



DESIGN PUBLIC HEARING

AUGUST 7, 2025

FOR THE PROPOSED

**Curtis Road over Konkapot River Bridge Replacement Project
Project No. 609074
Bridge Nos M-29-001
Project Management**

IN THE TOWN OF MONTEREY, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, P.E.
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A DESIGN PUBLIC HEARING**

Project Description: Monterey – Bridge Replacement, Br# M-29-001, Curtis Road over Konkapot River
Project File No. 609074

A Design Public Hearing will be held to present the design for the proposed project in Monterey, MA.

WHERE: **Monterey Town Hall, Meeting Room
435 Main Road
Monterey, MA 01245**

WHEN: **Thursday, August 7, 2025 @ 6:00pm**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project calls for complete replacement of the Curtis Road bridge over the Konkapot River requiring a full bridge closure and detour. The project limits extend from 300 feet north of the bridge to 300 feet south of the bridge. The cross-section will contain two 11-foot travel lanes, one in each direction, with two 2-foot shoulders. There will be no proposed sidewalk.

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 presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavalley, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. 609074. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is held.

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible and prior to the hearing, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the hearing.

In case of inclement weather, a cancellation announcement will be posted on the internet at <https://www.mass.gov/orgs/highway-division/events>.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEY, 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,

Carrie E. Lavallee, 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 CONCERNS

Your Municipality is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Municipality 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. 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.

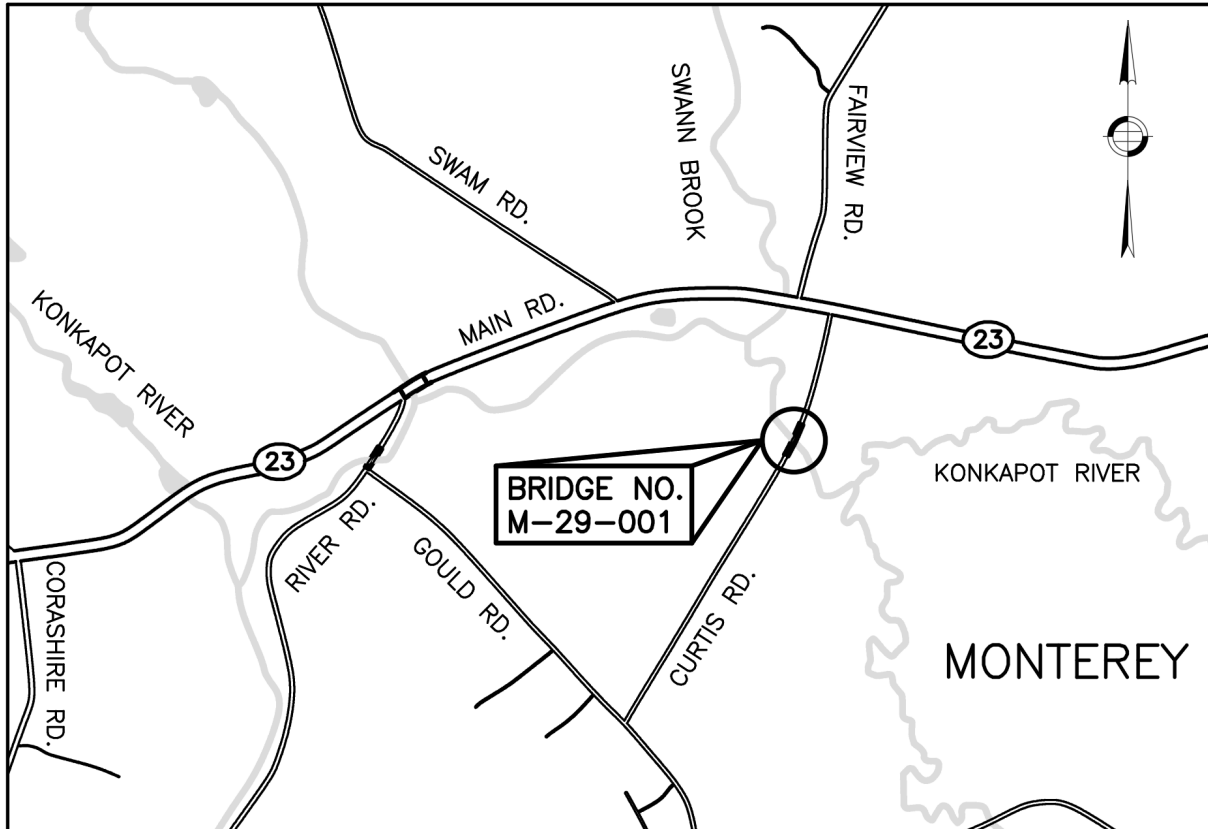
4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

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.

LOCUS MAP



LOCUS

SCALE: 1" = 1000'

PROJECT DETAILS

Project Location and Existing Conditions

Bridge M-29-001 carries Curtis Road over Konkapot River in the Town of Monterey. The existing structure, built in 1955, is a three-span continuous Steel Beam structure with non-composite deck structure. Beam repairs were made in 2017 to strengthen the existing Steel Beams. The overall length of the bridge is approximately 62 feet. The outer spans are 15'-0" each and the middle span is 32'-0". The bridge deck consists of a 7.5" thick reinforced concrete slab with a 3.25" bituminous wearing surface. The structure has a 24'-0" curb to curb width and a 26 feet out-to-out width. There are 12-inch safety curbs located on each side of the bridge. There are no sidewalks on the bridge. The bridge has a skew angle of 8 degrees. The existing bridge has two 12-foot travel lanes, one in each direction with no shoulders. The original wooden rails (shown in the plans dated August, 1955) have been replaced, and the Highway guardrails attached to steel posts are used as railing on both sides of the bridge. The bridge is posted for a vehicular weight limit of 11T, 15T, and 22T.

The substructure consists of two reinforced concrete piers, two abutments which are founded on spread footings. Overhead utility lines (electric, telephone, and cable) cross over the bridge from the NW corner to SE corner.

The condition ratings of the bridge are 4/3/6/7 for Deck, Superstructure, Substructure, and Channel & Channel Protection respectively.

Project Scope of Work

This is a full bridge replacement project. The new bridge shall have an improved hydraulic opening and roadway/bridge alignment. The new railing is crash tested. The existing bridge will be closed for 1 construction season (summer of 2027) to build the new bridge while traffic will be detoured for about 1.8 miles. The new bridge shall have 2 travel lanes (1 per direction of traffic) with a 26' curb to curb width and no sidewalk. The superstructure is composed of prestressed deck beams topped with a 5" thick deck slab and 3" of HMA. The substructure is composed of concrete cantilever abutments on bedrock or micropiles. The new bridge span length shall be 60 feet long.

The project also includes full depth pavement reconstruction of the approaches for about 300 feet in either direction. The approaches will also provide guardrail and other incidental work like clearing of trees and grading of side slopes with loam borrow and seeding.

Maintenance of Traffic During Construction:

The proposed Temporary Traffic Control Plans (TTCP) will be a detour of the existing bridge during construction. There is a 1.8 mile detour on Gould Road. Detour road improvement will be completed by the town prior to the start of this bridge construction.

Project Schedule:

The design reviewed at this meeting is at the 25% stage of submission. Comments made at this design public hearing will be incorporated to the maximum extent feasible in the 75% design currently scheduled for 4/25/2026. Final design is scheduled to be completed in the fall of 2026. The date for public bidding advertisement is scheduled for Spring 2027. Construction is expected to last for approximately one year.

Project Cost:

The estimated construction cost for this project is approximately \$5.4 million.

PROPOSED IMPROVEMENT

Cross section will contain two 11-foot travel lanes, one in each direction, with a minimum of two 2-foot shoulders. Out to out width of the bridge superstructure is 30 ft with no proposed sidewalk.

The vertical roadway profile in the vicinity of the bridge will be raised around 1.8 ft. to 2.4 ft. (varies).

The bridge rail (S3-MTL4) is crash tested and shall meet all safety standards.

Massachusetts River and Stream Crossing Standards recommends horizontal clearance of 1.2 times the bankfull width or minimum of not narrower than the channel at the bridge site. Per Fluvial Geomorphology, the proposed bridge should have a minimum clear span of 57 feet (The design bankfull width is selected to be 47.5 feet to match the upstream field measurements). The proposed span length of the bridge is 60 feet. The hydraulic freeboard (distance from the design high-water level to the lowest point of the bridge) provided by the proposed structures is approximately 2 feet. All hydraulic recommendations are met in this bridge design.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Monterey, MA
Curtis Road over Konkapot River Bridge Replacement Project
Project File No. 609074

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to MassDOTProjectManagement@dot.state.ma.us or you may mail this sheet with any additional comments to:

Carrie E. Lavallee, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days after the hearing.

PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

Address: _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

Carrie E. Lavallee, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Curtis Road over Konkapot River Bridge Replacement Project
MONTEREY
Project File No. 609074
Attn: Project Management

