



DESIGN PUBLIC HEARING PRESENTATIONS

MARCH 22, 2018

AT

**NEW MARLBOROUGH TOWN HALL
807 Mill River Southfield Road
Mill River, MA 01244-0099**

7:00 P.M.

FOR THE PROPOSED

**NEW MARLBOROUGH
BRIDGE REPLACEMENT PROJECT
Project No. 608243
Bridge Nos N-08-010 (C07)
Bridge Project Management**

IN THE TOWN OF NEW MARLBOROUGH, 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. 608243

A Design Public Hearing will be held by MassDOT to discuss the proposed Bridge Replacement Project on Umpachene Falls Road over the Konkapot River in the Town of New Marlborough, MA.

WHERE: New Marlborough Town Hall
807 Mill River Southfield Road
Mill River, MA 01244-0099

WHEN: Thursday, March 22, 2018 @ 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed New Marlborough bridge replacement project on Umpachene Falls Road. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed bridge project consists of the replacement of the existing single span steel 3-stringer bridge structure. The proposed new 70-foot Single Span Precast Prestressed Concrete Adjacent Box Beam superstructure will be supported on cast-in-place reinforced concrete abutments. The proposed bridge will have a 15'-6" curb to curb roadway width for vehicular traffic consisting of a single 11'-0" travel lane with two – 2'-3" wide shoulders. The bridge has been closed to vehicular traffic since April of 2012 and will remain closed during construction. The proposed detour for vehicular traffic is approximately 3.5 miles in length and will direct traffic up Clayton Mill River Road to the north to Southfield Road and south again toward Hadsell Street. While currently closed to vehicular traffic, the roadway and bridge are still utilized by pedestrians and bicyclists. The bridge will be constructed in two stages so that pedestrian and bicycle access can be maintained throughout construction. Proposed approach roadway work includes the construction of full depth asphalt pavement for approximately 325 feet of the westbound approach and approximately 345 feet of the eastbound approach. The proposed westside roadway approach width from the westerly project limits near Clayton Mill River Road varies from 22'-0" to 15'-6" in width. The proposed eastside roadway approach width to the easterly project limits is 15'-6". There will be no sidewalks on the proposed bridge or approach roadways.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Marlborough is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views 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. 608243. 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 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 hearing, 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 hearing.

In case of inclement weather, hearing cancellation announcements will be posted on the internet 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.

RIGHT OF WAY ISSUES

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

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.

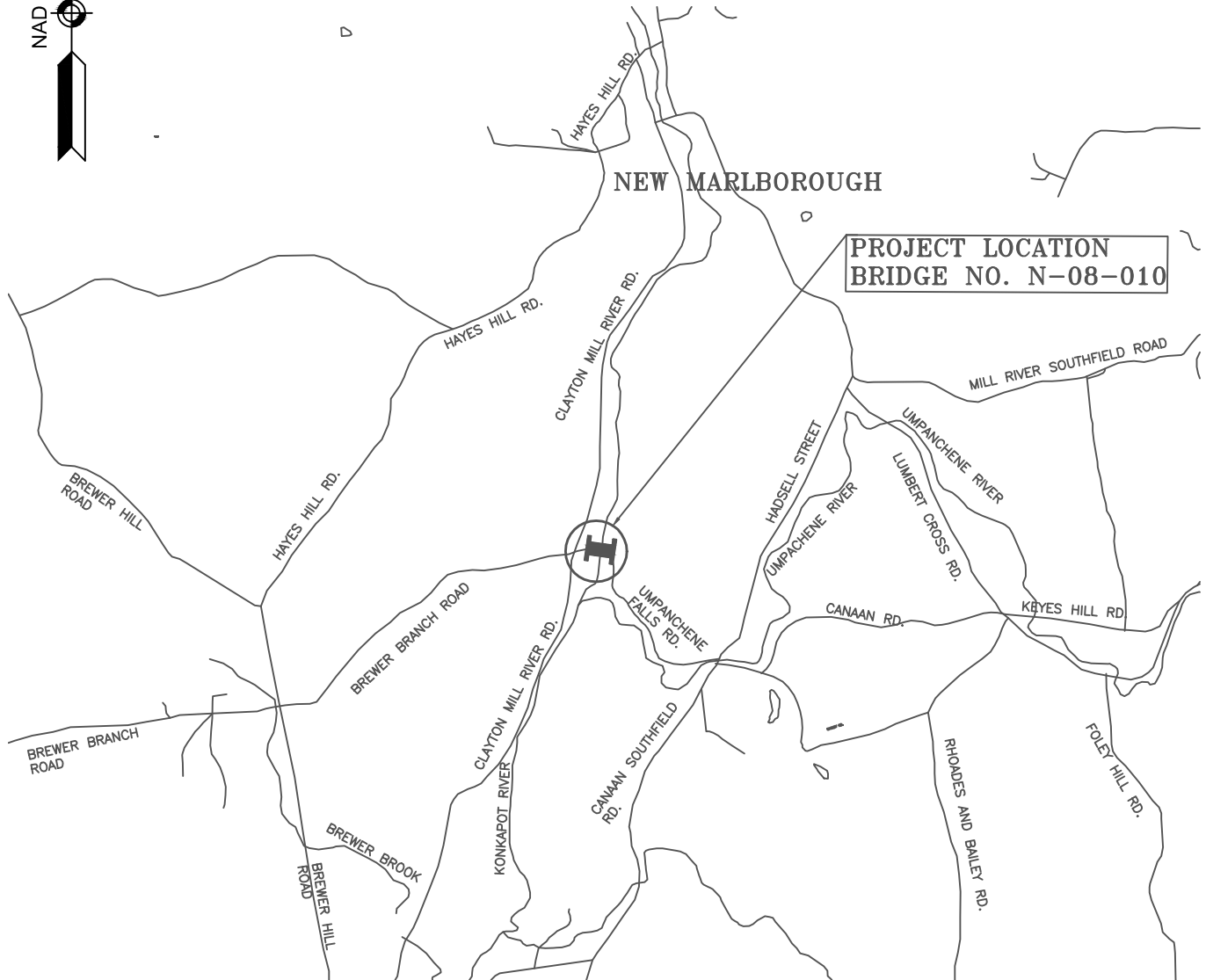
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, 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.



**UMPACHENE FALLS ROAD OVER KONKAPOT RIVER
BRIDGE REPLACEMENT
PROJECT NO. 608243
BRIDGE NO. N-08-010**

PROJECT LOCATION

Bridge No. N-08-010 (C07) carries Umpachene Falls Road over the Konkapot River in the Town of New Marlborough. The bridge is located approximately 300 feet east of Clayton Mill River Road. Umpachene Falls Road travels west to east, and the Konkapot River flows from north to south. The proposed work limits include improvements to the approach roadways that extend approximately 300 feet in each direction for a total project length of 740 feet.

PURPOSE

The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed New Marlborough bridge replacement project on Umpachene Falls Road. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

EXISTING CONDITIONS

Umpachene Falls Road is a one-lane road classified as a Rural Local Road and is not part of the National Highway System. The west approach roadway consists of two (2) 11-foot wide lanes which narrow to a single 11-foot lane as it approaches the bridge. The clear roadway width at the bridge is approximately 10.5 feet wide for a single travel lane. On the east approach, the roadway is a single lane approximately 15 feet in width. Umpachene Falls Road is paved with asphalt for the first 120 feet (\pm) from the intersection of Clayton Mill River Road, but beyond this point the roadway approaches are gravel. There are no sidewalks on either of the approaches or the bridge.

The roadway horizontal alignment within the project limits consists of a generally tangent approach on the west side of the bridge leading from the intersection with Clayton Mill River Road. Immediately west of the bridge, there is a 100-foot (\pm) radius curve in the roadway which transitions back to a tangent section across the bridge. At the east side of the bridge, the horizontal alignment curves at a radius of 130 feet (\pm) over a distance of approximately 200 feet. From the end of this curve to the easterly project limit, the horizontal alignment is generally tangent. The roadways cross-sections are crowned with no defined superelevation.

The roadway profile for both approaches slopes downward to the bridge. At both project limits, this gradient descends toward the bridge at approximately 5% and transitions to a relatively flat profile across the bridge of approximately 0.4%.

The posted speed limit along Umpachene Falls Road is 25 miles per hour. Since the bridge is currently closed to traffic, it is not possible to collect traffic volume data, but based on field observations of traffic conditions beyond the project area, it is estimated that the ADT is less than 200 vehicles/day.

The existing bridge was constructed in 1950 and is owned and maintained by the Town of New Marlborough. The single span structure consists of a single span, steel 3-stringer bridge with a timber deck system. The clear span of the bridge over Konkapot River is approximately 47 feet from abutment to abutment. The clear roadway width is approximately 10.5 feet wide. There are no sidewalks or shoulders on the bridge. The railings are comprised of 41-inch tall timber posts with top and middle rails. The river runs closer to the east abutment. The foundation is comprised of reinforced concrete abutments on the east and west approaches and masonry wingwalls on the east approach only. The east wingwalls were pre-existing at the time the bridge was constructed. The bridge has been closed to vehicular traffic since April 2012.

PROPOSED IMPROVEMENTS

The proposed bridge project consists of the replacement of the existing single span steel 3-stringer bridge structure. The proposed new 70-foot Single Span Precast Prestressed Concrete Adjacent Box Beam superstructure will be supported on cast-in-place reinforced concrete abutments. The proposed bridge will have a 15'-6" curb to curb roadway width for vehicular traffic consisting of a single 11'-0" travel lane with two – 2'-3" wide shoulders. Proposed approach roadway work includes the construction of full depth asphalt pavement for approximately 325 feet of the westbound approach and approximately 345 feet of the eastbound approach. The approach roadways will be reconstructed to match the bridge section and transition to meet the existing roadway width and cross-section at the project limits. The proposed westside roadway approach width from the westerly project limits near Clayton Mill River Road varies from 22'-0" to 15'-6" in width. Sufficient shoulder width will be provided on the north side of this roadway approach to allow room for recreational users of the river to park. The proposed eastside roadway approach width to the easterly project limits is 15'-6". There will be no sidewalks on the proposed bridge or approach roadways.

The roadway alignment will generally follow that of the existing roadway, with minor improvements to the curve radius on the east side bridge approach. The vertical alignment is proposed to be raised by approximately 12 inches at the bridge in order to maintain the existing clearance from Konkapot River to the bottom of the bridge support beams. It is also proposed that a minimum 1% roadway profile be provided to help improve roadway drainage runoff.

UTILITIES

There are overhead electric and telephone lines running along the north side of Umpachene Falls Road. Due to the spacing of the utility poles and the horizontal alignment of the roadway, these overhead utility lines fall directly above the existing bridge structure and, therefore, will need to be relocated to the south side of the road to allow for the demolition of the existing bridge and the erection of the new bridge beams. The work associated with the relocation of the overhead lines will be done by the utility companies (Verizon and National Grid) during construction.

There are no underground utilities within the project area and no proposed utilities will be carried on or underneath the replacement bridge.

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The bridge has been closed to vehicular traffic since April of 2012 and will remain closed during construction. The proposed detour for vehicular traffic is approximately 3.5 miles in length and will direct traffic up Clayton Mill River Road to the north to Southfield Road and south again toward Hadsell Street. Properly signed detour routes will be provided around the project construction site and access to all abutters will be maintained throughout construction.

While currently closed to vehicular traffic, the roadway and bridge are still utilized by pedestrians and bicyclists. The bridge will be constructed in two stages so that pedestrian and bicycle access can be maintained throughout construction.

RIGHT OF WAY

The existing Highway Layout along Umpachene Falls Road is generally 50 feet wide. The Town shall obtain the necessary temporary construction easements and permanent easements required for the project. There are currently three (3) permanent easements and four (4) temporary construction easements that will be required from the abutting properties.

PROJECT COST

The total preliminary construction cost estimate for the entire project is \$1.6 million.

PROJECT STATUS

The design plans presented here represent the 25% Design Level. Comments made at this public hearing will be incorporated to the maximum extent feasible in the final design documents. The project is scheduled to be advertised in the Spring of 2019 and construction duration is anticipated to extend into the Summer of 2020.

Address: _____

Please Fold and Tape



Please Place
Appropriate
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Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Umpachene Falls Road over Konkapot Road
New Marlborough
Project File No. 608243
Insert section: Bridge Project Management

