



DESIGN PUBLIC HEARING

THURSDAY, APRIL 2, 2020

AT

TOWN HALL, LOWER LEVEL

PETERSHAM, MASSACHUSETTS

6:00 PM

FOR THE PROPOSED

**Replacement of Glen Valley Road Bridge over East Branch of Swift River
Project No. 608850
Bridge No. P-08-002
Bridge Project Management**

IN THE TOWN OF PETERSHAM, 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. 608850

A Design Public Hearing will be held by MassDOT to discuss the proposed Glen Valley Road over East Branch of the Swift River Bridge Replacement Project in Petersham, MA.

WHERE: Town Hall, Lower Level
1 South Main Street
Petersham, MA 01366

WHEN: Thursday, April 2, 2020 @ 6:00pm

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Glen Valley Road over East Branch of the Swift River Bridge 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 removing the temporary truss bridge, constructing new abutments, constructing a new steel beam bridge, paving the road within the project limits, and installing guardrail. The final constructed road will be 18 feet wide supporting shared use for pedestrian, bicycle and vehicular traffic. The road will be closed during construction and a detour established. The detour is estimated to be in place for 12 months.

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, Project File No. 608850. 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.



The Town of Petersham is proposing to replace the Glen Valley Road Bridge over the East Branch of the Swift River in the town of Petersham, Massachusetts. The work consists of removing the existing temporary truss bridge and constructing a new steel beam bridge supported by new concrete abutments. Approximately 200 feet of approach roadway either side of the bridge will be reconstructed. The reconstructed roadway will be paved. The reconstructed road will be 18 feet wide, matching into the existing road width at the project limits. The project also includes installing stone erosion protection, regrading and planting grass. The 18 foot road width will accommodate shared use by pedestrian, bicycle and vehicular traffic. The bridge will be closed to all traffic and pedestrians during construction. A 9.7 mile detour will be established for the duration of construction estimated to be 12 months. The detour will follow Glen Valley Road, West Street(Route 32), Barre Road(Route 32), Hardwick Road(Route 32A) then back to Glen Valley Road. Property easements will be required to accommodate the construction and grading of slopes.

PURPOSE

The purpose of this project is to replace the existing temporary bridge with a permanent bridge that will support current legal vehicle weight limits and meet current safety design features.

EXISTING CONDITIONS

The existing bridge constructed in 2016 is a 90 foot long single span and carries Glen Valley Road over the East Branch of the Swift River. The bridge has no identified historical significance. The superstructure is comprised of an ACROW panelized deck truss. The bridge is 12 feet wide between curbs providing one lane of alternating traffic. The substructure consists of gravity type spill through abutments with parallel wingwalls. The foundations for the abutment are reinforced concrete footings supported on soil.

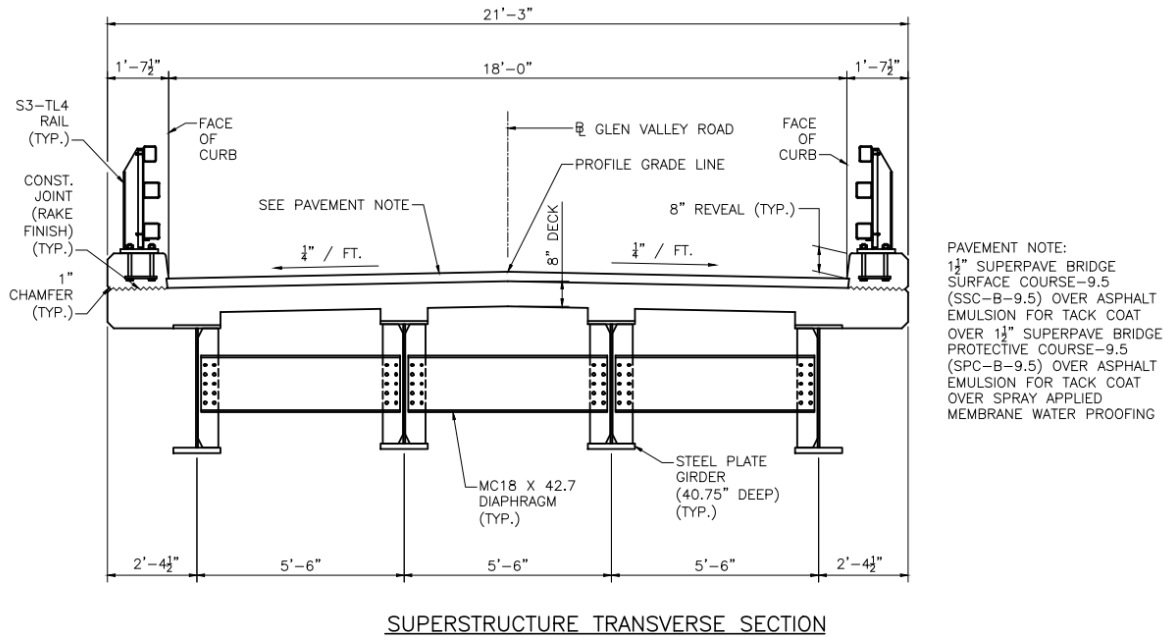
Glen Valley Road is an east west road connecting Hardwick Road (Route 32A) on the west with West Street (Route 32) to the east. Glen Valley Road is classified as a rural local roadway Non-National Highway System. There is no posted speed limit. The 2019 average daily traffic (ADT) is approximately 52 vehicles, 40% of which are truck traffic. The existing approaches are approximately 14'-0" wide between guard rails. There are no sidewalks and no curbs. There is w-beam guardrail on all four corners of the approach. Portions of Glen Valley road on each approach are gravel.

PROPOSED IMPROVEMENTS

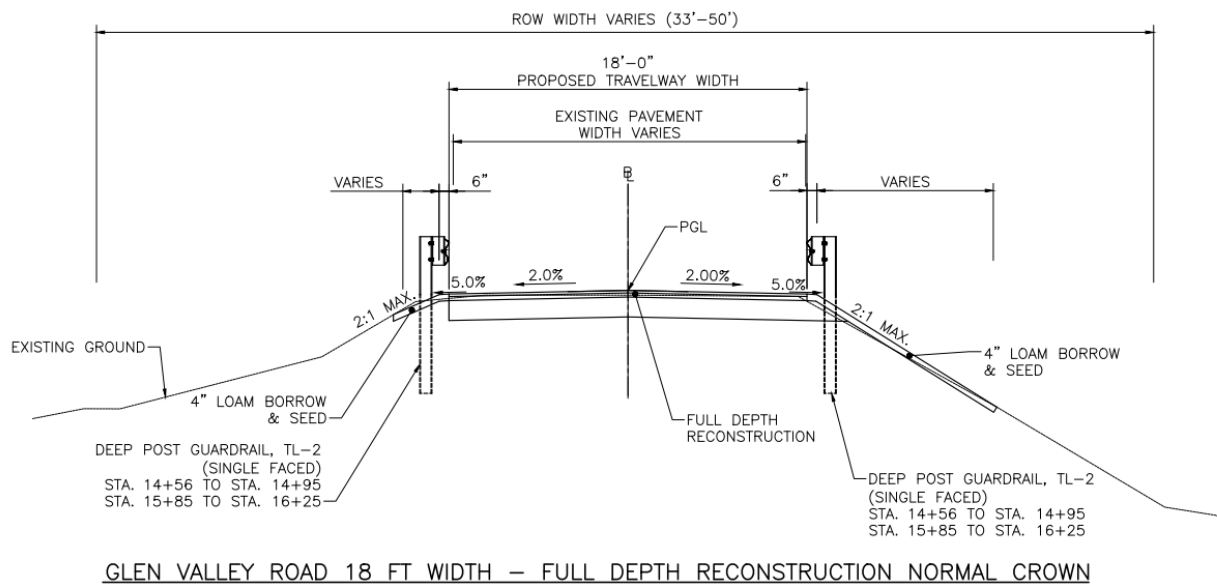
The bridge will be replaced with a 100 foot single span. The design will support current legal vehicle weights. The superstructure will consist of four welded steel beams with an 8" thick reinforced concrete deck. The bridge will have a 3" thick bituminous pavement and three-bar steel bridge railing. The vertical clearance under the bridge will be reduced by approximately 2 feet but will remain above the 100 year flood elevation.

The substructure will consist of pile supported concrete abutments. Piles will provide a deep foundation that is stable for potential erosion conditions and will minimize disturbance from excavation. The new abutments will be placed behind the existing abutments to minimize the need for demolition, excavation, and river disturbance with portions of the existing abutments to

remain in place. The existing abutments were not considered for reuse since the unknown foundation may be susceptible to erosion.



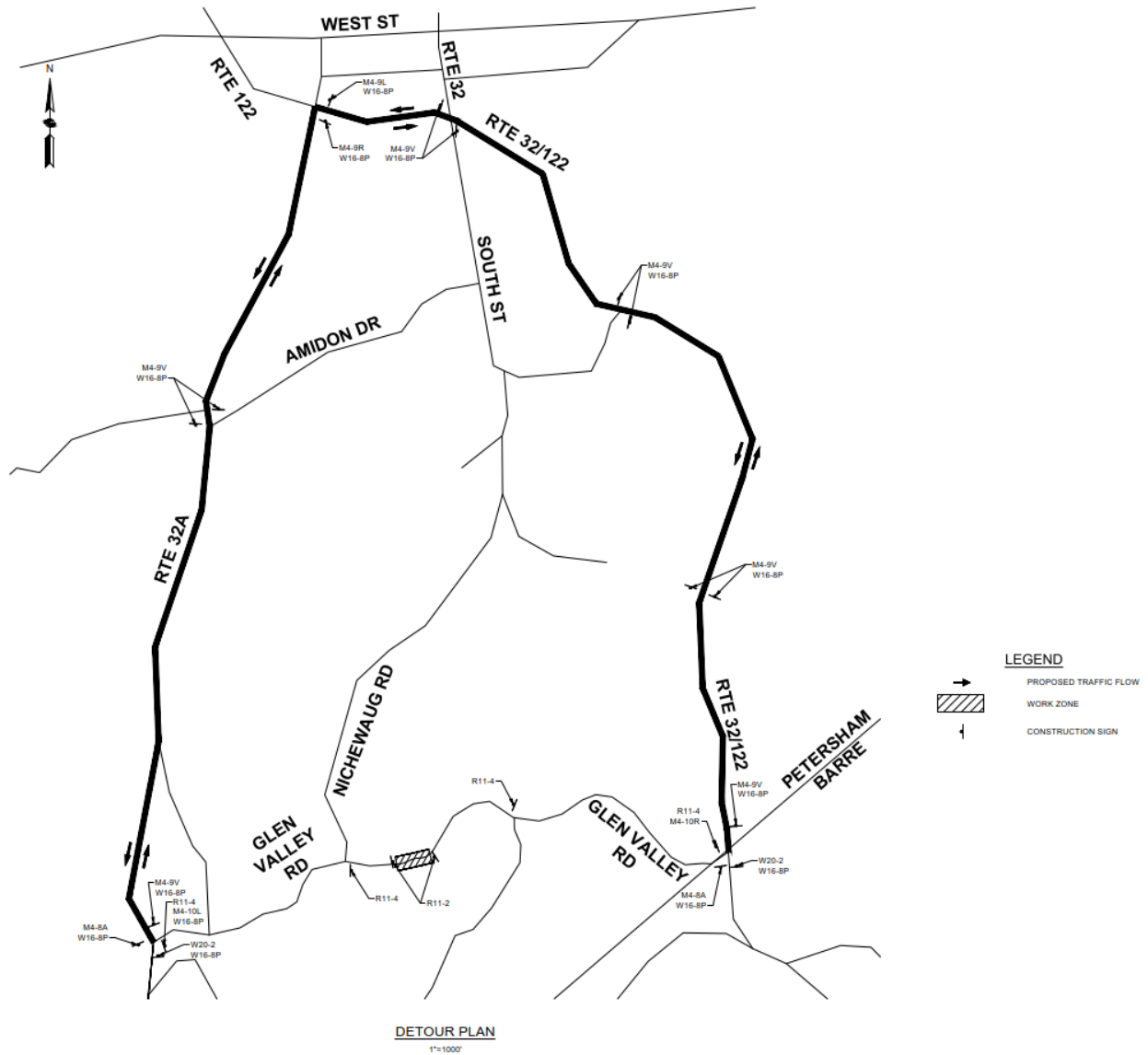
Approximately 400 feet of Glen Valley Road will be reconstructed. The road width within the project limits will be 18 feet wide. The proposed road width will transition to meet the existing width at the project limit. Existing guardrail within the project limits will be replaced with new steel highway guardrail. The profile will closely match the existing.



Existing traffic signs will be updated to conform to the requirements of MassDOT. These signs will be consistent with the proposed roadway design. Pavement markings will be used to delineate the traveled ways.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

Glen Valley Road will be closed to through traffic at the bridge during construction. Detour signs will be installed. From the east side of the bridge the detour will follow Glen Valley Road, West Street(Route 32), Barre Road(Route 32), Hardwick Road(Route 32A) and back to Glen Valley Road for a total distance of 9.7 miles. The duration of the closure is estimated to be one year.



RIGHT OF WAY

Right-of-Way is required to construct the project. Temporary easements will be required for construction access and for slopes.

ENVIRONMENTAL IMPACTS

Most of the construction work will be located within 100 feet of the river banks, (buffer zone). Wetland resource areas occur only at the very edge of the river. The design will specify the use of erosion control devices around the perimeter of construction to protect the environment from silt runoff. Additionally, the type of bridge construction proposed is designed to minimize excavation and other work near the river. The project area does not include areas of Massachusetts Natural Heritage and Endangered Species Program Priority/Estimated Habitat for endangered/Threatened Species. The project area is not within any potential historic sites or areas of known oil or hazardous material contamination.

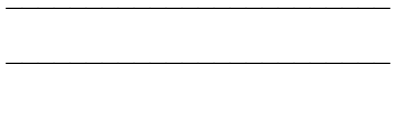
PROJECT COST

The total preliminary construction cost for the entire project is estimated to be \$2,000,000.

PROJECT STATUS

The design plans presented here represent the 25% Design level. Comments made at this public hearing will be incorporated to the maximum extent feasible in the final design. The design is estimated to be completed in the spring of 2022 with construction starting in the fall of 2022.

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
GLEN VALLEY ROAD BRIDGE
PETERSHAM
Project File No. 608850
Bridge Project Management

