



VIRTUAL DESIGN PUBLIC HEARING

January 31, 2023

6:30 PM

FOR THE PROPOSED

**Perry Hill Road Extension over North Branch Manhan River
Project No. 610768
Project Management**

IN THE TOWN OF WESTHAMPTON, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 610768

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed bridge replacement of Perry Hill Road over the North Branch of Manhan River in Westhampton, MA.

WHEN: 6:30 PM, January 31st, 2023

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Perry Hill Road over North Branch of Manhan River project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of the complete replacement of Bridge No. W-27-028 over the North Branch of the Manhan River in Westhampton, Massachusetts. The bridge, located on Perry Hill Road Ext, spans the North Branch of the Manhan River with a simple span rolled steel beam bridge and is located approximately 500 feet southwest of the intersection of Kings Highway and Hathaway Road.

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. The Town's policy concerning land acquisitions will be presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavalley, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. 610768. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted on the MassDOT website listed below.

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible and 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 business days before the hearing.

This Live Virtual Design Public Hearing or a cancellation announcement will be hosted on the internet at www.mass.gov/massdot-highway-design-public-hearings.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, 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,

Carrie E. Lavalley, 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

Your Municipality is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Municipality 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. 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.



FIGURE 1

PROJECT LOCATION MAP

**PERRY HILL ROAD EXT
OVER NORTH BRANCH MANHAN RIVER
WESTHAMPTON, MA**



GAROFALO
Garofalo & Associates, Inc.
Civil & Structural Engineers
Surveyors - Land Planners
Environmental Scientists

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

Perry Hill Road Extension Over North Branch Manhan River,
Bridge No. W-27-028

PROJECT LOCATION AND LIMITS:

The project is located at Perry Hill Road Extension over North Branch Manhan River in Westhampton, Massachusetts. The attached locus map shows the location of the project. The total length of the project is approximately 225 feet in length, which includes the bridge and roadway approaches.

PROJECT PURPOSE:

The purpose of the project is to replace the structurally deficient existing single span bridge with a new three-sided precast concrete culvert capable of carrying standard highway loadings. The new culvert will be supported on a new spread footing on each side of the bridge.

EXISTING CONDITIONS:

Perry Hill Road Extension is a local roadway with a low traffic volume. The bridge width accommodates one lane with traffic able to travel in both directions. The bridge was built in circa 1956 and consists of a single span steel beam bridge with a reinforced concrete slab and gravel wearing surface. The bridge has a span length of 19'-6"±. The bridge skew is approximately 39 degrees. The total out to out width of the existing bridge is 16'-2"±, with a roadway width of 13'-10"± measured from curb to curb. There is a 1'-2"± wide safety curb on each side of the bridge along with a ½" diameter pipe bridge railing supported on 6"x6" concrete posts. At both bridge approaches, there are concrete posts along the edge of roadway with no highway guardrail. There are no utilities below or above the bridge. The abutments consist of cast-in-place concrete semi-gravity abutment on ledge and concrete/granite stone wingwalls.

No sidewalk or roadway striping is present on either side of the bridge or roadway approaches. The roadway approaches on each side of the bridge appear to be in relatively good condition for a gravel road and each has a total width of approximately 14-feet. No curbing is present along either side of the roadway and drainage flows off the edge of pavement to abutting vegetated areas. There are no posted speed limit signs on this roadway.

PROPOSED IMPROVEMENTS:

The existing curb to curb width across the bridge is 13'-10"±. The proposed curb to curb width for the new three-sided precast culvert will be widened to 15-feet, but still only accommodate one lane of traffic. Traffic can still cross the bridge in both directions. Since this is a gravel roadway

with no striping, the bridge width will effectively be the travel lane. Bridge curbing will transition to the flush edge of gravel pavement on each corner of the bridge as no edge treatments currently exist. No sidewalk is proposed across this new bridge or on any of the approach roadway sections. The roadway profile will be raised approximately 6-inches over the bridge and will tie into existing grades at the project limits.

To align the river for optimal flow and improve hydraulic performance at both upstream and downstream of the river, the existing abutments will be demolished, and the proposed culvert geometry will increase the hydraulic opening by approximately 3' with a skew angle of 39 degrees.

Dumped riprap will be placed at the front face of the culvert walls and provide a minimum protection cover on top of shallow foundation on bedrock.

The existing abutments and wingwalls will be demolished as required to accommodate a new bridge structure. Wingwalls and precast highway guardrail transitions will be installed at the back of the new culvert to retain the embankment. During construction, open cut excavation sloping at 1:1.5 can be partially utilized behind the existing abutment prior to complete demolition. Water control device such as sandbag dike can be installed in front of the abutment along the edge of river during demolition and riprap work.

The bridge is proposed to be constructed with complete bridge closure. Vehicular and pedestrian traffic will be detoured with traffic control during construction.

RIGHT OF WAY:

No permanent easement or takings are anticipated to replace the bridge structure for this bridge project. Temporary easements will be required to blend new grading with the existing grading.

PROJECT COST:

The estimated preliminary construction cost of this project is \$750,000 exclusive of Right-of-Way costs.

PROJECT STATUS:

The plans on display tonight are in the preliminary design stage. Comments received this evening will be considered in determining the final design.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Westhampton, MA
Perry Hill Road Extension over North Branch Manhan River
Project File No. 610768

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to MassDOTProjectManagement@dot.state.ma.us or you may mail this sheet with any additional comments to:

Carrie E. Lavalley, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days after the hearing.

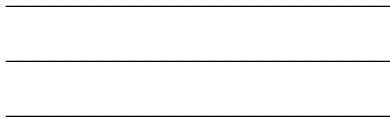
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Carrie E. Lavalley, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Virtual Public Hearing
Perry Hill Road Extension over North Branch Manhan River
TOWN OF WESTHAMPTON
Project File No. 610768
Attn: Project Management

