



DESIGN PUBLIC HEARING

JUNE 18, 2020

FOR THE PROPOSED

**WEAVER STREET OVER MASS COASTAL RAILROAD
BRIDGE REPLACEMENT PROJECT**

Project No. 608619

Bridge No F-02-019

Project Management Section

IN THE CITY OF FALL RIVER, 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 WEBINAR**

Project File No. 608619

A Design Public Hearing Webinar will be published on the MassDOT website to present the design for the proposed Weaver Street over Mass Coastal Railroad Bridge Replacement project in Fall River, MA.

WHEN: Thursday, June 18, 2020

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

PROPOSAL: The proposed project consists of replacing the existing Weaver Street Bridge over Mass Coastal Railroad in its present location with improvements to the approach roadway. The roadway will be closed during construction and both vehicular and pedestrian traffic detoured. Bicycle accommodations consisting of a usable shoulder have been provided in accordance with applicable design guides.

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.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the webinar, plans and a project handout will be made available on the MassDOT website listed below.

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: Bridge Project Management, Project File No. 608619. Mailed statements and exhibits intended for inclusion in the public hearing webinar transcript must be postmarked no later than ten (10) business days after the webinar is posted to the MassDOT website listed below. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) 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 (10) business days before the webinar.

Hearing webinar cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

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?

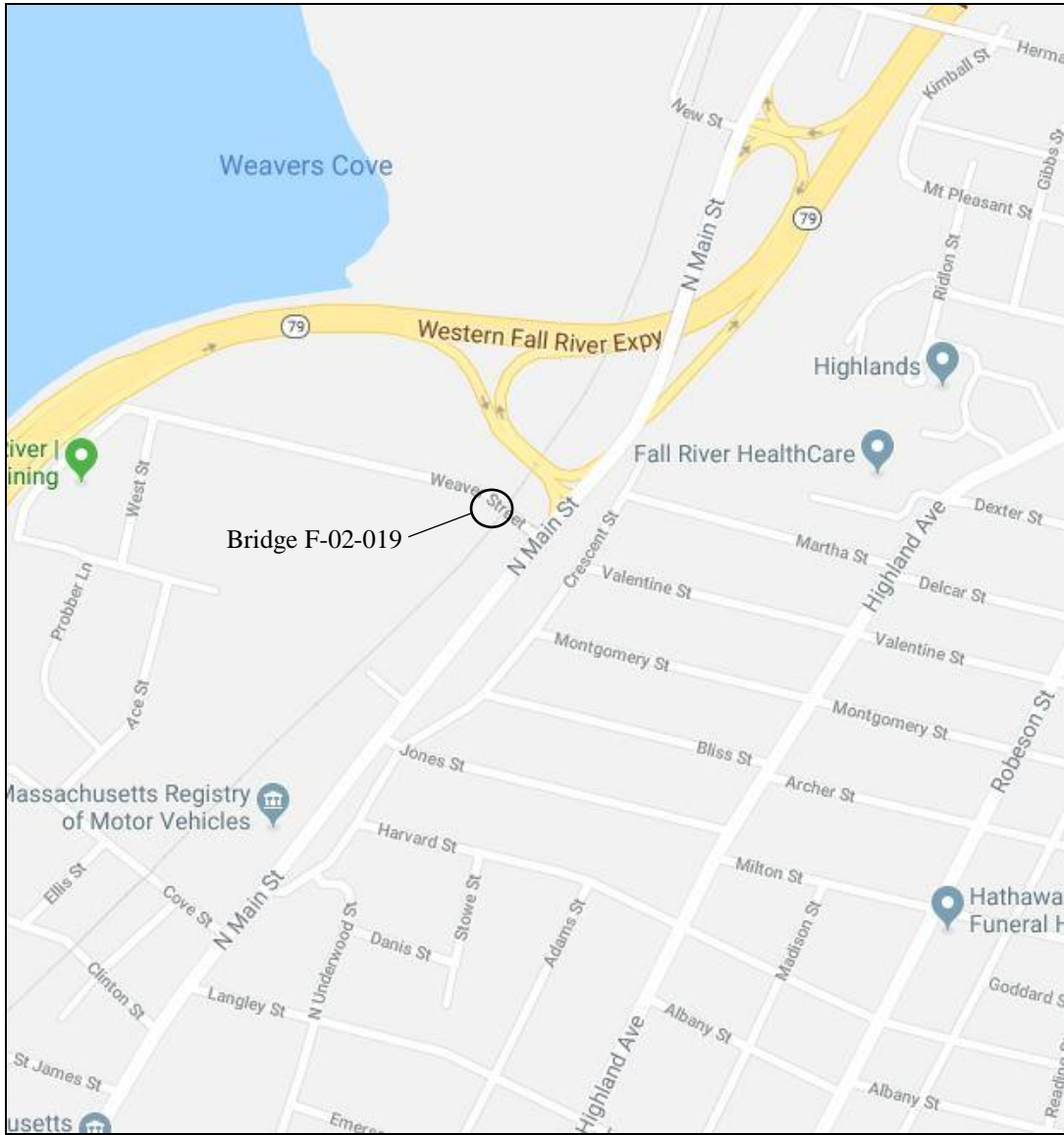
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time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



LOCUS
NOT TO SCALE

Project Purpose

The purpose of this project is to replace the bridge that carries Weaver Street over Mass Coastal Railroad. The project will also require the reconstruction of approximately 300 feet of roadway west of the bridge and approximately 100 feet of roadway east of the bridge.

Existing Conditions

The existing structure is a 56.1' single span bridge constructed circa 1910. The bridge is of through-girder construction, with two plate girders connected by four 26WF floorbeams, which in turn support 12 10WF stringers. The deck is constructed of asphalt-filled corrugated steel decking. Sidewalks on each side of the bridge are carried by additional stringers supported by brackets cantilevered out from the sides of the through-girders. The sidewalks are constructed of concrete-filled steel grid deck. The roadway is 26'-0" wide, with two 1'-10" curb-mounted guardrails, and two 6'-6" sidewalks. The bridge has a square alignment. The abutments and u-shaped wingwalls are constructed of cut granite blocks, although the backwall is constructed of concrete.

Proposed Improvements

The proposed bridge replacement will consist of a single span structure in the same location as the existing structure. The bridge span will be shortened to 35'-8" by moving the west abutment eastward. This reduced span will minimize the required depth of the bridge superstructure and maximize the vertical clearance over the railroad tracks. The superstructure will consist of prestressed concrete adjacent deck beams with a concrete deck and asphalt wearing surface. The roadway over the bridge will be widened to 32'-0" curb-to-curb (two 11' lanes and 5' shoulders), with 6'-0" sidewalks on each side of the bridge. The sidewalks will be extended approximately 300 feet west of the bridge.

Traffic Management

It is the intent of the project that Weaver Street be closed at the bridge location during construction. Through traffic will be detoured from North Main Street to Cove Street to Ace Street to Propper Lane to West Street and back to Weaver Street. Pedestrians will also be detoured along this route. Repairs will be made to the sidewalks along the route prior to implementing the detour.

Utilities

The project will require the relocation of the existing utilities. A gas main supported on the bridge and a water main buried beneath the bridge will be relocated underground to the north side of the bridge. Overhead wires will need to be moved in order to accommodate the construction. This will require both new and relocated utility poles. Poles will be temporarily relocated north away from the bridge during construction and then permanently relocated back closer to the roadway at the end of construction. At the southwest corner of the project a new service pole will be added in order to permanently reroute service to that property.

Right of Way

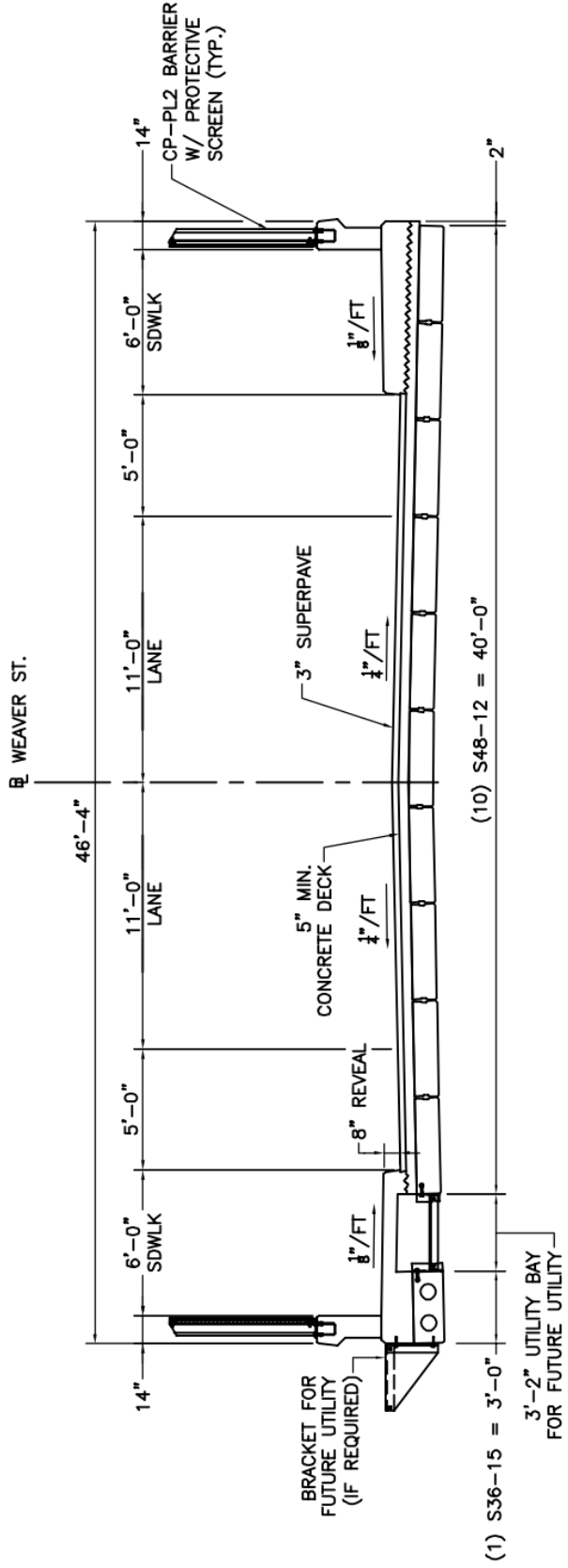
The Commonwealth of Massachusetts will obtain the necessary temporary construction easements, permanent easements, and fee takings required for the project.

Project Cost

The estimated total construction cost for this project is \$6.98 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 2021 with construction starting in the spring of 2022 and completing in the summer of 2023.



Frequently Asked Questions

How long will the bridge be closed?

The preliminary estimated duration of the bridge closure is approximately 14 months.

Why can't the bridge be built one half at a time to allow it to remain open to traffic while it is built?

The existing bridge is configured with only two main support girders spanning across the opening, with one girder located below each curb line. If half of the bridge were to be removed, the remaining half of the bridge would not be stable with only one support girder. The replacement bridge will not be built with this type of configuration.

Will I be able to access my driveway next to the bridge during construction?

The contractor will be required to maintain access to all adjacent driveways during construction.

Will the new bridge have stone walls like the old bridge?

No. The bridge abutments and walls will be constructed with reinforced concrete. However, the faces of the new walls will be formed using a liner that will give the finished concrete the appearance of having been constructed with stone.

Will the new bridge maintain the current metal lattice railings?

No. Unfortunately the existing railings do not meet current safety requirements. The railings will be salvaged and given to the City.

My building is very close to the bridge. How you will address possible damage to it from vibrations during construction.

Prior to the start of construction, the contractor will perform a pre-construction survey of buildings adjacent to the construction. This survey will involve observations of the interior and exterior of the buildings to document their existing conditions. For certain operations that have a higher potential to cause vibration damage, such as the driving of excavation support piling, the contractor will be required to use alternative low-vibration construction methods. Vibration levels during these activities will be monitored with portable seismographs so as not to exceed levels that could potentially result in damage to nearby structures. Upon the completion of construction, the contractor will once again conduct a survey of the adjacent buildings to document their condition and compare to the pre-construction survey.

Is this project part of the South Coast Rail project?

No. This project is being performed as part of a separate program to address deficient bridges in the Commonwealth.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Fall River, MA
Weaver Street over Mass Coastal Railroad Bridge Replacement
Project File No. 608619

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Patricia A. Leavenworth, P.E., 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: _____

Please Fold and Tape



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

RE: Public Hearing Webinar
WEAVER STREET OVER MASS COASTAL RAILROAD BRIDGE REPLACEMENT
FALL RIVER, MA
Project File No. 608619
Insert section: Project Management

