



## Smiths Lane over Route 3 Kingston Bridge Replacement

*Thank you for joining us.*

*This meeting will begin shortly.*





# Smiths Lane over Route 3 Kingston Bridge Replacement

## *Design Public Hearing*

Virtual Design Public Hearing

6:30 PM June 9, 2026

Project File No. 608615



# Zoom webinar controls



- Ask a question and share comments



- Drop down menu to check microphone and speakers



- Raise your hand - \*9 for users dialing in and Alt + Y to raise your hand



- If you are unable to access the internet or are having technical problems, please call into the meeting at 1-646-876-9923, Webinar ID: 893 7159 8000



- Use the View button in the upper right-hand corner to adjust the meeting view settings to your preference




- Closed captioning automatically generated by Zoom


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1-888-799-9666

Audio Settings ^

 Raise Hand

 Q&A

 Interpretation

 Live Transcript

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# Public meeting notes and procedures

## Notification

- While this virtual public hearing is being recorded, the Massachusetts Department of Transportation may choose to retain and distribute images, audio, and/or the Q/A transcript.
- All parts of this hearing are considered public record.
- If you are not comfortable being recorded, please refrain from utilizing the Q/A feature, turn off your camera, and keep your microphone muted, or you may choose to excuse yourself from the meeting.

## Important notes

- Your microphone and webcam are automatically disabled upon entering the hearing.
- The hearing will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey at the end of the presentation. Your feedback is important.

**All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.**

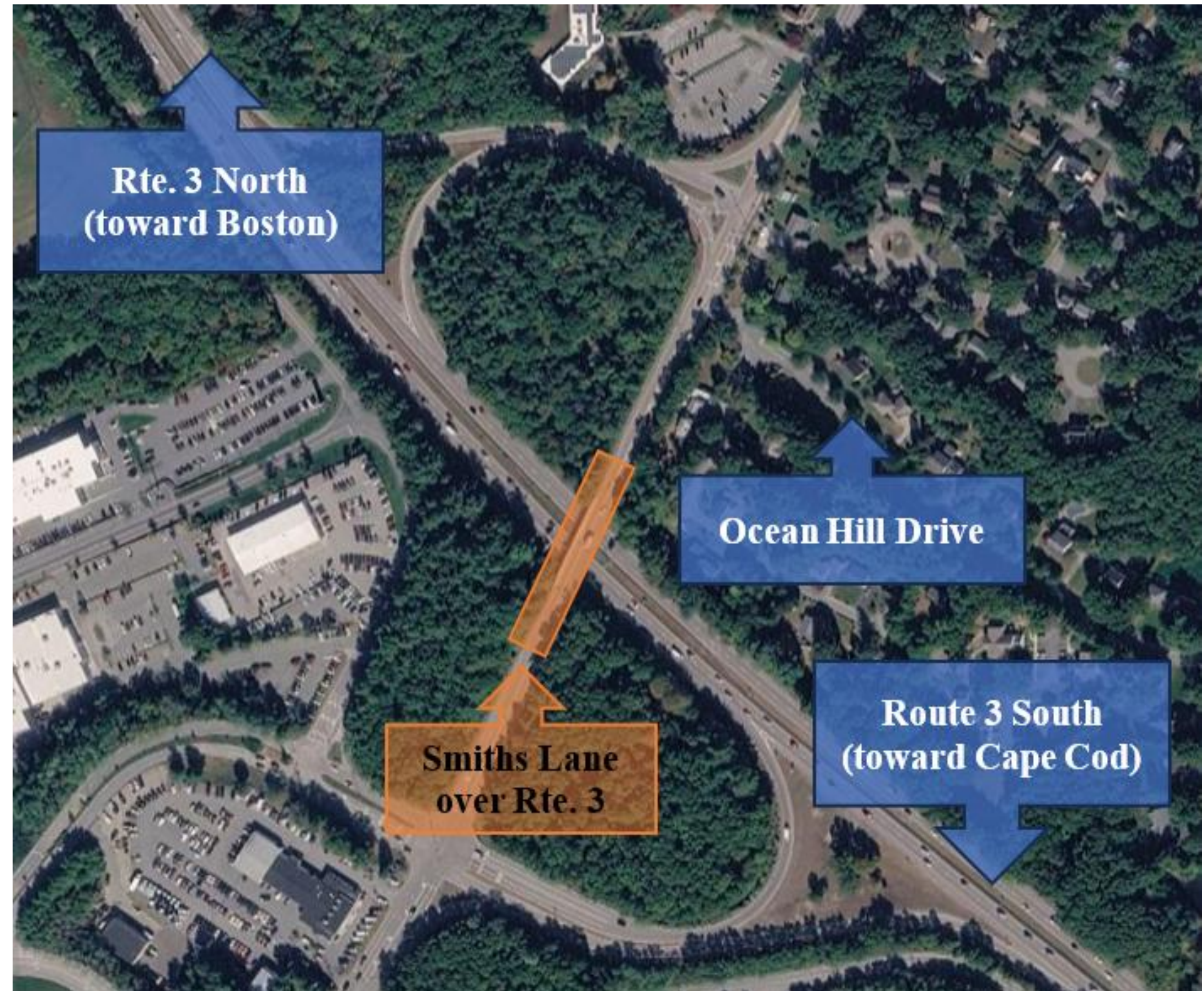
## Notice of MassDOT's policy on diversity and civil rights

- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> to reach the Office of Diversity and Civil Rights.

**Thank you for joining our meeting. We appreciate your participation!**

# Agenda

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





# Design Public Hearing – Flyers and Mass Media

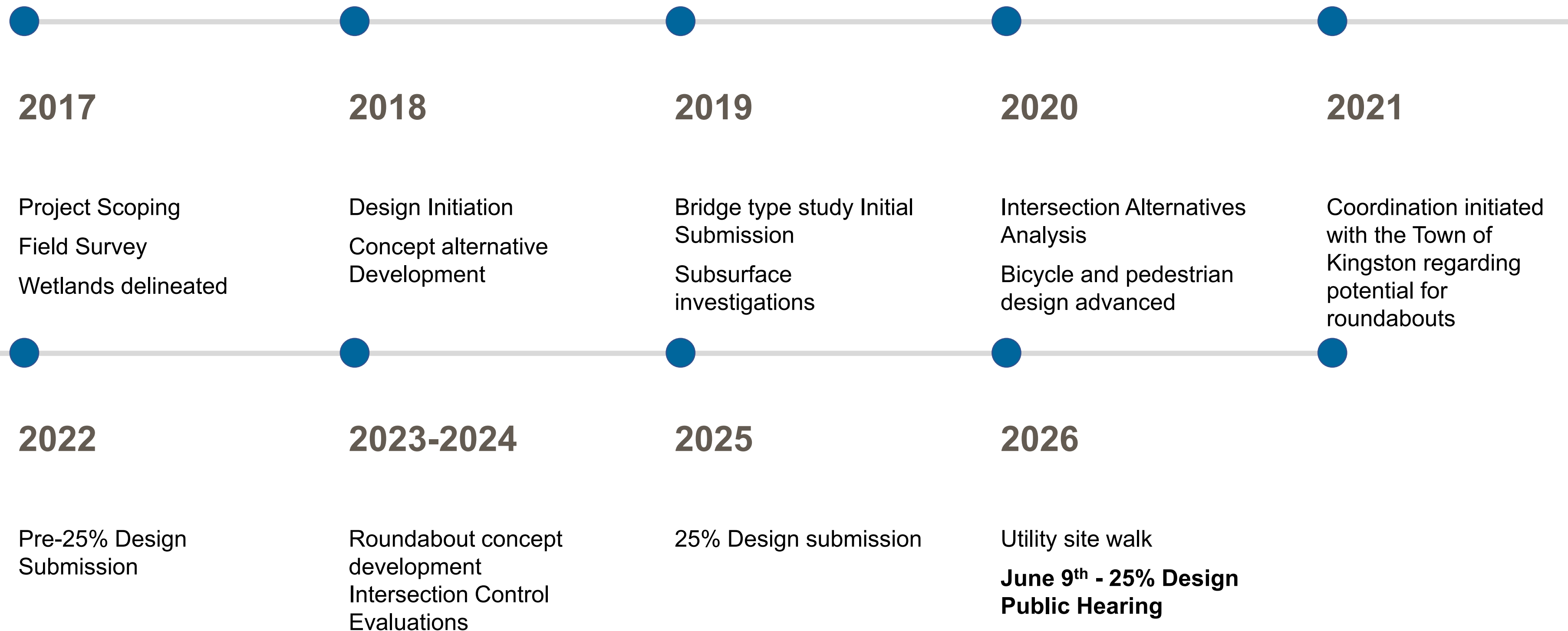
- *The Brockton Enterprise* – 5/28 and 6/4
- *The Plymouth-Halifax-Kingston Express* – 5/29 and 6/5
- *The Local Seen* from 5/28

# Welcome and Meeting Overview:

- MassDOT Team
  - Alexandra Simone, Government Affairs
  - Marissa Foti and Miranda Briseño, Producers
  - Jason Walters P.E., District 5 Projects
  - Paige Parker, P.E. Project Manager
  - Theresa Kanuse, Right-of-Way
  - Rob Antico, Supervising Project Manager
- Consultant Team, WSP
  - Paul Gwiazda, Bridge Design
  - Rich Lenox, Project Manager
  - Nathaniel Cabral-Curtis, Communications and Public Involvement
  - Zach Hellyar, Highway Design

- **Stenographer**
  - Advanced Court Recording

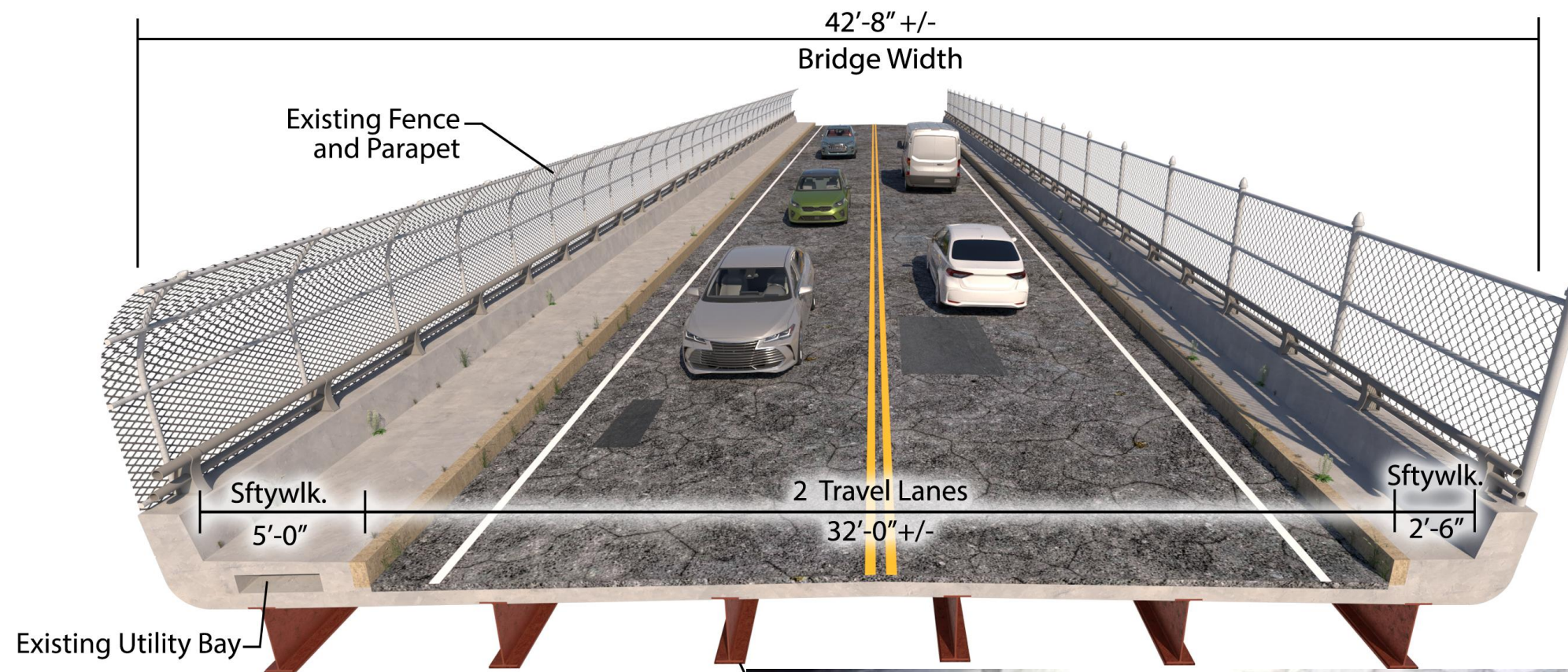
# How Did We Get Here?





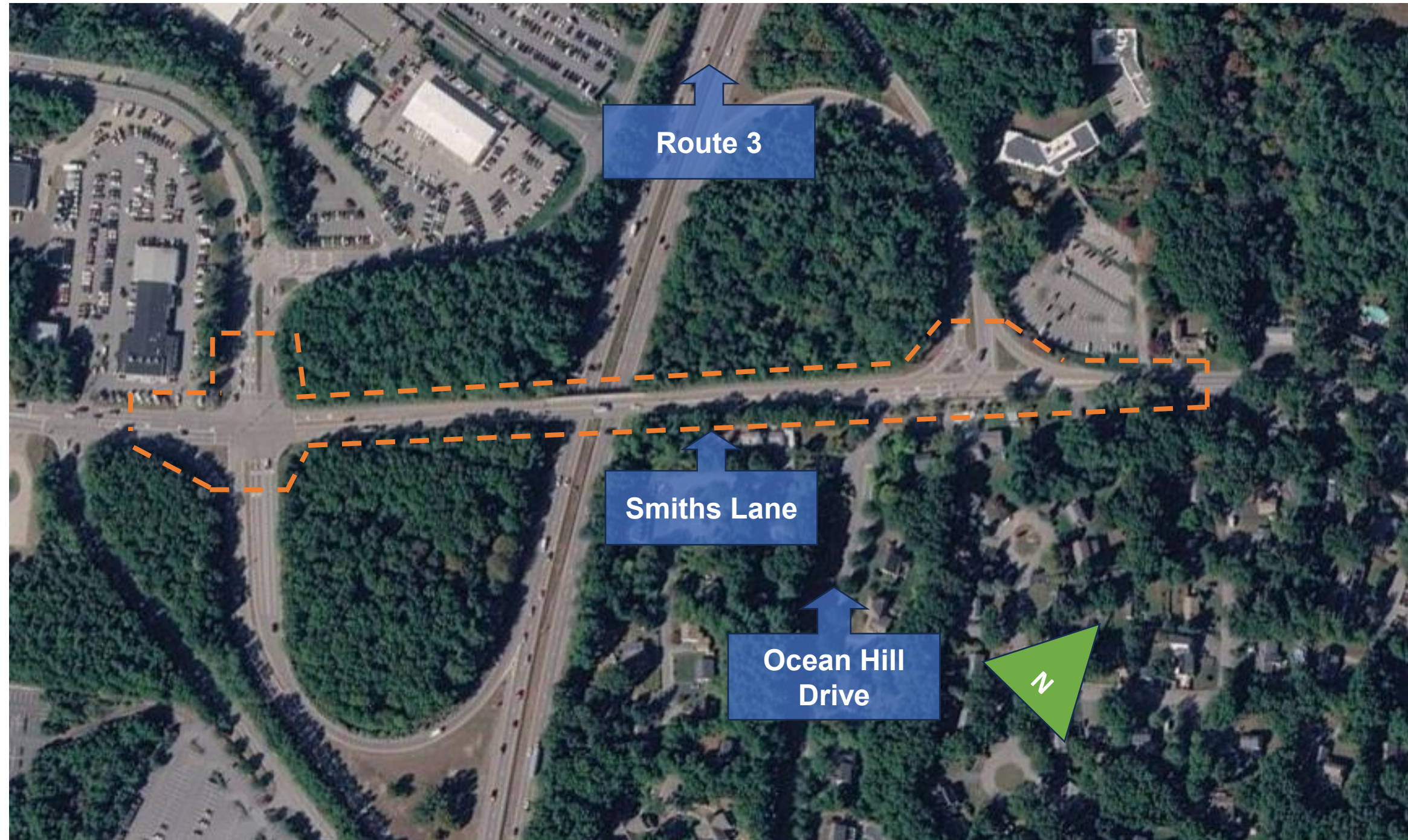
**Why was this project initiated?**

# Smiths Lane over Route 3: Existing Conditions



## The Project Limits of Work

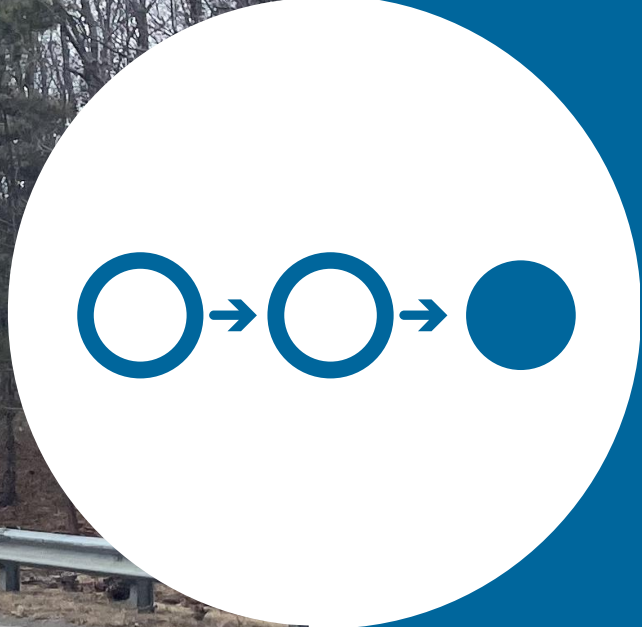
- The bridge itself
- Smiths Lane approaches
  - 1050 feet west – “just past the intersection with Independence Mall Way”
  - 1150 feet east – “to the intersection with Frank Street”



# Why Include the Route 3 Ramp Intersections?

- The new bridge requires cycling/walking facilities
- Cycling/walking facilities on the bridge alone are of limited utility
- Including the intersections opens opportunities:
  - Improve traffic safety
  - Reduce traffic queue times
  - Improve multimodal access:
    - Kingston Station – Commuter Rail and GATRA
    - Entertainment/shopping





**How has our  
design  
progressed?**

## Design Requirements

- The new bridge should:
  - Increase the clearance over Route 3 to 16'-6" to meet modern standards
  - Reduce the number of piers allowing the potential, future widening of Route 3
  - Provide adequate capacity for future traffic demand (15,450 vehicles/day in 2042)
  - Provide infrastructure for cyclists and walkers
  - Increase shoulder width for improved safety and drainage/snow storage
- The improved intersections at either end of the bridge should:
  - Match the new bridge in terms of lanes
  - Provide a logical extension of on-bridge cycling and walking facilities
  - Improve safety and traffic operations

# Potential Bridge Superstructure Alternatives



Continuous Steel  
Plate Girder



Prestressed New  
England Bulb Tee  
Beam



Prefabricated  
Bridge Unit (PBU)

# Evaluating Bridge Superstructure Alternatives

	Continuous Steel Plate Girder	Prestressed New England Bulb Tee Beam	Prefabricated Bridge Units (PBU's)
Construction duration	-	-	+
Foundation size	+	-	+
Number of girders	+	+	-
Equipment size	★	-	-
Depth of structure	+	-	+
Construction cost	+	+	-
Maintenance needs	-	+	-
Abutter Impacts	+	-	+

- Of the three bridge types considered, **the continuous steel plate girder is the preferred alternative:**
  - Slim structure - easily achieves required clearances over Route 3
  - Lightest structure – allows for smaller construction equipment and foundations
  - Cost effective solution

# Two Types of Intersection Improvement Analyzed

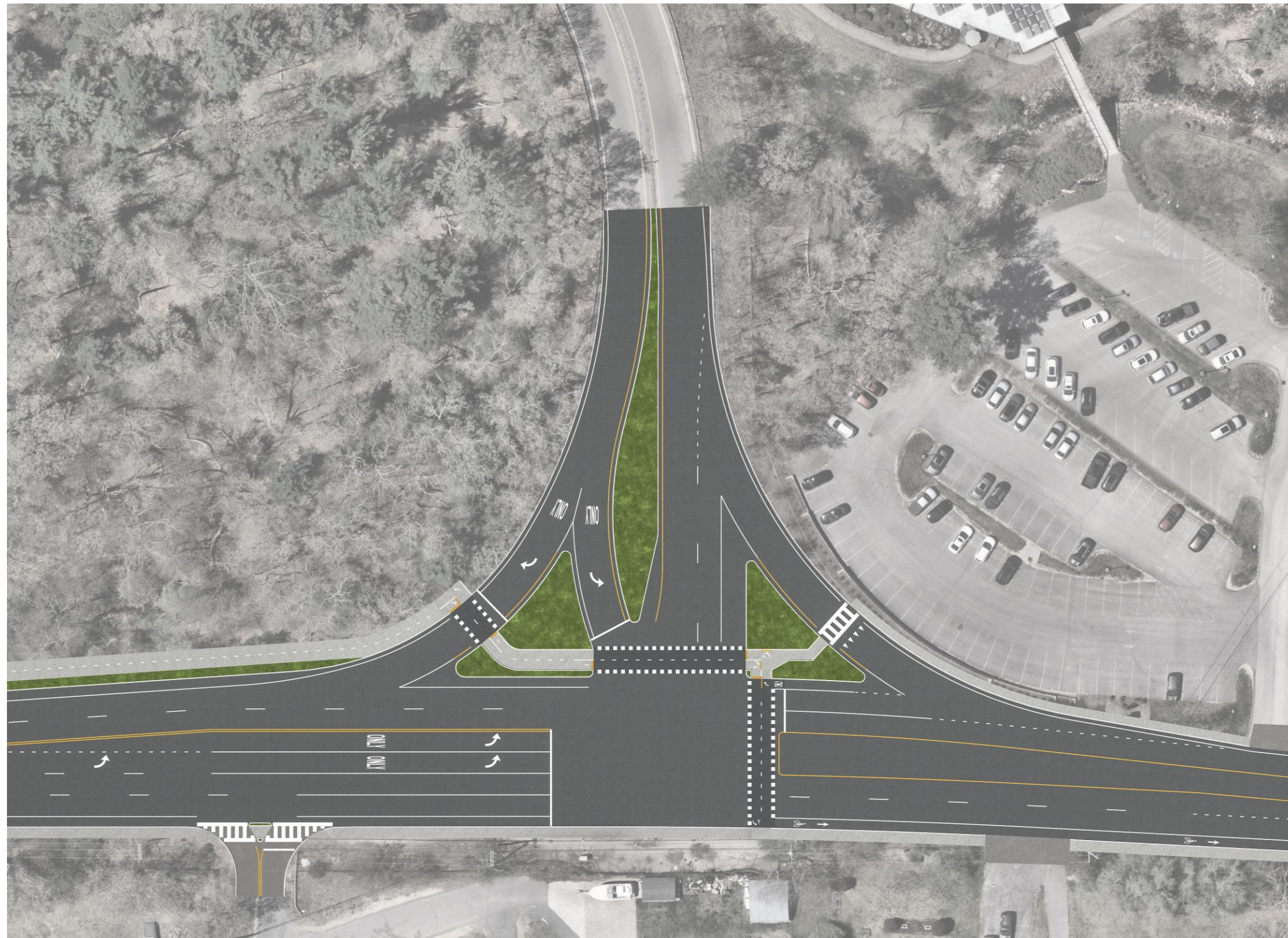


Signal  
Improvements



Modern  
Roundabout

# Intersection of Smiths Lane at Route 3 NB Ramps Signalized Concept



- Iterations included:
  - Upgraded Timing
  - Double turn lanes
  - Single turn lanes
  - Channelized lanes

# Intersection of Smiths Lane at Route 3 NB Ramps - Roundabout Concept



# Intersection of Smiths Lane at Route 3 SB Ramps - Signalized Concept



- Iterations included:
  - Add turning lanes
  - Jug-handle for U-turns
  - Upgraded signals

# Intersection of Smiths Lane at Route 3 SB Ramps - Roundabout Concept



# Evaluating Intersection Concepts

	Signal improvements at NB Ramps	Roundabout at NB Ramps	Signal Improvements at SB Ramps	Roundabout at SB Ramps
Safety improvement	+	★	+	★
Reduced vehicle delay	-	★	-	★
Construction cost	-	+	-	+
Environmental impacts	-	+	-	+
Multimodal enhancement	+	+	+	+
Utility impacts	-	+	-	+

- Based on these criteria **the modern roundabouts are our preferred alternatives** to upgrade both Smiths Lane/Route 3 Northbound Ramps and Smiths Lane/Route 3 Southbound Ramps

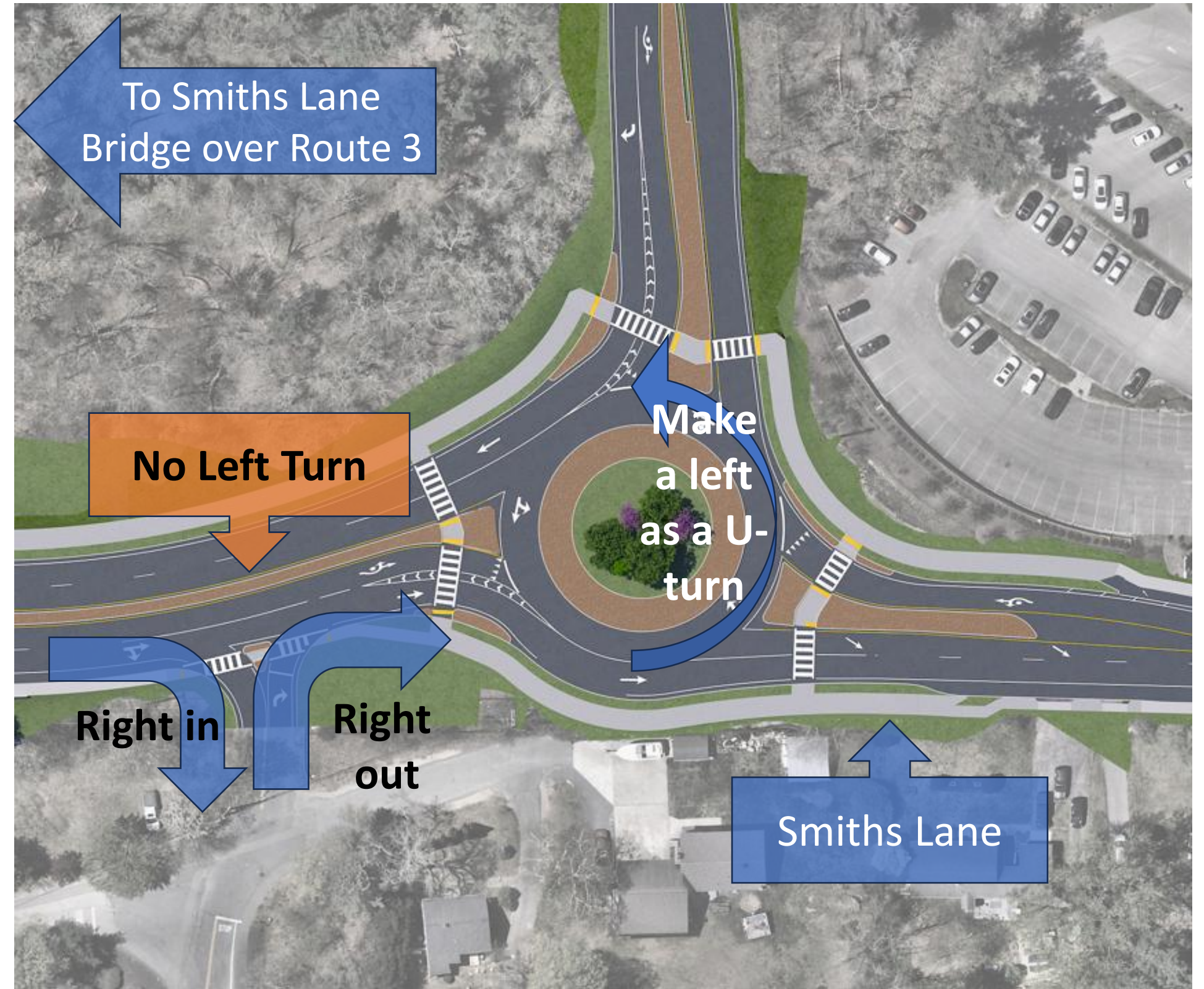


**What is our preferred alternative?**

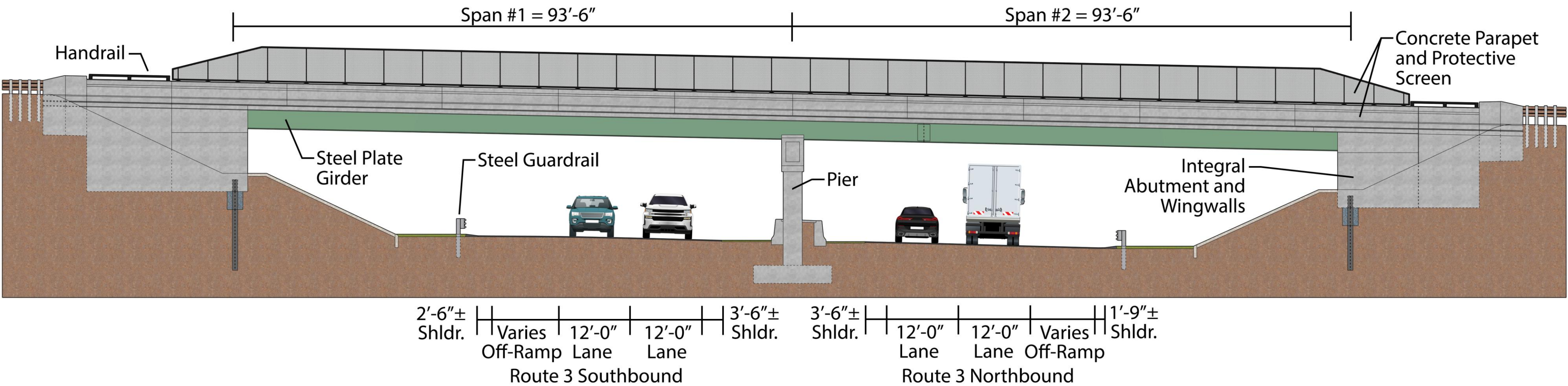
# Proposed Overall Project



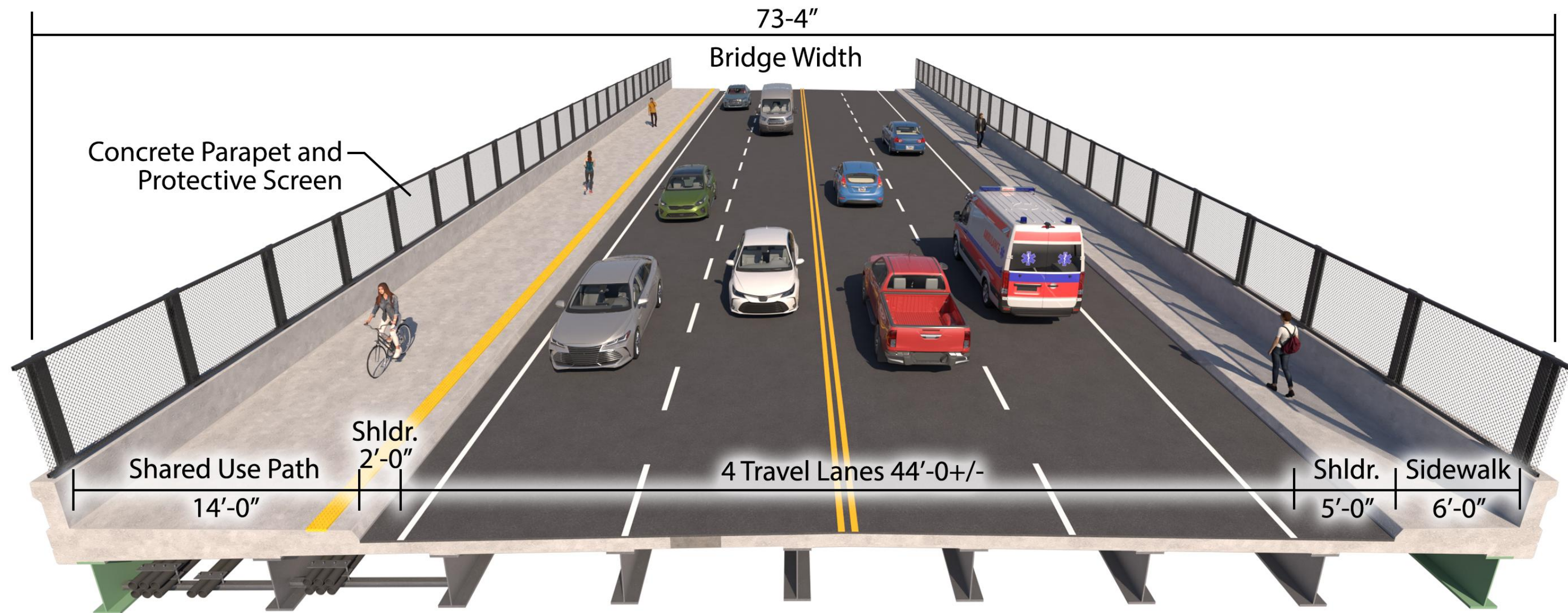
# Proposed Right-in/Right-out for Ocean Hill Drive

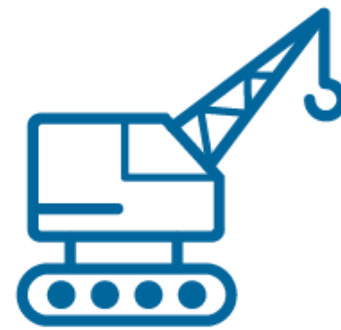


# Proposed Elevation View – From Route 3



# Proposed Smiths Lane Cross Section





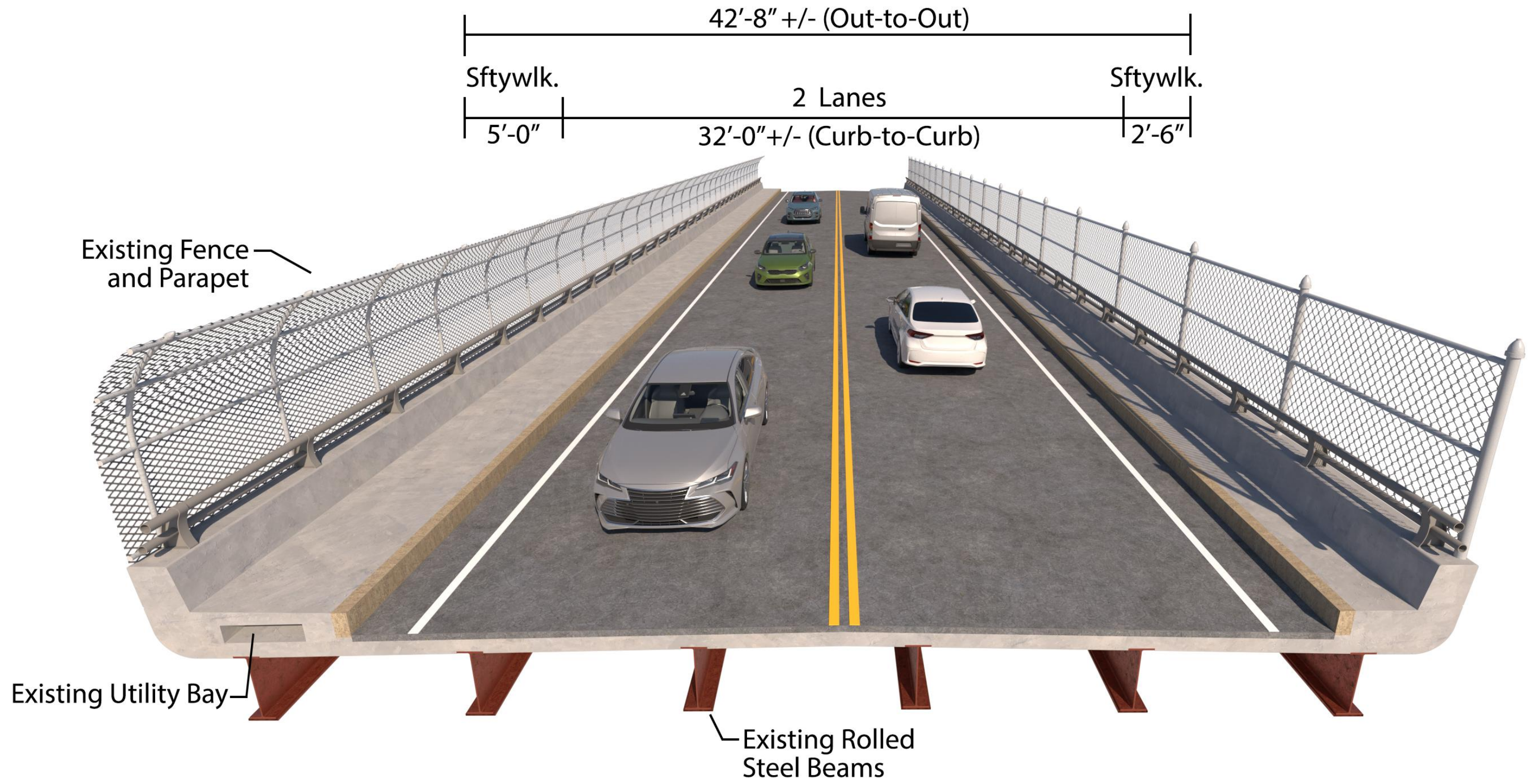
**What is the  
construction  
approach?**

# Staged Construction to Keep You Moving

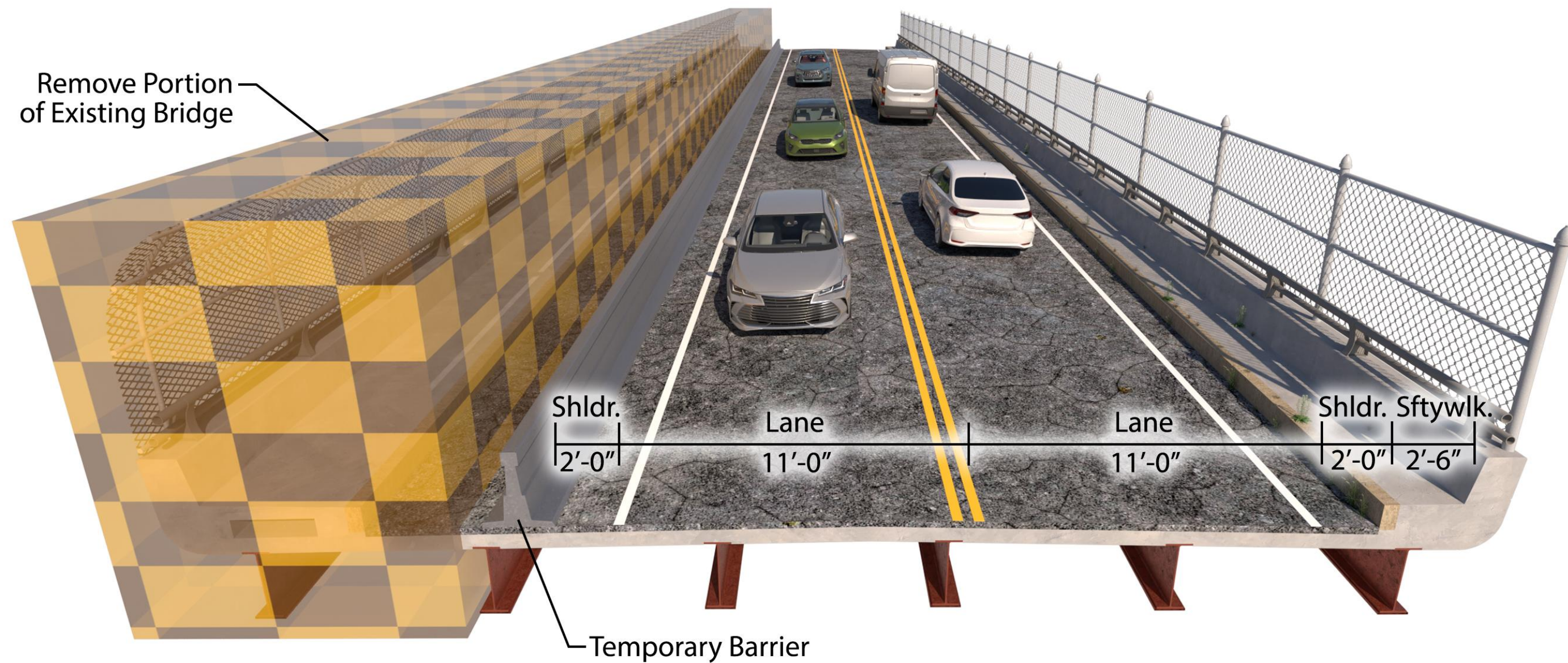
- Proposed construction staging:
  - Demolish the existing bridge and build its replacement one half at a time
  - Convert the intersections to roundabouts after bridge construction
  - Smiths Lane – maintain one lane of traffic in each direction
  - Route 3 – minor lane shifts, no lane reductions
  - Occasional nighttime lane and ramp closures may be required



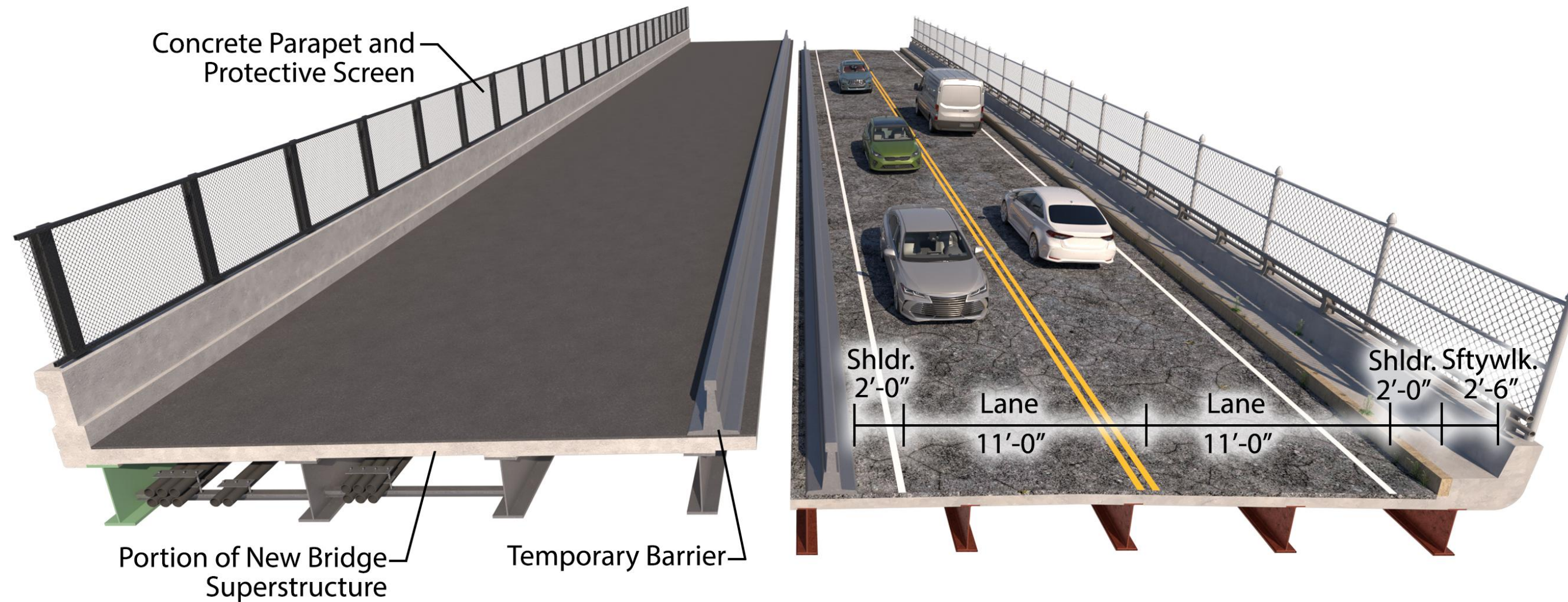
# Existing Conditions



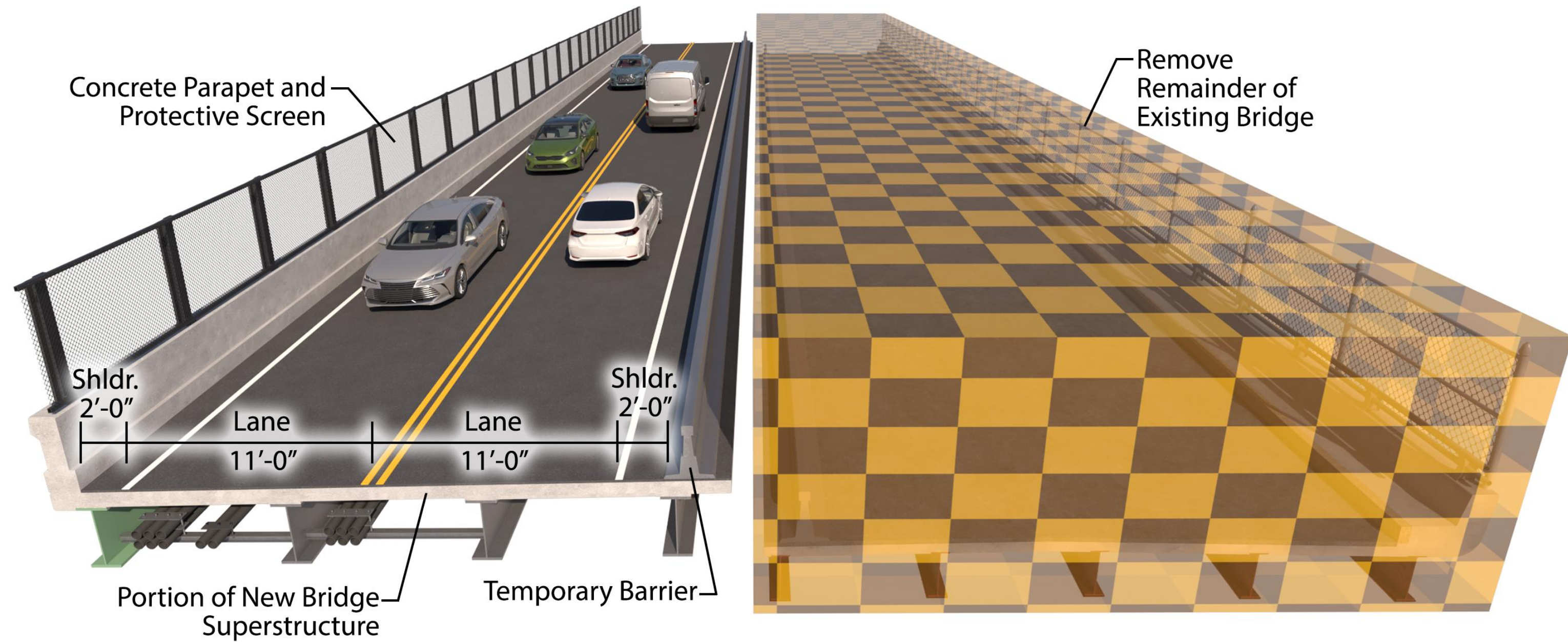
# Stage One Demolition



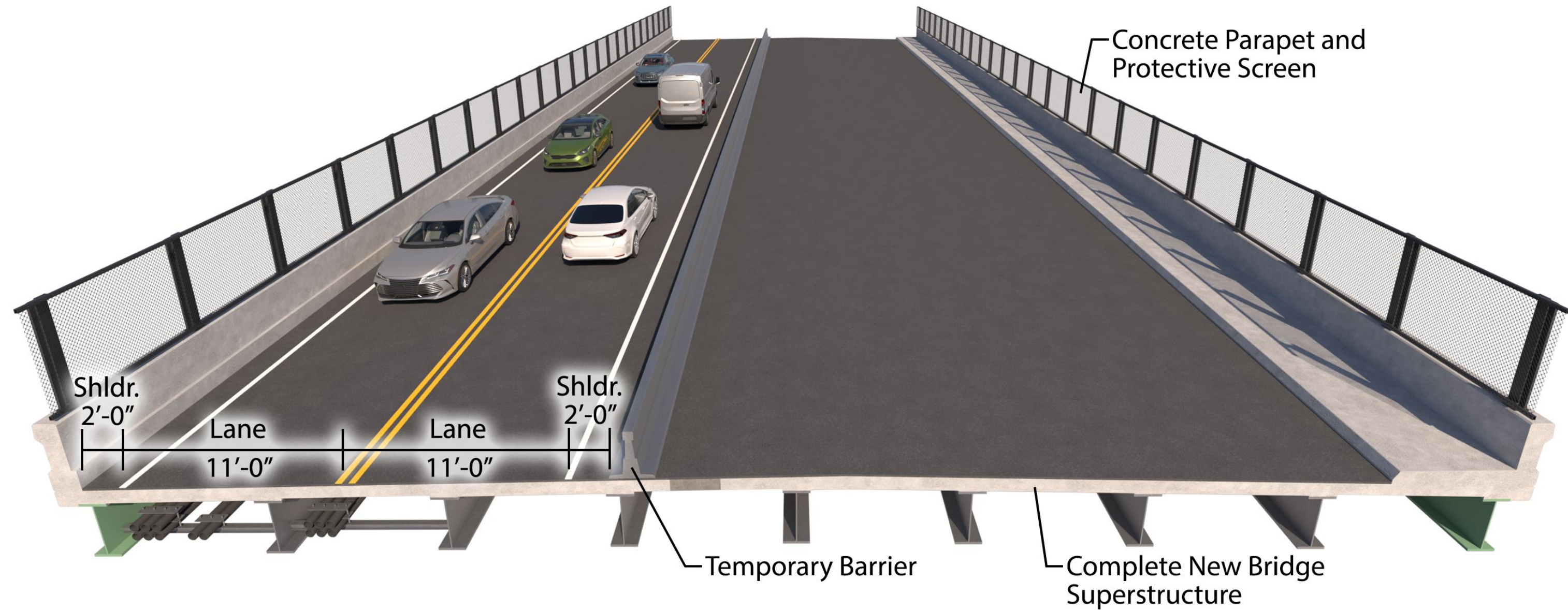
# Stage One Construction



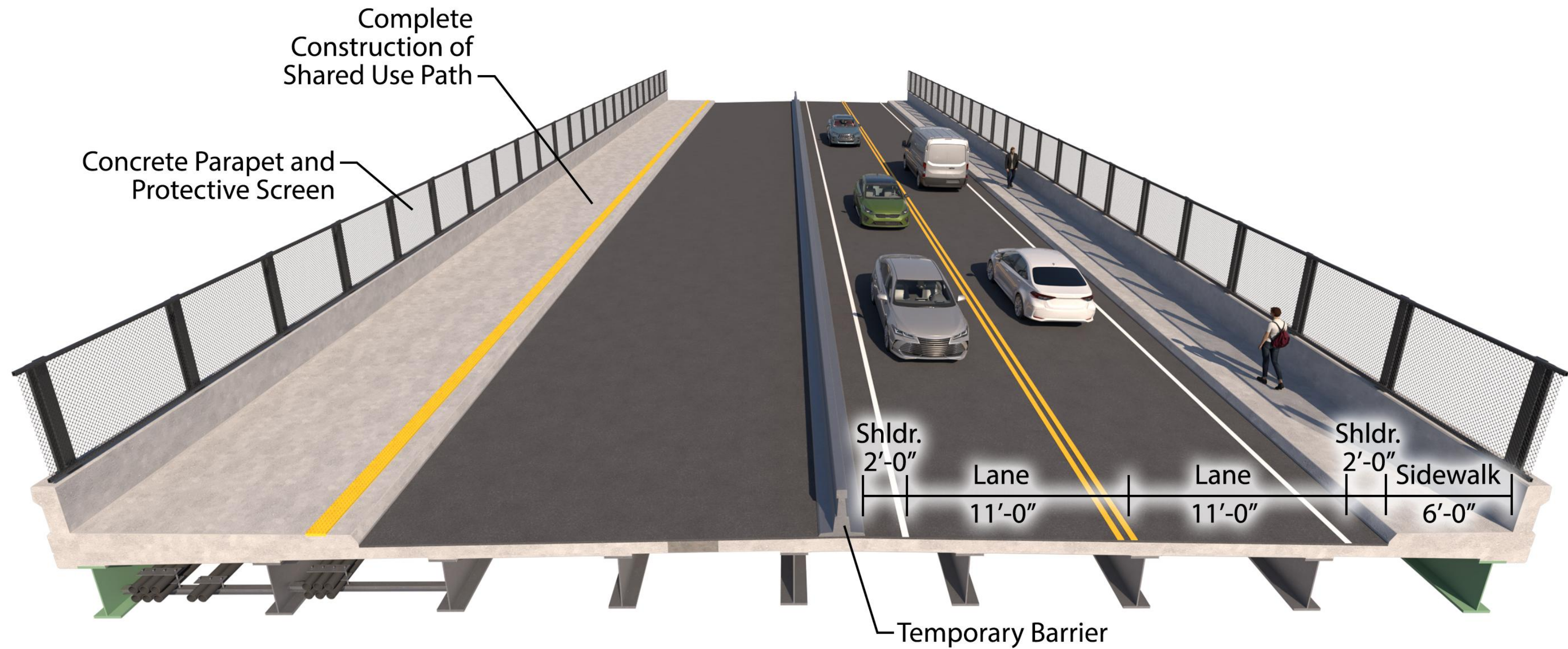
# Stage Two Demolition



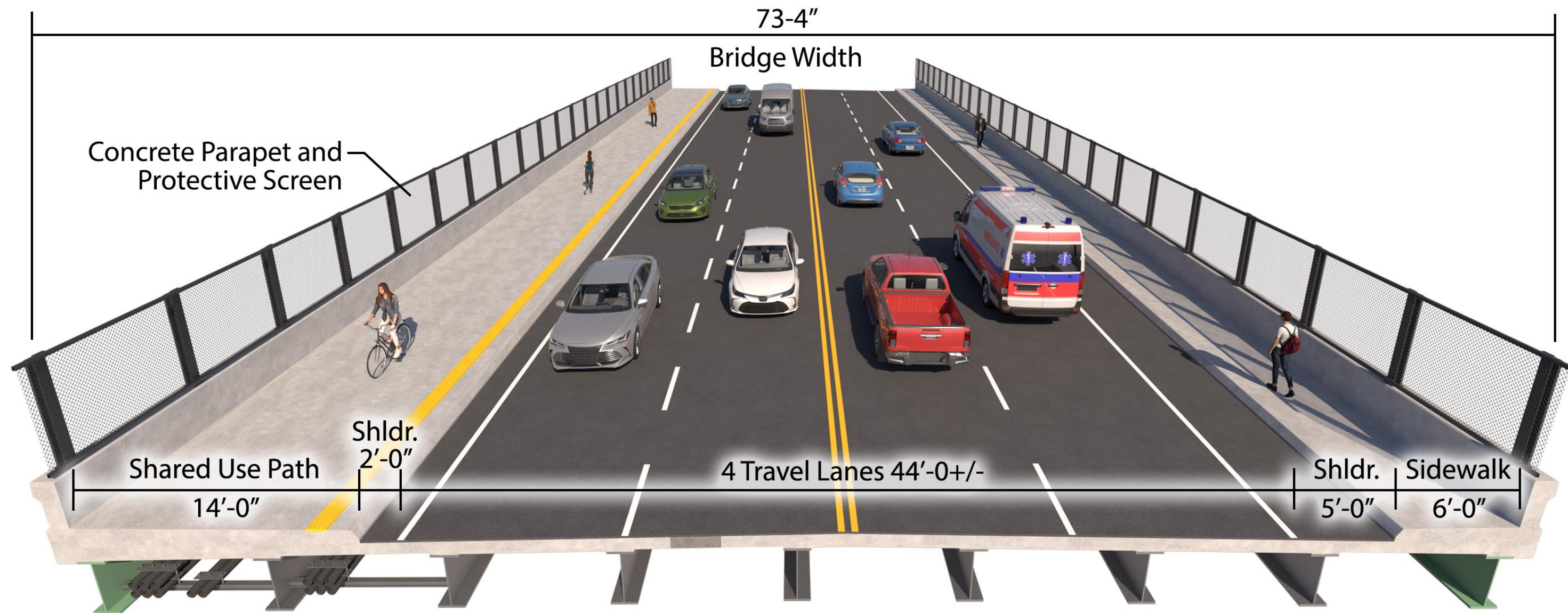
# Stage Two Construction



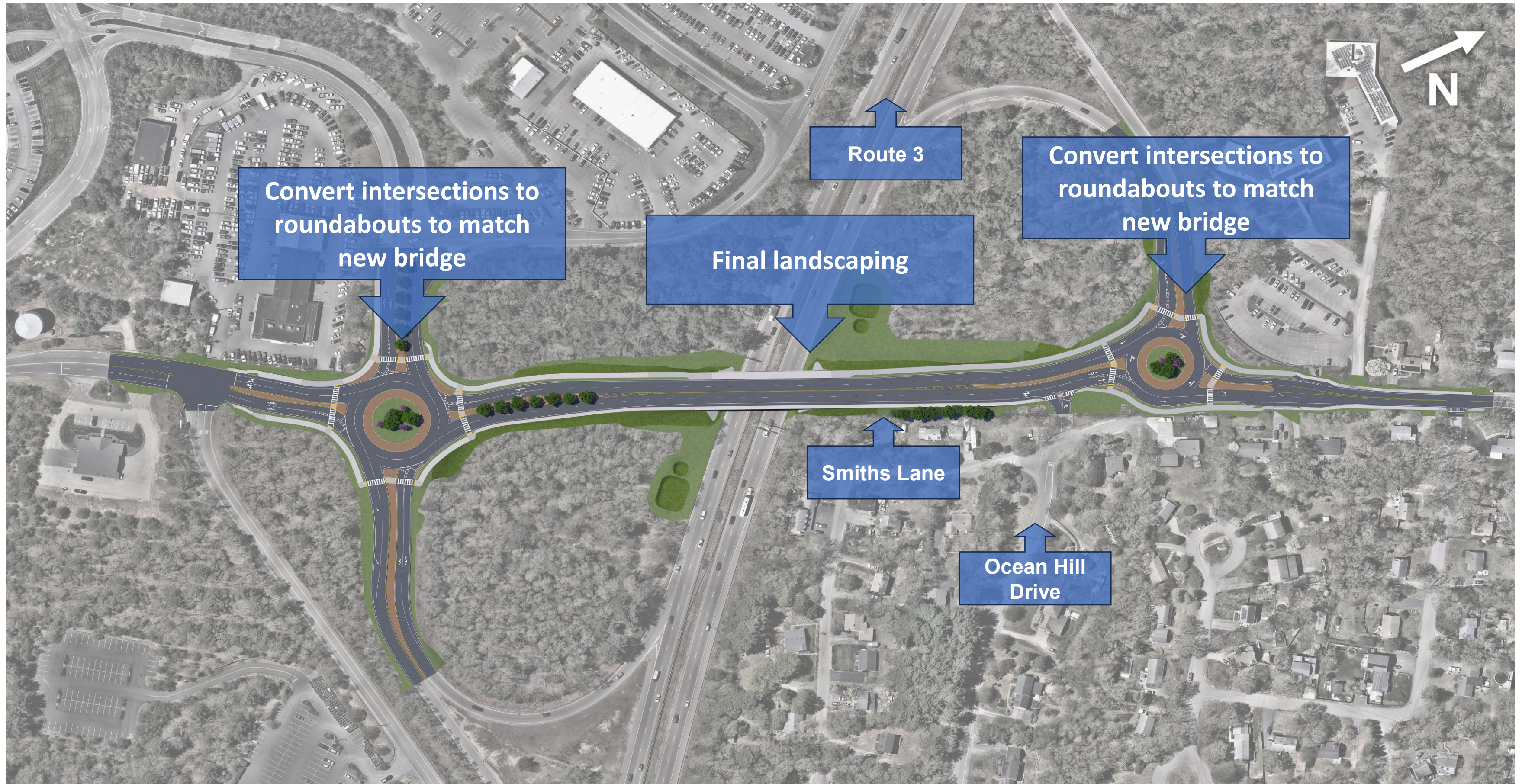
# Complete Shared Use Path



# Completed Bridge



# Finalizing the Project





**Right of Way**

## Preliminary Right of Way (ROW) discussion 25% Design Public Hearing

- MassDOT is responsible for acquiring all necessary rights in public land for design, construction, and implementation of this project.
  - Fee takings, permanent easements and/or temporary construction easements may be required.
- Affected property owners will be contacted by personnel from the MassDOT ROW Bureau or consultants representing the responsible agency.
  - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
- Preliminary ROW drawings will be available at the Kingston Public Library for public review and comment.

**At this stage of design, the Right of Way process has not been finalized. This meeting is an opportunity for the public to comment on any impacts to properties.**

## A Mix of Minor Impacts

- A mix of “sliver” permanent takings and temporary easements are proposed for:
  - Construction access
  - Grading
  - Utility relocation
  - Roadway signage
  - Drainage
- No anticipated full takings
- No anticipated changes to property access
- Widening north to avoid properties





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

## The Built and Natural Environment

- No known historic sites are present within the project area
- No changes to wetlands or drainage patterns are proposed
- No known hazardous materials are present on site
  - Lead paint may be present on the bridge given its age
  - Steel will be disposed of assuming lead content
- We will continue to coordinate with all applicable state and local authorities
- Stormwater Control Measures to be incorporated to treat stormwater



# Our next steps



Respond to 25% design comments – Summer 2026



75% design milestone – Winter 2026



100% design approval – Winter 2027



Advertise project to potential contractors – Spring/Summer 2028



Begin construction – Fall 2028



New bridge opens fully to traffic – Fall 2030



Roundabouts in service – Fall 2031



**How will we  
keep you  
informed?**

## Construction Period Outreach

- We will be available for questions and comments
- Routine progress updates and lookaheads of upcoming operations
- Introductory public meeting for construction period
- Two-way communication throughout by email
- *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: MAJOR PROJECTS, PROJECT FILE NO. 608615
- Submit email comments to:  
to [massdotmajorprojects@dot.state.ma.us](mailto:massdotmajorprojects@dot.state.ma.us)
- [www.mass.gov/orgs/massachusetts-department-of-transportation/events](http://www.mass.gov/orgs/massachusetts-department-of-transportation/events)



# Questions and discussion

## Questions and answers



- “Raise your hand” to be unmuted for verbal questions (Alt + Y if using a phone)



- Submit your questions and comments using the Q&A button



- Please state your name before your question



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate



- To ask a question via phone, dial \*9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn

**All questions and comments are subject to disclosure for public records. Please use these functions for project related business only.**



***Thank You***

**Smiths Lane over Route 3 Kingston  
Bridge Replacement**

***Design Public Hearing***

Virtual Design Public Hearing

6:30 PM June 9, 2026

Project File No. 608615

Paige Parker - [Paige.Parker@dot.state.ma.us](mailto:Paige.Parker@dot.state.ma.us)



## How to reach us

- Submit written comments to:  
Carrie Lavalley, P.E., Chief Engineer  
MassDOT  
10 Park Plaza  
Boston, MA 02116  
Attention: MAJOR PROJECTS, PROJECT FILE NO. 608615
- Submit email comments to:  
to [massdotmajorprojects@dot.state.ma.us](mailto:massdotmajorprojects@dot.state.ma.us)
- [www.mass.gov/orgs/massachusetts-department-of-transportation/events](http://www.mass.gov/orgs/massachusetts-department-of-transportation/events)