The listings of matters are those reasonably anticipated by the Chair, which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may be brought up for discussion to the extent permitted by law.

1. Call to Order, 7:00 PM

Mr. Frank P. Staffier, President

2. Roll Call of Members

Mr. Fred Gilmetti, Secretary

3. Minutes of January 30, 2019 Meeting

Mr. Fred Gilmetti, Secretary


Ms. Christine Joy, Treasurer

5. Staff Report

Pat Ciaramella, Executive Director

6. Regional Clearinghouse Reviews

   Industrial Revenue Bonds
   See Attachments

   Environmental Notifications
   See Attachments

7. Old Business

   A. Report and update on the 2019 District Local Technical Assistance (DLTA) Program. Pat Ciaramella, Executive Director.

8. New Business

   A. Presentation – Route 106 Corridor Study. The Route 106 Corridor Study area is approximately 16 miles long and begins at Route 28 in West Bridgewater and travels through, East Bridgewater, Halifax, Plympton, and Kingston. The study focuses on traffic volumes and congestion, vehicle and non-motorized (pedestrian and bicycle) safety, the built environment (pavement, sidewalks, markings, signage and traffic control devices), as well as the changing land use and the potential impacts on traffic and transportation. Ray Guarino, Senior Transportation Planner


9. Community Concerns

10. Other Business

11. Visitors Comments/Questions

12. Adjournment

FUTURE MEETINGS: March 27, 2019, April 24, 2019, and Annual Meeting (TBA)
(Executive Committee Meeting would be convened in the absence of a Council quorum)
Attachments

Industrial Revenue Bonds (Council Action)

MassDevelopment Bond Review: Vinfern Corp, $42,900,000 for financing and refinancing of properties throughout MA including the acquisition, renovation, furnishing and/or equipping of real property, buildings and improvements throughout Massachusetts. Including the following facilities in the OCPC communities: East Bridgewater, 920 Union Street, Halifax; 123 Palmer Mill Road, Hanson; 53 West Washington Street and 132 Woodbine Avenue, Pembroke; 490 Center Street, Plymouth: 91 Carver Road, 32 South Pond Road and 340 Court Street.

Environmental Notifications (Information only)

j. 15978 - Elm Street Roadway Improvements (Bridgewater) ENF - The Site extends 1.6 miles along Elm Street bounded in the south by Pleasant Street (Route 104) and bounded in the North by the Bridgewater/ West Bridgewater town lines. Elm Street connects Route 104 to Route 106 leading from Bridgewater to West Bridgewater, adjacent to Route 24. Elm Street serves the Town's industrially-zoned area as well as existing and new 40B developments. A complete rebuilding of the road is required to bring the road up to industrial standards, and to accomplish multi-modal accessibility as required by Complete Streets and MassDOT standards. An existing 22-foot wide roadway with no sidewalk presently occupies the Site. Scattered residential and commercial properties exist along this portion of Elm Street. Under existing conditions, stormwater runoff either flows directly off the road to wetland resource areas on either side of the road, or enters an intermittent drainage system which eventually outfalls to the adjacent wetlands. Nearly the entire Project length is within the Hockomock Swamp Area of Critical Environmental Concern.

The proposed Project consists of roadway reconstruction, pedestrian improvements, and drainage improvements along Elm Street from the West Bridgewater town line south to Pleasant Street (Route 104). The Project will consist of work on approximately 1.6 miles of Elm Street including reconstruction of the roadway surface, roadway widening and constructing six-foot concrete sidewalks throughout the project Drainage improvements are also proposed along the roadway as a part of the Project.

The proposed roadway improvements include a complete reconstruction of the existing roadway surface, which is in poor condition, widening of the existing roadway from 22-feet to 26-feet to add a 2-foot shoulder on each side. The entire project length will include full depth pavement reconstruction to rebuild the roadway base and pavement surface. The roadway will generally consist of two 11-foot lanes; but the lane widths will be reduced to 10 feet in two locations to narrow the roadway overall and avoid impacts to adjacent wetlands.

A 6-foot wide sidewalk, on one side of the roadway, will also be included in the proposed Project to provide pedestrian access along the entire Project length. New wheel chair ramps will be installed at intersections and driveways and at crosswalks at both intersections with Sophia Lane and at Station 86+25 along the Project. The addition of the sidewalk along the roadway will provide accommodation for pedestrians and improve safety for both pedestrians and vehicles.

A new stormwater drainage system will be installed throughout the Project Site, with new catch basins, manholes, piping and outlets. Under existing conditions, there is a limited stormwater collection system in the roadway that collects runoff and releases it directly to the side of the roadway. Most of the roadway does not have a drainage system and stormwater is shed directly to the adjacent land area. The new drainage system will collect runoff in a closed drainage system with 30 new deep sump catch basins or gutter inlets. The new drainage system will include a new gravel wetland treatment basin to hold and provide water quality treatment prior to release. Stormwater will be discharged at 11 locations along the roadway. There are two direct discharge points that cannot be improved, although a well stabilized riprap slope will be installed to prevent erosion.