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May 13, 2016

Secretary Matthew A. Beaton  
Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
Attn: MEPA Office  
100 Cambridge Street, Suite 900  
Boston, Massachusetts 02114

Subject: Environmental Notification Form  
John F. Kennedy Rehabilitation Project - Phase II  
City of New Bedford. Department of Public Works

Dear Secretary Beaton:

In accordance with 301 CMR 11.03(6)(b)2b for the cutting of five or more living public shade trees of 14 or more inches in diameter at breast height (DBH), please find enclosed two copies of the Environmental Notification Form (ENF) for the above-referenced project, submitted by CDM Smith on behalf of the City of New Bedford, Massachusetts.

The City of New Bedford supported by the Massachusetts Department of Transportation (MassDOT) is proposing roadway and traffic signal improvements along John F. Kennedy Memorial Highway (JFK) in New Bedford, Massachusetts. JFK is classified as an urban principal arterial that serves as the primary north-south route through the south end of New Bedford. It has connections to Route 6 and I-195, and is part of the National Highway System. Phase II of the rehabilitation project begins at Cove Street and ends north of Griffin Court meeting the Phase I section of the project, for a distance of approximately 4,750 feet. Phase II rehabilitation will require the removal of 8 public shade trees ranging from 18-inch to 28-inch DBH; to mitigate the removal of the 8 public shade trees, the City of New Bedford proposes planting 183 new trees along JFK Highway in the Phase II project area.

The purpose of the project is to improve connections to the northeast fishing industry, promote a multi-modal community, increase pedestrian activity, promote tourism, and improve overall traffic safety operations throughout the corridor with traffic signal upgrades and intersection improvements.



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The proposed improvements include:

- Roadway improvements and construction of an improved 8-foot wide sidewalk along the eastern side of JFK that will meet Americans with Disabilities Act and Architectural Access Board regulations and construction of a 10-foot side multi-use path along the western side of JFK.
- New cross-connections to reconnect the South Central and South End neighborhoods with the waterfront to create increased opportunities for tourism and economic development.
- Landscaped islands with new ornamental street lighting to enhance the boulevard feel and visual security for users.
- Improvements at the intersection of JFK and Cove Street including widening at the northeast and northwest corners to better accommodate turning trucks as well as improved pavement markings. In addition, full reconstruction of the existing traffic signal is proposed with changes to signal timing/phasing to optimize traffic and pedestrian operations. This signal will operate in a closed loop coordinated system with the intersection of Division Street, Rivet Street, Potomska Street, and Griffin Court.
- Extension of Division Street to JFK and creation of a new signalized "T" intersection that will operate in a closed loop coordinated system.
- Removal of the existing pedestrian overpass bridge at JFK between Division Street and Rivet Street and construction of a pedestrian signal on JFK between the new Division Street and Rivet Street extensions. This at-grade crossing will allow pedestrians to safely cross JFK and provide safe crossing to the Ben Rose Fields just east of South Front Street.
- Extension and realignment of Rivet Street to be perpendicular to JFK. This new signalized "T" intersection will be coordinated with the other signalized intersections within the project limits, and will provide east/west access along Rivet Street to encourage redevelopment of this once commercial street.
- Widening of the pavement at the northeast corner of the intersection of JFK and Potomska Street in order to better accommodate truck turns. In addition, the existing traffic signal will be upgraded along with the timing and clearance phases.
- Installation of a pedestrian signal at the intersection of JFK and South Street to provide safe pedestrian crossing across JFK at this intersection. Elimination of the northbound left-turn lane at this intersection.



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- Installation of adequate signage and new pavement markings at the intersection of JFK and Conway Street.
- Extension of Griffin Court to connect to JFK and construction of a new signalized "T" intersection to allow vehicles to access northbound and southbound JFK at the new signalized intersection. The new traffic signal will operate in a closed loop coordinated system. Griffin Court will be restricted to one-way southbound from the proposed extension to the intersection with South Street. Griffin Court will then accommodate two-way travel south of South Street. South Street will be extended to Griffin Court as a one-way westbound roadway. Adequate signage and pavement markings are also proposed at this intersection.

We respectfully request your review of the enclosed ENF form and attachments. Copies of this ENF are also being distributed per MEPA requirements. If you have any questions, please call me at 401-457-0366. We look forward to working with you on this project.

Very truly yours,

Lisa Sherman, P.E., PTOE  
CDM Smith

cc: ENF Distribution List  
Ronald Labelle, Commissioner, Department of Public Infrastructure  
Andrew Poyant, CDM Smith