



VIRTUAL DESIGN PUBLIC HEARING

APRIL 18, 2024

FOR THE PROPOSED

**Church Street over Keyup Brook Bridge Replacement Project
Project No. 612982
Bridge No. E-10-011**

IN THE TOWN OF ERVING, 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
Project File No. 612982

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Bridge Replacement, Church Street over Keyup Brook project in Erving, MA.

WHEN: 6:00, Thursday, April 18, 2024

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

PROPOSAL: Church Street provides a connector from Route 2 to the south to North Street to the north. Church Street is a major collector with an existing speed limit of 25 mph. The existing roadway consists of 10-foot lanes with no shoulders and a 5-foot sidewalk to the west side of Church Street. There are no existing bike lanes on the roadway. The purpose of this project is to replace the existing bridge at Church Street Bridge over Keyup Brook which is in poor condition and has been reduced to one lane of traffic. Church Street is a small rural roadway with no areas within the existing rights-of-way to expand the street design to incorporate bike lanes or an additional sidewalk. The Town has no long-term plans (next 15 years) to construct sidewalks or bicycle facilities along the east side of North Street, the north side of Church Street or along either side of Highland Avenue.

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. Lavallee, 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. 612982. Statements and exhibits intended for inclusion in the hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted.

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.

This hearing will be hosted, or a cancellation announcement posted, on the internet at <https://www.mass.gov/orgs/highway-division/events>.

JONATHAN GULLIVER
ADMINISTRATOR

CARRIE E. LAVALLEE, P.E.
CHIEF HIGHWAY 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 Lavalley, P. E.
Chief Engineer

WHAT IS 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?

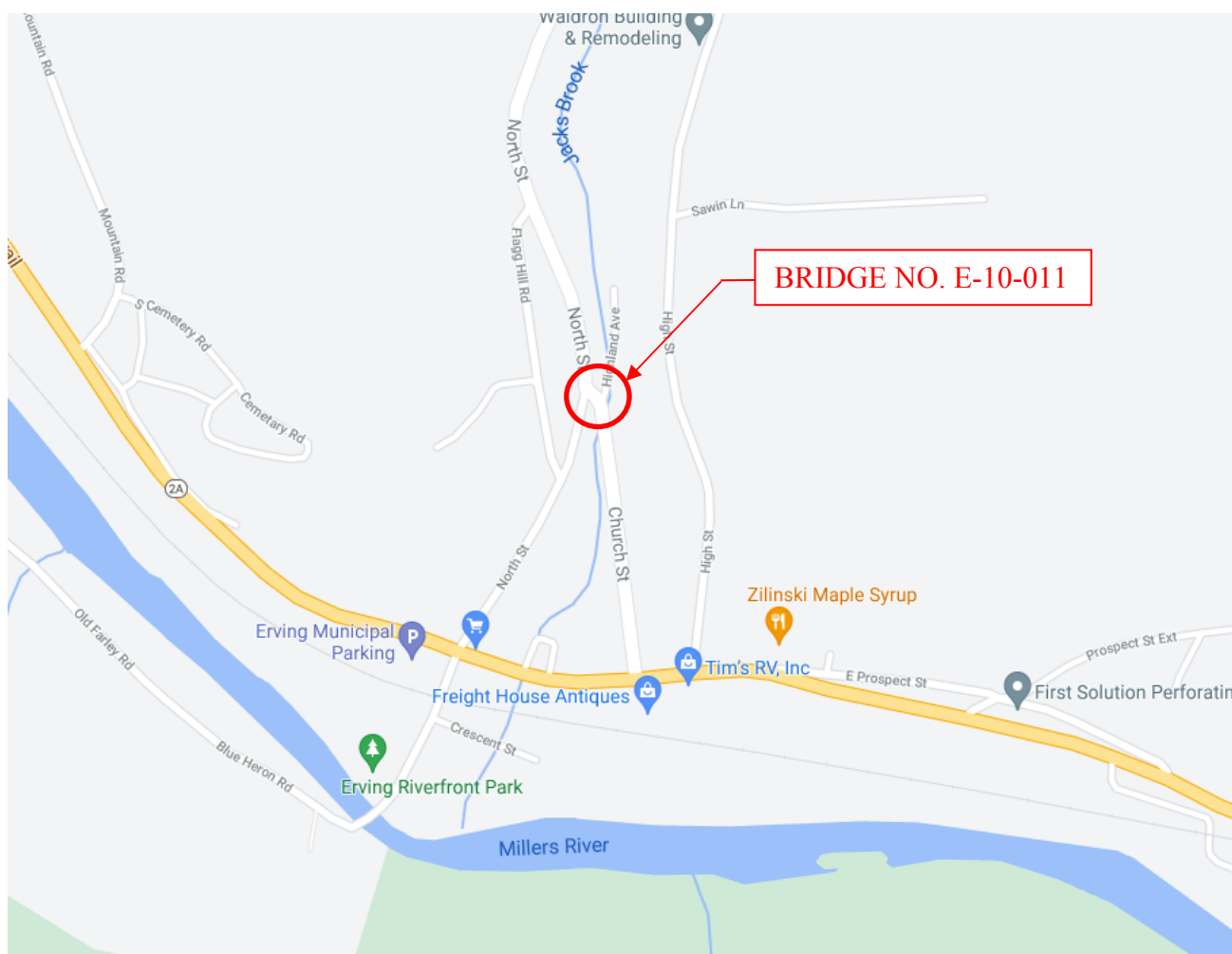
In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. 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.

1.0 PROJECT LOCATION

- 1.1 City or Town: Erving, MA
- 1.2 District: 4
- 1.3 Bridge Number: E-10-011
- 1.4 BIN: 0PW
- 1.5 Structure Number: E10011-0PW-MUN-NBI
- 1.6 Roadway on Bridge: Church Street.
- 1.7 Feature Intersected: Keyup Brook



PROPOSED IMPROVEMENTS

Church Street provides a connector from Route 2 to the south to North Street to the north. Church Street is a major collector with an existing speed limit of 25 mph. The existing roadway consists of 10-foot lanes with no shoulders and a 5-foot sidewalk to the west side of Church Street. There are no existing bike lanes on the roadway. The purpose of this project is to replace the existing bridge at Church Street Bridge over Keyup Brook which is in poor condition and has been reduced to one lane of traffic.

Church Street is a small rural roadway with no areas within the existing rights-of-way to expand the street design to incorporate bike lanes or an additional sidewalk. The Town has no long-term plans (next 15 years) to construct sidewalks or bicycle facilities along the east side of North Street, the north side of Church Street or along either side of Highland Avenue.

The Project is the replacement of the Church Street Bridge over Keyup Brook in Erving MA. The project limits on Church Street are from Station 10+69.93 to Station 12+11.32. The Town sewer main will be relocated to allow for the placement of the new bridge foundations. Work will extend into Highland Ave for approximately 50 feet. The overhead utilities will also need to be relocated prior to the construction of the bridge.

SAFETY IMPROVEMENTS/MODIFIED GEOMETRY:

The existing bridge was built in 1940 and has a curb-to-curb width of approximately 29'-0". The current configuration over the bridge is two 11 ft. lanes with narrow shoulders, a 4 ft. sidewalk on the west side, and an 8" safety curb on the east side. Due to the sharp intersection with Highland Avenue the southeast corner concrete parapet contains a blunt end that is not properly protected or transitioned to the existing guardrail. The intention on the north side of the bridge at the Church Street/North Street intersection was to square off the road as much as possible to slow traffic down when entering Church Street while maintaining the bridge location. Right of way and the construction type limited the amount of reconfiguration that can be done.

The primary safety improvements proposed for this project are as follows:

- Shoulders widened to 4'-0" with 10'-0" Travel lanes
- Installation of new highway guardrail at all corners of the structure in accordance with MassDOT's current standards
- Providing a new 5'-6" sidewalk on the West side of the bridge
- New pavement construction at the bridge approaches
- Signage and pavement markings will meet MassDOT current standards
- Crosswalks will be updated to meet current ADA standards

PROJECT QUESTIONS AND ANSWERS

Q- When will we expect construction to start on the bridge and how long will construction last?

We plan to advertise the project in September of this year which would equate to an April 2025 start of construction. The Contractor will need to relocate utilities before work begins and this will likely start near the very beginning of 2025, but the bridge should still be open during this time. We are allowing for a full construction season to complete the project, so November 2025 would be the end of construction.

Q – When will the bridge be closed for traffic and how long will the closure last?

As mentioned there will be some preliminary work that the contractor will need to perform prior to the actual bridge closure such as preparing and submitting drawings and utility relocation and this will likely happen very early in 2025 but will not require the bridge to be closed. Once the utilities are relocated the Contractor will close the bridge and install the detour signage which will probably occur in April 2025 and will remain closed for the duration of the construction of the new bridge.

Q – How will the bridge closure affect residents on Church Street and Highland Avenue?

Residents on Church Street and Highland Ave. will still be able to travel to/from their homes like they do now from Route 2. The only difference is that access from North Street will not be available since the bridge will be closed to all traffic.

Q – How long is the detour?

The detour route which is currently in place now is intended for trucks because the bridge is closed for traffic traveling north on Church Street and as an alternative trucks cannot make the turn up North Street from Route 2 because of the tight radius. The length of the detour is approximately 20 miles (measured from one side of bridge to the other side) and has trucks using Northfield Road (Rt. 63) to Maple Street to Gulf Road back to North Street. Cars currently traveling across the bridge south on North Street to Church Street can just continue down North Street to Route 2 to access Church.

Q – What will the new bridge look like?

The replacement structure will be a precast concrete three-sided rigid frame bridge constructed behind the existing bridge abutments. The new bridge will be wider to accommodate a 4 ft. shoulder and 10 ft. travel lane in each direction with a 5'-6" sidewalk on the south side of the bridge. The mid-block crosswalk that currently crosses North Street will be replaced and updated to comply with current ADA standards. The new bridge railings or parapets will need to meet crash test level 2 (TL-2) but we have different options of what the railing can look like that meets TL-2 and is aesthetically pleasing to the residents.

PROJECT QUESTIONS AND ANSWERS (CONT.)

Q – During the relocation of the utilities, prior to construction, of the new bridge how long will I be without service?

The aerial utilities that will need to be relocated are National Grid (power), Comcast, and Verizon. We are also relocating a sewer line that crosses Church Street that will be in the way of the new bridge. The new aerial lines and new sewer line will be constructed first so that the path of the existing utilities can be switched over with very minimal interruption to the residents. All residents affected will be notified at least 24 hours prior to this taking place.

Q- How will access to/from Highland Avenue be affected during construction?

Highland Avenue residents will have access to/from their homes during construction however it's likely that Highland Avenue where it intersects with Church Street at the bridge will only one lane of alternating traffic due to space constraints. There will likely be a short period of time that access to/from Highland Avenue will be prohibited while the Contractor constructs the approach slab on the south side of the bridge. We anticipate this interruption to be very short, likely no more than a day, and the Contractor will be able to stop work and allow traffic to/from Highland in an emergency situation.

Q – How will pedestrians cross Keyup Brook while the bridge is closed and under construction?

There is no plan to construct a temporary crossing for pedestrians while the bridge is closed. Pedestrians will have to walk down Church to Route 2 and back up North as a walking detour. The walking distance is approximately ½ mile.

Q- During construction will there be heavy machinery that could cause vibrations that may damage foundations or basements of nearby resident's homes?

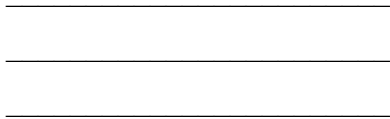
Most of the foundation of the existing bridge will remain in place as the new bridge will be constructed behind the existing foundation walls. The superstructure (concrete deck, sidewalk, and railings) of the existing bridge and a small portion of the existing foundation will be removed and this will likely involve some saw cutting and jackhammering of the existing concrete. The new structure is entirely precast concrete and will be constructed like an erector set with the pieces of the new bridge set in place. One side of the new bridge foundation will have mini-piles which are drilled and not hammered so there should be no vibration from them. Sheet piling may be used to support the excavation and it is a high vibration activity when driving the sheets. However, because bedrock is shallow we expect the Contractor may use other means to support the excavation which may produce less vibration. With that said we can still perform a pre-construction and after-construction survey of nearby homes (200'-300' radius from bridge) if residents are concerned about damage from construction activity.

PROJECT QUESTIONS AND ANSWERS (CONT.)

Q- Will there be any work done to the masonry walls next to the stream upstream and downstream of the bridge?

This project is only replacing the deficient bridge and the scope does not include repairing or replacing the walls except as required to construct the new bridge. Constructing the new bridge behind the existing bridge foundation walls would allow future work on the stream and masonry walls to take place without having to remove the new structure.

Please Fold and Tape



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

RE: Virtual Public Hearing
Bridge Replacement, E-10-011, Church Street over Keyup Brook
ERVING
Project File No. 612982
Attn: Project Management

