



**DESIGN PUBLIC HEARING**

**NOVEMBER 1, 2018**

**AT**

**TYRINGHAM TOWN HALL**

**TYRINGHAM, MASSACHUSETTS**

**7 PM**

**FOR THE PROPOSED**

**Monterey Road over Hop Brook Bridge Replacement Project**

**Project No. 608646**

**Bridge No. T-10-007**

**Bridge Project Management**

**IN THE TOWN OF TYRINGHAM, 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. 608646**

A Design Public Hearing will be held by MassDOT to discuss the proposed Bridge Replacement of Bridge T-10-007, carrying Monterey Road over Hop Brook in Tyringham, MA.

**WHERE:** Tyringham Town Hall  
116 Main Road  
Tyringham, MA 01264

**WHEN:** Thursday, November 1, 2018 @ 7:00 PM

**PURPOSE:** The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed bridge replacement project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:** The proposed project consists of a complete bridge replacement of the existing municipally owned, structurally deficient, two-lane bridge which consists of a single span of steel beams with a reinforced concrete deck. The existing bridge was constructed in 1939 and features a curb-to-curb width of 26 feet and a span of 26 feet. The proposed bridge will consist of pre-stressed reinforced concrete box girders with a composite reinforced concrete deck founded on integral abutments placed behind the existing abutments. Bicycle accommodations consisting of a usable shoulder have been provided in accordance with applicable design guides.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The town 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. 608646. 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](mailto: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](mailto: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).

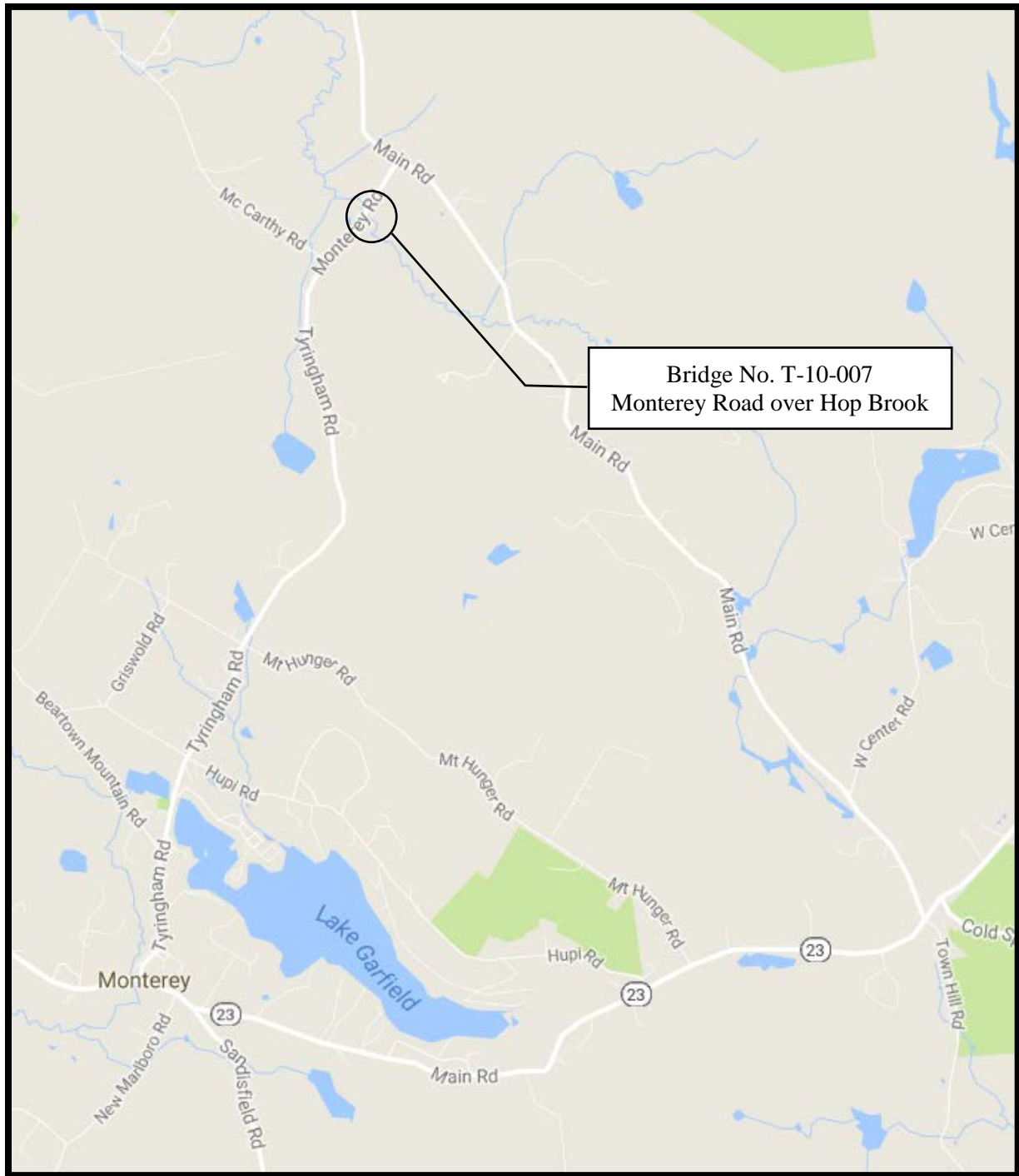
### **5. MUST I ACCEPT THE MUNICIPALITY OFFER?**

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.

DESIGN PUBLIC HEARING

Bridge No. T-10-007 • Monterey Road over Hop Brook

Tyringham, MA • November 2018



LOCUS MAP

N.T.S.

**MONTEREY ROAD OVER HOP BROOK  
BRIDGE REPLACEMENT  
PROJECT NO. 608646  
BRIDGE NO. T-10-007**

**PROJECT LOCATION**

Bridge No. T-10-007 carries Monterey Road over Hop Brook in the Town of Tyringham. The bridge is located approximately 1400 feet southwest of Main Road. Monterey Road travels north south and Hop Brook flows from east to west. The proposed work limits include improvements to the approach roadways that extend approximately 250 feet in each direction for a total project length of approximately 600 feet.

**PURPOSE**

The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed bridge replacement project carrying Monterey Road. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**EXISTING CONDITIONS**

Monterey Road is a two-lane road classified as a Minor Local Road and is not part of the National Highway System. The approaches are approximately 19 feet wide which widen to 26 feet on the bridge. Monterey Road is paved with asphalt and there are no sidewalks on either of the approaches of the bridge.

The roadway horizontal alignment is tangent within the project limits and the vertical alignment is relatively flat along the bridge and approximately 200 feet of each approach. The roadway cross section is crowned with a varying superelevation between 1% and 6%. The posted speed limit is 40 miles per hour. The roadway carries approximately 300 vehicles per day.

The existing bridge was built in 1939 to carry Monterey Road over Hop Brook. The superstructure consists of a reinforced concrete deck supported by steel stringers, overlaid with a bituminous concrete wearing surface. The deck terminates at the rear face of the abutment backwalls. The superstructure is supported on concrete gravity abutments with unknown reinforcement and timber piles driven to a capacity of 10 tons each. Splayed concrete wingwalls are located at each corner of the abutments. The overall length of the bridge is 30 feet 10 inches. According to the June 12, 2017 MassDOT Highway Division Bridge Underwater Inspection Report, the east abutment is undermined with up to 6 feet of penetration by 3.6 feet deep.

**PROPOSED IMPROVEMENTS**

The proposed bridge will be a single-span structure with no skew angle. The roadway will be 26 feet to provide for two lanes, each 11 feet wide with a 2-foot shoulder. The proposed span length is 52 feet to enable construction of new abutments behind the existing abutments. The horizontal alignment of the proposed bridge will follow the horizontal alignment of the existing bridge. The profile of the roadway over the bridge will be raised slightly to allow for greater free board over Hop Brook. The proposed superstructure railing will be S3-TL4.

The proposed bridge shall provide 2 feet of freeboard between the hydraulic design flood water surface elevation and the proposed superstructure low chord (as applicable). The Hydraulic Report, generated by MassDOT, concluded that the existing waterway opening will convey the brook's design 10-year flood peak discharge. The proposed bridge opening will meet the recommended 1.2 times bank full width.

The work on each approach will consist of reconstruction of the existing bituminous pavement, minor vertical alignment improvements, and safety improvements such as proper guardrail transitions to the bridge. The limits of approach work are approximately 250 feet north of, and 250 feet south of the bridge. The bridge is intended to be constructed in two phases with one lane of alternating traffic and a temporary traffic light.

### **UTILITIES**

There are overhead wires that exist above the east edge of the approach roadways and east side of the bridge which will be relocated during construction to the west side to allow for demolition of the existing structure and placement of the new beams. There are no apparent underground utilities near the bridge or supported by the bridge.

### **RIGHT OF WAY IMPACTS**

The existing roadway layout along Monterey Road is generally 49.5 feet wide. The Town shall obtain the necessary temporary construction easements required for the project. There are currently two (2) temporary construction easements that will be required from the abutting properties.

### **ENVIRONMENTAL**

The project, as currently designed, will result in impacts to Waters of the United States, thereby necessitating the preparation of a Section 401 Water Quality Certificate and a Section 404 Army Corps of Engineers (ACOE) Applications to be filed with the Massachusetts Department of Environmental Protection and ACOE with MassDOT as the proponent.

### **MAINTENANCE OF TRAFFIC DURING CONSTRUCTION**

The bridge will be constructed in two stages so that vehicular traffic can be maintained throughout construction. A temporary traffic light will be used to alternate traffic over the bridge.

### **PROJECT COST**

The total preliminary construction cost estimate for the entire project is approximately \$1.5 million.

### **PROJECT STATUS**

The design plans presented here represent the 25% Design Level. Comments made at this public hearing will be incorporated to the maximum extent feasible in the final design documents. The project is scheduled to be advertised in the Winter of 2019 and construction duration is anticipated to extend into the Fall of 2020.



Address: \_\_\_\_\_

Please Fold and Tape



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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  
Monterey Road over Hop Brook Bridge Replacement  
**TYRINGHAM**  
Project File No. 608646  
Insert section: Bridge Project Management

