



VIRTUAL DESIGN PUBLIC HEARING / ORAL PRESENTATION

AUGUST 7, 2020

FOR THE PROPOSED

BRIDGE REPLACEMENTS, ON HAMLIN STREET OVER THE ACUSHNET RIVER

Project No. 600645

**Bridge Nos A-03-003 (3M5), A-03-007 (AJH) & A-03-008 (AJJ),
Major Projects**

IN ACUSHNET, 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. 600645

A Virtual Design Public Hearing will be published on the MassDOT website below to present the design for the proposed Acushnet Bridge Replacements, A-03-003 (3M5), A-03-007 (AJH) & A-03-008 (AJJ), Hamlin Street over The Acushnet River project in Acushnet, MA.

WHEN: Friday, August 7, 2020

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

PROPOSAL: The project includes the replacement of three structures along Hamlin Street over the Acushnet River, respectively A-03-003, A-03-007 and A-03-008. The project includes the reconstruction of approximately 500 ft of approach roadway. A temporary detour is being considered.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **Town of Acushnet/Commonwealth of Massachusetts** is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be presented in the hearing.

Written statements and other exhibits regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: **Major Projects, Project File No. 600645**. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked no later than ten (10) business days after the hearing is posted to the MassDOT website listed below. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

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 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 business days before the hearing.

This Virtual Design Public Hearing or a cancellation announcement will be posted on the internet at www.mass.gov/massdot-highway-design-public-hearings.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

PATRICIA A. LEVENWORTH, 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 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.

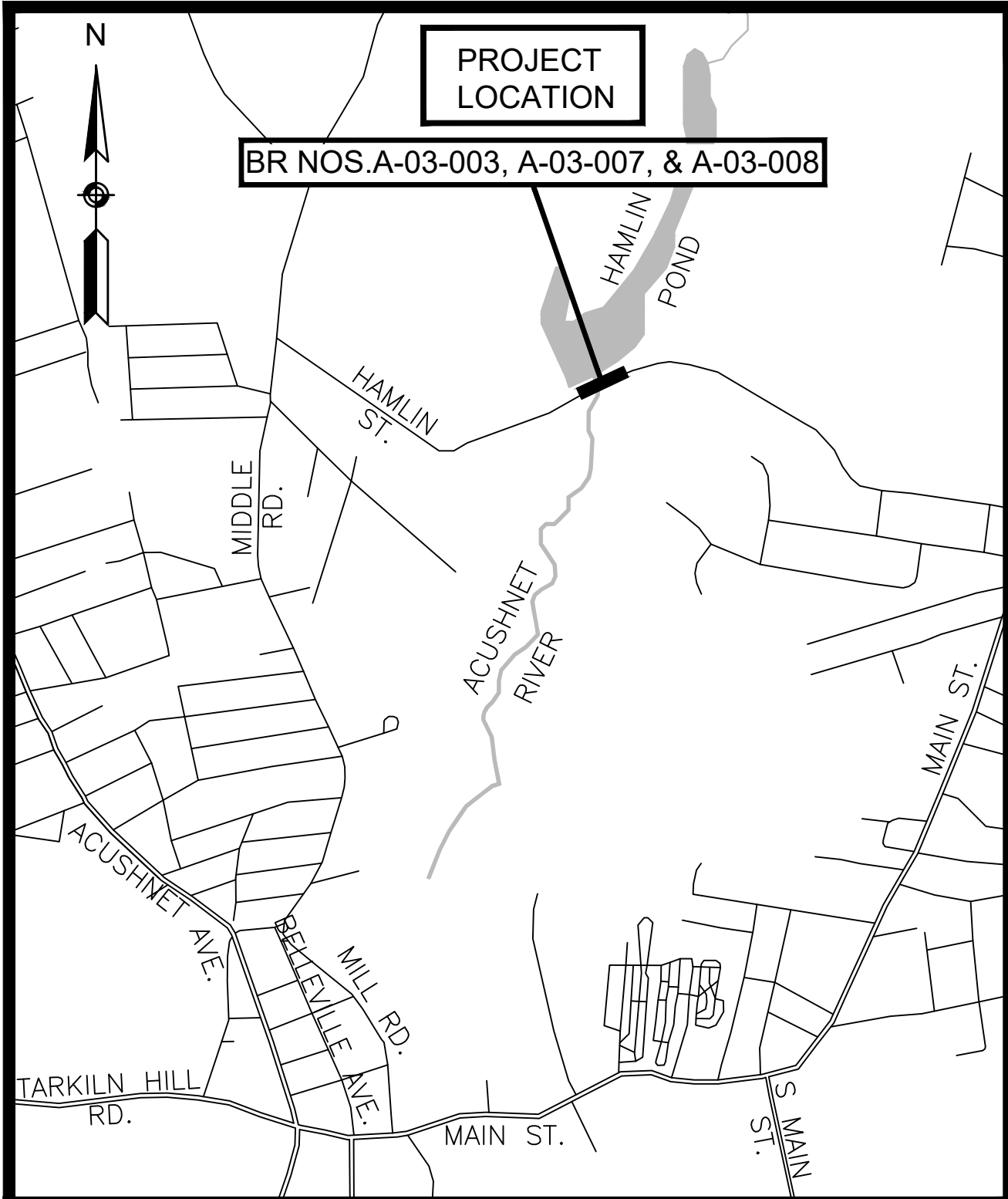
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, 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.



PROJECT LOCATION MAP

SCALE: 1" = 1000'

Bridge No. A-03-003, A-03-007, & A-03-008

Hamlin Street over

Acushnet River, Acushnet

**HAMLIN STREET OVER ACUSHNET RIVER
BRIDGE REPLACEMENT
Project No. 600645
Bridge No. A-03-003, A-03-007, AND A-03-008**

PROJECT LOCATION

The project is located in the southwest quadrant of Acushnet. Hamlin Street extends easterly from the intersection with Middle Road to the intersection with Main Street. The proposed project begins at a point located approximately 0.45 miles east of the intersection with Middle Road and extends east along Hamlin Street approximately 580 ft. over the Acushnet River to a point located approximately 0.65 miles west of the Hamlin Street intersection with Main Street.

PROJECT PURPOSE

The purpose of the project is to increase the load capacity of the existing crossing, to widen the bridges over the crossing, and to provide the types and locations of structures required to meet hydraulic need.

EXISTING CONDITIONS

Hamlin Street is a two-lane (one each direction) local roadway. Traffic volume on Hamlin Street is relatively low (estimated to be 1,561 vehicles per day for 2018 and 1,904 vehicles per day for 2038). There are three existing buried stone masonry structures within the project length. The easterly structure (Bridge No. A-03-003) crosses the main channel of the Acushnet River. The middle structure (Bridge No. A-03-008) is located approximately 105 ft. to the west in the overbank area of the river. The middle structure has a stone weir across the upstream end that regulates downstream conveyance. The top of the weir is just below the 10-year discharge water surface elevation and under normal low flow conditions passes some small amount of flow due to leakage through the upstream end stone weir. The westerly structure (Bridge No. A-03-007) is located another 170 ft. west in the overbank area of the Acushnet River. The westerly structure inlet invert elevation is above the ordinary high water elevation. The structure conveys very little discharge at the 10-year design event and the inlet is approximately 0.9 ft. below the 100-year base flood elevation.

The main river channel crossing (Bridge No. A-03-003) is currently load posted to a weight limit of just 3 tons due the structural condition of the structure. The bridge inspection documents cracks in the stone span superstructure. All of the bridges are narrower than the approach roadway. The existing two-lane paved roadway is generally 20 ft. wide and narrows slightly to approximately 18 ft. over the existing structures with no shoulders and no sidewalks.

Development along Hamlin Street is residential, and a historic property (White's Factory ruins) located on the Fairhaven Land Preservation Trust property abuts the project along the southeast approach. A historic dry stacked stone retaining wall extends between the middle and easterly bridges on the south side of the road. Public lands are located on the north side of the roadway within lands of the Town of Acushnet Park Commission and at the southeast side of the river within the lands of the Buzzard's Bay Coalition, Inc. An existing gravel parking area provides access to the White's Factory ruins site at the southwest approach of the proposed project. The immediate surrounding area is mostly undeveloped open space and wetlands extend out from the

toe of the existing roadway embankment for nearly the full length of the project on both sides of the roadway. At the north side the roadway, the project runs along the former “Hamlin Pond” area and mostly along the land of the Town of Acushnet Park Commission. A small parking area with access to the river is located at the northeast corner of Bridge No. A-03-003, and a private drive is located at the southeast corner of Bridge No. A-03-003 and near the east end of the proposed project limit. The surrounding area is suburban and consists of lightly developed residential properties.

The existing alignment through the project is generally on a horizontal tangent between “S” shaped curves with the main crossing being on an existing 450 ft. radius horizontal curve. To the west of the project there is a 600 ft. radius curve. The vertical alignment is on relatively flat grades of less than 1%. The posted speed on Hamlin Street is 30 mph. The existing two-lane paved roadway is 20 ft. wide and narrows to 18 ft over the existing structures with no shoulders and no sidewalks. There are short sections of guardrail or fence at each of the bridge locations.

The existing three stone masonry structures are similar two-span buried structures with stone masonry slab spans supported on stone masonry abutments. The clear spans vary from approximately 3.5 ft. to 9.5 ft. and bridge lengths vary from approximately 12 ft. to 21 ft. The main channel crossing (Bridge No. A-03-003) has clear spans of approximately 9.5 ft. and 9.0 ft. and a bridge length of approximately 21 ft. The date of construction of the structures is unknown, but likely pre-19th century. The clear roadway width of the existing bridges varies some at each crossing and is approximately 17 ft. to 18 ft. wide. There are no sidewalks in the existing roadway approaches or on the existing structures. The existing structures do not meet current legal load standards and are posted (3 tons).

PROPOSED IMPROVEMENTS

The Massachusetts Department of Transportation (MassDOT) proposes to replace the Hamlin Street crossing of the Acushnet River in Acushnet. The proposed bridge project consists of the replacement of the existing easterly (A-03-003) and middle (A-03-008) stone masonry structures and removal of the existing westerly structure (A-03-007). The invert of Bridge No. A-03-007 is above the proposed 10-year design discharge and will be removed. Retaining walls will be used at the approaches to and between the structures along both sides of the roadway to retain sideslopes and eliminate permanent wetland impacts, minimize temporary impacts required for construction, and eliminate permanent impacts to adjacent public lands. The stones from the existing structures (bridges and walls) will be reused as facing for the proposed walls along the south side of the roadway to preserve an appearance similar to the existing walls.

The proposed new easterly crossing (Bridge No. A-03-003) will be a 42-foot single span precast prestressed concrete voided slab beam bridge superstructure supported on cast-in-place reinforced concrete cantilever wall abutments founded on steel H-piles. Revetment is needed within the proposed channel to provide scour protection for the abutments. The revetment will be a 3 ft thick layer of dumped riprap covered with streambed armor to mimic the natural stream bottom substrate. The existing middle structure (Bridge No. A-03-008) will be replaced with an 8 ft. clear span precast concrete box culvert with a buried inlet and bottom substrate consisting of dumped riprap covered with streambed armor and a weir structure at the inlet end that will mimic the existing conditions. The overbank structure will provide hydraulic relief during high flow events. The proposed bridges will have a 24 ft. curb to curb roadway width providing two 10 ft. wide vehicular traffic lanes with 2 ft. wide shoulders.

The proposed approach roadway will closely follow the existing horizontal roadway alignment, and the proposed roadway profile will closely follow the existing roadway profile. The proposed approach roadway work includes the construction of approximately 530 feet of approach roadway and begins approximately 200 ft. west of the existing westerly crossing (Bridge No. A-03-007) and ends approximately 100 ft. east of the existing easterly structure (Bridge No. A-03-003). The proposed approach roadway will be widened to 24 ft. and will taper to match the existing approach roadway at each end of the project. The project will include the relocation of several utilities.

UTILITIES

Existing overhead electric, telephone and cable lines run along the north side of Hamlin Street and through the proposed project. A buried municipal water main is located generally along the south side of the existing roadway. The buried water main was reportedly installed using directional drilling and passes below the existing structures. Electric and telephone lines through the project will be removed with service being provided at each end. Cable TV lines will be relocated. At each end of the project they will be relocated to underground conduits up to the ends of the north side retaining wall and then will be supported above ground on brackets attached to the face of the north side retaining wall. The existing buried water main will be relocated between existing gate valves near the ends of the proposed project. The buried relocated water main will extend up to the ends of the north side retaining wall and then will be insulated and supported above grade on support brackets attached to the face of the north side retaining wall. The proposed relocated water main will tie into the existing facilities near the ends of the proposed project.

RIGHT OF WAY IMPACTS

Two permanent easements and seven temporary easements are required for the project. The City shall obtain the necessary permanent easements and temporary construction easements required for the project. Two (2) permanent easements are required from the abutting properties to construct and maintain sideslope drainage, to relocate an existing balanced stone wall, and to construct and maintain guardrail. The seven (7) temporary construction easements are needed for construction access, clearing and grubbing, and slope work.

ENVIRONMENTAL

The project, as currently designed, will result in impacts to Waters of the United States, thereby necessitating the preparation of a Section 401 Water Quality Certificate and a Section 404 Army Corps of Engineers (ACOE) Applications to be filed with the Massachusetts Department of Environmental Protection and ACOE with MassDOT as the proponent. Footprint impact areas are minimized by using a 24 ft wide travelway and retaining walls on both sides of the proposed roadway.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The crossing will be closed during construction. Traffic and pedestrian access will be maintained with a temporary detour. Starting at the west end of the project on Hamlin Street, the proposed detour will follow Hamlin Street west to Middle Road south, continue south on Belleville Avenue, and continue east and north along Main Street and west along Hamlin Street to the east end of the project. Total detour length is approximately 5.3 miles. Access to homes along Hamlin Street will be maintained at all times with the temporary detour in place. The temporary detour roadway is anticipated to be in place for a duration of approximately sixteen (16) months beginning in spring of 2022 and extending to the fall of 2023.

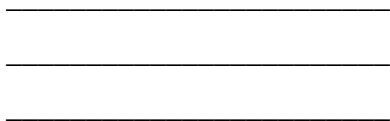
PROJECT COST

The preliminary construction cost estimate for this project is approximately \$4.5 million.

PROJECT STATUS

The design plans presented here represent the 75% Design. Comments made at this public hearing will be considered in developing the final design documents. The project is currently scheduled to be advertised for construction in March of 2021 and construction is anticipated to extend into the fall of 2023.

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

RE: Virtual Public Hearing
BRIDGE REPLACEMENTS, ON HAMLIN STREET OVER THE ACUSHNET RIVER
ACUSHNET
Project File No. 600645
Insert section: Major Projects

