



**VIRTUAL DESIGN PUBLIC HEARING**

**February 16, 2023**

**FOR THE PROPOSED**

**North Poland Road over Poland Brook Bridge Replacement in Conway  
Project No. 609082  
Bridge No. C-20-004  
Major Projects**

**IN THE TOWN OF CONWAY, 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 PUBLIC HEARING MEETING  
Project File No. 609082**

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Bridge Replacement, C-20-004, North Poland Road over Poland Brook project in **Conway, MA**.

**WHEN: 7:00 pm, Thursday, February 16, 2023**

**PURPOSE:** The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Bridge Replacement, C-20-004, North Poland Road over Poland Brook 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 consists of replacing the existing North Poland Road Bridge over Poland Brook in its present location with approach roadway improvements. The bridge will be widened to accommodate two lanes of traffic.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **Town of Conway** 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. Lavallee, P.E., Chief Engineer, via e-mail to [massdotmajorprojects@dot.state.ma.us](mailto:massdotmajorprojects@dot.state.ma.us) or via US Mail to Suite 7210, 10 Park Plaza, Boston, MA 02116, Attention: **Major Projects**, Project File No. **609082**. 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 is posted to the MassDOT website listed below.

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](mailto: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.

This Live Virtual Design Public Hearing or a cancellation announcement will be hosted on the internet at [www.mass.gov/massdot-highway-design-public-hearings](http://www.mass.gov/massdot-highway-design-public-hearings).

JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, 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.

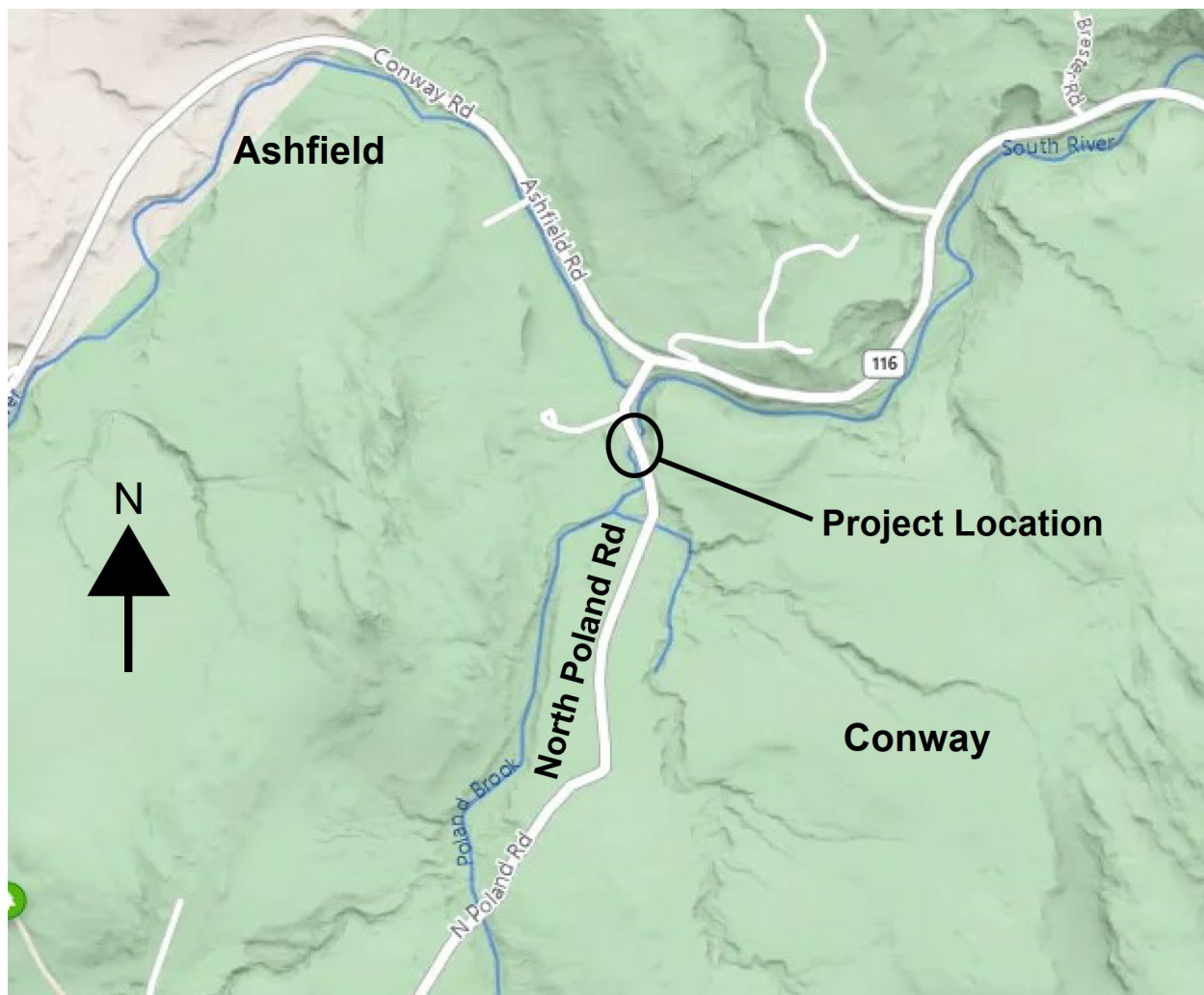
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection,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



Map Image and Map Data Source: Microsoft Bing Maps, TomTom, and OpenStreetMap

## Location Map

Not to Scale

## **Project Purpose**

The purpose of this project is to replace the bridge that carries North Poland Road over Poland Brook. The project will also require the reconstruction of approximately 200 feet of roadway both north and south of the bridge.

## **Existing Conditions**

The existing bridge was a three-span bridge constructed in 1940 with two 20'-8" spans and one 23'-8" span. The superstructure consisted of four steel beams supporting a reinforced concrete deck slab and asphalt wearing surface. The bridge had a roadway width of 14'-0" and a total width of 17'-2". There were no sidewalks on the bridge. The bridge has a skew of 16°.

The substructure consists of two reinforced concrete stub abutments on H-piles and two H-pile steel bent piers with reinforced concrete caps. The portions of pile bents above the riverbed are infilled with reinforced concrete.

The bridge was closed to traffic in November 2022 because of extensive deterioration of the steel beams. In January 2023 the superstructure was removed and replaced with a temporary superstructure to allow traffic to be maintained until a permanent replacement can be installed.

## **Proposed Improvements**

The proposed bridge replacement will consist of a single span structure in approximately the same location of the existing structure. The bridge span will be lengthened to 83'-2" by installing the new abutments behind the existing abutments. The existing piers and abutments will be cut below grade and removed. The superstructure will consist of prestressed concrete New England Deck Bulb Tee Beams and an asphalt wearing surface. The roadway will be widened to 24'-0", which will be striped into two 10'-0" lanes and two 2'-0" shoulders. There will not be sidewalks on the bridge. The bridge abutments will be supported by 14" square precast concrete piles, which will be driven to a depth of approximately 35 to 40 feet.

An infiltration basin for stormwater collection will be installed in the level ground northeast of the bridge.

## **Traffic Management**

It is the intent of the project that the bulk of the construction work will coincide with the school summer vacation period to limit impacts to school bus routes. During this period, the bridge will be closed to traffic. Through traffic will be detoured from the north side of the bridge east along Ashfield Road (Route 116) to Maple Street, south to Orchard Street, west to Main Poland Road, and southwest back to North Poland Road. The total length of the detour route is approximately 8 miles.

The contractor will need to work outside this closure period; however, they will be required to maintain a lane of traffic while working, although there may be temporary stoppages needed.

## **Utilities**

The project will require the relocation of the existing utilities. North of the bridge, overhead wires will need to be temporarily relocated to the west side of the roadway prior to the bridge construction to provide room for construction equipment. After the bridge construction, the overhead wires north and south of the bridge will be permanently relocated to a new alignment alongside the east side of the roadway to provide ease of maintenance access by the utilities.

## **Right of Way**

The Town of Conway will obtain the necessary temporary construction easements and permanent easements required for the project.

## **Project Cost**

The estimated total construction cost for this project is \$3.26 million.

## **Project Status**

The plans on display tonight are at the 25% design stage. Comments received this evening will be considered in determining the final design. The design is anticipated to be complete in the spring of 2024 with construction starting in the spring of 2025 and completing in the fall of 2025.



THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

Conway, MA  
BRIDGE REPLACEMENT, C-20-004, NORTH POLAND ROAD OVER POLAND BROOK  
Project File No. 609082

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@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: Major Projects

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.**

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Organization: \_\_\_\_\_

Address: \_\_\_\_\_

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Appropriate  
Postage Here

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

RE: Virtual Public Hearing  
NORTH POLAND ROAD OVER POLAND BROOK BRIDGE REPLACEMENT  
**CONWAY**  
Project File 609082  
Attn: Major Projects

