



**DESIGN PUBLIC HEARING**

**JUNE 11, 2019**

**AT**

**BUCKLAND TOWN HALL**

**SHELBURNE FALLS, MASSACHUSETTS**

**7:00 PM**

**FOR THE PROPOSED**

**BUCKLAND- CHARLEMONT- BRIDGE REHABILITATION, ST 2 OVER  
DEERFIELD RIVER**

**Project No. 607674**

**Bridge Nos B-28-009=C-05-013**

**Bridge Project Management**

**IN THE TOWNS OF BUCKLAND AND CHARLEMONT, 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. 607674**

A Design Public Hearing will be held by MassDOT to discuss the proposed BUCKLAND- CHARLEMONT-BRIDGE REHABILITATION, B-28-009=C-05-013, ST 2 OVER DEERFIELD RIVER project in Buckland and Charlemont, MA.

WHERE: Buckland Town Hall, Upstairs Meeting Room  
**17 State Street**  
**Shelburne Falls, MA 01370**

WHEN: Tuesday, June 11, 2019 @ 7:00PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed BUCKLAND- CHARLEMONT- BRIDGE REHABILITATION, B-28-009=C-05-013, ST 2 OVER DEERFIELD RIVER 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 concrete deck replacement and rehabilitation of existing steel girders. The proposed roadway alignment and profile will be similar to the existing conditions, but the width of the bridge will be increased to accommodate two sidewalks for pedestrians. 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 **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: **Bridge Project Management**, Project File No. **607674**. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked no later than ten (10) business days after 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.

## **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?**

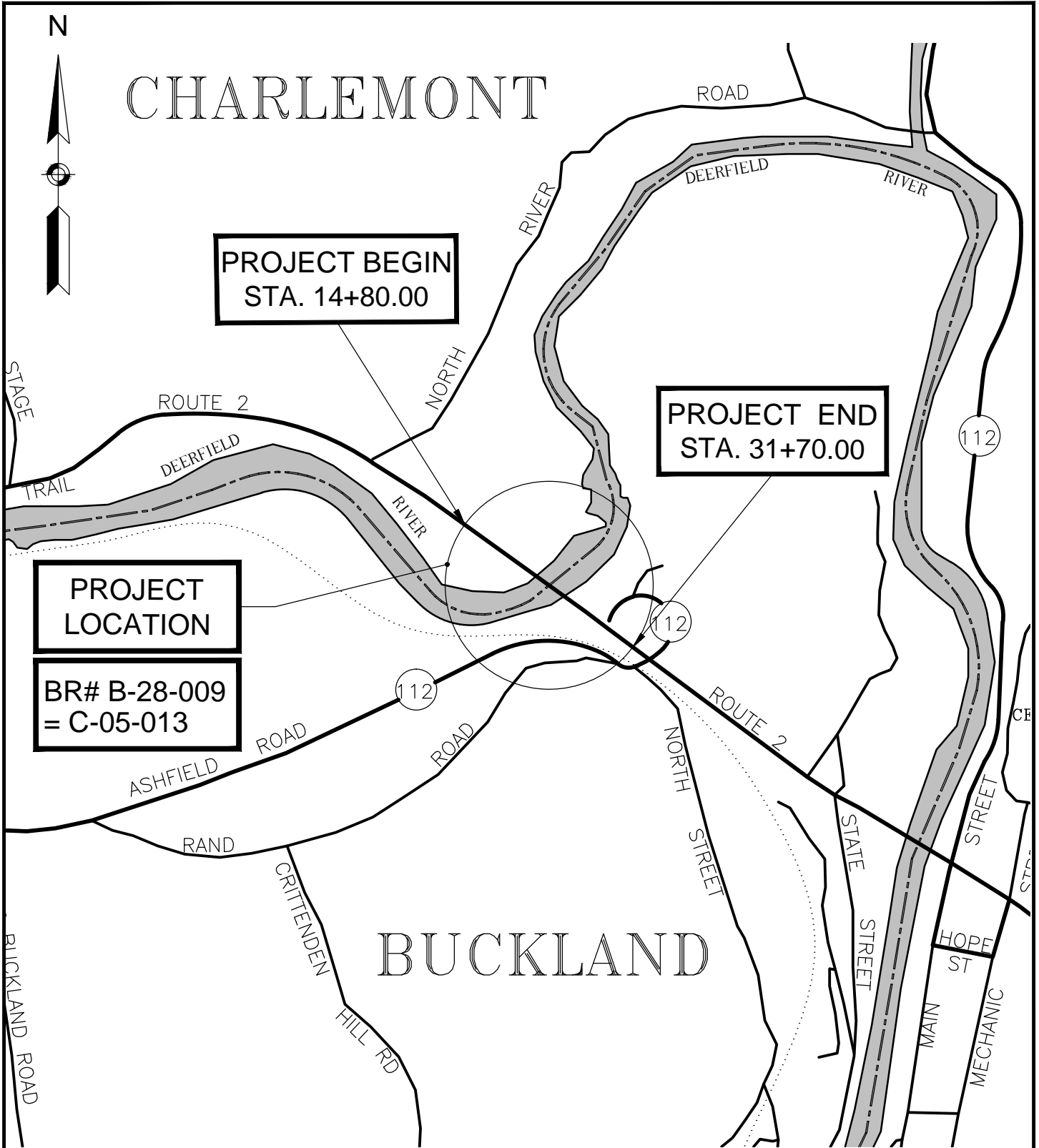
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time 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 FILE NO. 607674

## LOCUS MAP

BUCKLAND & CHARLEMONT, MA



BRIDGE REHABILITATION  
BRIDGE NO. B-28-009 = C-05-013  
ROUTE 2 (MOHAWK TRAIL)  
OVER DEERFIELD RIVER

# **BRIDGE REHABILITATION PROJECT**

## **PROJECT PURPOSE:**

MassDOT has retained CME Associates, Inc. (CME) to provide professional engineering services required for the bridge rehabilitation design of existing Bridge No. B-28-009 = C-05-013, which carries Route 2 (Mohawk Trail) over the Deerfield River in Buckland and Charlemont, Massachusetts.

The purpose of the project is to replace a structurally deficient bridge deck with a new concrete bridge deck along a similar horizontal and vertical alignment. Bridge construction is anticipated to begin in spring of 2021.

## **EXISTING CONDITIONS:**

Route 2 (Mohawk Trail) is a two-lane rural arterial road running generally west to east at the project location and is on the National Highway System (NHS). The bridge crosses the Deerfield River which flows northeast.

The existing 3-span bridge was originally construction in 1954 and is comprised of steel girders, floorbeams, and stringers with a reinforced concrete deck. The structural steel members are supported by two concrete piers and two concrete abutments. The continuous girders have a total span length of 471' and an overall structure length of 571', including the approach spans.

## **PROPOSED IMPROVEMENTS:**

The proposed improvements can be grouped into the following four categories: extending service life of the structure, eliminating approach spans, pedestrian accommodations, and installation of a new drainage system.

Proposed rehabilitation work is expected to extend the service life of the structure for a minimum of 75 years after the conclusion of construction. In order to accomplish this goal, a new concrete deck must be constructed. Existing structural steel will be cleaned, repaired (when necessary for capacity), and repainted. Scour at the east pier was noted during recent bridge inspections so scour countermeasures are proposed. Concrete abutments and wingwalls will also be modified.

The concrete approach spans are currently complex and enclosed structures at both ends of the bridge. These structures are not structurally adequate for current standard design loads and would need to be strengthened if left in place. The elimination of approach spans by filling the empty voids with lightweight cellular concrete is proposed to avoid expensive repairs and reduce future maintenance costs.

The existing bridge carries two 12'-0" travel lanes, two 8'-0" shoulders, and two 3'-7" safety curbs. The proposed cross section will be widened by 6'-7" to maintain the existing travel lanes and shoulders while also providing two 5'-6" sidewalks with steel bridge railings. The concrete sidewalks will be present along the length of the bridge and approach spans. The sidewalk will be extended to the parking lot located near the southwest corner of the bridge. The roadway approaches will be widened and repaved approximately 600' beyond each end of the bridge.

The existing structure has scuppers which allow water to drain from the bridge deck directly into the Deerfield River. A closed drainage system is proposed to carry water from the bridge deck to a stormwater treatment system at the northeast corner. The proposed drainage system has more environmental benefits than existing conditions.

#### **PROJECT LOCATION AND LIMITS:**

The bridge is located on Route 2 (Mohawk Trail) at the town line between Buckland and Charlemont just northwest of the Route 112 ramp. The attached locus map shows the location of the project. The project limits are approximately 600 feet of roadway approach from both ends of the bridge.

#### **TRAFFIC MANAGEMENT:**

During construction, Route 2 will remain open with two-way traffic for the majority of the project. Construction will be staged with four traffic control stages for the bridge rehabilitation work. During the Pre-Stage 1, existing travel ways will be maintained, and the southern shoulder will be reduced for bridge and roadway approach widening. The existing southern bridge safety walk will be removed during Pre-Stage 1. During Stage 1, both bounds of traffic will be shifted to the south and onto the widened bridge. The north side of the bridge and roadway approaches will be widened, and the north bridge safety walk will be removed. During Stage 2, both bounds of traffic will be shifted to the north, the southern half of the bridge will be rehabbed, and the southern sidewalk will be constructed on the bridge and southwest roadway approach. During Post-Stage 2, the northern bridge sidewalk will be constructed. Final paving of the roadway will occur thereafter with short term traffic management which may require temporary lane and shoulder closures with police details. At least one lane of traffic shall remain open at all times. Bicyclists will utilize temporary lanes and shoulders. All existing property owner access within the project limits will be maintained.

#### **UTILITIES:**

The existing bridge carries telephone and fiber utility conduits. These will be repaired, protected, and remain in place throughout construction.

#### **PROJECT STATUS:**

The plans on display tonight are at the preliminary 25% design stage. Comments received this evening will be considered in determining the final design. Construction is anticipated to begin in the year 2021.



THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

NON FEDERAL AID PROJECT

Buckland & Charlemont, MA  
BUCKLAND- CHARLEMONT- BRIDGE REHABILITATION, B-28-009=C-05-013, ST 2  
OVER DEERFIELD RIVER  
Project File No. 607674

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

RE: Public Hearing  
BUCKLAND- CHARLEMONT- BRIDGE REHABILITATION, B-28-009=C-05-013, ST 2  
OVER DEERFIELD RIVER  
BUCKLAND-CHARLEMONT  
Project File No. 607674  
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