



State Road over The Housatonic River

Design Public Hearing

Great Barrington | November 19, 2025 | 6:30 PM

Project File No. 609430



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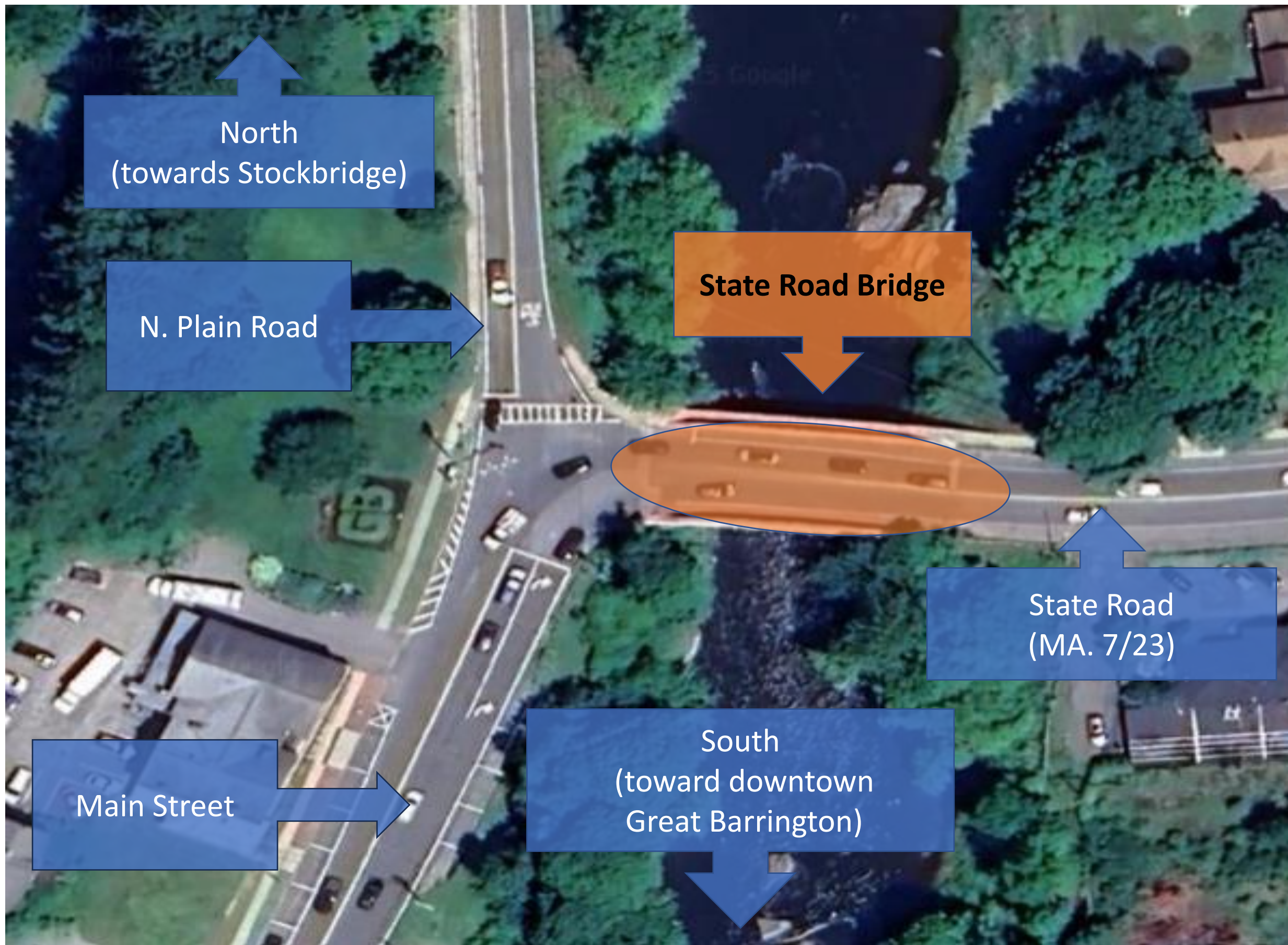
All questions and comments are welcome and appreciated.

Please refrain from any disrespectful comments.

How to Participate

- Listen and view the 30-minute presentation
- Ask questions to project team during question-and-answer period
- Submit a comment
 - At the comment box at the sign-in table
 - By postal mail: comment sheets are self-addressed
 - By email: massdotprojectmanagement@dot.state.ma.us
 - *Comments must be submitted in 10 days to be included in the transcript*
- Representatives of the media can direct media inquiries to Jacquelyn.Goddard@dot.state.ma.us

Agenda



1. Welcome & Overview
2. Why was this project initiated?
3. How has our design progressed?
4. What is our preferred alternative?
5. What is our construction approach?
6. What are the environmental, cultural resource, and community impacts?
7. Right of Way
8. How will we keep you informed?
9. Questions & Discussion

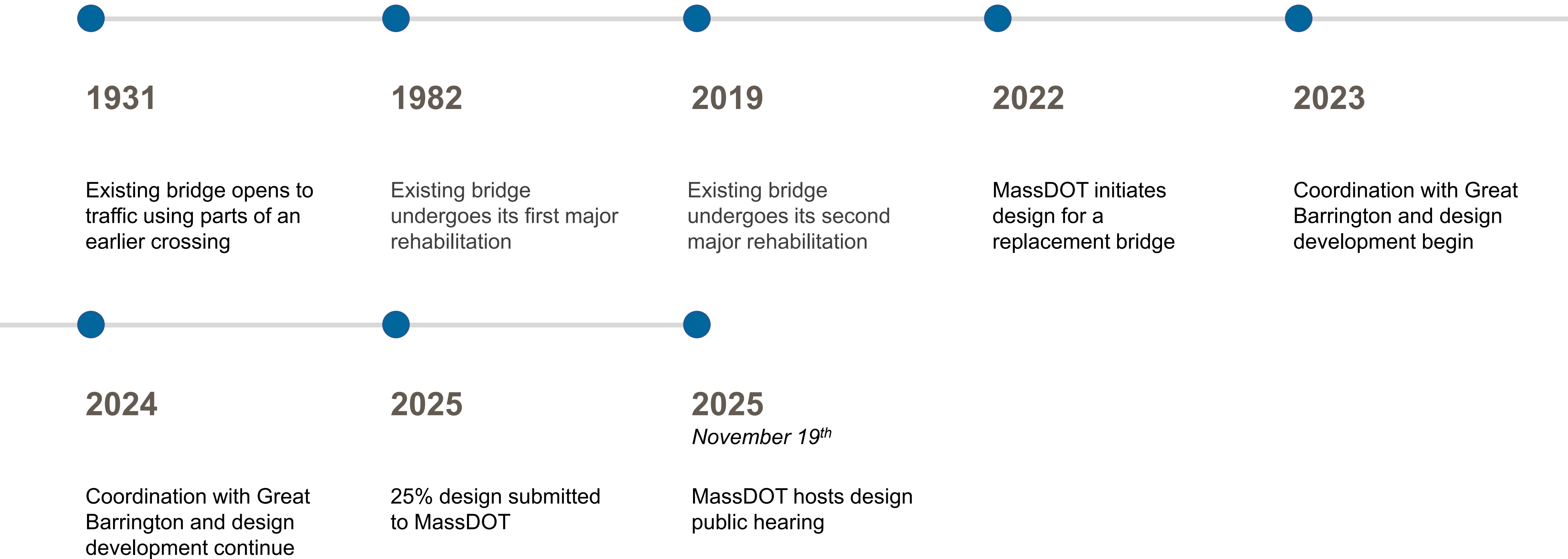
Welcome and Meeting Overview:

- MassDOT
 - Janhavi Limaye, P.E. Project Manager
 - Brenda Codella, MassDOT Right-of-Way
 - Dan Racicot, MassDOT Legislative Affairs
 - Mark Deyvelder, District 1 Bridge Engineer
- Consultant Team
 - Geoffrey McGuirk, Project Management/Bridge Design, WSP
 - Zach Hellyar, Highway Design, WSP
 - Nathaniel Cabral-Curtis, Communications and Public Involvement, WSP
- Stenography
 - Advanced Court Reporting

Budget and Funding:

- Estimated total project cost ~\$19 Million
 - The total estimated cost of the project does not include any right-of-way costs
- Federal Highway Administration funding 80% (Federal Aid)
- MassDOT funding 20% (remaining construction cost)
 - This project must be programmed in the Statewide Transportation Improvement Program (STIP) in the appropriate Federal Fiscal Year in order for MassDOT to solicit bids for eventual construction

How did we get here



Design Public Hearing - Advertisement

Mass Media

- *Berkshire Eagle* – 11/6/25 and 11/13/25
- *iBerkshires.com* - 11/6/25 and 11/13/25
- Community TV of the Southern Berkshires – from 11/6/25
- 860 AM and 94.1 FM WSBS – from 11/12/25

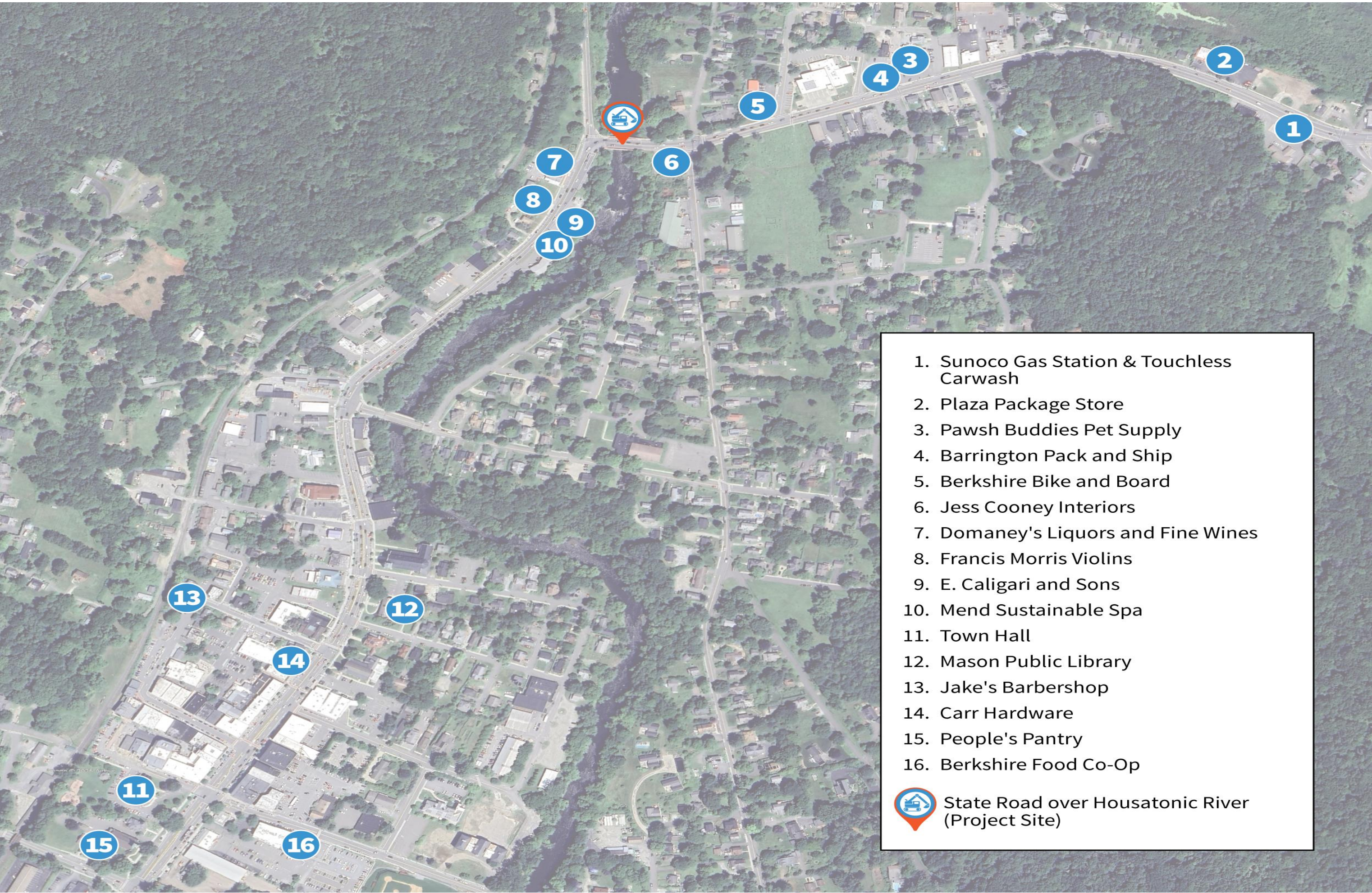
MassDOT Social Media


- Facebook

Local Municipal Support

- Office of the Town Manager
- Council on Aging
- Housing Authority
- Veterans' Agent

Design Public Hearing – Flyer Drops



- 1. Sunoco Gas Station & Touchless Carwash
 - 2. Plaza Package Store
 - 3. Pawsh Buddies Pet Supply
 - 4. Barrington Pack and Ship
 - 5. Berkshire Bike and Board
 - 6. Jess Cooney Interiors
 - 7. Domaney's Liquors and Fine Wines
 - 8. Francis Morris Violins
 - 9. E. Caligari and Sons
 - 10. Mend Sustainable Spa
 - 11. Town Hall
 - 12. Mason Public Library
 - 13. Jake's Barbershop
 - 14. Carr Hardware
 - 15. People's Pantry
 - 16. Berkshire Food Co-Op
-  State Road over Housatonic River (Project Site)



**Why was this
project
initiated?**

The State Road Bridge: Key Terms



Deck: where users drive and walk

Trusses: structures above the deck which hold up the bridge

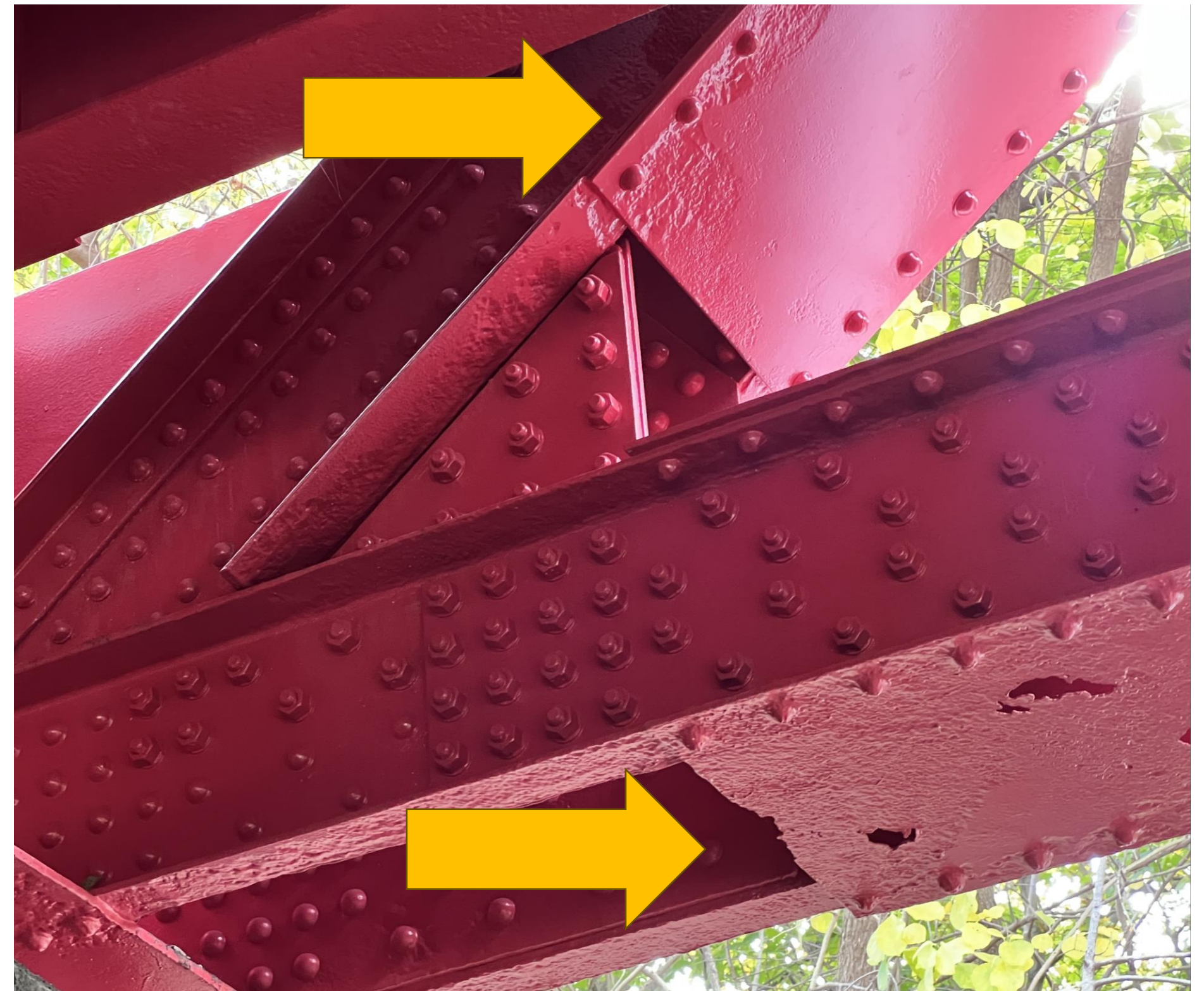
Abutments: structures that hold the bridge up at either end

The State Road Bridge: Existing Conditions

- Steel truss opened in 1931
 - 1 lane in each direction, 1 sidewalk
 - Carries water main and telecom cables
- ADT of 14,979 vehicles in 2022
 - Insufficient width to support turning movements especially at peak hours
 - Structurally deficient with limited load capacity
- *Structure remains safe, but is at the end of its useful life and must be replaced*

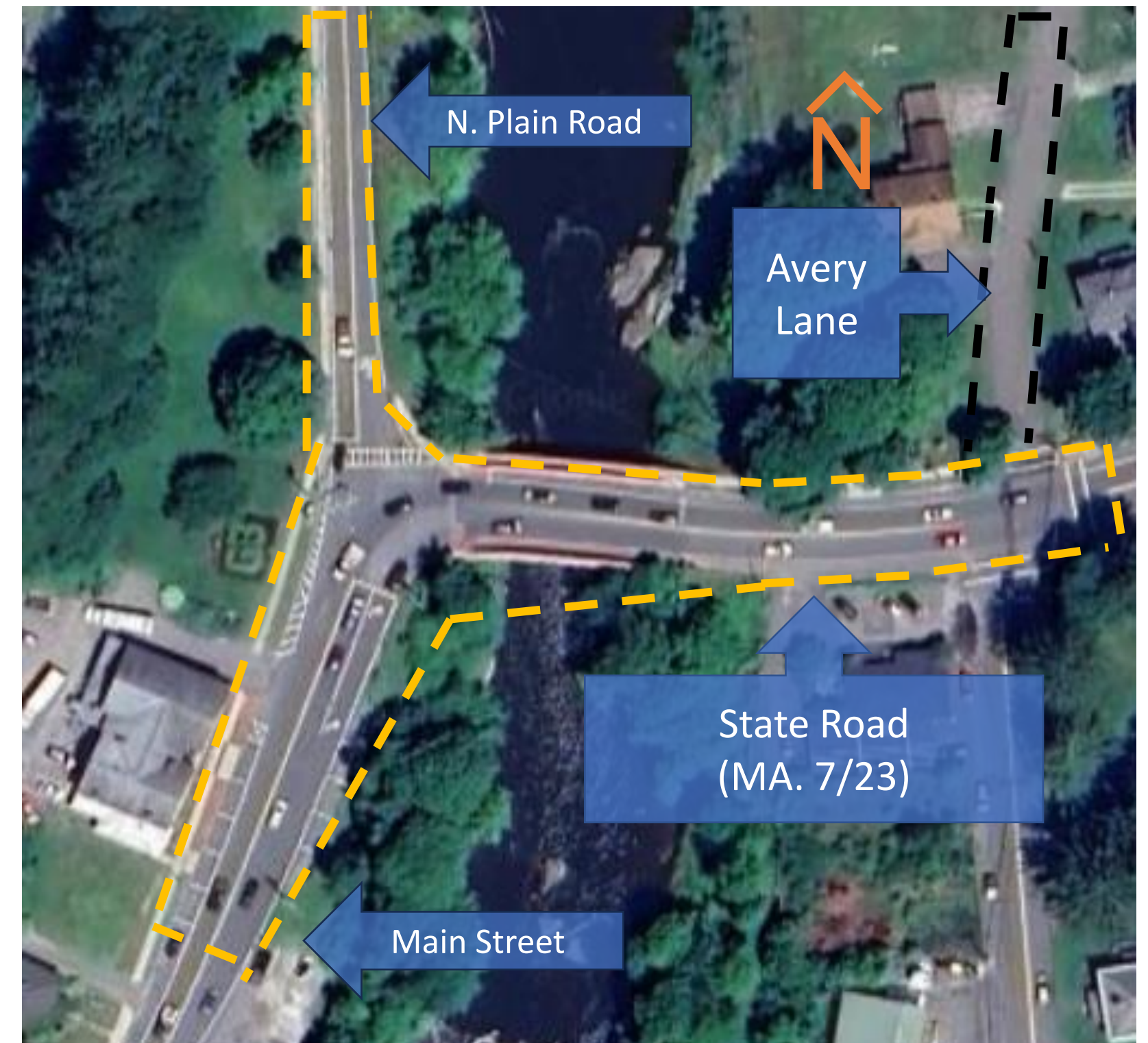


Recent Cleaning & Repainting Hides Critical Section Loss



The Project Limits of Work

- The bridge itself
 - ~250 feet to the east along State Road – “just past Avery Lane”
 - ~300 feet to the north along North Plain Street
 - ~240 feet south along Main Street – “just past Parrish Park”
 - Utility adjustments only along Avery Lane





How has our
design
progressed?

Design Requirements

- The existing bridge must be fully replaced
- The new bridge needs to:
 - Accommodate traffic needs, particularly westbound WB-67 trucks (18-wheeler) turning left
 - Allow for a different width at its western and eastern ends to accommodate turns
 - Provide improved bicycle and pedestrian infrastructure
 - Provide improved environmental and flooding conditions for the Housatonic River
 - Minimize impacts to adjacent properties and parkland to the extent feasible
 - Minimize traffic impacts through the use of staged construction
- Reconstruct State Road/Main Street intersection to meet modern standards and match new bridge

Three Types of Replacement Bridge Analyzed



Welded Steel
Plate Girder



Welded Steel Box
Girder



Prestressed
Concrete New
England Bulb-T
(NEBT) Beams

Considering Potential Replacement Bridge Types

	Welded Steel Plate Girder	Welded Steel Box Girder	Prestressed Concrete NEBT Beams
Duration of construction and ease of staged construction	+	-	+
Ease of supporting utilities	+	-	+
Need for larger crane in a tight work zone due to larger components	+	-	-
Ease of accommodating wider western end to allow for westbound truck turns	+	-	-
Ease of accommodating wider stream crossing	+	+	+
Cost of construction	+	-	+
Maintenance needs over anticipated 75-year life cycle	-	-	+

- Of the three bridge types considered, the **welded steel plate girder is the preferred alternative.** Of the three it best:
 - Accommodates the roadway geometry and simplifies supporting utilities

Potential Improvements at State Road/Main Street/N. Plain Road

- Three intersection improvement options were considered:
 1. A signal with exclusive left and right turn lanes for State Road westbound
 2. A signal with an exclusive left turn lane and a shared left/right turn lane for State Road westbound
 3. A roundabout
- Both signalized concepts would include:
 - New signal equipment
 - Crosswalks on all approaches to the intersection
 - Bicycle accommodations
- The roundabout concept would include:
 - Crosswalks on all approaches to the intersection
 - Bicycle accommodations

Considering Potential Intersection Improvements

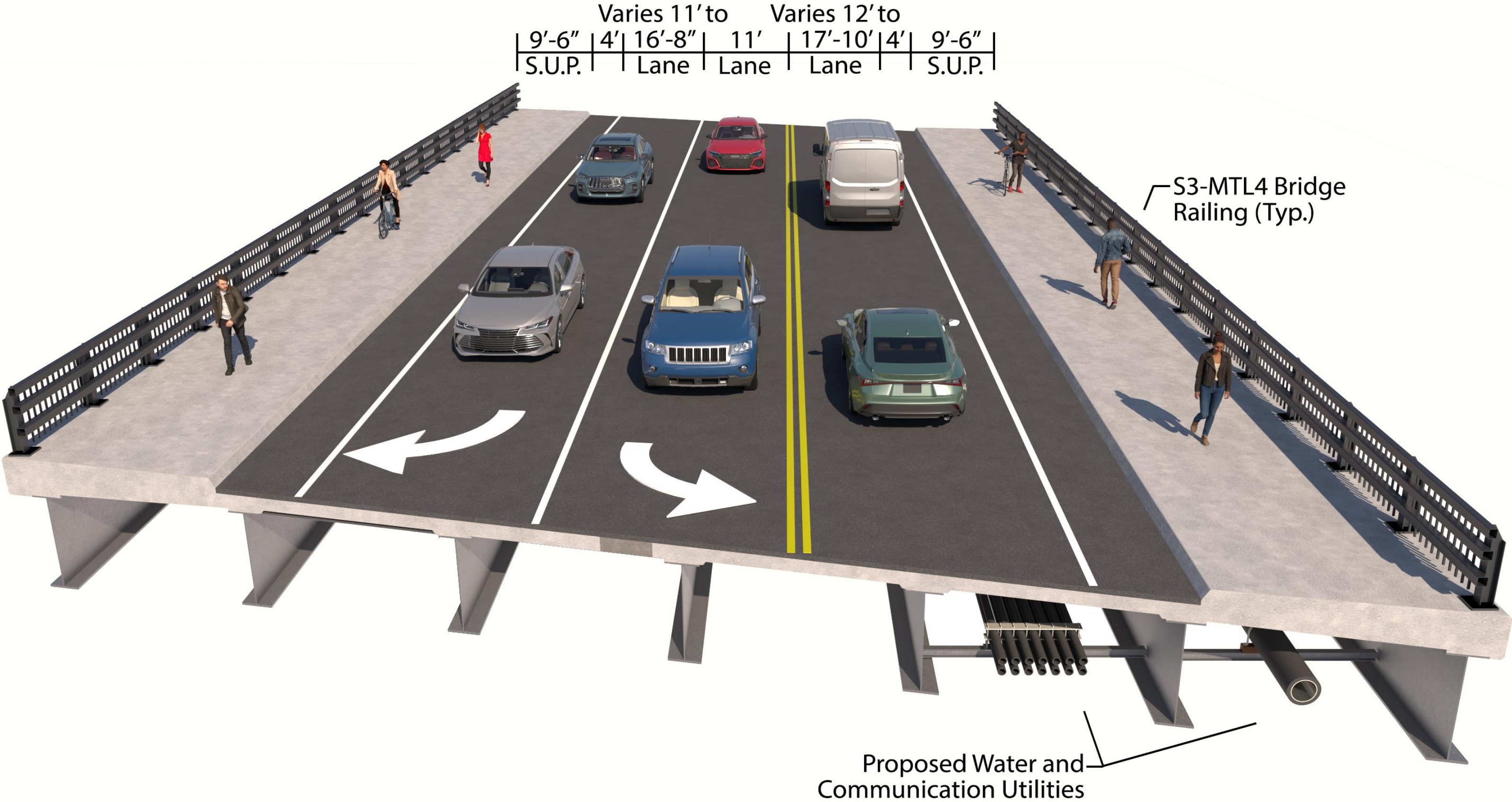
	Signal Option 1	Signal Option 2	Roundabout
Accommodates current and future traffic volumes	+	+	+
Accommodates westbound truck movements	+	+	+
Allows for improved bicycle and pedestrian accommodations	+	+	+
Utility impacts	+	+	-
Abutting property impacts	+	+	-
Construction duration	+	-	-
Impacts to parking on Main Street	+	-	-

- Of the three intersection improvements considered, **Signal Option One is the preferred alternative.** Of the three it:
 - Best addresses current and future traffic needs
 - Best accommodates complete streets enhancements
 - Minimizes impacts to parking, property, and utilities

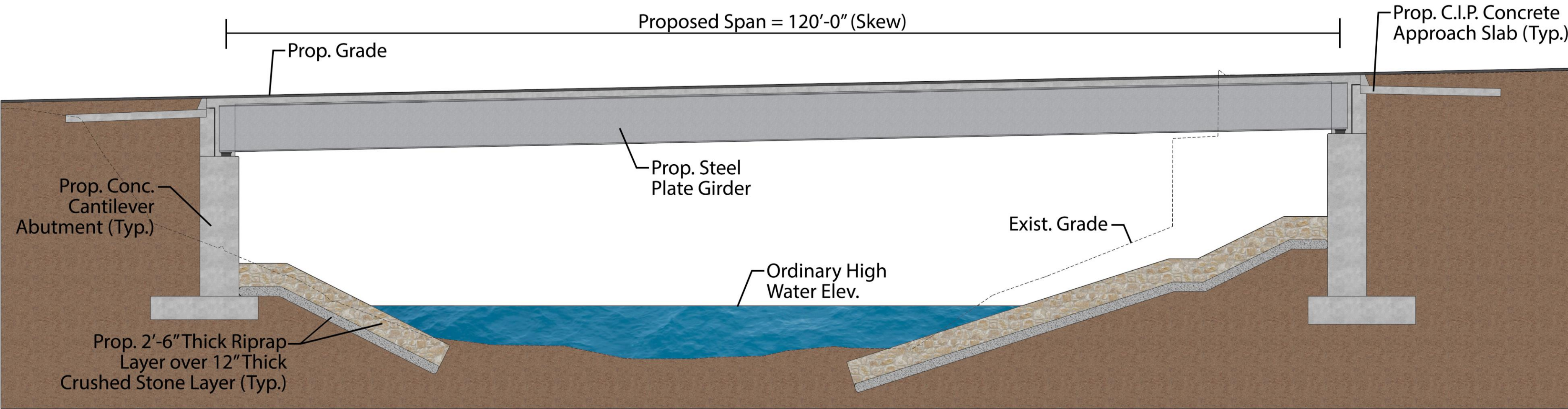


**What is our
preferred
alternative?**

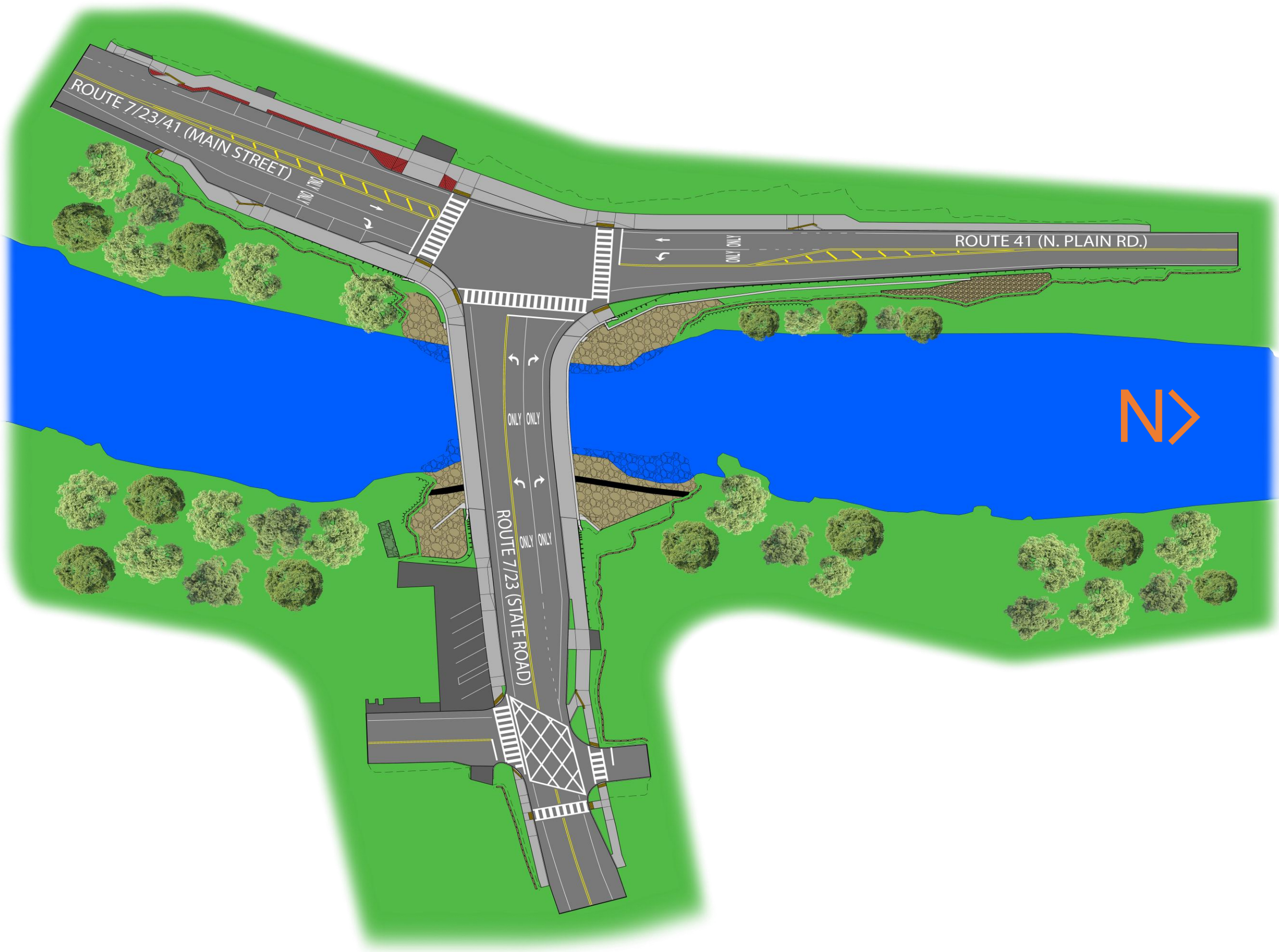
Proposed Bridge Cross-Section



Proposed Elevation View – From the Housatonic



Proposed Overhead View – With Intersection Improvements





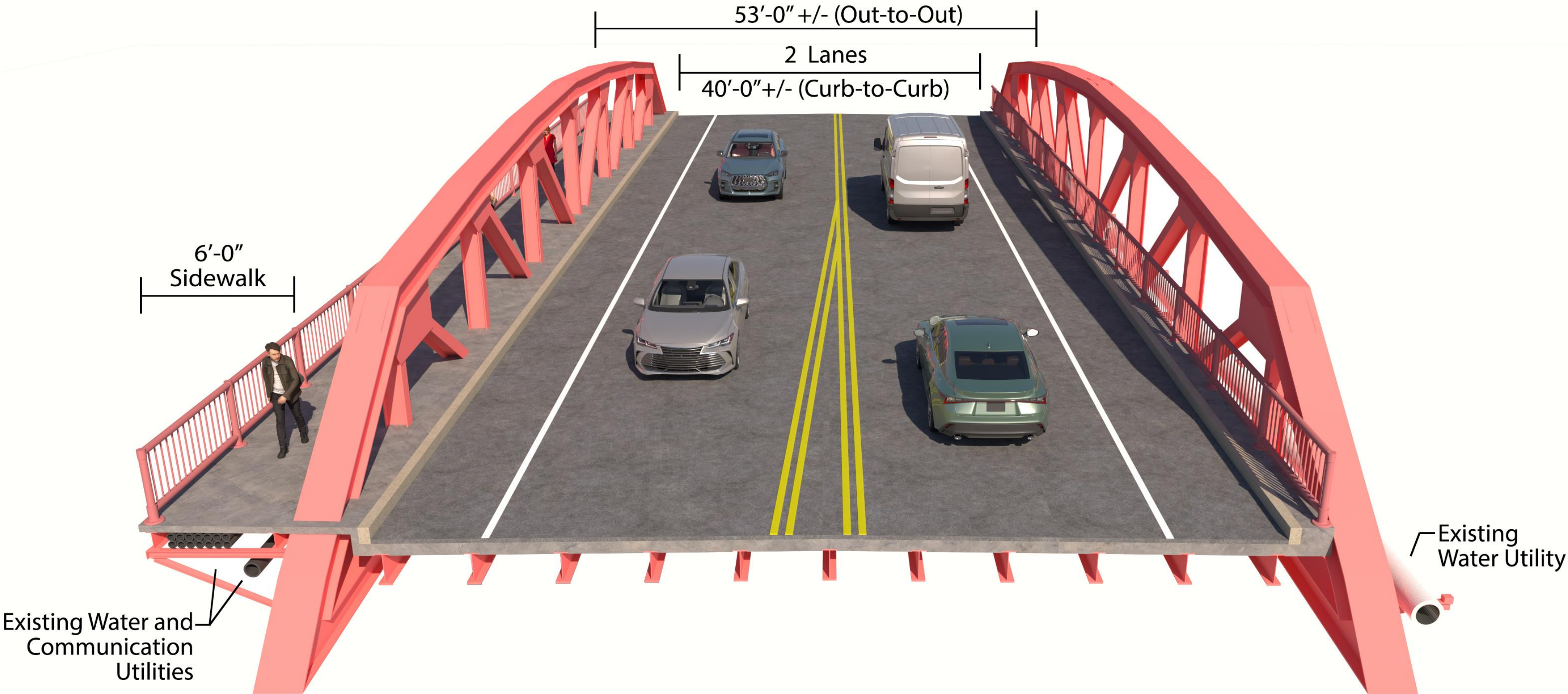
**What is the
construction
approach?**

Traffic and Construction Staging Challenges

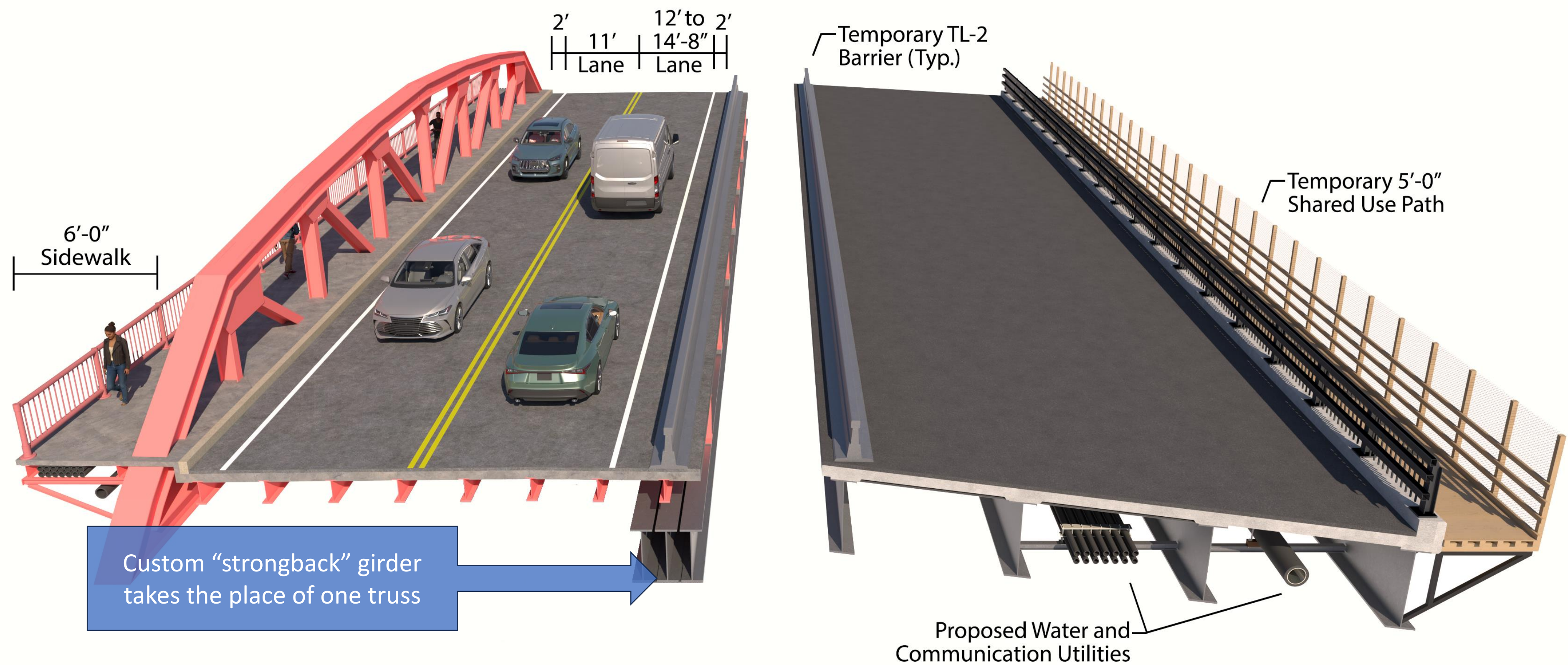
- Truss bridges depend on *both* trusses for structural strength
- Typical replacement involves a full closure of the bridge, followed by demolition and construction of the new bridge
- In Great Barrington:
 - The Cottage Street Bridge is closed
 - The Bridge Street Bridge is weight limited
 - The Division Street Bridge means an almost six-mile detour
- This means getting creative



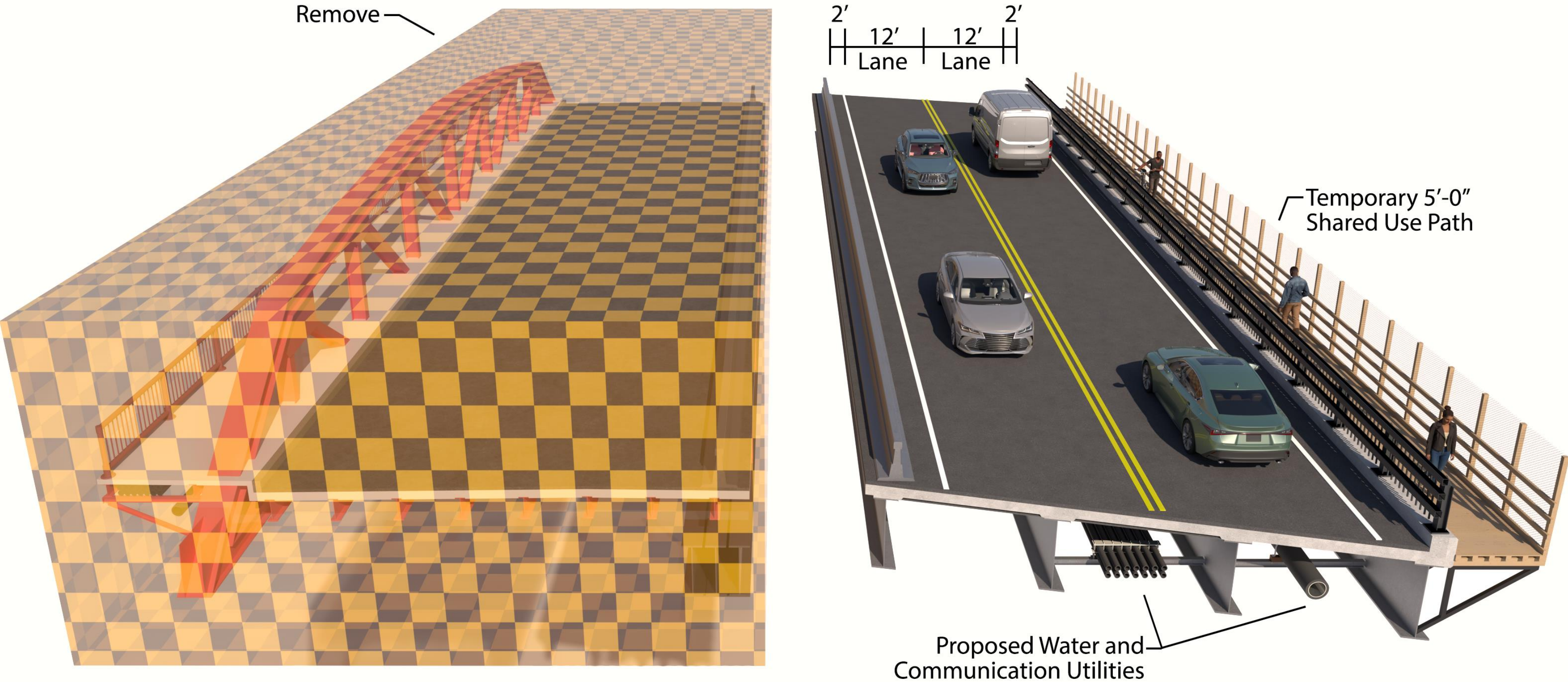
Existing Conditions



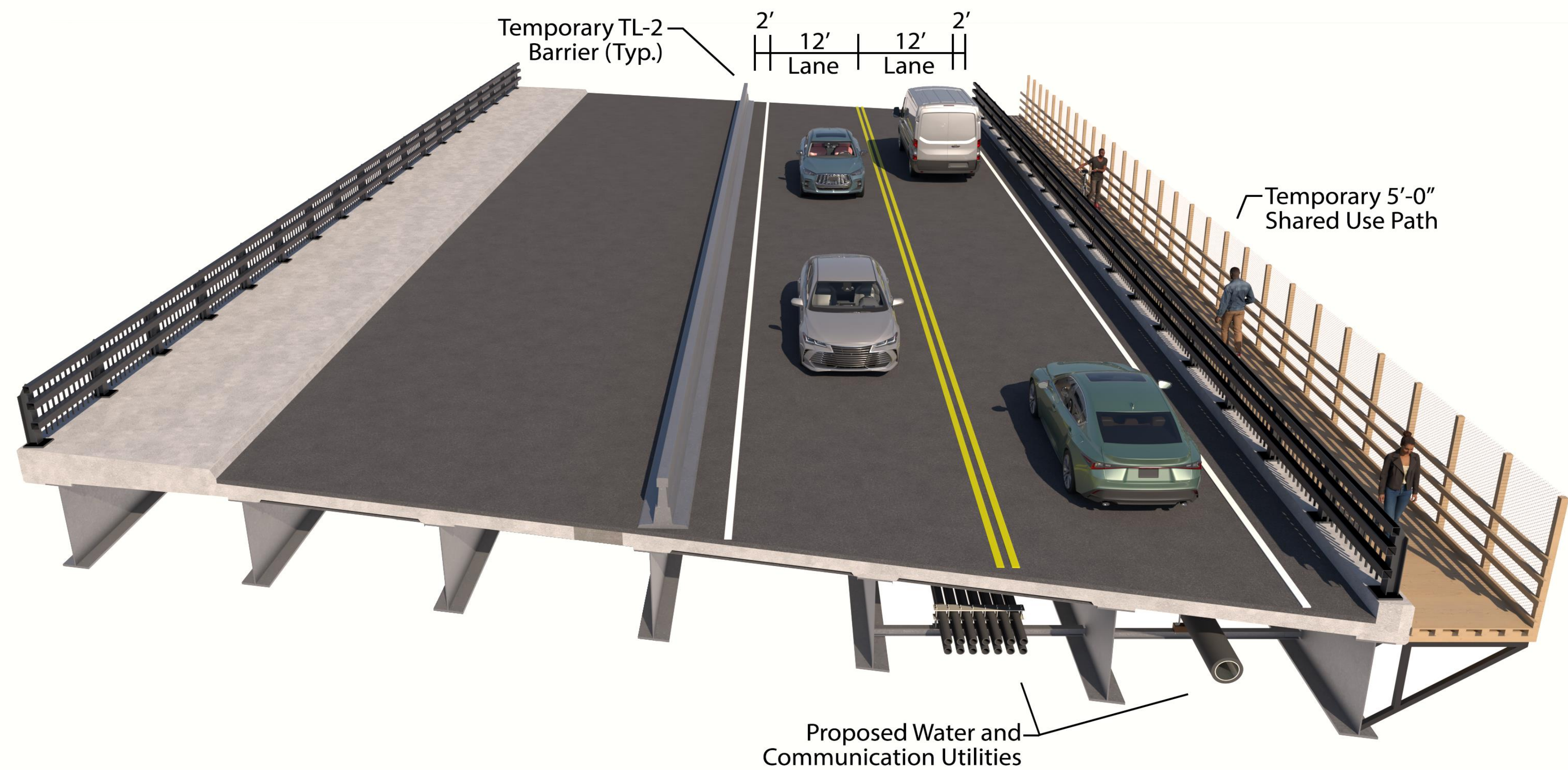
Stage 1A – Approximately 13 months



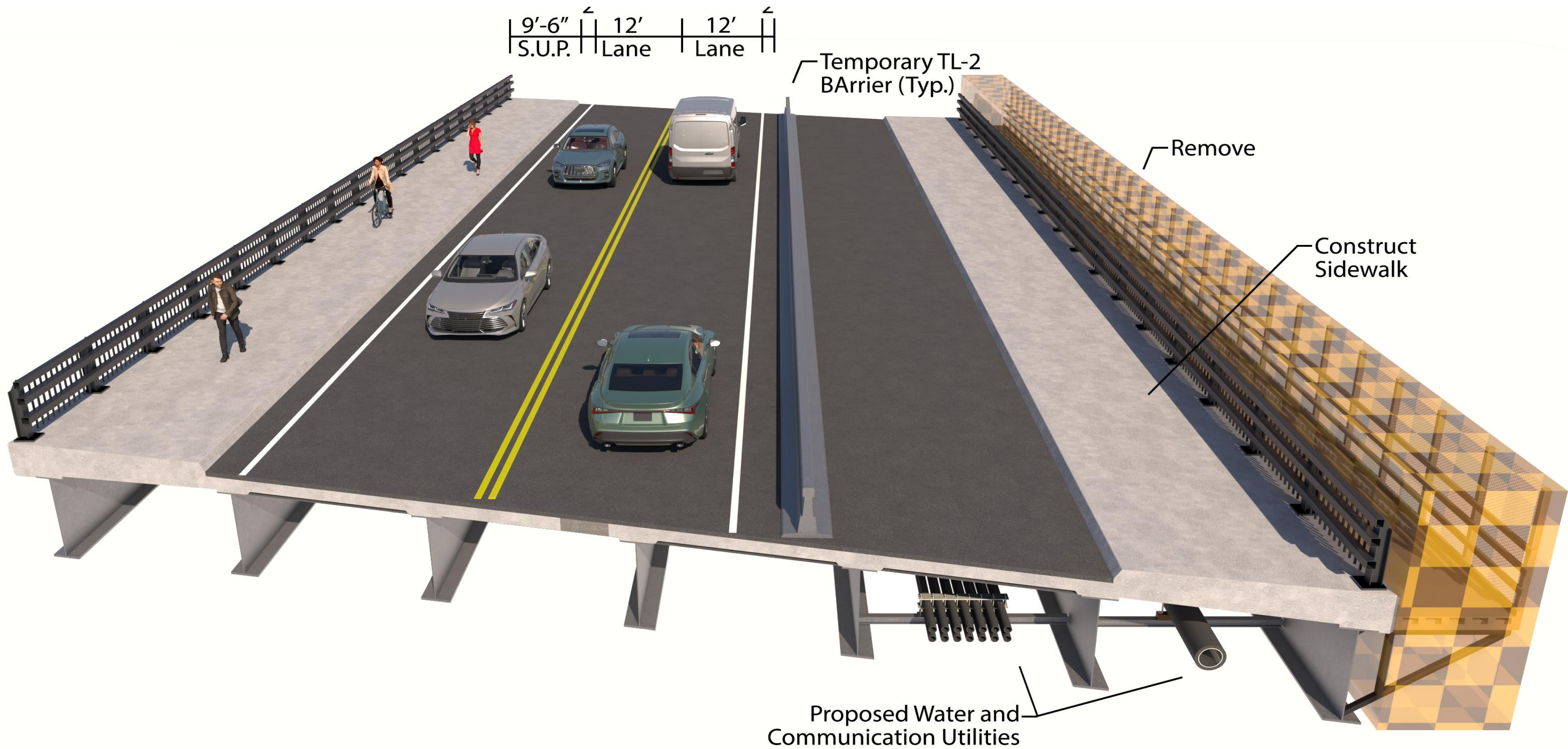
Stage 1B – Approximately 8 months



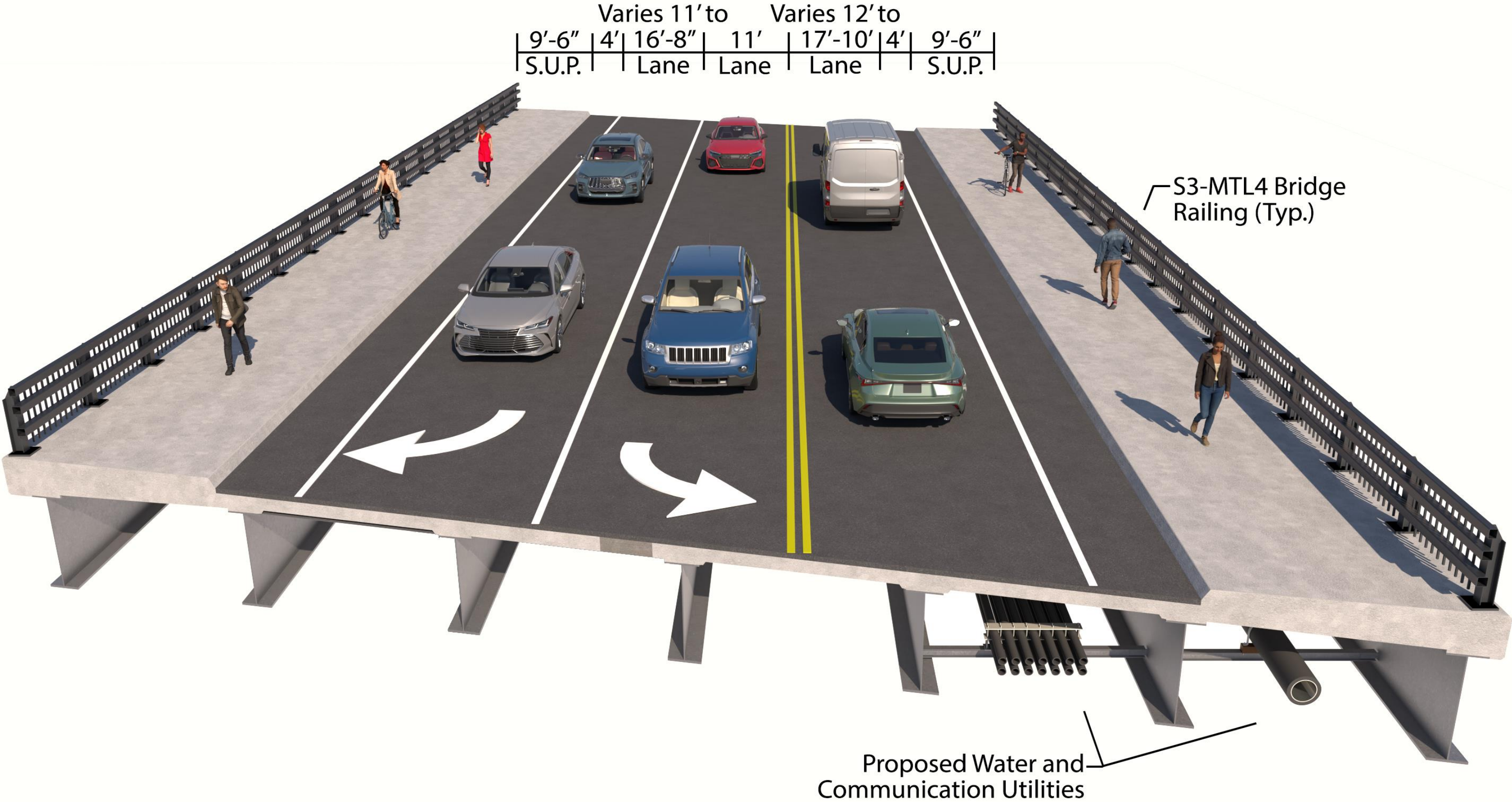
Stage 2 – Approximately 9 months



Stage 3 – Approximately 4 months



Final Conditions





**What are the
environmental,
cultural
resource, and
community
impacts?**

Environmental Considerations

- State Road Bridge is within the General Electric Pittsfield/Housatonic Superfund Site
- The soil at the site is likely contaminated:
 - Excavated soils will be disposed off-site
- Lead paint is often present on bridges of this age:
 - Lead containment will be used during demolition
- Fishing and swimming are discouraged, though canoeing/kayaking is permitted
- The proposed bridge will widen the stream crossing
 - Slowing the river and reducing flood risk
 - Allowing wildlife to move along the riverbank



Cultural Resource Considerations

- The State Road Bridge dates to 1931
- The structure is not eligible for the National Historic Register as it is considered to be:
 - An extremely late model of the Parker Pony Truss
 - A variant of the typical design for such bridges

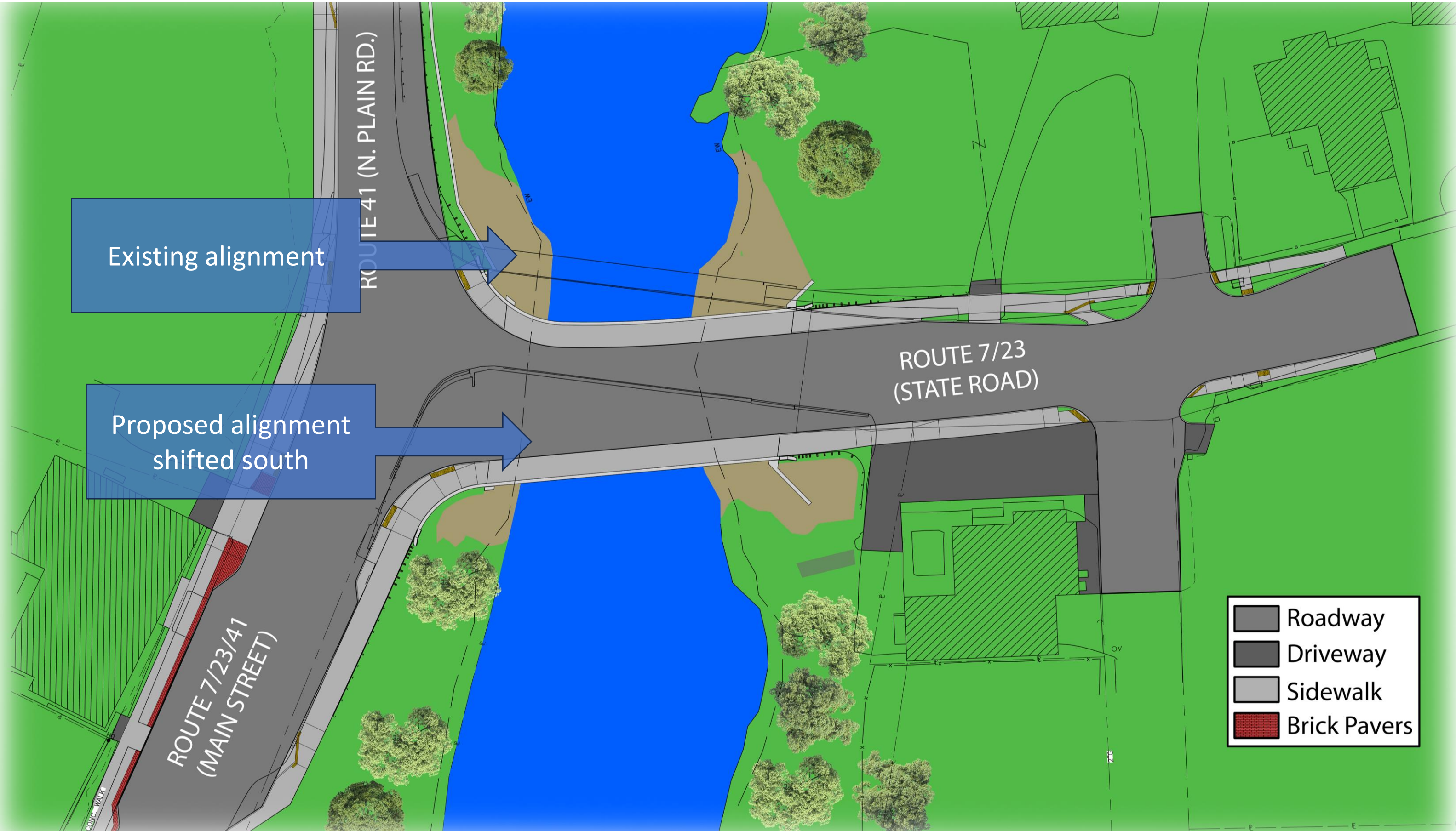


Community Impacts

- The replacement is “footprint bridge”
- The added lane improves safety and operations
- Accessibility accommodations improved
- Bicycle and pedestrian accommodations improved
- The use of the strongback in stage 1:
 - Keeps traffic moving during construction with a minimal shift of the bridge to the south
 - Minimizes impacts to the parking lot of 2 State Road



Existing vs. Proposed Bridge and Roadway Location





Right of Way

Preliminary Right of Way (ROW) discussion

- Responsible for acquiring all necessary rights in public land for design, construction, and implementation of a project.
- Owners whose property is affected will be contacted by personnel from the ROW Bureau.
- Procedures must comply with state and federal regulations governing the acquisition process.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
 - If project receives federal funds, property owners are further protected under Title III of the Real Property Act of 1970, as amended.
- Fee takings, permanent easements, and/or temporary construction easements may be required.

Our next steps



Respond to 25% design public hearing comments - Fall/Winter



75% design milestone - Spring 2026



PS&E design approval - Fall 2027



Advertise project to potential contractors - Fall 2027



Begin Construction - Winter 2027/28



Complete Construction Mid-2030



**How will we
keep you
informed?**

Upcoming public outreach

- MassDOT recognizes that multiple bridge projects will soon impact Great Barrington
- Each one will have real impacts
- Construction period outreach will be provided:
 - We will be available for questions and comments
 - Routine progress updates and lookaheads at upcoming operations
 - Introductory public meeting for construction period
 - Two-way communication throughout
 - *Please make sure to share your email address with us*



How to reach us?

- Submit written comments to:
Carrie Lavallee, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: PROJECT MANAGEMENT, PROJECT FILE NO. 609430
- Submit email comments to:
to massdotprojectmanagement@dot.state.ma.us
- www.mass.gov/orgs/massachusetts-department-of-transportation/events



Questions and discussion



Thank You

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Janhavi Limaye - Janhavi.B.Limaye@dot.state.ma.us



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