



DESIGN PUBLIC HEARING

JULY 25, 2019

AT

SOUTHBRIDGE TOWN HALL

41 ELM STREET, VETERAN'S ROOM

SOUTHBRIDGE, MASSACHUSETTS

6:30 PM

FOR THE PROPOSED

Quinebaug River Bank Stabilization project

**Project File No. 608892
Roadway Project Management**

IN THE TOWN OF SOUTHBRIDGE, 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. 608892**

A Design Public Hearing will be held by MassDOT to discuss the proposed Quinebaug River Bank Stabilization project in Southbridge, MA.

WHERE: Town Hall
41 Elm Street, Veteran's Room
Southbridge, MA 01550
WHEN: **Thursday, July 25, 2019 @ 6:30 PM**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Quinebaug River Bank Stabilization project. Currently, the slope shows signs of severe deterioration that will result in continued passive fill to the Quinebaug River and cause undermining of the Rail Trail itself- a potential public safety and operational hazard. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed work consists of the stabilization of an eroded section of the western bank of the Quinebaug Rail Trail. Additional project work will include adjusting drainage structures, tree planting, and landscaping. The slope stabilization site is the western bank of the Quinebaug River located on property adjacent to #549 Ashland Avenue.

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/meeting 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/meeting 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: **Roadway Project Management, Highway Design**, Project File No. **608892**. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked no later than ten (10) business days after this Public Hearing. 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 meeting. 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.

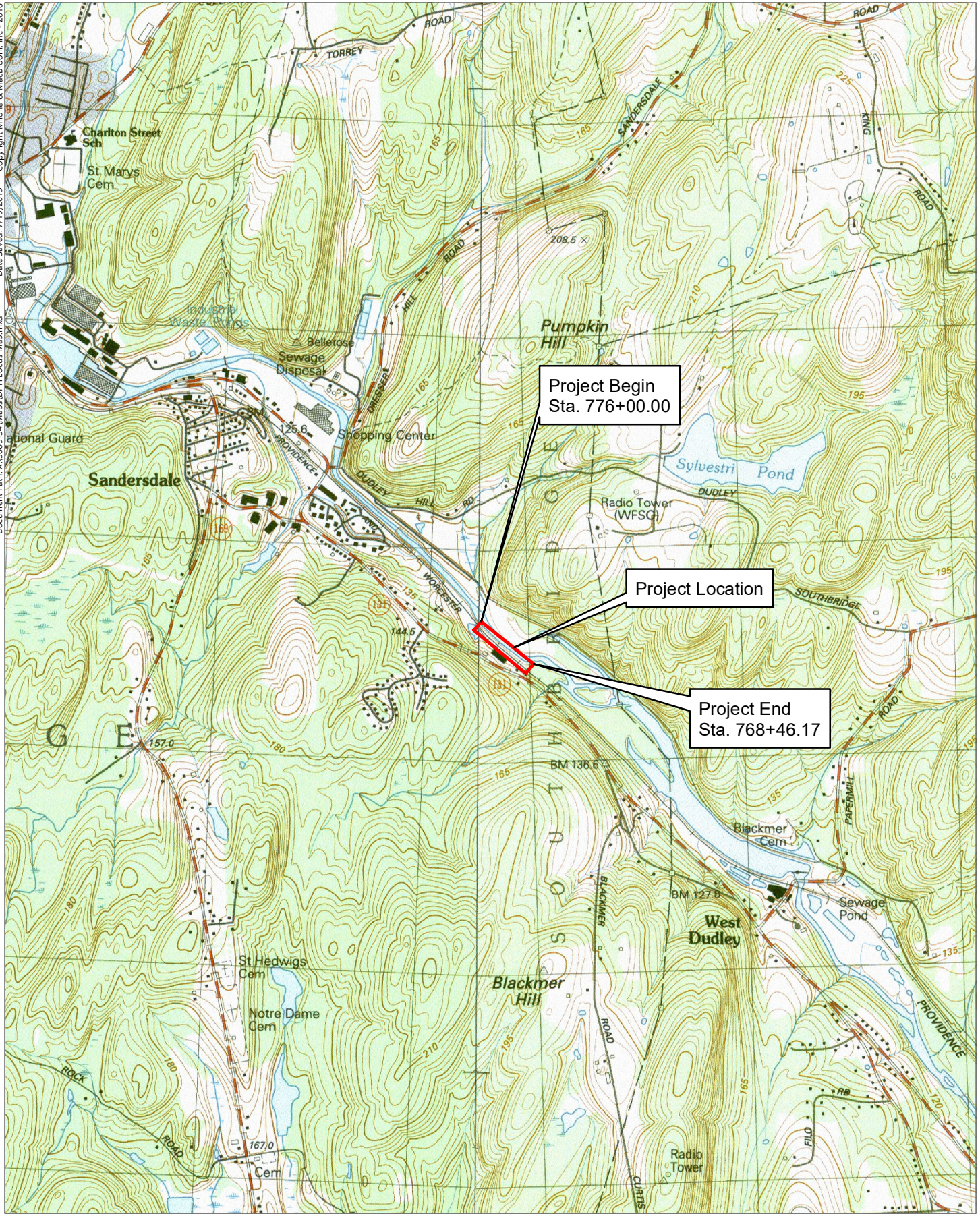
WHY NOT A VOTE ON HIGHWAY PLANS?

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.

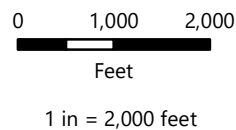
WHAT DOES A PUBLIC HEARING ACCOMPLISH?

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.



Locus Map
Quinebaug Riverbank Stabilization Project
Project File No. 608892
Southbridge, MA



MILONE & MACBROOM
1350 Main St
Suite 1012
Springfield, MA 01103
413-241-6920

Existing Conditions

The overall project site involves an approximately 800-linear foot section of railroad corridor adjacent to the Quinebaug River located behind an industrial property at 529 Ashland Avenue. The railroad right of way (ROW) is owned by MassDOT, and its width extends from the Quinebaug River to the rear property line of 529 Ashland Avenue. The rail bed itself continues beyond the project limits for many miles in either direction. The railroad was abandoned several years ago, and the railroad tracks have been removed from the rail bed. The existing rail bed is used informally as a hiking, running, and mountain biking trail, with dense vegetation on either side of the informal trail.

The adjacent property includes an industrial building with a paved and gravel parking area and paved driveway at 529 Ashland Avenue. There is also a smaller building located at the southwesterly end of the parking area. The area surrounding the parking area is mostly wooded with a grassed area to the southeast of the site between the access drive and Ashland Avenue (Route 131). The slope of the wooded area between Ashland Avenue and the southerly side of the parking area is steep and ranges from approximately 40 to 50% before it flattens at the parking area. The grass area between Ashland Avenue and the access drive and parking area at the southeasterly side of the site has a milder slope of approximately 10 to 25%.

Proposed Conditions

MassDOT is proposing to repair areas of severe bank erosion that deliver excessive sediment into the Quinebaug River, stabilize soils such that vegetative growth on the riverbank can become reestablished and more importantly, to address stormwater management in upland areas that are a significant strain to the stability of the bank.

Approximately 172 feet of eroded bank will be repaired using natural stone boulders along the toe of slope to create a foundation for the repair of the upland slope area. Boulders will be tucked into the voids of the eroded embankment to restore the riverbank and to be in alignment with the adjacent stable riverbank. The slope will be restored using a combination of stone riprap, soil, and live stakes. Topsoil will be placed after live stakes are driven between the stone riprap voids and seeded and protected with erosion control blankets. Additional restoration within the rail corridor includes the removal of an existing chain link fence and pavement located within the DOT layout and behind the commercial property at 529 Ashland Avenue.

Drainage improvements involve the construction of a drainage swale along the southerly side of the former rail corridor beginning at the westerly extents of the abutters parking area and ending at the existing stone cross culvert east of the commercial property at 529 Ashland Avenue. The primary purpose of the swale is to intercept overland runoff from the adjacent property and direct storm runoff to the existing cross culvert. Other stormwater improvements will include the placement of riprap from the back of the commercial building at the DOT rail layout line to the drainage swale to dissipate discharge from existing roof leaders while providing emergency and maintenance access for the commercial property owner.

Project Schedule: The design plans displayed at this meeting are at the preliminary design stage. Comments made at this hearing will be incorporated to the maximum extent feasible. The final design will commence following the hearing. The project is expected to be advertised for construction in late Summer of 2019 subject to obtaining necessary environmental permits and Right-Of Way certificate.

Project Construction Cost: The estimated cost of the project is \$ 500,000. This project is funded under the Federal Aid Program whereby 80% of the construction cost will be funded by the Federal Highway Administration (FHWA) and 20% of the construction cost will be funded by the Commonwealth of Massachusetts.

Address: _____

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

RE: Design Public Hearing
SOUTHBRIDGE- Quinebaug River Bank Stabilization Project
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