



**DESIGN PUBLIC HEARING PRESENTATIONS**

**JANUARY 16, 2020**

**AT**

**COUNCIL ON AGING – SENIOR CENTER**

**55 BAY STATE ROAD**

**REHOBOTH, MASSACHUSETTS**

**7:00 PM**

**FOR THE PROPOSED**

**Reed Street over Palmer River Bridge Replacement Project**

**Project No. 608618**

**Proposed Bridge No. R-04-004 (C5D)**

**Bridge Project Management Section**

**IN REHOBOTH, 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. 608618**

A Design Public Hearing will be held by MassDOT to discuss the proposed Reed Street over Palmer River Bridge Replacement Project in Rehoboth, Commonwealth of Massachusetts.

WHERE: **Council on Aging – Senior Center**  
**55 Bay State Road**  
**Rehoboth, Massachusetts 02769**

WHEN: **Thursday, January 16, 2020 @ 7:00 pm**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed **Bridge Replacement** project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed bridge is to be constructed on a similar alignment as the existing bridge. The new structure will carry REED STREET OVER PALMER RIVER. The bridge will be comprised of prestressed concrete deck beams with a reinforced concrete deck and asphalt wearing surface. It remains to be a single span structure as the existing. The new structure will carry two (2) 11.0-foot lanes of traffic and two (2) 4.0-foot wide shoulders for a curb-to-curb width of 30.0'. It will also carry two (2) 6'-0" wide sidewalks for an out-to-out width of 45'-0". The bridge has a skew angle of 42°30'00". The bridge rail will be MassDOT standard crashed tested steel railing. The bridge will be closed and constructed in a single stage.

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 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**, Project File No. **608618**. 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 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 meeting.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

JONATHAN L. 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. Permanent 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?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

4. WHAT IS A RIGHT OF ENTRY?

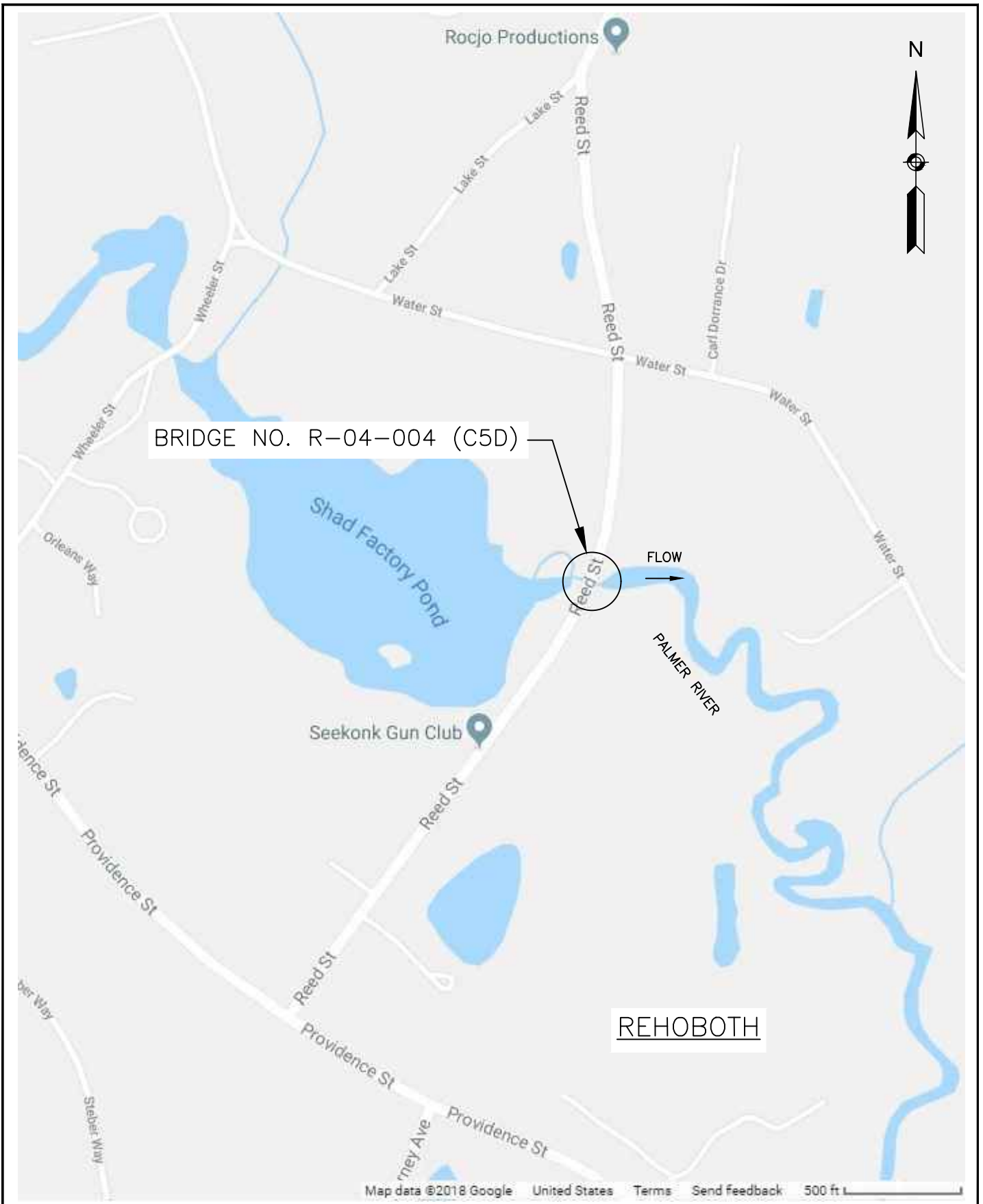
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.


5. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

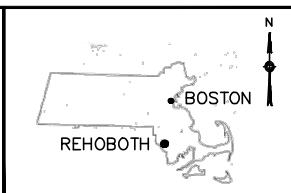
In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

6. 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.



  
 BRIDGE NO. R-04-004 (C5D)  
 REED STREET OVER  
 PALMER RIVER  
 REHOBOTH, MASSACHUSETTS



LOCUS MAP  
 SCALE: AS SHOWN  
 PREPARED BY  
 LAMSON ENGINEERING CORP.  
 NEWTON, MASS.

Fig. 1

## **PROJECT DESCRIPTION**

### **Project Location:**

Bridge No. R-04-004 (C5D) is located on Reed Street over Palmer River in the Town of Rehoboth.

### **Project Purpose:**

The purpose of this project is to replace the entire existing bridge with a new one.

### **Project Limits:**

The project length is 470' from Station 120+10 to Station 124+80.

### **Existing Conditions:**

The existing bridge, constructed in 1964, is a single-span, prestressed concrete deck beam structure. The bridge carried two (2) 15'-0" lanes of traffic in both directions. The existing bridge curb-to-curb width is 30'-0" with a span length of 33'-5½" ±. The bridge has a skew angle of 42°30'00".

The existing bridge superstructure is supported by gravity concrete masonry abutments and wingwalls.

### **Proposed Improvements:**

The proposed bridge consists of eight (8) prestressed concrete deck beam and two (2) prestressed concrete sidewalk beams with a center-to-center span length of 40'-0". The overall width of the bridge deck is 45'-0", including two (2) 11'-0" wide travel lanes for two directions of traffic, two (2) 4'-0" wide shoulders, and two 6'-0" wide sidewalks on both sides of the bridge. The bridge has a skew angle of 42°30'00"; matching the existing bridge. The proposed foundation consists of reinforced concrete abutments and pile caps supported on micropiles socketed into bedrock. The existing bridge, including the substructures, will be completely demolished.

Additional proposed improvements to the bridge include two 6'-0" wide sidewalk with crash-tested steel bridge railing (S3-TL4) mounted on top. The proposed bridge will be designed according to AASHTO LRFD requirement with a HL-93 truck design load. The freeboard and the channel opening at the bridge will be slightly increased as the existing bridge will be removed. This improves the water flow condition under the bridge during high water events.

### **Maintenance of Traffic during Construction:**

Construction of the proposed bridge replacement in one stage will require Reed Street over Palmer River to be closed during construction.

During construction, the bridge will be closed for both vehicular and pedestrian traffic. Traffic from Providence Street and Water Street to Reed Street will be detoured to Wheeler Street. The total detour length is approximately 1.2 miles.

Warning signs for road closure ahead will be posted at roadway intersections along Reed Street at Water Street and Reed Street at Providence Street; permitting local traffic only during construction.

#### Land Acquisitions

Permanent easements are expected to be required from the adjacent properties due to the relocation of the UP#2609. Acquiring the rights from these properties will be needed prior to construction.

#### Project Schedule:

The design Plans displayed at this meeting are preliminary. Comments made at this public hearing will be incorporated to the maximum extent feasible in the final design prior to the advertisement of the construction. It is estimated that one (1) construction season will be needed for this construction project.

#### Project Construction Cost:

The preliminary estimated cost of this project is approximately \$3.9 million. The project is funded under the Federal Aid Program whereby Federal Highway Administration (FHWA) will fund 80% of the construction cost and 20% of the construction cost will be funded by the Commonwealth of Massachusetts.



THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

Rehoboth, MA  
Reed Street over Palmer River Bridge Replacement Project  
Project File No. 608618

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 Section

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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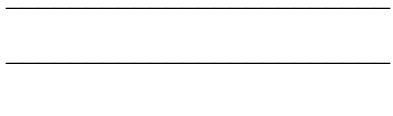
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Please Fold and Tape



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

RE: Public Hearing Presentations  
Reed Street over Palmer River Bridge Replacement Project  
**Rehoboth**  
Project File No. 608618  
Bridge Project Management Section

