



DESIGN PUBLIC HEARING

JANUARY 15, 2019

AT

AUBURN TOWN HALL

AUBURN, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

I-90 Interchange 10 Ramp over Route 12 Bridge Superstructure Replacement Project

Project No. 607556

Bridge No. A-17-046

Roadway Project Management Section

IN THE TOWN OF AUBURN, 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. 607556

A Design Public Hearing will be held by MassDOT to discuss the proposed I-90 Interchange 10 Ramp over Route 12 Bridge Superstructure Replacement project in Auburn, MA.

**WHERE: Auburn Town Hall, Selectmen's Meeting Room, 2nd Floor
104 Central Street
Auburn, MA 01501**

WHEN: Tuesday, January 15, 2019 @ 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed I-90 Interchange 10 Ramp over Route 12 Bridge Superstructure 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 replacing the Bridge A-17-046 (I-90 Interchange 10 Ramp over Route 12) superstructure, consisting of the concrete deck, railings and the steel beams that support the deck. The new bridge superstructure will be widened slightly, to accommodate revised lane configurations, which will include two (2) 12-foot lanes in the southbound direction and one (1) 12-foot lane in the northbound direction. The existing abutments and piers will be rehabilitated. The southbound two-lane roadway configuration will be extended to the I-290/I-395 bifurcation. Pedestrian accommodation is provided along the existing sidewalk at westbound lanes of Route 12. Bicycle accommodation is provided along westbound lanes of Route 12 consisting of a usable shoulder.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Commonwealth of Massachusetts 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: Roadway Project Management, Project File No. 607556. 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 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.

TO SAFEGUARD THE PROPERTY OWNER

If your property, or a portion of it, must be acquired by the State for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

1. WHO CONTACTS ME?

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

3. MUST I ACCEPT THE DEPARTMENT'S OFFER?

No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

4. WHAT WILL HAPPEN TO MY HOUSE?

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.

PROJECT LOCATION MAP

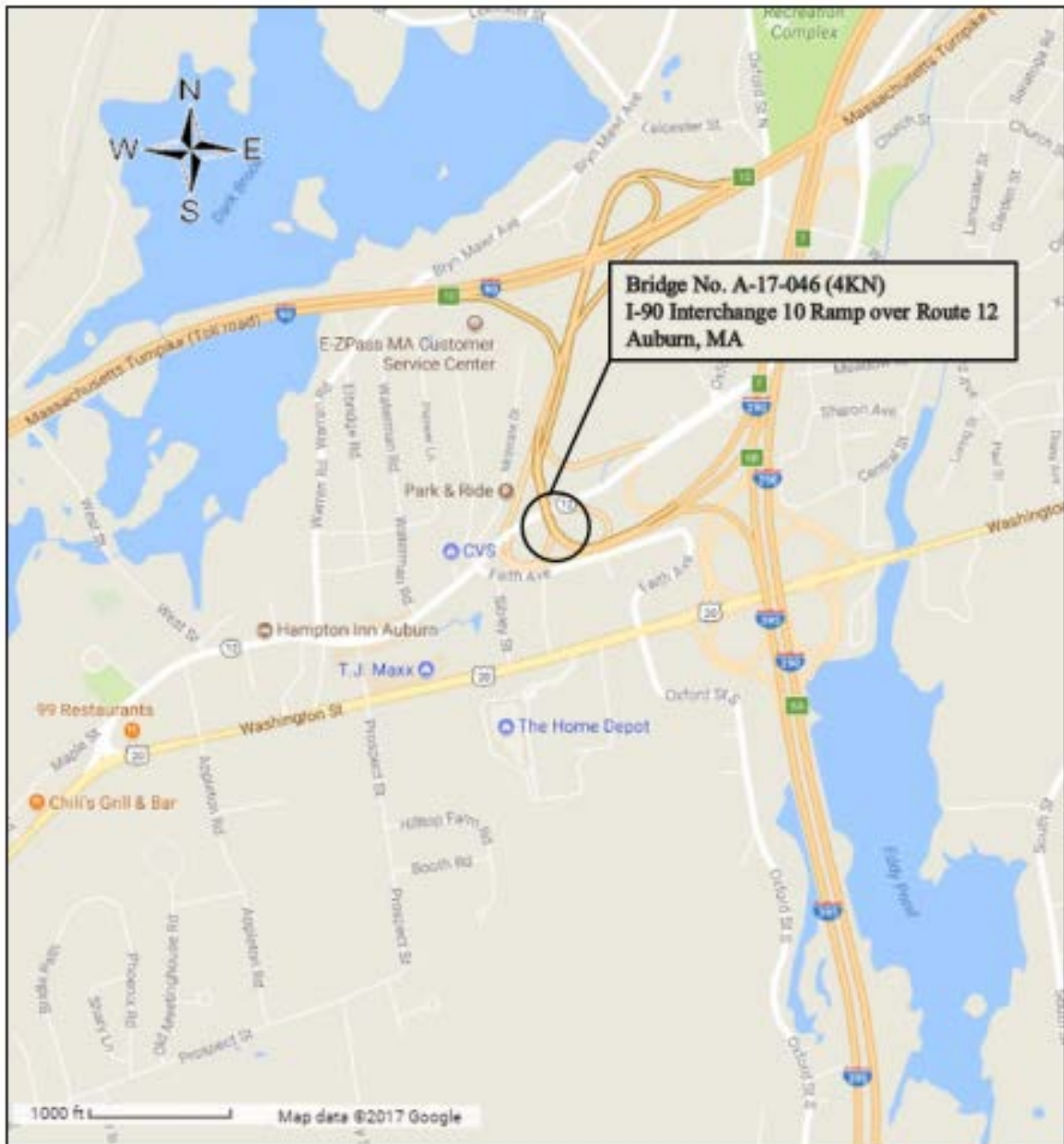


FIGURE 1



Louis Berger

Louis Berger
117 Kendrick Street, Suite 400
Needham, MA 02494

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

I-90 Interchange 10 Ramp over Route 12 Bridge Superstructure Replacement
Bridge No. A-17-046 (4KN)

PROJECT LOCATION AND LIMITS:

The project is located at I-90 Interchange 10 Ramp over Route 12 in Auburn, Massachusetts. The attached locus map shows the location of the project. The total length of the project is approximately 2,000 feet, which includes the bridge and roadway approaches.

PROJECT PURPOSE:

The purpose of the project is to replace the structurally deficient existing three span bridge superstructure with a slightly wider three span steel girder superstructure to accommodate the revised lane configuration of two (2) 12-foot lanes in the southbound direction and one (1) 16-foot lane in the northbound direction. The two southbound lanes will be extended to the I-290/I-395 bifurcation.

EXISTING CONDITIONS:

I-90 Interchange 10 Ramp located in the town of Auburn, MA is an Interstate Ramp with a design speed of 30 mph. It consists of approximately one nineteen-foot (19'-0") travel way in the southbound direction, one eighteen-foot (18'-0") travel way in the northbound direction, an approximately four-foot-six-inch wide (4'-6") concrete median, approximately one-foot-nine-inch (1'-9") shoulders on each side of the median, and varying width shoulders on the outside. In the bridge area, the outside shoulder widths are also approximately one foot nine inches (1'-9") on each side of the median but the outside shoulders are reduced to approximately nine inches (9"). I-90 Interchange 10 Ramp carried a design hourly volume of 1,080 vehicles in 2017.

The existing bridge, constructed in 1955 with a deck replaced in 1978, is a three span continuous structure with an overall length of approximately 178'-6" on a skew of approximately 5 degrees. The bridge carries two roadway lanes, one in each direction.

The existing span lengths are 50'-0", 73'-9 1/4" and 50'-0". The total bridge deck width (out-to-out) is 52'-0" including a 2'-0" overhang supporting the safety barrier on each side of the deck. The substructure consists of reinforced concrete abutments and two multi column piers.

The bridge carries an existing 3 1/2-inch diameter electric conduit in its middle span.

The roadway underneath the bridge, Route 12 (Southbridge Street), consists of four lanes, two in each direction. The existing under clearance is 14'-11".

PROPOSED IMPROVEMENTS:

I-90 ramp improvements extend from approximately 400 feet north of the bridge to approximately 1400 feet south of the bridge to the I-395/I-290 split. Within these limits, the roadway work will include a combination of cold plane, pavement overlay, box widening, as well as short sections of full depth. The design speed of 30 mph will be maintained.

The proposed bridge will be a three span steel girder structure with a concrete deck and a bituminous wearing surface, in the same location and with approximately the same horizontal and vertical roadway alignment as the existing. The span lengths for each span will match the existing span lengths. The new superstructure will have an out to out width of 53'-8" and provide two twelve-foot (12'-0") travel lane in the southbound direction, one sixteen-foot (16'-0") travel lane in the northbound direction, and two-foot (2'-0") inside and outside shoulders. A CF-PL3 Bridge Barrier modified for protective screen type II will be constructed along each fascia. The existing electric conduit will be relocated from the west side of the bridge to the middle of the bridge.

The abutments and pier will remain, with modifications to the pier footings, pier cap as well as the abutment bridge seats, backwall and stem. All four wingwalls will be widened. Deteriorated areas of substructures will be repaired.

The proposed roadway approach cross-section will include two twelve-foot (12'-0") travel lanes in the southbound direction and one sixteen-foot (16'-0") travel lane in the northbound direction. The shoulder width of both approaches will vary from 2' to 4' next to the median, and 4' or more on the outside.

The existing bridge vertical clearance will be increased to 15'-3", however, the ramp vertical alignment is proposed to be maintained. The existing curb will be replaced for approximately the same limits as the existing condition. The median guardrail that is currently present on the raised island that separates the two ramps, will be replaced with a 42" F shape concrete barrier protected by impact attenuators at both ends. A grass median with sloped edging on both sides will be maintained from the eastern end of the barrier to the I-290 split. In the northwestern corner of the bridge, the existing guardrail will be replaced approximately to the same limits as the existing to accommodate for the ramp widening. At the other three corners of the bridge, short sections of existing guardrail will be replaced to accommodate for the bridge widening and super-elevation revisions in the southwestern corner of the bridge. South of Bridge A-17-046, the alignment of I-90 ramp will remain unchanged and will follow the existing concrete island with widening proposed to the south/southwest and in center of the island.

The current yield condition at I-90 ramp and ramp from Route 12 (Southbridge Street) is undesirable due to the poor alignment, sight distance and limited merge area. To improve this, ramp from Route 12 has been realigned to provide better sight distance and additional merging length.

The bridge will remain open to vehicular traffic during construction, utilizing one lane in each direction. During the pier rehabilitation work, Route 12 westbound traffic will utilize one lane for an approximate duration of 3 months.

RIGHT OF WAY:

No land acquisitions will be required for this project.

PROJECT COST:

The estimated preliminary construction cost of this project is \$7,430,000 exclusive of utility costs.

PROJECT STATUS:

The plans on display tonight are in the preliminary design stage. Comments received this evening will be considered in determining the final design.

Address: _____

Please Fold and Tape



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
I-90 Interchange 10 Ramp over Route 12 Bridge Superstructure Replacement Project
Auburn, MA
Project File No. 607556
Roadway Project Management Section

