



DESIGN PUBLIC HEARING

December 13, 2018

AT

**Westfield City Hall
City Council Chambers
59 Court Street**

WESTFIELD, MASSACHUSETTS

6:00 PM

FOR THE PROPOSED

**Bridge Replacement Project
US202/State Route 10/Southwick Road Bridge over Little River
Project No. 400103
Bridge No. W-25-006 (AVE)
Bridge Project Management**

IN THE CITY OF WESTFIELD, 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. 400103

A Design Public Hearing will be held by MassDOT to discuss the proposed bridge replacement project of the US202/State Route 10/Southwick Road Bridge over Little River in the City of Westfield.

WHERE: Westfield City Hall
City Council Chambers
59 Court Street
Westfield, MA 01085

WHEN: Thursday, December 13, 2018 at 6:00 PM

PURPOSE: The purpose of this hearing is to inform the public of the proposed US202/State Route 10/Southwick Road over Little River bridge replacement project and to provide an opportunity for public question and comment. All questions and comments raised at the hearing will be reviewed and considered to the maximum extent practicable.

PROPOSAL: The proposed project will replace the bridge in its entirety, on a new alignment. The proposed bridge will be comprised of one span of curved steel box girders supported on new concrete abutments. Scour protection measures will be installed at the river's edge to protect the abutments. The roadway will have a new vertical and horizontal alignment for improved traffic safety. The horizontal alignment will include dedicated turning lanes from Southwick Road to City View Road and Mill Street, with full traffic signals at City View Road and Mill Street, with crosswalks. Work will provide bike and pedestrian compliant shoulders and sidewalks. The project also includes; drainage, pavement, and traffic safety improvements. The bridge will be constructed in phases while maintaining two way traffic with limited nighttime closures for girder erection. Pedestrian access through the site will be maintained during construction.

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 discussed at this meeting

Written comments 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. **400103**. 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

This location is accessible to persons 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 online 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.

TO SAFEGUARD THE PROPERTY OWNER

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?

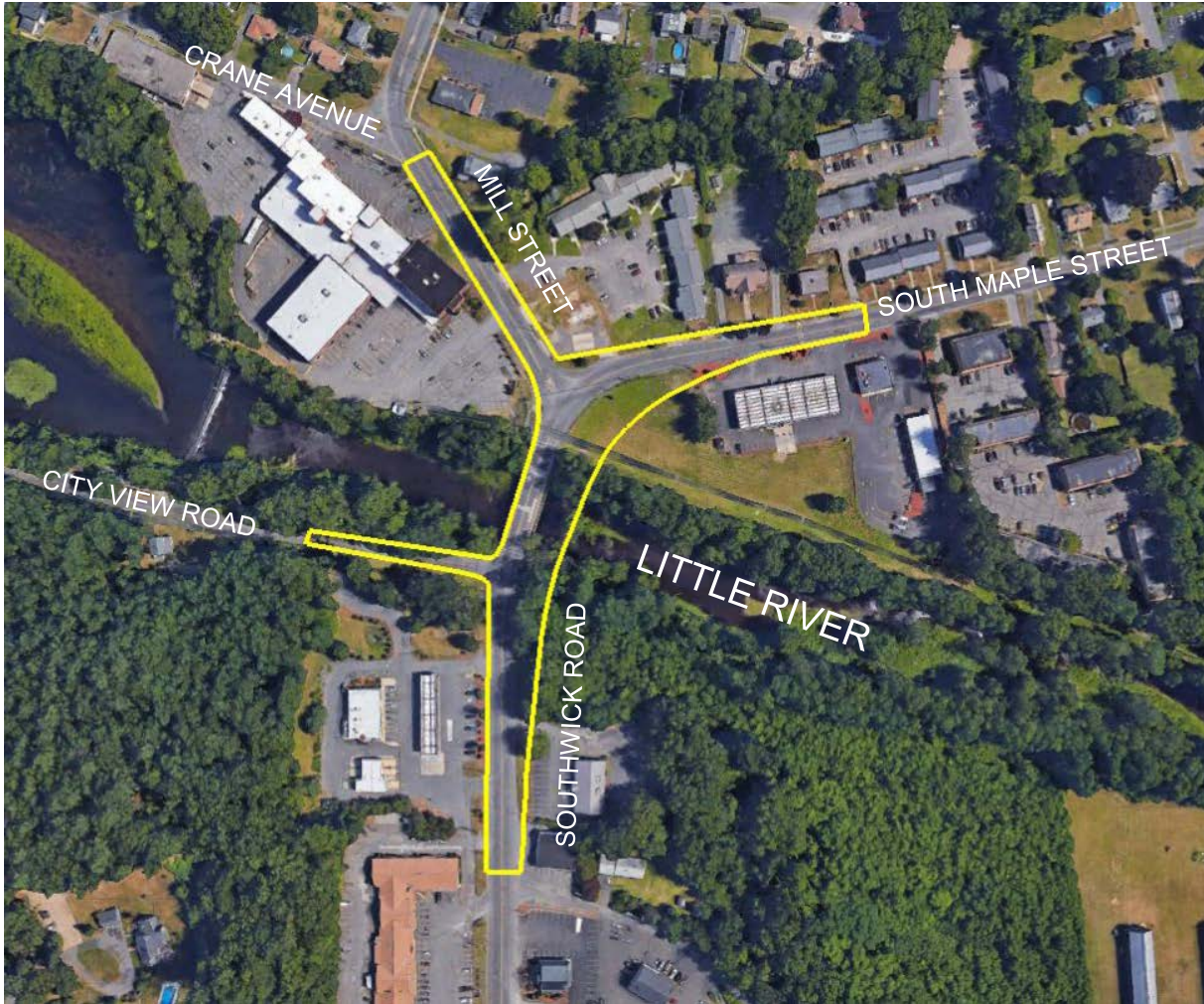
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time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



Bridge Replacement Project
US202/State Route 10/Southwick Road Bridge over Little River

Project No. 400103

Bridge No. W-25-006 (AVE)

Bridge No. W-25-006 (AVE)
PROJECT DESCRIPTION

Purpose: This proposed project will completely replace the bridge carrying US Route 202/State Route 10 (Southwick Road) over the Little River. Replacement of the existing bridge is necessary due to its poor condition, and its classification as “structurally deficient” and “functionally obsolete”.

Existing Conditions: Originally known as the Cowles Bridge, this bridge was built in 1916. The bridge superstructure was reconstructed in 1951, and temporary repairs were performed in 1995.

The bridge consists of three spans: the south and center spans are reinforced concrete spandrel fixed arches, while the north span is comprised of reinforced concrete tee beams. Total length of the bridge is 151’-6”. The south and center spans are closest to the water surface, and have 3’-6” clearance from the 50-year design flood elevation to the peak of the arch. The 1916 plans show railroad tracks under the north span, but at some point the railroad was abandoned and the railbed was converted to a footpath.

The bridge has a reinforced concrete deck topped with bituminous wearing surface. The existing curb-to-curb roadway width is 30’-0”, providing one lane in each direction. There are 5’-2” wide sidewalks and metal pipe bridge railings on both sides of the bridge. The substructure consists of two concrete gravity abutments with flared wingwalls and two concrete piers founded on bedrock.

US 202/ST 10 has two lanes (one each approaching from the north and south) with 14’-0” lane widths, with varying shoulders averaging 1’-0” and a wide turn approach to Mill Street. Mill Street has two 16’-0” lanes and a wide turn approach to US 202/ST 10. City View Road has two 12’-0” lanes. The speed limit on all three roads is 30 mph.

Existing utilities carried on the bridge include water, gas, and telephone. Two lines of aerial wires cross the site. Storm drainage on the project roadways discharges into the Little River.

Proposed Improvements: The proposed bridge will be constructed on a new alignment to the east of the existing bridge, allowing the existing bridge to be used during early stages of construction. This also enables the horizontal geometry of the roadway to be improved by flattening the curve of US 202/ST 10 Southwick Road.

The new alignment provides a curb-to-curb roadway width of 52’-0” on the bridge, consisting of two 8’-0” shoulders (striped for bike use), two 12’-0” lanes, and a 12’-0” turning lane for the left turns from US 202/ST 10 onto Mill Street and City View Road. These intersections will be signalized and provided with standard wheelchair accessible crosswalks.

The span of the new bridge will be 160'-2", with a single span of 4 steel trapezoidal box girders and a reinforced concrete deck. Water, gas, electric, and telephone utilities will be supported under the deck. The depth of the new structure will necessitate raising the profile of the roadway to maintain appropriate clearance over the flood elevation.

Other elements of the project include:

- Reservation for a future walking trail under the bridge.
- Underbridge lighting for the future walking trail.
- Decorative/vintage deck lighting fixtures on the bridge comparable to downtown Westfield.
- Striping of bike lanes in the roadway shoulder.
- Waterway slope protection/riprap at bridge abutments.
- Provision for stormwater detention/wetland mitigation.

Maintenance of Traffic During Construction: Traffic will use the US 202/ST 10 roadway during construction, and access to all abutments will be maintained. Limited short-duration closures of Southwick Road will be necessary during delivery of large girders and switchovers of stages. During early stages of the work traffic will continue on the existing bridge while half of the new bridge is constructed; then traffic will be diverted to the new structure for demolition of the existing bridge and completion of the new structure.

City View Road via Southwick Road will be closed during limited portions of the roadway work, but access will be provided via a detour via Heggie Drive and Valley View Drive.

Pedestrian access will be maintained during construction.

Right-of-Way: Fee acquisitions, permanent easements, and temporary easements will be required from private properties.

Project Construction Cost: The preliminary estimate of construction cost is approximately \$22 million. The project is planned to be funded through the 2020 Transportation Improvement Program for the Pioneer Valley Metropolitan Planning Organization, with federal and state funds.

Project Status: The plans on display for this Design Public Hearing are at the 25% stage of development. Comments received at this hearing will be incorporated into the final design to the maximum extent feasible. The construction project is currently scheduled to be advertised for bids in 2020.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Westfield, MA
Bridge Replacement Project
US202/State Route 10/Southwick Road Bridge over Little River
Project File No. 400103

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.

Name: _____ Title: _____

Organization: _____

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: Public Hearing
BRIDGE REPLACEMENT PROJECT OF US202/STATE ROUTE 10/SOUTHWICK ROAD
BRIDGE OVER LITTLE RIVER
WESTFIELD
Project File No. 400103
Bridge Project Management

