



DESIGN PUBLIC HEARING

WEDNESDAY, JUNE 26, 2019

AT

**TOWN HALL
11 SOUTH STREET
WESTMINSTER, MASSACHUSETTS**

6:30 PM

FOR THE PROPOSED

**Bridge Replacement, Bridge No. W-28-010
Carrying Whitmanville Road over the Whitman River
WESTMINSTER, MA
Project No. 608639
Bridge Project Management Section**

IN THE TOWN OF WESTMINSTER, 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. 608639

A Design Public Hearing will be held by MassDOT to discuss the proposed Bridge Replacement, W-28-010, carrying Whitmanville Road over Whitman River project in Westminister, MA.

WHERE: Town Hall, Room 205
11 South Street
Westminister, MA 01473

WHEN: Wednesday, June 26, 2019 @ 6:30 pm

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Bridge Replacement, W-28-010, Carrying Whitmanville Road over Whitman 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 replacing the existing bridge within the existing roadway layout. The bridge will be closed to vehicles and pedestrians during construction and a Traffic Management Plan (TMP) will be implemented for motorists, bicycles and pedestrians. The bridge will be closed to vehicles and pedestrians for the duration of construction.

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 Section, Project File No. 608639. 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

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.

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.

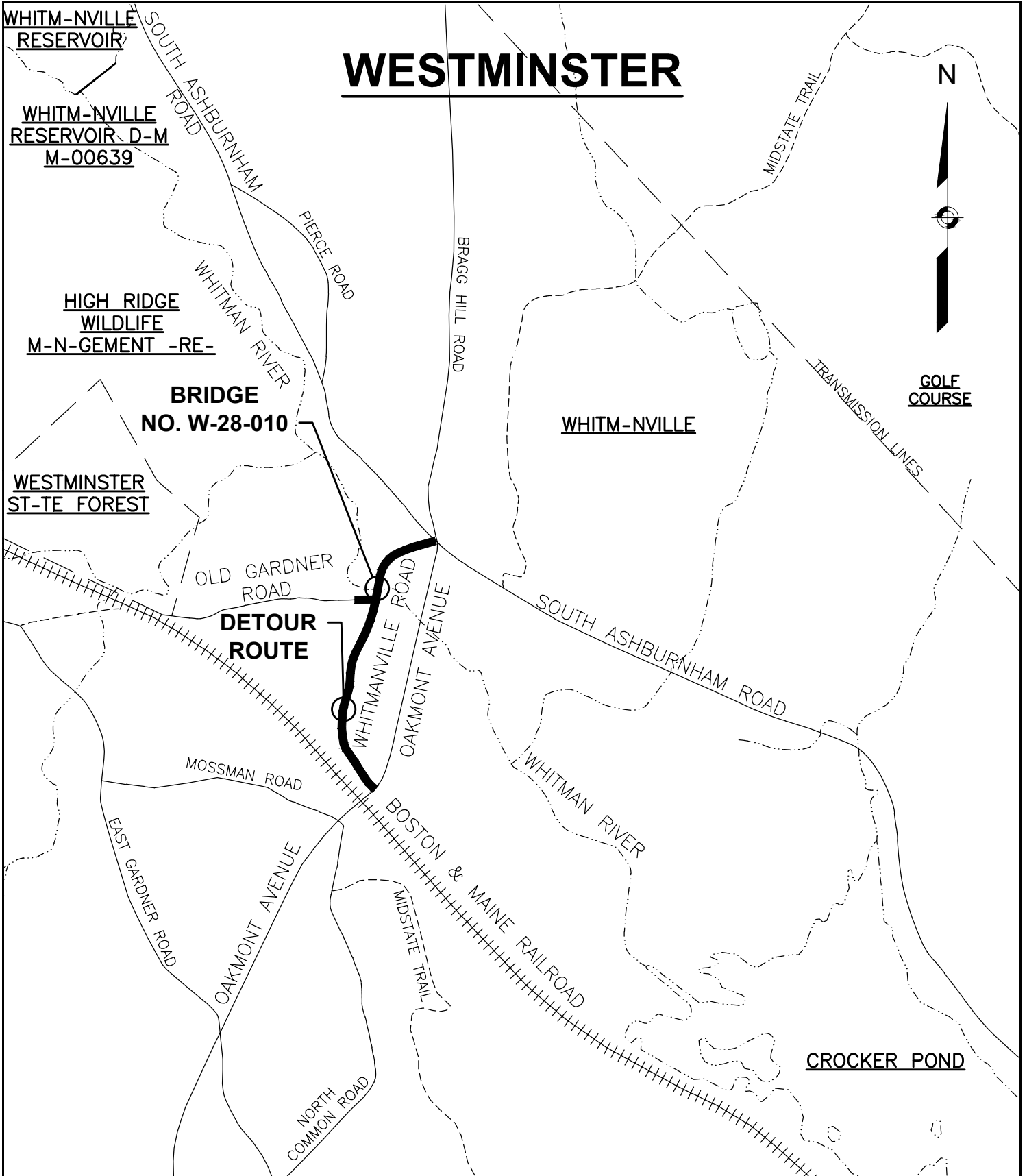
4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

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.

WESTMINSTER



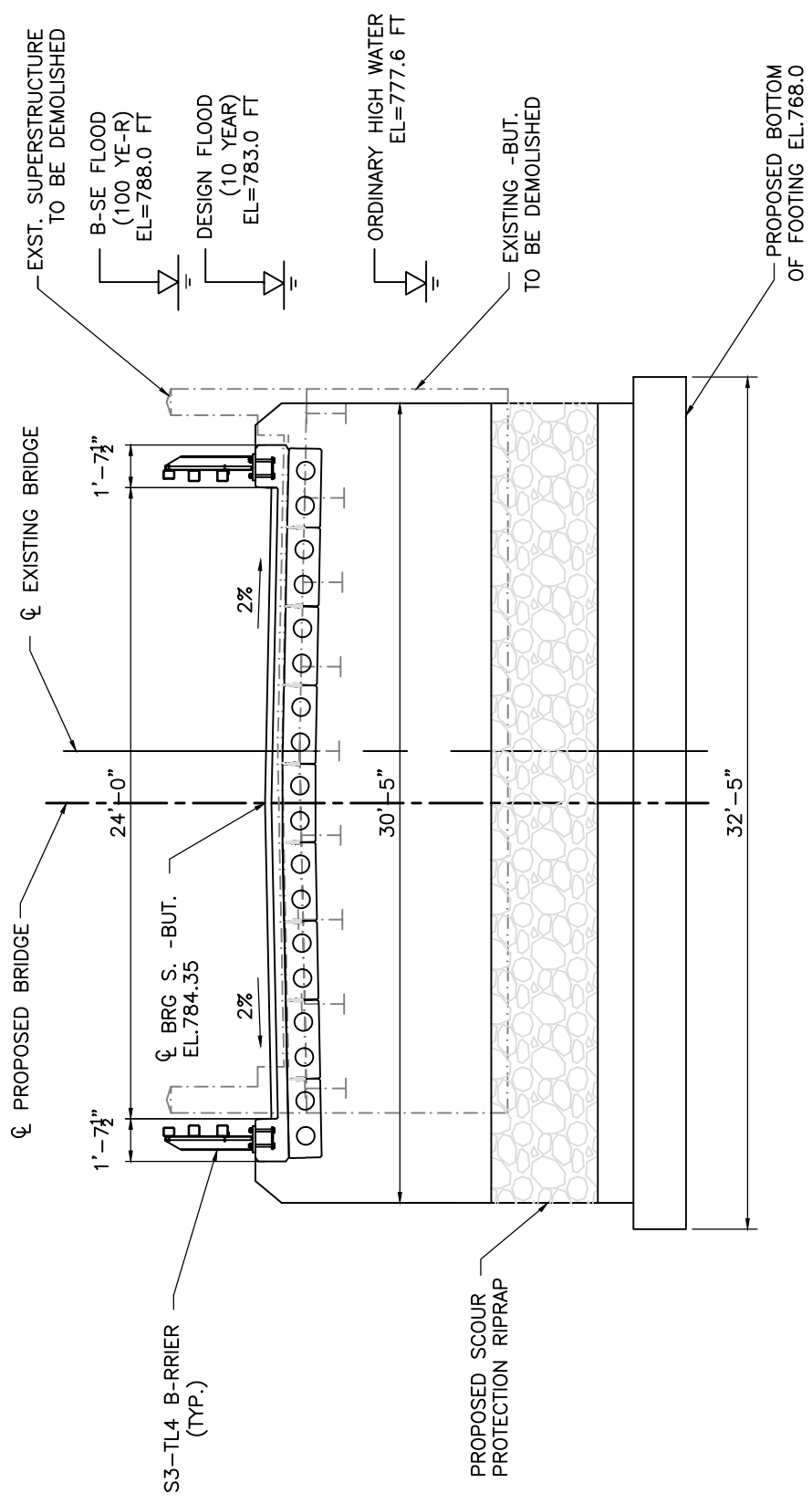
LOCUS PLAN

BRIDGE REPLACEMENT W-28-010 & DETOUR ROUTE
CARRYING WHITMANVILLE ROAD OVER WHITMAN RIVER

WESTMINSTER, MA

0 500 1000 2000

SCALE: 1" = 1000'



BRIDGE SECTION

BRIDGE REPLACEMENT W-28-010 & DETOUR ROUTE

WHITMANVILLE ROAD OVER WHITMAN RIVER

WESTMINSTER, MA

SCALE: NTS

Westminster, Massachusetts
Bridge Replacement, W-28-010, Carrying Whitmanville Road over Whitman River
Project Description

Purpose and Need: This project proposes replacement of the Whitmanville Road Bridge over the Whitman River in Westminster. The existing single span bridge is deficient with deterioration throughout and must be replaced. The abutments have major deterioration, which will also be replaced.

Location and Limits: The bridge is located on Whitmanville Road over the Whitman River. The project limits extend from approximately 400 feet south of the bridge to a point approximately 200 feet north of the bridge.

Existing Conditions: The bridge is currently open. Based upon traffic counts performed in 2018 and projected forward, it has an estimated average daily traffic of approximately 190 vehicles per day for 2018. Traffic volume is typically low and consisted predominantly of passenger vehicles. The bridge carries two-way traffic in northerly and southerly directions. The southbound approach to the bridge begins approximately 600 feet south of the four way intersection of Whitmanville Road, South Ashburnham Road, Broad Hill Road and Oakmont Avenue. The northbound approach to the bridge begins at a “T” intersection of Whitmanville Road and Old Gardner Road. The bridge is on a tangent section of Whitmanville Road between these two intersections. Whitmanville Road has a design speed of 30 miles per hour.

The existing bridge, constructed in 1937, is a steel stringer/girder bridge with reinforced concrete and cast in place deck, consisting of one simple span of approximate length 26'-11". The bridge sits skewed to the abutments at an angle of 15⁰-00'-00". The maximum width of the bridge deck is 27'-6". Two-way traffic is carried by two, 10'-0" wide travel lanes and two, 2'-0" shoulders for a total roadway width of 24'-0". There are no existing accommodations for bicycles or pedestrian traffic. The roadway surface itself consists of bituminous concrete (hot mix asphalt). The bridge is supported on cast-in-place concrete abutments. There are no utilities carried on or under the existing bridge. There are overhead cable, fiber optical and electrical lines located approximately 2'-0" to the left that span above and outside of the bridge deck structure.

Proposed Improvements: The proposed bridge will be similar in size to the existing bridge. The proposed bridge will be slightly realigned both horizontally and vertically to fit within the existing roadway layout. A new bridge will be built in approximately the same location with a slightly longer span to accommodate a slightly larger hydraulic opening. Work within the river channel will be required to provide scour protection to the abutment footings. Motorists, Bicycles and pedestrians will be using two, two way, shared 12 foot travel lanes to be constructed across the bridge. Roadway work will occur for approximately 400 feet south of the bridge and approximately 200 feet north of the bridge. The bridge will be closed to vehicles and pedestrians for the duration of construction.

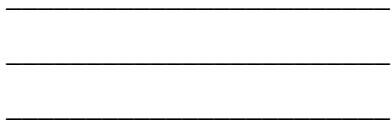
The bridge will carry two-way vehicular, bicycle and pedestrian traffic north and south along Whitmanville Road. It is anticipated that the height of the bridge over the river will be raised slightly to improve the hydraulic opening of the new bridge. The proposed bridge superstructure

will consist of precast concrete adjacent box beams with a reinforced concrete deck. The proposed abutments will be new cantilevered, reinforced concrete, cast in place. The hydraulic opening of the abutments will be increased slightly to increase the size of the hydraulic opening. Steel S3-TL4 bridge rail and highway guardrail are proposed alongside the travel ways. The new bridge will accommodate a traffic load similar to that of the existing bridge. Improvements will be made to advanced warning signage, along with new pavement markings.

Avoidance, Minimization and Mitigation Measures: Accelerated construction techniques will be considered to minimize construction time and impacts to traffic. The Whitmanville Road Bridge will be closed to all vehicular, bicycle and pedestrian traffic during demolition and construction while traffic is detoured. Erosion controls in the form of compost filter tubes will be installed to mitigate any potential impact from roadway runoff. A number of alternatives for permanent stormwater treatment will be evaluated.

Permitting Status: This project will result in a bridge that maintains a similar horizontal and vertical alignment to the existing bridge. Therefore, this project is exempt from review pursuant to the Massachusetts Wetlands Protection Act, the Massachusetts Environmental Policy Act and Chapter 91. It is anticipated that this project will not result in the permanent fill of any wetlands. This project will require a filing with the Army Corps of Engineers for temporary work within Waters of the United States. Whitman River is not listed as a Wild and Scenic River. The Contractor will be responsible for preparing, filing, and complying with a Stormwater Pollution Prevention Plan.

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
Bridge Replacement, W-28-010, Carrying Whitmanville Road over Whitman River
Westminster
Project File No. 608639
Bridge Project Management

