



PUBLIC INFORMATION AND SECTION 106 CONSULTING PARTY MEETING

JUNE 18, 2025

FOR THE PROPOSED

POWDER POINT BRIDGE REPLACEMENT PROJECT

Project No. 612006

Bridge No. D-14-003 (438)

Highway Design

IN THE TOWN OF DUXBURY, 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 COMBINED PUBLIC INFORMATIONAL MEETING
AND SECTION 106 CONSULTING PARTY MEETING
Project File No. 612006**

A Public Informational Meeting will be held by MassDOT to discuss the proposed Powder Point Bridge Replacement project in Duxbury, MA. This meeting also will serve as a Section 106 Consulting Party Meeting under the National Historic Preservation Act of 1966, as amended [36 CFR 800.4(a)(3)].

WHERE: Duxbury Performing Arts Center
73 Alden St.
Duxbury, MA 02332

WHEN: Wednesday, June 18, 2025, at 6:30 PM

PURPOSE: The purpose of this meeting is to introduce the public to the proposed Powder Point Bridge Replacement project and to discuss MassDOT's responsibilities under Section 106 of the National Historic Preservation Act. All views and comments made at the meeting will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of designing a replacement bridge that meets current design standards. MassDOT is hosting this meeting to gather feedback from the community to be incorporated into the bridge's design.

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 the event of inclement weather a cancellation announcement will be posted on the internet at <https://www.mass.gov/orgs/highway-division/events>.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE
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 Lavalley, P. E.
Chief Engineer

WHAT IS A PUBLIC INFORMATIONAL MEETING?

WHY A PUBLIC INFORMATIONAL MEETING?

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 meetings 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 duty 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 INFORMATIONAL MEETING 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. Locus Map

ABOUT THE POWDER POINT BRIDGE REPLACEMENT PROJECT

PROJECT LOCATION

Powder Point Bridge carries the only direct road access from the Town of Duxbury to Duxbury Beach. The bridge spans almost one mile across Duxbury Bay. It extends from the Powder Point area of Duxbury – a residential peninsula.

PROJECT PURPOSE

MassDOT is replacing the Powder Point Bridge in Duxbury, MA. The replacement bridge design will adhere to current bridge design standards and increase the safety of all travelers, while being context sensitive within the current landscape to the greatest extent feasible with aesthetic elements that reflect the character of the community. The bridge will be designed and built to last at least seventy-five years per Federal Highway Standards.

EXISTING CONDITIONS

The Powder Point Bridge exhibits poor structural integrity and advanced deterioration. It is constructed entirely of timber and metal fasteners which have not been able to withstand the marine environment where they were used. The bridge has undergone numerous renovations since it was built in the 1980s, but there has been a lack of long-term success leading to high costs for the Town of Duxbury, closure inconveniences to the residents, and waning safety conditions.

MEETING PURPOSE

MassDOT understands the role of the Powder Point Bridge within the greater Duxbury community. The Public Information and Section 106 Consulting Party Meeting is a means to introduce the public to the proposed Powder Point Bridge Replacement project and discuss MassDOT's responsibilities under Section 106 of the National Historic Preservation Act. All views and comments made at the meeting will be reviewed and considered to the maximum extent possible. There will be more future public meetings as the design progresses.

PROJECT PROCESS

The Powder Point Bridge Replacement Project is currently in the early Pre-25% design phase. Prior to construction the following phases must be completed: 25% Design, Environmental Permitting, Base Technical Concept and RFP Preparation, Project Advertisement, Contractor Selection, 75% Design, and 100% Design.

PROJECT COST

The estimated total contract cost for this project is approximately \$166.6 million. The project construction cost will be funded with a combination of money from the Federal Highway Administration and the Commonwealth of Massachusetts.

FREQUENTLY ASKED QUESTIONS

HISTORIC DETERMINATION

WHAT IS THE HISTORY OF POWDER POINT BRIDGE?

The original Powder Point Bridge was constructed in 1891 as a fully timber structure. The 1891 bridge was determined to be eligible for listing in the National Register of Historic Places by the Massachusetts Historical Commission (MHC) in 1983. The bridge was damaged by fire two years later, in 1985. During the repair process major deterioration was discovered. As a result, the Town of Duxbury replaced the bridge in its entirety. The timber bridge that stands today was constructed in 1986 and has been repaired on numerous occasions. The repairs have become more frequent and costly as the bridge has aged.

WHAT IS REQUIRED FOR A HISTORIC DETERMINATION?

To be considered for the National Register of Historic Places a building, structure, or historic district typically must be at least fifty years old and must have integrity of location, design, setting, materials, workmanship, feeling, and association.

WHAT IS THE CURRENT DETERMINATION OF THE POWDER POINT BRIDGE?

MassDOT initiated the Section 106 federal review process, on behalf of FHWA, with the submittal of an updated Historic Bridge Inventory form and a National Register Not Eligible recommendation to the State Historic Preservation Officer (SHPO) at MHC for the current Powder Point Bridge. SHPO concurred with MassDOT's recommendation that the current timber bridge, built in 1986, is Not Eligible for listing in the National Register of Historic Places on December 20, 2024.

DESIGN ELEMENTS

IS IT POSSIBLE TO REPLACE THE POWDER POINT BRIDGE ENTIRELY WITH TIMBER?

MassDOT must comply with federal regulations to construct bridges with a lifespan of at least seventy-five years. Standards enforced by MassDOT require a one-hundred-year lifespan. With these legal and organizational obligations, an entirely timber structure is not possible because of its inability to withstand the effects of a coastal marine environment for long periods of time. Timber as a driving surface and structure has a poor life and cost cycle. The current timber bridge is less than forty years old and will continue needing routine maintenance.

It is federally required that all bridge railings must be crash tested in accordance with the Manual for Assessing Safety Hardware (MASH). There are no MASH compliant timber railings, but there are options that allow for the use of timber railing if it is combined with other measures. MassDOT is currently exploring examples of timber use on newer bridges (e.g. Mitchell River Bridge in Chatham, MA) to determine how some context appropriate elements can be applied to the Powder Point Bridge.

WHAT DOES MASSDOT HOPE TO ACCOMPLISH AT THIS MEETING?

The intent of this meeting is to introduce the project team to the community, to let the community know how early MassDOT is in the design process, and to let the public know that while there are certain design constraints, that community input is significant regarding certain elements of the bridge. This is only the first of several meetings and MassDOT will be exploring other meeting formats that can involve the community more interactively.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Duxbury, MA
Powder Point Bridge Replacement Project
Project File No. 6120006

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to DOThighwayDesign@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: Highway Design

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

PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

Address: _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Public Information Meeting
POWDER POINT BRIDGE REPLACEMENT PROJECT
DUXBURY, MA
Project File No. 612006
Attn: Highway Design

