



VIRTUAL DESIGN PUBLIC HEARING

JANUARY 13, 2022

FOR THE PROPOSED

**DENNIS- YARMOUTH- BRIDGE REPLACEMENT, D-07-004=Y-01-003, ROUTE 28 OVER BASS
RIVER INCLUDING INTERSECTION IMPROVEMENTS AT MAIN STREET (ROUTE 28)/NORTH
MAIN STREET/OLD MAIN STREET
PROJECT FILE NO. 612574
HIGHWAY DIVISION**

IN THE CITIES of DENNIS and YARMOUTH, MASSACHUSETTS

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE LAVALEE, P.E.
ACTING CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING MEETING
Project File No. 612574

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed BRIDGE REPLACEMENT, D-07-004=Y-01-003, ROUTE 28 OVER BASS RIVER INCLUDING INTERSECTION IMPROVEMENTS AT MAIN STREET (ROUTE 28)/NORTH MAIN STREET/OLD MAIN STREET project in Dennis and Yarmouth, MA.

WHEN: 6:30PM – 7:30PM, Thursday, January 13, 2022

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed BRIDGE REPLACEMENT, D-07-004=Y-01-003, ROUTE 28 OVER BASS RIVER INCLUDING INTERSECTION IMPROVEMENTS AT MAIN STREET (ROUTE 28)/NORTH MAIN STREET/OLD MAIN STREET 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 will replace Bridge D-07-004/Y-01-003 which carries Route 28 over the Bass River between the towns of Dennis and Yarmouth. The new structure will include two travel lanes in each direction, shoulders, a sidewalk on the northern side of the bridge, and a shared-use path on the southern side of the bridge. The current design also proposes ornamental light fixtures and railings on each side of the bridge. When complete, the new bridge will provide safe and comfortable multi-modal access across the Bass River. The bridge will be demolished and reconstructed one side at a time, with two lanes of traffic maintained during construction. This project will be completed in coordination with the intersection improvements at Main Street (Route 28) at North Main Street and Old Main Street, in Yarmouth. The intersection improvement project will improve traffic visibility, improve road configurations, drainage, ADA and signage compliance, and pedestrian and bicycle accommodations.

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 presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavallee, P.E., Acting Chief Engineer, via e-mail to dot.feedback.highway@state.ma.us or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: **Major Projects**, Project File No. **612574**. 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). 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/meeting.

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.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, P.E.
ACTING 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.
Acting 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

The Commonwealth of Massachusetts is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Commonwealth 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 Commonwealth 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. The Commonwealth 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 COMMONWEALTH'S 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.

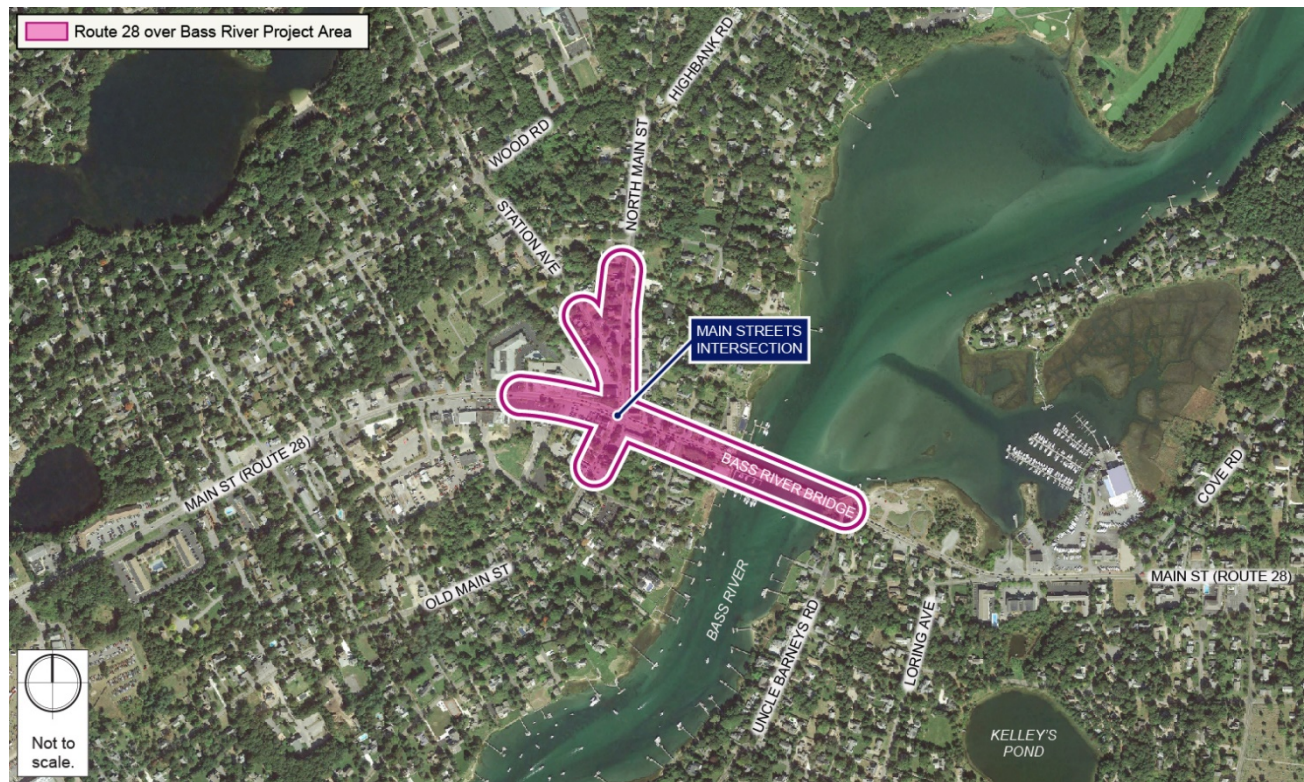


Figure 1: Project Area

Project Location:

The limits of the bridge replacement project extend from the driveway at Bass River Park in Dennis to Pleasant Street in Yarmouth. The Bass River Bridge carries Route 28 over the Bass River between the towns of Yarmouth and Dennis. As one of only three crossings of the Bass River, the bridge carries significant traffic during the summer tourist season and provides an important link year-round between the towns east of the river and Cape Cod Hospital in Hyannis.

The bridge improvement project is being combined with the adjacent project to improve the intersection of Main Street (Route 28) at North Main Street and Old Main Street in Yarmouth which leads to the Bass River Bridge.

The limits of the intersection work in Yarmouth extend along Main Street (Route 28) from the Bass River Bridge to about 300 feet west of Mill Lane. Along Old Main Street, the project begins just north of Union Street and continues along North Main Street to about 100 feet north of Highland Avenue. About 400 linear feet of Station Avenue, beginning at North Main Street, is also included within the project limits.

Purpose:

The purpose of the proposed, combined project is to address the deficiencies of the Bass River Bridge and Main Street intersection and improve safety and functionality for all users. By combining the two projects, impacts to the travelling public and surrounding communities will be minimized.

Existing Conditions:

The existing Bass River Bridge was built in 1935. It has one travel lane in each direction and has only one sidewalk located on its southern side. Though safe for all users, the bridge is reaching the end of its useful lifespan and must be replaced.

Main Street (Route 28) at North Main Street and Old Main Street in Yarmouth, leading to the Bass River Bridge, is functionally deficient. The intersection is ranked high on the Commonwealth's 'High Crash Location' list. Existing issues that create the need for improvements include confusing lane configurations, poor traffic signal visibility, non-compliant signage, drainage issues, no ADA compliance, pedestrian accommodations, or bicycle accommodations.

Proposed Project:

The proposed project will widen the Bass River bridge deck from 49 to 60 feet. It will carry two travel lanes and shoulders in each direction, a sidewalk on the northern side of the bridge, and a shared-use path on the southern side of the bridge. The current design also proposes ornamental light fixtures and railings on each side of the bridge. The 15-foot vertical clearance will be maintained. The new bridge will have fewer piers than the current bridge with the distance between piers widened from 18 feet to 54 feet.

The proposed project will improve the Main Street intersection by providing multi-modal accommodations; ADA compliant sidewalks; introducing protected left-turn phases; changing the

on-street parking configuration; providing new pavement markings, signage, and signals; and updating the drainage system.

Right of Way:

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 presented in the webinar. Right-of-way plans can be made available to affected property owners upon request.

Maintenance of Traffic During Construction:

The current proposed construction plan for the bridge replacement entails demolishing and reconstructing one side of the bridge at a time. Accelerated bridge construction methods and prefabricated bridge units will be used to reduce the duration of impacts to the traveling public, river users, and abutters. Two lanes of traffic, as well as water navigation below the bridge, will be maintained during construction. A temporary pedestrian bridge will be built to maintain pedestrian access.

MassDOT and its teams are aware of the unique seasonal traffic challenges associated with construction on Cape Cod and are developing its plan to address impacts to the greatest extent practicable.

The current construction plan for improvements along Main Street and North Main Street/ Old Main Street will require lane shifts, alternating one-way traffic, and shoulder closures. It is anticipated that alternating one-way traffic will only be done during non-peak hours. Traffic will be required to be maintained throughout the work zones during construction. Pedestrian access will be maintained throughout the project's duration. Access to adjoining businesses will also be maintained.

Project Schedule:

The project plans on display are at the 25% preliminary design stage. Comments from the public hearing will be incorporated into the final design plans to the maximum extent possible. It is anticipated that the project will be advertised for construction bids in 2023 with construction beginning later that year.

Construction for the intersection improvement project will begin in Winter 2023/2024 and be completed in 2025.

Project Cost:

The estimated construction cost for the bridge replacement is approximately \$125 million. Funding for this project will be by the Commonwealth of Massachusetts and the Federal Highway Administration. The estimated construction cost for the intersection improvements is

approximately \$3 million and will be funded through the 2021 Highway Safety Improvement Program (HSIP) funds.

FREQUENTLY ASKED QUESTIONS

Q: Can the bridge be raised to allow larger boats to pass underneath?

A: Raising the bridge more than a few inches would have significant Right of Way impacts that would increase the project cost and duration of construction. However, the navigational channel can be widened to make passage under the bridge easier. Right now, we can do this project in two seasons. If we had to make the bridge taller, it would take three seasons or more.

Q: Can the health of the river be improved?

A: The new bridge will have fewer piers than the current bridge, which will improve water flow. Part of the river may also be dredged to allow construction barges to access the bridge, which will further improve water flow.

Q: How will Packet Landing be impacted during construction?

A: Packet Landing will remain open during construction, but the slips closest to the bridge will need to be relocated temporarily during construction. They will be returned to their current location when the project is complete.

Q: Will I still be able to pilot my boat under the bridge during construction?

A: Yes, during construction a navigational channel will be maintained to allow boats to travel up and down the river. It is currently anticipated that the project contract will be written to limit impacts to boaters during boating season.

Q: Will I still be able to drive, walk and bike over the bridge during construction?

A: Yes, access for people driving, walking and biking will be maintained at all times during construction. A temporary pedestrian bridge is currently anticipated to be constructed in order to maintain pedestrian access and ease passage of emergency vehicles across the bridge.

Q: How will emergency vehicles get across the bridge during construction if traffic is backed up?

A: Police details will be located at each end of the bridge to help move traffic and allow emergency vehicles to pass through the construction area. Construction will also be staged to minimize traffic impacts to the extent practicable.

Q: During intersection improvements, will access to adjoining business within the work zone be maintained?

A: Yes, access to adjoining businesses will be maintained throughout the work zone.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Dennis and Yarmouth, MA
Dennis – Yarmouth – Bridge Replacement, D-07-004=Y-01-003, Route 28 Over Bass River
Including Intersection Improvements at Main Street (Route 28)/ North Main Street/ Old Main
Street
Project File No. 612574

This sheet is provided for your comments. Your input is solicited and appreciated. Please mail
this sheet with any additional comments to:

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

The final date for receipt of written statements and exhibits for inclusion into the official hearing
transcript will be ten (10) days after the Public Hearing Webinar.

PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

Address: _____

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

RE: Virtual Public Hearing

DENNIS- YARMOUTH- BRIDGE REPLACEMENT, D-07-004=Y-01-003, ROUTE 28
OVER BASS RIVER INCLUDING INTERSECTION IMPROVEMENTS AT MAIN
STREET (ROUTE 28)/NORTH MAIN STREET/OLD MAIN STREET

DENNIS and YARMOUTH, MA

Project File No. 612574

Highway Division