



VIRTUAL DESIGN PUBLIC HEARING

FEBRUARY 25, 2012

FOR THE PROPOSED

**ERVING=GILL, E-10-014=G-04-009 (0UC), ROUTE 2 OVER CONNECTICUT RIVER,
PROTECTIVE SCREENING INSTALLATION**

Project No. 608056

Bridge Nos E-10-014=G-04-009 (0UC)

Major Projects

IN THE TOWNS OF ERVING & GILL, 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. 608056

A Virtual Design Public Hearing will be published on the MassDOT website below to present the design for the proposed Erving=Gill, E-10-014=G-04-009 (0UC), Route 2 Over Connecticut River, Protective Screening Installation

WHEN: Thursday, February 25, 2021

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Erving=Gill Protective Screening Installation project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The project involves the reconstruction and widening of approximately 460 feet of existing reinforced concrete sidewalk located on the north side of Bridge Structure E-10-014=G-04-009 (0UC) above the steel truss portion of the bridge structure between the east and west pylons providing additional width for improved pedestrian access, installation of new BR-2 bridge railing mounted to the sidewalk adjacent to the westbound roadway, installation of refurbished or replicated northerly metal pedestrian bridge and the installation of 9'-0" high metal safety fence with curved top behind the northerly metal pedestrian rail mounted to the reconstructed sidewalk; reconstruction of approximately 460 feet of reinforced concrete safety walk located on the south side of Bridge Structure above the steel truss portions of the bridge structure between the east and west pylons, installation of new BR-2 bridge railing mounted to the safety walk adjacent to the eastbound roadway, installation of refurbished or replicated metal pedestrian rail and new 9'-0" high metal safety fence with curved top outside of the metal pedestrian rail; removal of the suspended steel inspection catwalk located midway between the north and south steel trusses.

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. 608056**. 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. 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 CONCERNS

The State is responsible for securing the Right of Way for this project. If your property, or a portion of it, must be acquired by the State 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. WHO CONTACTS ME?

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

3. MUST I ACCEPT THE DEPARTMENT'S OFFER?

No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

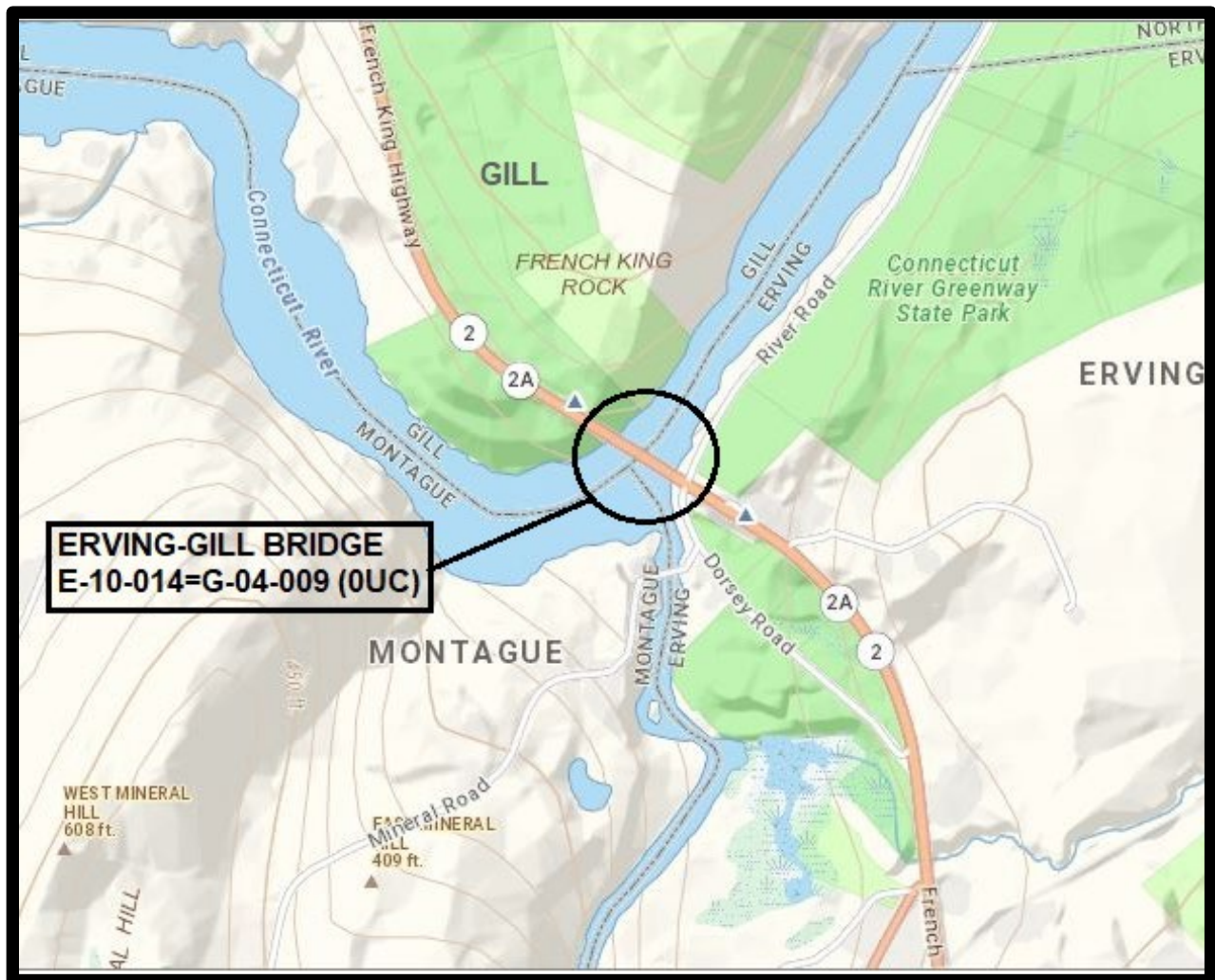
4. WHAT WILL HAPPEN TO MY HOUSE?

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.

ERVING – GILL
BRIDGE E-10-014=G-04-009 (0UC)



PROJECT LOCATION

Scale: No Scale

Project Overview:
ERVING=GILL, BRIDGE NO. E-10-014=G-04-009 (0UC), ROUTE 2 OVER
CONNECTICUT RIVER, PROTECTIVE SCREENING INSTALLATION
Project No. 608056

Project Location and Background:

The bridge, located in the Towns of Erving and Gill, is a 782 foot long steel continuous deck arch truss bridge that spans over the Connecticut River providing a single lane of travel in each direction along Route 2. Construction for the bridge began in 1931 and was completed in 1932. The bridge was rehabilitated in 1992 when it received a new lightweight concrete bridge deck, sidewalk, and safety curb.

Project Purpose:

The primary purpose of the project is to provide a high physical barrier to serve as a deterrent to individuals that may use the structure as a platform to commit suicide. Due to the height of the bridge, approximately 150 feet above the Connecticut River, the site is the location to sporadic suicides or suicide attempts resulting fatality or injury. The project will address some other issues as well to improve safety and improve user access.

Proposed Improvements:

The proposed improvements to bridge structure E-10-014=G-04-009 (0UC) include the reconstruction and widening of approximately 460 feet of existing reinforced concrete sidewalk and safety walk along the bridge. Also included is the installation of replicated metal pedestrian rails and 9'-0" high protective metal screening with curved top mounted at the outside of the sidewalk and safety walk pedestrian rails.

Additional work includes the replacement of the 30 year old BR-2 bridge railing and the removal of the obsolete steel inspection catwalk located below the roadway deck. The final roadway condition will maintain the existing shared-use accommodations consisting of single 20'-0" wide roadway in each direction with shared lane markings.

Traffic Management:

The proposed work will be performed in two construction stages. Stage I of the work will include the reconstruction of the sidewalk and installation of the proposed protective screen, pedestrian rail, and BR-2 rails along the northerly side of the bridge. Traffic will be shifted, and temporary barrier will be used to provide a temporary work zone that will maintain one 11'-0" wide travel lane in each direction of Route 2 during construction. Since the sidewalk is to be closed to permit reconstruction, it is also necessary to detour the pedestrian access during the sidewalk reconstruction. Temporary pedestrian access will be provided along a detoured path behind the temporary barrier during the stage I construction.

Stage II of construction will shift traffic and use temporary barrier to create a protected work zone for the reconstruction of the safety curb and protective screen installation at the southerly fascia. Pedestrian access during stage II of construction will utilize the newly reconstructed sidewalk. The final condition will maintain the existing 40-foot-wide roadway with a single lane

of travel in each of the east and westbound directions. Bicycle access will also utilize the share-use lanes that presently exist.

Property Impacts:

Since the limits of the proposed work are located completely within the existing State Highway Layout owned and controlled by the Commonwealth of Massachusetts – MassDOT - Highway Division, no easements are necessary for scope work.

Utility Impacts:

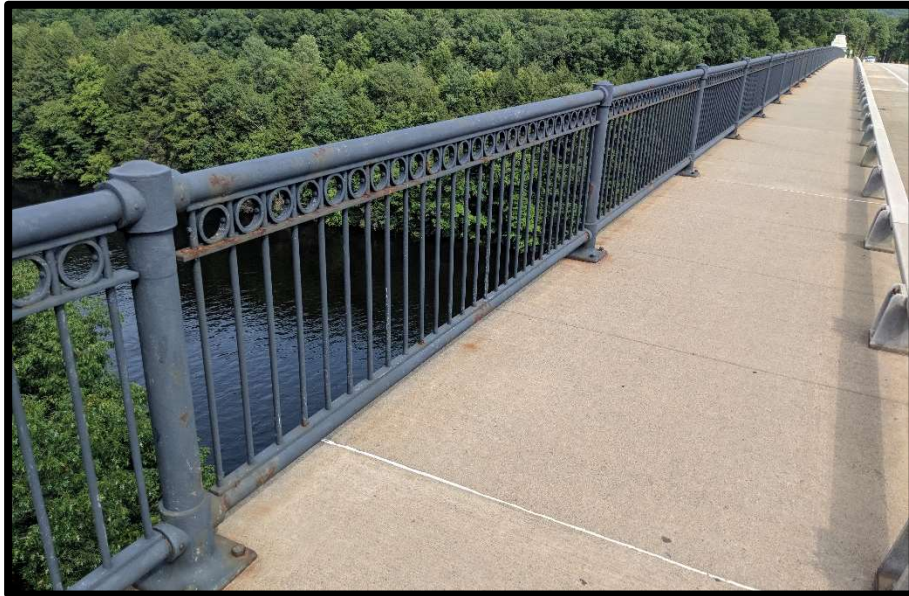
There are no utilities that will be impacted by the proposed work.

Environmental Permits:

The majority of the work will occur above the bridge deck and within the existing footprint, so there will be minimal environmental impacts. The necessary environmental permitting for the project will be the responsibility of MassDOT and will include filings for the Massachusetts and National Environmental Policy Acts, Section 106 of the National Preservation Act for historic significance, as well as Chapter 91 filings for the protection of waterways in Massachusetts.

Project Status and Schedule:

The project designs presented for the Virtual Public Hearing are developed to the 25% preliminary design stage. Comments from this Public Hearing will be incorporated into the final design plans to the maximum extent possible. The present schedule anticipated for design and construction is for the 100% design to be completed in June of 2021 and for the project to be advertised for construction in July of 2021. Presently, construction is scheduled to begin in the spring of 2022.



Existing Pedestrian Rail at Sidewalk



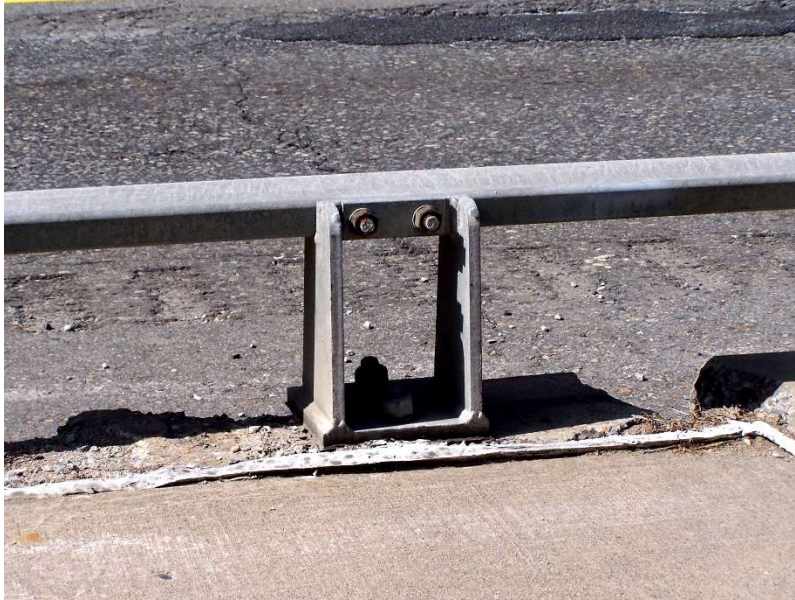
Existing Pedestrian Rail at Safety Walk



Spalling Concrete at Copings



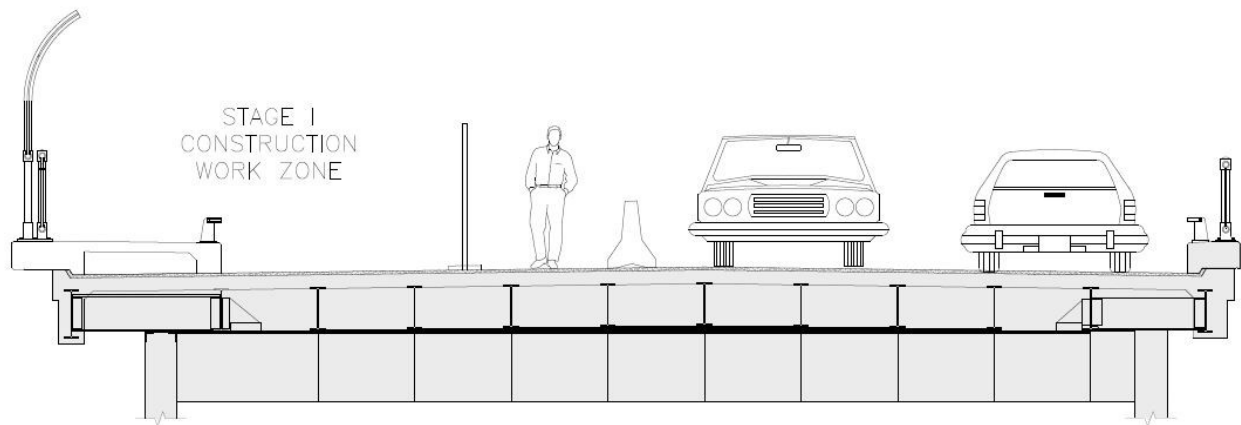
Deterioration at Pedestrian Rail



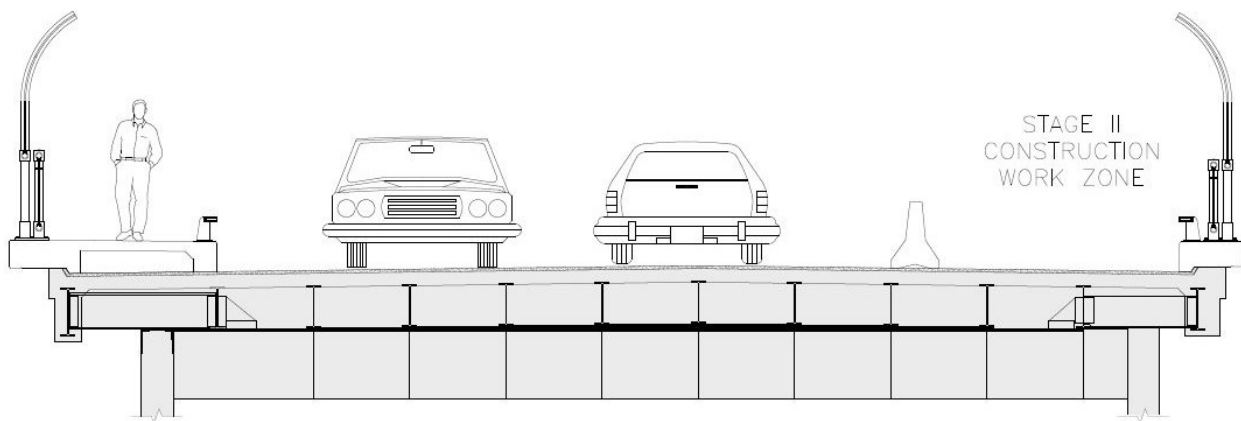
Spalling Concrete at Traffic Rail



Potential Snag Point at Expansion Joint



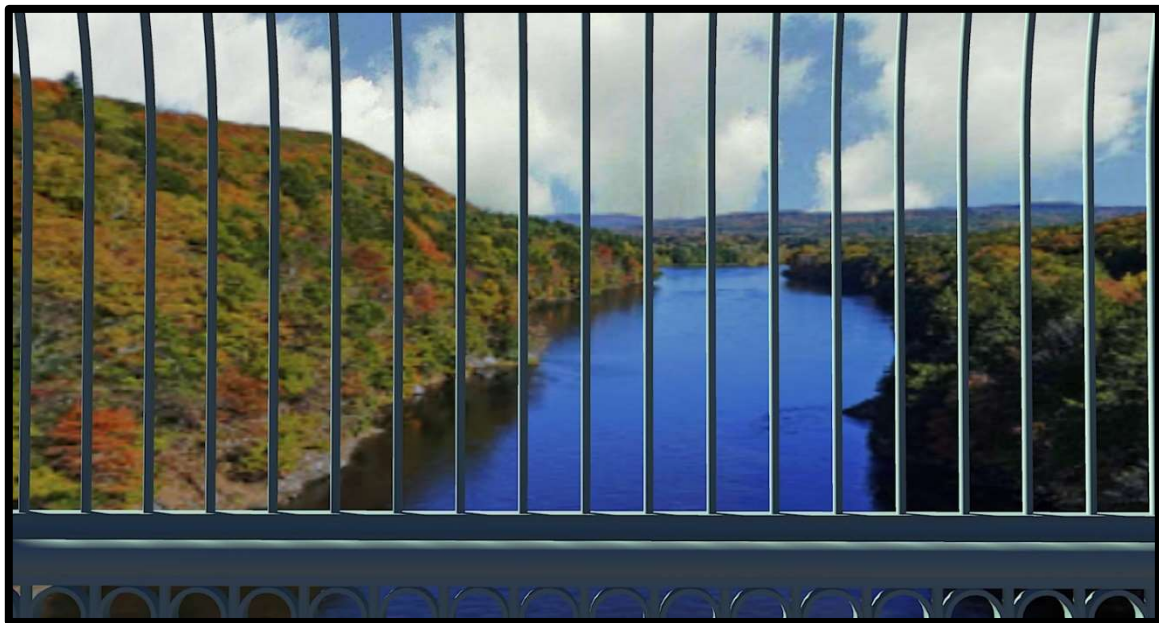
Stage I Construction



Stage II Construction



Rendering of Proposed Bridge Protective Screen



Close-up Rendering of Proposed Protective Screen

Project Questions:
ERVING=GILL, BRIDGE NO. E-10-014=G-04-009 (0UC), ROUTE 2 OVER
CONNECTICUT RIVER, PROTECTIVE SCREENING INSTALLATION
Project No. 608056

1. How will the proposed screen effect the scenic views from the bridge?

The proposed screen will have some impact to the views from those that presently exist; however, the design is similar to screens installed on other structures with a picket spacing wide enough to accommodate a camera lens.

2. How will traffic be impacted during construction?

The existing one lane of travel in each direction will be maintained during Construction which will be performed in two stages. Stage I will include the reconstruction of northerly sidewalk and installation of the northerly protective screen. Stage II will include the reconstruction of the southerly safety walk and southerly protective screen. The single of travel in each direction that presently exists will be maintained during both construction stages by shifting traffic and utilizing barriers for protected work zones.

3. Will lighting be upgraded as parts of the structure the proposed work?

The proposed scope is limited to rail and coping modification between the bridge pylons. Upgrading or repairs for the existing lighting on the tops of pylons will not be included in the project.

4. Will there be designated bicycle lanes installed as part of the project?

The proposed roadways will maintain the existing wide-lane shared use access with new pavement marking to indicate shared access lanes for travel.

Address: _____

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: Virtual Public Hearing
ERVING=GILL, E-10-014=G-04-009 (0UC), ROUTE 2 OVER CONNECTICUT RIVER,
PROTECTIVE SCREENING INSTALLATION in Erving and Gill, MA
ERVING-GILL
Project File No. 608056
Bridge Section: Major Projects

