



DESIGN PUBLIC HEARING

OCTOBER 18, 2018

AT

**BERNARDSTON TOWN HALL
MAIN LEVEL**

**38 CHURCH STREET
BERNARDSTON, MASSACHUSETTS**

Thursday at 6:00 PM

FOR THE PROPOSED

**BRATTLEBORO ROAD (ROUTE 5) OVER SHATTUCK BROOK
BRIDGE REPLACEMENT**

Project No. 604189

Bridge No. B-10-004

Bridge Project Management

IN THE TOWN OF BERNARDSTON, MASSACHUSETTS

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

**JONATHAN L. 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. 604189**

A Design Public Hearing will be held by MassDOT to discuss the proposed **Brattleboro Road (Route 5) Over Shattuck Brook Bridge Replacement Project in Bernardston, MA.**

WHERE: **Town Hall Main Level
38 Church Street
Bernardston, MA 01337**

WHEN: **Thursday, October 18, 2018 @ 6:00 PM**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed replacement of the Brattleboro Road Bridge over Shattuck Brook in the Town of Bernardston, MA. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of replacing the existing 38.5 foot single span bridge structure with a new 44.5 foot single span bridge structure. The new bridge structure will accommodate a 28 foot wide roadway and is to be constructed in the same approximate footprint as the existing bridge. The roadway approaches on each side of the bridge will be reconstructed for approximately 215 feet in either direction. The work will also include safety improvements such as new guardrail throughout and an improved roadway profile and cross slope. The proposed work will be staged so that one lane will be open on the bridge at all times and alternating one-way traffic will be managed by temporary traffic signals.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. MassDOT 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: Bridge Project Management, Project File No. 608633. 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 L. 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 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.

BERNARDSTON – BRATTLEBORO ROAD OVER SHATTUCK BROOK



PROJECT LOCATION MAP

Project Description

Brattleboro Road (Route 5) Over Shattuck Brook Bridge Replacement Bernardston, MA

Project Purpose and Limits of Work

The purpose of the project is to replace the existing bridge structure due to its deteriorated condition and limited load carrying capacity. In addition to replacing the bridge, the existing approach roadways to the bridge will be reconstructed and slightly widened. The limits of new pavement will be 215 feet west of the bridge and 215 feet east of the bridge. The resulting total project length is approximately 430 feet along Route 5.

Scope of Proposed Work

The primary work on this project will be the replacement of the existing bridge structure. The existing bridge was built in 1920 based on the available information. It is a single span bridge that carries Brattleboro Road (US Route 5) over Shattuck Brook. The overall length of the structure is approximately 38.5' and the out-to-out width of the deck is 28'.

The Superstructure is comprised of 5 concrete T-Beams, spaced 4'-5" on center, supporting a cast-in-place concrete deck, and topped with a bituminous concrete wearing surface. The original curb-to-curb roadway width was 23.5' feet. Due to the failure of the bridge railing, a temporary precast concrete barrier curb (TPCBC) was installed along the east fascia, thus restricting roadway width to 21.6'. The existing bridge railings consist of metal pipe rails on steel posts. In addition, there is a curb-mounted guide rail in front of the existing railing on the west side. The TPCBC on the east side is now acting as a bridge curb and bridge rail.

The proposed bridge will be slightly wider than the existing bridge. The new bridge will have a 28 foot wide roadway compared to the existing 23.5 foot wide roadway. The structure will have crash-tested bridge railing on each side. The 28 foot roadway will accommodate shared use of the roadway for vehicles, pedestrians and bicycles.

The work on the roadway approaches to the bridge will include reconstructing and widening the existing roadway to transition to the proposed bridge. The vertical and horizontal profiles will be slightly revised to alleviate some flat areas and improve the alignment. New guard rail will also be installed along the approaches for added safety.

Traffic Management

Construction of the proposed bridge replacement will be completed in two stages. It will require Brattleboro Road to be reduced to a single lane with alternating one-way traffic, managed by temporary traffic lights on either approach of the bridge. During each stage of construction one lane of traffic will be open, except for a short duration for final paving.

Utilities

There are existing overhead wires carrying electric, telephone and cable transmission lines along the west side of Brattleboro Road and overhead services to an adjacent house on the southeast corner of the bridge, which cross the roadway. The existing overhead wires and poles will be permanently relocated further west within the ROW. The existing pole supports on the neighboring properties will also need to be relocated. The service lines to the adjacent house will be temporarily relocated during construction to allow better clearance for cranes and heavy equipment. The service lines will then be relocated back to their approximate existing location following construction. There are no other utilities present at the site.

Right of Way

The project will require that some work be performed outside the existing right-of-way on privately-owned property. It is currently anticipated that permanent utility easements and temporary construction easements will be required. MassDOT will be responsible for securing all needed rights-of-way.

Environmental Permits

All required environmental permits will be obtained prior to advertising the project for construction bids. It is anticipated that there will be some minor temporary impacts to Shattuck Brook and adjacent wetland areas during the bridge reconstruction work. This project is exempt from the Massachusetts Environmental Protection Agency (MEPA), the Wetlands Protection Act and Chapter 91 requirements. However, the project will need a Water Quality Certificate (WQC) from the Massachusetts Department of Environmental Protection (MassDEP) and an Army Corps of Engineers (ACOE) Section 404 Permit.

Healthy Transportation Policy

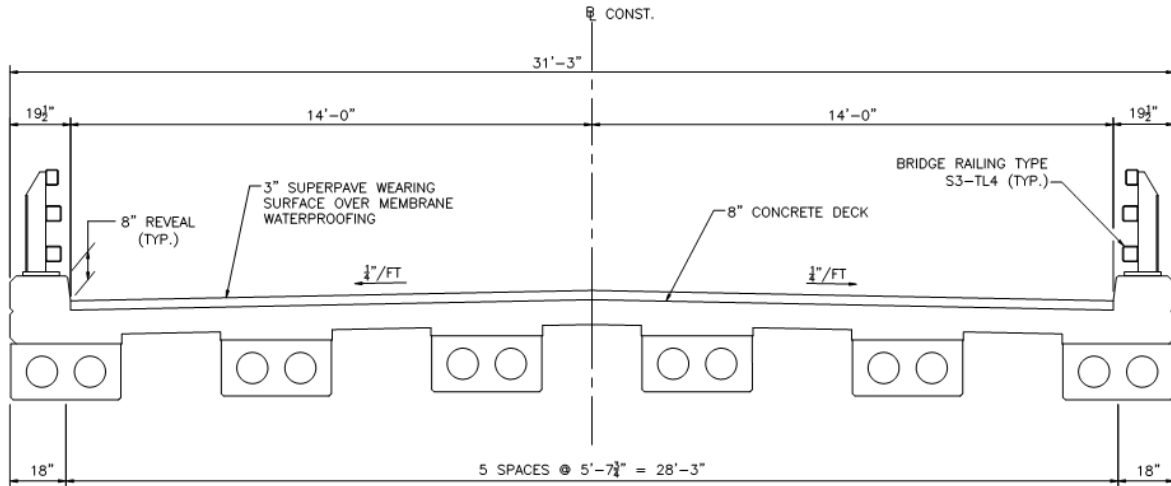
MassDOT's Healthy Transportation Policy requires that all projects are designed to ensure that all customers have access to safe and comfortable healthy transportation options such as walking, bicycling and transit. As a rural "footprint" bridge, this project is exempt from the Healthy Transportation Policy. However, the proposed widening of the bridge will ultimately be safer for shared pedestrian/vehicular traffic than the existing crossing.

Project Status and Schedule

The project plans on display this evening are at the 25%/preliminary design stage. Comments from this Public Hearing will be incorporated into the final design plans to the maximum extent possible. It is anticipated that the final design plans will be completed and the project advertised for construction bids in the Spring of 2020 with construction estimated to begin in the Spring of 2020.

Project Cost

The preliminary/25% estimate of the construction cost is approximately \$2,000,000.



PROPOSED BRIDGE CROSS SECTION



EXISTING BRIDGE ELEVATION VIEW

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Bernardston, MA
Brattleboro Road (Route 5) Over Shattuck Brook Bridge Replacement
Project File No. 604189

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Bridge Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

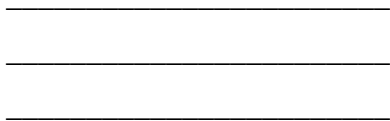
PLEASE TYPE OR PRINT LEGIBLY.

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Organization: _____

Address: _____

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Postage Here

Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Brattleboro Road Over Shattuck Brook Bridge Replacement
BERNARDSTON, MA
Project File No. 604189
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