



**DESIGN PUBLIC HEARING**

**JUNE 19, 2019**

**AT**

**NEW MARLBOROUGH TOWN HALL**

**NEW MARLBOROUGH, MASSACHUSETTS**

**6:30 PM**

**FOR THE PROPOSED**

**Multi-Bridge Superstructure Replacement Project  
Project No. 608642**

**Norfolk Road over Umpachene River, Bridge No. N-08-001  
Lumbert Cross Road over Umpachene River, Bridge No. N-08-017  
Canaan Southfield Road over Umpachene River, Bridge No. N-08-018**

**Bridge Project Management**

**IN THE TOWN OF NEW MARLBOROUGH, 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. 608642**

A Design Public Hearing will be held by MassDOT to discuss the project that proposes to rehabilitate three bridges in the Town of New Marlborough, MA; Norfolk Road over the Umpachene River, Lumbert Cross Road over the Umpachene River, and Canaan Southfield Road over the Umpachene River.

**WHERE:** New Marlborough Town Hall  
807 Mill River Southfield Road  
Mill River, MA 01244-0099

**WHEN:** Wednesday, June 19, 2019 @ 6:30 PM

**PURPOSE:** The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the multi bridge rehabilitation project in New Marlborough. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:** The proposed project consists of the rehabilitation of three separate bridge structures that were constructed in 1939. The roadway surface, bridge railings, concrete deck and steel beams for each bridge will be replaced. The new structures will consist of steel beams with composite reinforced concrete decks.

- The 89' long two span Norfolk Road bridge will match the existing 26' curb to curb roadway width and will consist of two 11' travel lanes with two 2' wide shoulders. The existing abutments and pier will be reused.
- The 32' long single span Lumbert Cross Road bridge will widen the existing 14' curb to curb width to 22' wide and will consist of two 9' lanes with two 2' wide shoulders. The existing abutments will be reused with modifications.
- The 36' long single span Canaan Southfield Road bridge will match the existing 26' curb to curb roadway width and will consist of two 9' travel lanes with two 4' wide shoulders. The existing abutments will be reused.

Each bridge will be closed during construction and traffic will be detoured. Proposed approach roadway work includes the construction of full depth asphalt pavement and roadway resurfacing for approximately 100 feet at both approaches to each bridge. There will be no sidewalks on the proposed bridges or approach roadways.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Marlborough is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing 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 Section, Project File No. 608243. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to [dot.feedback.highway@state.ma.us](mailto: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](mailto:MassDOT.CivilRights@dot.state.ma.us)). Requests should be made as soon as possible 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 (10) business days before the hearing.

In case of inclement weather, hearing 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 ISSUES**

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

### **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.

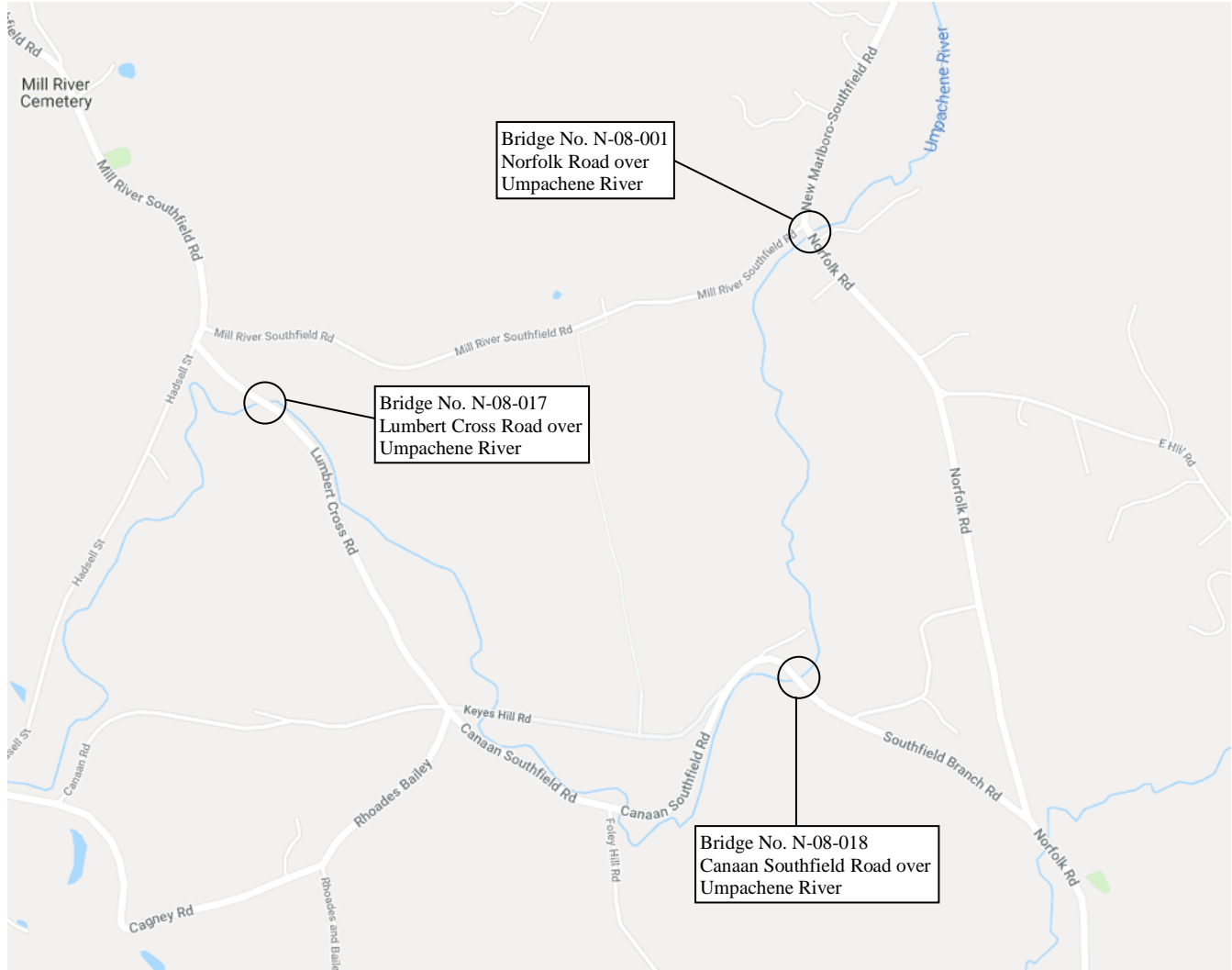
## DESIGN PUBLIC HEARING

Bridge No. N-08-001 • Norfolk Road over Umpachene River

Bridge No. N-08-017 • Lumbert Cross Road over Umpachene River

Bridge No. N-08-018 • Canaan Southfield Road over Umpachene River

New Marlborough, MA • June 2019



## LOCUS MAP

N.T.S.

**MULTI-BRIDGE SUPERSTRUCTURE REPLACEMENT PROJECT  
PROJECT NO. 608642**

**Norfolk Road over Umpachene River, Bridge No. N-08-001  
Lumbert Cross Road over Umpachene River, Bridge No. N-08-017  
Canaan Southfield Road over Umpachene River, Bridge No. N-08-018**

**PROJECT LOCATIONS**

Bridge No. N-08-001 carries Norfolk Road over the Umpachene River in the Town of New Marlborough. The bridge is located immediately south of the intersection with Mill River Southfield Road. The proposed work limits include improvements to the approach roadways that extend approximately 55-ft to the north and 75-ft to the south of the bridge, for a total project length of approximately 225-ft.

Bridge No. N-08-017 carries Lumbert Cross Road over the Umpachene River in the Town of New Marlborough. The bridge is located approximately 700-ft south of the intersection with Hadsell Road. The proposed work limits include improvements to the approach roadways that extend approximately 115-ft to the north and south of the bridge, for a total project length of approximately 260-ft.

Bridge No. N-08-018 carries Canaan Southfield Road over the Umpachene River in the Town of New Marlborough. The bridge is located approximately 300-ft south of the intersection with River Road. The proposed work limits include improvements to the approach roadways that extend approximately 90-ft to the north and 75-ft to the south of the bridge, for a total project length of approximately 200-ft.

**PURPOSE**

The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the multi bridge rehabilitation project in New Marlborough. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**EXISTING CONDITIONS**

Norfolk Road – Bridge No. N-08-001

Norfolk Road is a two-lane road classified as a Minor Collector and is not part of the National Highway System. The roadway approaches to the bridge are approximately 26-ft wide asphalt surfaces between steel guardrails, measuring approximately 29-ft face to face of rail, with no sidewalks. The existing bridge width is 30-ft with a clear width of 26-ft from curb to curb. Temporary barrier has been placed in front of the bridge curbs, limiting the bridge to a single lane. The bridge is currently posted for truck weight restrictions.

The bridge is located horizontally along a tangent section of roadway. Vertically, the bridge is located on the low point of a sag curve with downgrades of approximately 10.7% south of the bridge and 5.7% north of the bridge. The existing speed limit within this stretch of roadway is 35 miles per hour. The roadway carries approximately 900 vehicles per day.

The existing bridge was built in 1939 to carry Norfolk Road over the Umpachene River. The superstructure consists of a steel grid deck supported by steel stringers. The deck terminates at the front face of the abutment backwalls. The superstructure is supported on concrete gravity

abutments and a center pier. Splayed concrete wingwalls are located at each corner of the abutments. The overall length of the bridge is 88-ft.

#### Lumbert Cross Road – Bridge No. N-08-017

Lumbert Cross Road is a two-lane road classified as a Rural Local Road and is not part of the National Highway System. The roadway approaches to the bridge are approximately 22-ft wide asphalt surfaces with no sidewalks. The existing bridge width is 18-ft with a clear width of 14-ft from curb to curb. The bridge is currently posted for truck weight restrictions.

The bridge is located horizontally along a tangent section of roadway near an existing reverse curve. Vertically, the bridge is located at a crest curve between grades of approximately 2.7% north of the bridge and 2.8% south of the bridge. The existing speed limit within this stretch of roadway is 30 miles per hour. The roadway carries approximately 517 vehicles per day.

The existing bridge was built in 1939 to carry Lumbert Cross Road over the Umpachene River. The superstructure consists of a reinforced concrete deck supported by steel stringers. The deck terminates at the back of the abutment backwalls. The superstructure is supported on concrete gravity abutments. There is one splayed wingwall and three parallel U-wingwalls that retain the approach roadways. The overall length of the bridge is 32-ft. There is an existing scour hole at the North Abutment, with up to 4-ft of steel sheeting exposed.

#### Canaan Southfield Road – Bridge No. N-08-017

Canaan Southfield Road is a two-lane road classified as a Rural Local Road and is not part of the National Highway System. The roadway approaches to the bridge are approximately 26-ft wide asphalt surfaces with no sidewalks. The existing bridge width is 30-ft with a clear width of 26-ft from curb to curb. Temporary barrier has been placed in front of the bridge curbs, limiting the bridge to a single lane. The bridge is currently posted for truck weight restrictions.

The bridge is located horizontally along a tangent section of roadway. Vertically, the bridge is located at a relatively level grade of 0.5% between downgrades of approximately 3.0% south of the bridge and 2.0% north of the bridge. The existing speed limit within this stretch of roadway is 30 miles per hour. The roadway carries approximately 229 vehicles per day.

The existing bridge was built in 1939 to carry Canaan Southfield Road over the Umpachene River. The superstructure consists of a reinforced concrete deck supported by steel stringers. The deck terminates at the back of the abutment backwalls. The superstructure is supported on concrete gravity abutments on timber piles. Splayed concrete wingwalls are located at each corner of the abutments. The overall length of the bridge is 36-ft.

## **PROPOSED IMPROVEMENTS**

#### Norfolk Road – Bridge No. N-08-001

The proposed bridge will be a two-span structure and the existing abutments and pier will be reused with modifications. The roadway width will match existing 26-ft to provide for two lanes, each 11-ft wide with a 2-ft shoulder. The proposed 88-ft total length matches existing. There are no significant geometric changes to the horizontal geometry. The bridge profile will be raised in order to move the low point off of the bridge to the north and improve the overall vertical geometry of the roadway. The proposed vehicular bridge railing will be a S3-TL4.



The proposed bridge will provide 2 feet of freeboard between the hydraulic design flood water surface elevation and the proposed superstructure low chord (as applicable). The Hydraulic Report, generated by MassDOT, concluded that the existing waterway opening will convey the river's design 10-year flood peak discharge.

The work on each approach will consist of reconstruction of the existing bituminous pavement, minor vertical alignment improvements, and safety improvements such as proper guardrail transitions to the bridge. The limits of approach work are approximately 55-ft north of, and 75-ft south of the bridge.

#### Lumbert Cross Road – Bridge No. N-08-017

The proposed bridge will be a single-span structure and the existing abutments will be reused with modifications. The existing 14-ft roadway will be widened to 22-ft to provide for two lanes, each 9-ft wide with a 2-ft shoulder. The proposed 32-ft span length matches existing. The horizontal alignment of the proposed bridge will follow the horizontal alignment of the existing bridge. The vertical profile of the roadway over the bridge will be modified slightly. The proposed vehicular bridge railing will be a S3-TL4.

The proposed bridge will provide 2 feet of freeboard between the hydraulic design flood water surface elevation and the proposed superstructure low chord (as applicable). The Hydraulic Report, generated by MassDOT, concluded that the existing waterway opening will convey the river's design 10-year flood peak discharge. Grout bags will be used as scour repair at the North Abutment.

The work on each approach will consist of reconstruction of the existing bituminous pavement, minor vertical alignment improvements, and safety improvements such as proper guardrail transitions to the bridge. The limits of approach work are approximately 115 feet north and south of the bridge.

#### Canaan Southfield Road – Bridge No. N-08-018

The proposed bridge will be a single-span structure and the existing abutments will be reused with modifications. The roadway width will match existing 26-ft to provide for two lanes, each 9-ft wide with a 4-ft shoulder. The proposed 36-ft span length matches existing. The horizontal alignment and the vertical profile will match existing. The proposed vehicular bridge railing will be S3-TL4.

The proposed bridge will provide 2 feet of freeboard between the hydraulic design flood water surface elevation and the proposed superstructure low chord (as applicable). The Hydraulic Report, generated by MassDOT, concluded that the existing waterway opening will convey the river's design 10-year flood peak discharge.

The work on each approach will consist of reconstruction of the existing bituminous pavement, minor vertical alignment improvements, and safety improvements such as proper guardrail transitions to the bridge. The limits of approach work are approximately 90-ft north of, and 75-ft south of the bridge.

## **UTILITIES**

Norfolk Rd: There are overhead wires that exist above the east edge of the approach roadways

and east side of the bridge which will be protected in place during construction. There are no apparent underground utilities near the bridges or supported by the bridges.

Lumbert Cross Rd: There are overhead wires that exist above the east edge of the approach roadways and east side of the bridge which will be protected in place during construction. There are no apparent underground utilities near the bridges or supported by the bridges.

Canaan Southfield Rd: There are overhead wires that exist above the east edge of the approach roadways and east side of the bridge which will be protected in place during construction. There are no apparent underground utilities near the bridges or supported by the bridges.

## **RIGHT OF WAY IMPACTS**

Norfolk Road: The roadway layout along Norfolk Road is generally 49-ft wide. The Town shall obtain the necessary temporary construction easements and permanent easements required for the project. There is currently one (1) temporary construction easements and four (4) permanent easements that will be required from the abutting properties.

Lumbert Cross Road: The roadway layout along Lumbert Cross Road is generally 48-ft wide. The Town shall obtain the necessary temporary construction easements required for the project. There are currently two (2) temporary construction easements that will be required from the abutting properties.

Canaan Southfield Road: The roadway layout along Canaan Southfield Road is generally 49-ft wide. The Town shall obtain the necessary temporary construction easements and permanent easements required for the project. There is currently one (1) temporary construction easement and four (4) permanent easements that will be required from the abutting properties.

## **ENVIRONMENTAL**

The project, as currently designed, will result in impacts to Waters of the United States, thereby necessitating the preparation of a Section 401 Water Quality Certificate and a Section 404 Army Corps of Engineers (ACOE) Applications to be filed with the Massachusetts Department of Environmental Protection and ACOE with MassDOT as the proponent.

## **MAINTENANCE OF TRAFFIC DURING CONSTRUCTION**

The bridges will each be closed during their construction and traffic will be detoured. Accelerated bridge construction and strategic sequencing of the work will minimize the duration of the bridge closures.

## **PROJECT COST**

The total preliminary construction cost estimate for the entire project is approximately \$3.5 million.

## **PROJECT STATUS**

The design plans presented here represent the 25% Design Level. Comments made at this public hearing will be incorporated to the maximum extent feasible in the final design documents. The project is scheduled to be advertised in the Spring of 2020 and construction duration is anticipated to extend into the Fall of 2022.

THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

New Marlborough, MA  
Multi-Bridge Superstructure Replacement Project  
Project File No. 608642

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: Bridge 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.

**PLEASE TYPE OR PRINT LEGIBLY.**

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

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Appropriate  
Postage Here

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

RE: Public Hearing  
Multi-Bridge Superstructure Replacement Project  
**NEW MARLBOROUGH**  
Project File No. 608642  
Insert section: Bridge Project Management

