection of Coggeshall Street and North Front Street is under stop control for the northbound Front Street approach. Signalized intersections with Coggeshall Street include Ashley Boulevard, Acushnet Avenue, and Belleville Avenue. According to the Office of Transportation and Planning, Coggeshall Street is classified as an urban collector from Purchase Street to Ashley Boulevard, and an urban minor arterial from Ashley Boulevard to Mitchell Avenue. SRPEDD studied the corridor in 1999 and recommended widening along Coggeshall Street to provide exclusive turn lanes at the intersections with Ashley Boulevard and Acushnet Avenue as well as improved bicycle and pedestrian accommodation.

The overall intent of this project is to complete improvements along Coggeshall Street to compliment improvements already constructed or planned to be constructed under previous projects including South Coast Rail, Growth Initiative District and International Marketplace. This project will complete the corridor improvements and encourage economic redevelopment throughout the corridor.

Existing Conditions

Pavement

Based on visual inspection, the surface condition of the roadway is in fair to poor condition, with low severity block cracking, patching and/or cuts, cracking and weathering. Existing roadway widths along Coggeshall Street are approximately 30 feet from Purchase Street to Belleville Avenue, and approximately 48 feet from Belleville Avenue to Mitchell Avenue.

Cross Sectional Elements

The existing sidewalks are in poor condition. Many have trenches and broken asphalt or cement concrete. Ramps at intersections and driveways do not meet the current requirements of the Americans with Disabilities Act and Architectural Access Board (ADA/AAB). Existing curbing appears to be in good condition, however it has minimal curb reveal in areas along the corridor. The existing pavement markings are in fair to poor condition.

Intersections

There are currently 4 signalized intersections within the project limits. These intersections include Coggeshall Street and the following side streets: Purchase Street, Ashley Boulevard, Acushnet Avenue and Belleville Avenue. The majority of these intersections currently have a shared thru/turn lane on the Coggeshall Street approach. The signals along this corridor are not currently coordinated and are in need of equipment upgrades.

Proposed Conditions

Roadway Improvements

Planned improvements will result in a new riding surface and exclusive turning lanes at intersections as well as replacement of sidewalks and providing ADA/AAB conforming cement concrete walks and ramps. A 5 foot bicycle lane will also be included within the roadway improvements.

Intersection Improvements

Widening at the intersections to provide exclusive left-turn lanes will improve traffic safety and capacity. The coordination of the traffic signals at Purchase Street, Ashley Boulevard, Acushnet Avenue, Belleville Avenue, and Coggeshall Street at the I-195 WB off ramp will improve the existing level of service as well as traffic flow and mobility. Improved sidewalks and wider shoulders will improve pedestrian and bicyclist accommodation. All traffic signal installations will include emergency vehicle preemption and incorporation into the City's ITS system.

This rehabilitation project will greatly improve traffic flow, pedestrian accommodations by providing ADA/AAB compliant sidewalks and crosswalks, as well as bicyclist accommodations throughout the project limits, providing welcoming access to the International Marketplace shopping destination.

Safety Improvements

The intersections of Coggeshall Street and Ashley Boulevard and Coggeshall Street and Acushnet Avenue are ranked on the 2006-2008 Most Dangerous Intersections in Southeastern Massachusetts by SRPEDD as 31 and 60 respectively. At the intersection with Ashley Boulevard, the predominant collision manner is angle collisions, while at the intersection with Acushnet Avenue, the predominant collision manner is rear-ends. These are indicative of inadequate traffic control and traffic signal visibility. The signalized intersections of Coggeshall Street and Ashley Boulevard and Coggeshall Street and Acushnet Avenue require signal upgrades. In addition, the International Marketplace project will be providing security surveillance cameras in the area along Acushnet Avenue at Coggeshall Street. This, paired with new street lighting, improved sidewalks and upgraded traffic signals will greatly improve safety in the area.

Land Use and Economic Development

The Coggeshall Street corridor is an important gateway in the City of New Bedford. Coggeshall Street provides critical access between Fairhaven and the proposed Acushnet Avenue International Marketplace, JFK Highway (Route 18), and the rest of the North End. This application intends to connect the two sections of Coggeshall Street which have already been reconstructed as part of the South Coast Rail bridge replacement project to the west and the Growth Initiative District project to the east. As a residential/commercial corridor, providing exclusive turn lanes at the signalized intersections will improve traffic flow and encourage economic re-development of business parcels zoned for further commercial development along the corridor.