



DESIGN PUBLIC HEARING

Tuesday, June 18, 2019

AT

**TOWN HALL OF WILLIAMSTOWN
CONFERENCE ROOM
31 NORTH STREET
WILLIAMSTOWN, MASSACHUSETTS**

6:30 PM

FOR THE PROPOSED

**ROUTE 2 (MAIN STREET) OVER GREEN RIVER
BRIDGE REPLACEMENT
Project No. 605356
Bridge No. W-37-015
Bridge Project Management**

IN THE TOWN OF WILLIAMSTOWN, 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. 605356

A Design Public Hearing will be held by MassDOT to discuss the proposed Replacement of Bridge No. W-37-015 carrying Route 2 (Main Street) over Green River in the Town of Williamstown, MA.

WHERE: Town Hall of Williamstown
Conference Room
31 North Street
Williamstown, MA 01267

WHEN: Tuesday, June 18th, 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 Route 2 (Main Street) over Green River bridge 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 with a two-span structure using NEXT F beams, integral abutments (new abutments built behind existing abutments), and concrete pier replacement. The bridge and approach roadway in its final condition will consist of two 12' - 0" wide travel lanes, 8' - 0" northern shoulder, and 13' - 1" southern shoulder, along with 5' – 6" sidewalk and curbs on both sides of the roadway. Roadway reconstruction, paving, new guardrail, and drainage improvements are also included in the project. 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 Section, Project File No. 605356. 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

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?

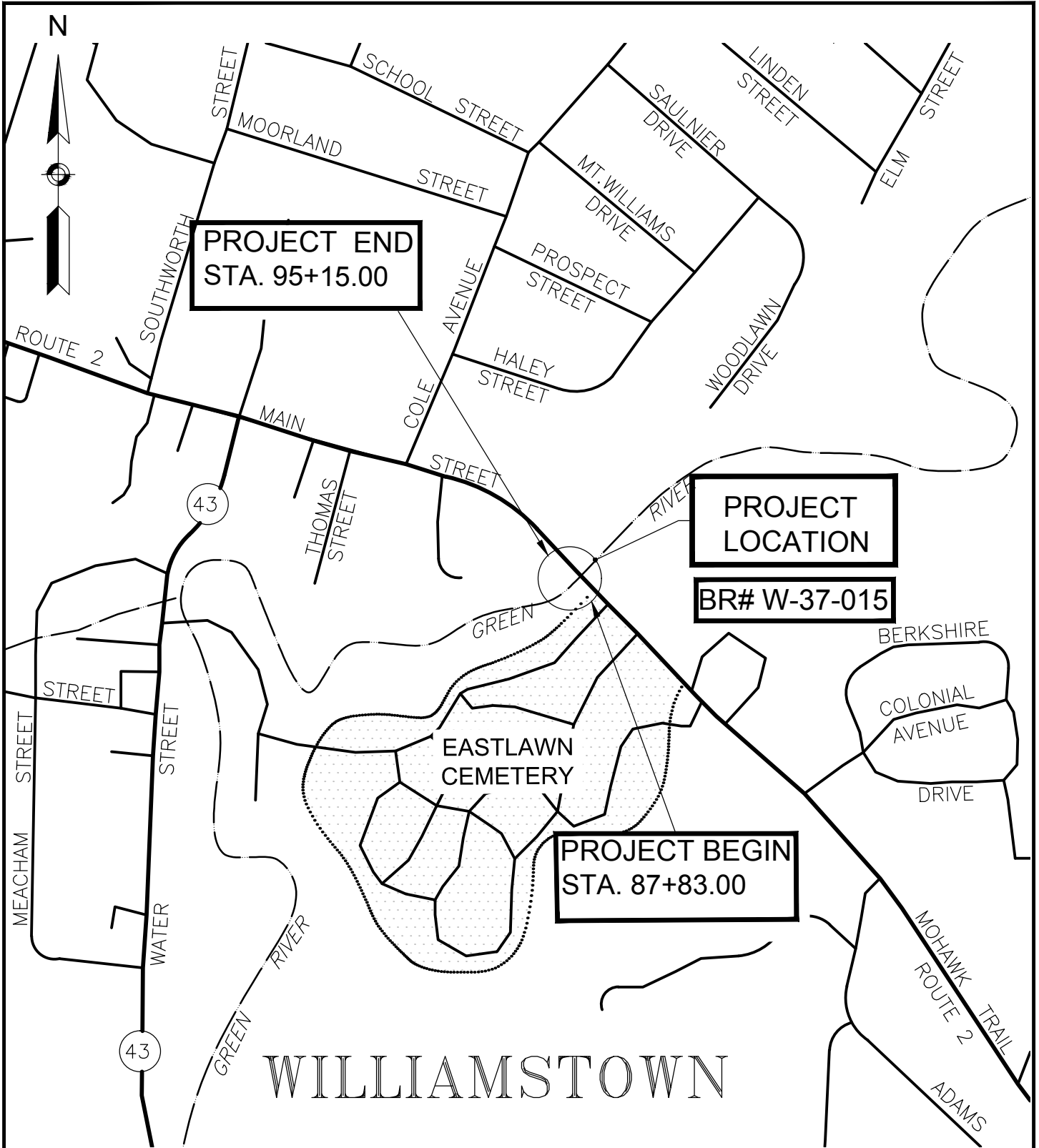
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time 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. 605356

WILLIAMSTOWN, MA

  <p>Massachusetts Department of Transportation Highway Division</p>	<p>BRIDGE REPLACEMENT BRIDGE NO. W-37-015 ROUTE 2 (MAIN STREET) OVER GREEN RIVER</p>
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PROJECT PURPOSE:

MassDOT has retained CME Associates, Inc. (CME) to provide professional engineering services required for the bridge replacement design of existing Bridge No. W-37-015, which carries Route 2 (Main Street) over Green River in Williamstown, Massachusetts.

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

EXISTING CONDITIONS:

Route 2 (Main Street) is a two-lane urban principal arterial running generally west to east at the project location and is on the National Highway System (NHS). The bridge crosses the Green River which flows to the north-northeast.

The existing 2-span bridge was originally constructed in 1939 and is comprised of steel rolled beams and a reinforced concrete deck with a concrete pier located in the center of the Green River. The existing structure was built to replace the “Walley” bridge that collapsed during the 1938 hurricane and flood event.

PROPOSED IMPROVEMENTS:

The proposed project consists of demolition of the existing bridge superstructure, installation of the new bridge, and roadway reconstruction. The existing abutments will be left in place and the new abutments will be constructed behind them. The new bridge will carry (2) 12’ travel lanes, 13’- 1” south shoulder, 8’ north shoulder and (2) 5’- 6” sidewalks. The structure will be comprised of (7) prestressed precast concrete beams supported on concrete abutments and will have steel S3-TL4 type bridge barriers/railing. Roadway improvements will include full depth roadway reconstruction, paving, new guardrail, and drainage improvements. Other items will include various utility relocations, and erosion control.

PROJECT LOCATION AND LIMITS:

The bridge is located on Route 2 (Main Street) just west of the East Lawn Cemetery and Sherman Burbank Memorial Chapel in the northeast area of Williamstown, Massachusetts. The bridge carries Route 2 (Main Street) over the Green River. The attached locus map shows the location of the project. The roadway approach project limits are approximately 400 feet to the east and west of the bridge.

TRAFFIC MANAGEMENT:

During construction, Route 2 (Main Street) will remain open with two-way traffic for the majority of the project. Construction will be performed with 2 stages and a post-stage 2. During the stages, two-way traffic will be maintained and at least one sidewalk will be open for pedestrian accommodation. A temporary pedestrian bridge and sidewalk is proposed on the south side during stage 2 and post-stage 2. During post-stage 2, the bridge will already be constructed and the final sidewalk on the south side will be installed. During stage 1 and 2, a detour will be necessary for beam installation with a 1 week per stage approximate duration.

The detour proposed follows Route 2 to the west to Cole Avenue to North Hoosac Road, which becomes Massachusetts Avenue as you cross into North Adams, to Ashton Avenue to Route 2. The approximate length is 4.4 miles.

There is another option for a cross road back to Route 2 which would be Protection Avenue. Utilizing Protection Avenue would add approximately 2 more miles to the detour. Another option for the detour to the west would be to utilize State Route 7 instead of Cole Avenue. This would add approximately 3.7 miles to the detour and traffic would travel on Route 2/Main Street through the Williams College campus.

During temporary traffic control, bicyclists will utilize shared use lanes. All existing property owner access within the project limits will be maintained.

UTILITIES:

Overhead utilities run parallel to Route 2 on the northerly side of the road with roadway crossings near each end of the bridge. Overhead wires and poles will require temporary and permanent relocations for construction. Existing highway luminaires within the project limits will be replaced with current LED lighting. Other utilities currently on the bridge that will be relocated include five (5) telecommunication conduits, 12" and 8" water mains, and 8" gas main. On the southerly side of the bridge, an inverted sewer siphon runs under the Green River. There are sewer vents coming out of the siphon chambers. The vent on the east side should not require relocation; however, the vent for the west chamber will require relocation since the bridge is being widened and the vent is currently attached to the southwesterly bridge abutment. Another sewer pipe, an 18" rcp sewer pipe runs under the Green river and the western bridge span and should not be impacted. An abandoned sewage pumping station is located on the southwesterly side of the bridge.

ENVIRONMENTAL:

Environmental permits will be required for the construction of the bridge.

RIGHT OF WAY:

Right-of-way will be necessary for this project. Temporary easements will be required for clearing and grubbing, grading, temporary pedestrian bridge and sidewalk, temporary pole and overhead wires, water diversion system, bridge construction, and installation of erosion and sediment control measures. Acquisitions in fee and permanent easements will be required for the proposed bridge, riprap, and sidewalk.

PROJECT COST:

The estimated construction cost of this project is approximately \$4,500,000.

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.

Address: _____

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

RE: Public Hearing
Route 2 (Main Street)
Williamstown
Project File No. 605356
Bridge Project Management



