



Design Public Hearing

July 18, 2013

6:00 PM

AT

Chatham Town Hall
Large Meeting Room
261 George Ryder Road
Chatham, MA 02633

FOR THE PROPOSED

Mitchell River Bridge Replacement Project

Bridge No. C-07-001
Project No. 603690

Accelerated Bridge Program

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Frank A. Depaola, P.E.
Highway Administrator

Patricia A. Leavenworth, P.E.
Chief Engineer

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PRESENT

Joe Pavao, Project Manager, MassDOT

John Fallon, MassDOT

Craig Sheehan, Right-of-Way Bureau, MassDOT

Mark Shamon, Project Manager, URS

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1 P R O C E E D I N G S

2
3 JOE PAVAO: Good afternoon everyone. My
4 name is Joe Pavao. I work for MassDOT's Highway
5 Division. I am the Project Manager for the Mitchell
6 River Bridge. Tonight's meeting is a 75% Design Public
7 Hearing. Back in March of 2010, we had a 25% Design
8 Public Hearing. Tonight's hearing will officially close
9 out the design comment period for this project and allow
10 MassDOT to move forward with final plans, and ultimately
11 advertise this project. It is currently scheduled for
12 October of this year.

13 I am going to be turning over the meeting
14 to my left to John Fallon, who will be going through the
15 hearing and moderating the hearing tonight. Followed by
16 that, Mark Shamon from URS will be conducting a
17 PowerPoint presentation. Upon completion of the
18 presentation, we will open it up to comments and
19 questions from all of you. We will stay here as long as
20 necessary to answer all of your questions. I will turn
21 it over to John.

22 JOHN FALLON: Thank you, Joe. Again, my
23 name is John Fallon. I will be assisting the Project
24 Manager, Joe Pavao, on conducting tonight's hearing. I

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1 am assigned to the Accelerated Bridge Section which is
2 located at the Massachusetts Department of
3 Transportation Highway Division Headquarters in Boston.
4 I was directed by Chief Engineer, Patricia Leavenworth,
5 to conduct tonight's hearing.

6 Once the hearing is completed this
7 evening, the attendance sheet will become part of the
8 public record for this hearing. So if you would like
9 your attendance at this hearing to be part of the public
10 record, please sign in on the sign-in sheet that is
11 located at the back of the room. Handouts detailing the
12 presentation tonight and the project details, as well as
13 the public comment form are also available at the back
14 of the room.

15 First, I would like to introduce the
16 members of the hearing panel tonight that will be
17 speaking. To my left is, from our Right of Way Bureau
18 is Craig Sheehan. From MassDOT's Design Consultant URS
19 Corporation is Mark Shamon and from Arlington Typing and
20 Mailing is Ms. Tammy Hillery, sitting over to my left.
21 She will be the transcriptionist for this evening making
22 a verbatim transcript of tonight's hearing.

23 The notice of this hearing appeared in
24 the Cape Cod Times on July 4 and July 11 and in the Cape

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1 Coder on July 5 and July 11. A copy of the hearing
2 notice is included in the handout and will be attached
3 to the final hearing transcript that is a part of the
4 official transcript.

5 Page four of the handout explains the
6 purpose of this hearing, which gives us an opportunity
7 to make a formal presentation of the proposed project
8 and at the same time, allows us to record your input
9 regarding this project.

10 Construction funding for this project is
11 identified as Accelerated Bridge Program Funding Federal
12 Aid. Federal Highway Administration funding 80% of the
13 total construction cost and MassDOT funds the remaining
14 20%.

15 This project must be programmed in the
16 Statewide Transportation Improvement Program in the
17 appropriate federal fiscal year of 2014. This allows us
18 to solicit bids for construction. The total estimated
19 cost of this project is \$15,035,206. This does not
20 include the right-of-way acquisition costs. The design
21 is expected to be completed in the fall of this year with
22 construction is expected to commence in early 2014
23 lasting approximately until September of 2016.

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1 At this time, I would like to ask Craig
2 Sheehan, the Right-of-Way representative to explain the
3 right-of-way procedures.

4 CRAIG SHEEHAN: Thank you, John. When the
5 Commonwealth acting through the Massachusetts Department of
6 Transportation indicated that it would accept this \$15
7 million project for funding, your municipality accepted
8 certain responsibilities. One of those responsibilities is
9 to acquire all the necessary rights in private and public
10 lands for the design, construction and implementation of
11 this project.

12 My function is to review and recommend
13 procedures that your municipality will utilize in acquiring
14 these rights. The procedures used must comply with both
15 federal and state regulations. The current design plans
16 indicate that seven permanent easements and one temporary
17 easement will be required

18 Your municipality may acquire the needed rights
19 through a combination of donations, eminent domain, deed
20 grants, permits or rights of entries. Frequently, local
21 municipalities will appeal for donations. The donation
22 procedures minimizes the acquisition cost for your
23 community. All though donations and rights of entry are not
24 required and property owners are entitled to an appraisal

1 and just compensation.

2 This project cannot be advertised until the
3 new proposed right-of-way is secured and the Massachusetts
4 Department of Transportation's Right-of-Way Bureau issues a
5 right-of-way certificate. Affected property owners rights
6 are protected under our Massachusetts General Laws,
7 primarily Chapter 79. And because this project is receiving
8 Federal Funds, the property owner's rights are further
9 defined under Title III of the Real Property Acts of 1970,
10 as amended.

11 I will be happy to answer any general
12 questions concerning the right-of-way activities during the
13 open forum, and I will be available after the hearing to
14 answer any specific questions you may have. Thank you.

15 JOHN FALLON: Thank you, Craig. At this
16 time, I would like to have Mark Shamon from URS
17 Corporation, MassDOT's Design Consultant to describe the
18 project in detail to you. I ask that you hold your
19 questions until he completes his presentation, and the
20 hearing is officially opened up to the public for public
21 comment. With that, I would like to turn it over to
22 Mark.

23 MARK SHAMON: Okay, thank you, John and
24 welcome everybody. We are going to present the plans

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1 today as they exist. We have submitted at this point
2 75% highway plans and the first bridge submission which
3 pretty well defines the end product that we are going
4 to. So at this point we are incorporating comments that
5 we received from MassDOT, the public and others to get
6 to the point where we make our final submission which is
7 we will make a draft submission in August and a final
8 one in September.

9 This project has evolved over time, as
10 many of you know. There have been a lot of changes
11 since the Design Public Hearing was held for the 25% in
12 March of 2010. We will go over those changes at the end
13 of the presentation. I will also summarize the changes
14 that have happened but I will be talking about it
15 throughout.

16 So just an overview, I think John and Joe
17 have given you an introduction to the project. I will
18 be talking about the project design. I will give you an
19 update on permitting which is effectively completed. I
20 will discuss some of the construction highlights and
21 then the next steps of the project. Again, after the
22 presentation has ended, I will be happy to entertain
23 your questions.

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1 So our project purpose goes back to the
2 beginning of the project. It is to eliminate the
3 structural deficiencies and overcome the functional
4 obsolescence while considering the context of the
5 surrounding area and accommodating existing and future
6 use of the bridge.

7 Of course, this is the southernmost
8 crossing between Main Street and Stage Harbor Road. It
9 is used not frequently about 800 cars per day on average
10 and various times above that. But 800 cars per day and
11 it is also used for recreational purposes as well as
12 been discussed in other meetings.

13 We are going to completely replace the
14 bridge. It will have a superstructure and I will go
15 into those details. A concrete with steel substructure
16 and we do have many aesthetic treatments as well.

17 Bridge plan is shown here. The bridge
18 plan overall length is about 195-feet from abutment to
19 abutment which is affectively the same length as it is
20 today. If we were to consider the profile, the profile
21 does get changed and I will talk about that in a little
22 bit. The spans in the bridge are going to be different
23 from what they were before. You have timber
24 substructure. The span lengths are about 15-feet with

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1 the concrete and steel substructure will be going to
2 about a 30-foot span between the piers.

3 We are also, and I will get into this in
4 a bit. We are both widening and shifting the channel
5 location. It is being widened from the existing 19-foot
6 4-inch nominal that doesn't function as 19-4. It is
7 going out to 25-foot channel overall and that will be
8 completely clear from edge to edge. So no girder
9 restrictions within that 25-feet.

10 We are also shifting the east rest pier
11 about 5-feet further to the west than it exists today.
12 That will align with the channel and help with
13 navigation through there. Again, that was something
14 that we received in comments through the 25% design
15 phase and thereafter.

16 So the bridge features, we are going to
17 be using an all wood superstructure that is going to
18 include prefabricated deck units on a wood frame. I
19 will get to that in a minute. The prefabricated wood
20 deck units helped with quality control and the assembly
21 speed. We are going to provide the wood planks on the
22 roadway at the 60-degree angle, similar to what exists
23 today. We will be providing on the surface wood
24 guardrails, wood curbing. There will be a wooden

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1 pedestrian bridge on the outside railing on the outside
2 of the bridge and that is the pedestrian rail. It will
3 be 42-inches high and meets ADA requirements. We are
4 going to try to reuse the existing sections of the
5 existing rail if possible. There is a clause in the
6 contract as it is written right now to have the
7 contractor pull out some of those sections and get them
8 tempted. We want to make sure that they are strong
9 enough. We think they are but we want to make sure they
10 are tested and strong enough to be reused.

11 Then our sidewalks will be fully ADA
12 accessible which means we are going to meet the width
13 requirements of the sidewalks and both sides will be 5-
14 feet wide clear. Where today it is quite a bit less
15 than that and it is not clear because we have some
16 anchorage and other things in the way. Also there will
17 be ramps at either end so they come down to grade when
18 they get to the roadway. When you get to the road, we
19 are actually adding crosswalks as well. So from an
20 accessibility standpoint this bridge will be much
21 improved over the existing bridge.

22 I will talk just to go back a second. We
23 will talk about the prefabricated deck units, in case
24 you have those questions. So as been discussed we have

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1 a concrete with steel substructure. The steel is the
2 piles which hold the concrete pier cap that will be
3 created. I will get into that in a minute. Above that
4 on the approach spans, you will see everything but the
5 bascule span moves. On the approach spans, we will have
6 wooden timber stringers that go from pier cap to pier
7 cap. Then on top of those stringers, we are using
8 prefabricated deck units.

9 What that consists of is glulam members
10 that are basically 1x3 planks that are glulam and stuck
11 together and delivered as one single unit. Each unit
12 will be 4-feet wide and they will be the full length of
13 the bridge. So we are actually going to have these
14 prefabricated units built off-site, brought to the site
15 and basically put together like Lincoln logs one after
16 the other, after the other resting on top of the timber
17 stringers. Then on top of that, we will be putting in
18 the wood planks and show some details on that.

19 The bascule span will be different from
20 the approach spans. It will be a steel superstructure
21 with a wood deck. So on the surface it will have a
22 similar wood deck. The approach spans that you are
23 driving over wood all the way. I will say that because
24 of the spacing of the stringers on the superstructure

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1 the angle is going to be a little different. In fact,
2 we will probably go the other way, so it doesn't look so
3 abrupt. So you will have 60 degrees this way on the
4 approach and then maybe 60 degrees this way or something
5 a little off 60 degrees the other way. Then the other
6 approach you go back to the other arrangement.

7 The span opening as mentioned is shifting
8 5-feet to the west. The span opening is widened to 25-
9 feet clear as opposed to the 19-4 which is not perfectly
10 clear and vertical right now. The pre-board clearance
11 that is from the high-water mark to the bottom elevation
12 the bridge is going to be maintained to the extent it is
13 today just within an inch or so. So there is no
14 difference in the clearance there.

15 Navigation is being improved by better
16 fendering and lights to meet the US Coast Guard
17 regulations. To answer a question that came up earlier,
18 the bridge cycle times of when we need to open the
19 bridge and get it closed again is about three to four
20 minutes plus whatever time it takes the vessel to get
21 in. So it is about a minute and a half of so, to close
22 the bridge, get the gate up, have the passage go
23 through, bridge comes back down, the resistance gate

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1 comes back up, and the warning gates open up. So it is
2 about a four minute stop for boats.

3 Again, this just exemplifies the changes
4 that I mentioned earlier about the draw span. So these
5 lines here represent where the existing channel opening
6 is. The pink is showing where it will be in the future,
7 so again it is shifting 5-feet in here and then widening
8 from 19-4 to 25-feet over the clearance all the way.
9 That aligns, like I said, with the existing channel.

10 So, to get a picture of what it might
11 look like we had some rendering put together. We are
12 using concrete pier caps. That doesn't quite show the
13 right pier cap and I apologize for that. This will be a
14 timber member on the outside as well as timber railings
15 on the outside as well. We will provide stone cladding
16 on the elevations on the bascule pier and the rest pier,
17 which is behind the fendering here. This is our
18 fendering. The fendering and I will get into that in a
19 bit will be marine grade plastic lumber with steel piles
20 backing it up. It will be navigation lights to climb
21 the channel as well.

22 A sample of what the bridge will look
23 like when it is open. Again, it will all be painted
24 black from the inside. This fendering is actually going

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1 to be a little bit higher than shown in this image here.
2 We are bringing it up as high as it can go underneath
3 the span. That is one of the questions or comments that
4 we've had in the past. It does show in the drawings but
5 the guys doing imaging didn't quite get it that way. It
6 will be an unfinished strip up here on the regular
7 bascule that comes down. So it will be a concrete strip
8 as opposed to being treated all the way about to the
9 top.

10 The bascule pier, this is a cross section
11 if you look through it and look into the bascule pier
12 itself. This is where all the machines and equipment
13 will be to operate it. It will be pretty well sealed
14 but we will be providing a sump in the middle and there
15 is some discussion now that we might put a permanent
16 pump in there as well. I think that is still to be
17 decided. It is a good size room. There will be hatches
18 on both sides and stairs coming down for the operators
19 to get in and work the equipment. It is probably
20 available for rental in the summer time too.

21 Rest pier, looking at an elevation if you
22 were going through the channel itself and you are
23 looking back at the rest pier this will give you the
24 example of what the fendering if going to look like. As

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1 I said, it is coming up as high as you can underneath
2 the pier. We will have our steel piles on the outside.
3 There will be caps to protect the ends. This is again,
4 Marine grade plastic lumber as discussed with members of
5 the town here but it will be fashioned in a way that it
6 is compatible with the rest of the bridge. So it will
7 have that sort of silvery tint that we are going for.

8 This is looking at the back side, so if
9 you were on the span that is next to the rest pier
10 towards the east side and looking back again, you will
11 see the finishes that we are putting on the backside of
12 the rest pier. You are looking at the fendering that is
13 on the backside. I just wanted to show that we are
14 finishing that side and the rest pier as well as the
15 bascule pier. Here is a sample of the stone that is
16 going to be used to make that base. That is real stone.
17 So it is not something that is being fabricated on a
18 panel and being placed out. We are actually going to
19 put this stone on the elevations.

20 So moving off the bridge and talking
21 about the roadway a little bit. We are going to have a
22 26-foot curb to curb roadway with 5-foot sidewalks on
23 each side. As some of you know earlier versions we had
24 30-foot curb to curb but some of the comments that we

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1 got back from the town in order to reduce the impact of
2 speed and make the road seem narrower and feel narrower
3 we brought it down to 26-feet.

4 The design speed for the roadway itself
5 is 30 miles per hour. That is the existing design speed
6 if you will. It is also the measured speed, if you
7 will, from people that we have measured using the bridge
8 in this area. So 30 miles per hour is basically what
9 they have been driving it, at least on the roadway and
10 approaches but in fact we are going to remove and
11 maintain the existing speed limit signs which I think
12 are now closer to 15 miles per hour at the bridge. So
13 those will be removed and reset at the bridge location.

14 We are maintaining a highpoint over the
15 channel. I will get to the profile here in a second.
16 The east approach dip is going to be a little smoother
17 than the existing one but actually, the west is going to
18 get a little steeper than it is existing.

19 Just to show this a little bit. This
20 dash line down here represents the existing east side
21 dip. You see it gets flatter and comes up a little bit
22 on the east side. On the west side, it is actually
23 going to go up a little steeper. It is going to be 4%
24 coming to the center of the bridge as opposed to about

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1 3% right now. So it gets a little bit steeper. A
2 little bit more of a whoopy whoop, if you will, going
3 up from the west side towards the east.

4 Part of the reason that this is higher
5 than would be today is the structure depth is a lot
6 deeper. In order to make the structure depth work with
7 the roadway we had to bring the roadway up a little bit.
8 Again, one of the key components is trying to maintain a
9 highpoint over the channel and make sure we are not
10 providing any less vertical clearance underneath the
11 bridge when the bridge is down. So we are maintaining
12 that. That brings the depth to the top of the road and
13 then that sets the curb on the roadway vertical profile.

14 Talk a little bit about the east
15 approach. There is a little more going on on the east
16 approach than the west approach. I am going to use the
17 east approach as an example. There are several key
18 features. We are going to be placing a resistance
19 barrier. A resistance barrier is a barrier that comes
20 down into place that provides measure of safety for
21 vehicles that may be coming through at a high rate of
22 speed and maybe not stopping when the bridge is open.

23 So this resistance barrier is actually
24 intended to slow them down or almost stop them.

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1 Hopefully stop them before they get to the bridge
2 opening. There will also be traffic gate signals. You
3 have signals out on both sides now. The signals will be
4 replaced with new signals. There will also be traffic
5 gates that close on both sides to prevent the traffic.
6 I will show you a picture here in a minute.

7 Utility poles, again, are going to be
8 relocated away from where they are. We are going to put
9 the new LED lamps on the utility poles. Again, that was
10 a comment that we received early on that the town would
11 like to use LED lamps. So we can put a specified LED
12 lamp.

13 We are putting new deep sump catch
14 basins. These are catch basins with extra depth to
15 collect debris before they discharge. When the catch
16 basin does discharge, it is going to discharge into a
17 leaching pit before it goes into the water. So there
18 are two measures of positive treatment of any sort of
19 storm water that is coming down the road before it goes
20 into the water body. Again, this is something that the
21 deep sump catch basins were in the original design but
22 members of the town had asked for leaching pits. So
23 they are going in both on the east side and the west
24 side.

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1 There is a water line that is out there
2 today. The water line is going to be interrupted by
3 construction in order to build the abutments and the
4 rifferaff that goes around it. The waterline is impacted
5 by the sheet piling that is going to be built for a
6 cofferdam. So we are going to have to either cut the
7 waterline or relocate it which we don't think we need to
8 do. Or we are going to provide some sort of temporary
9 mean to connect the waterline until we can restore it to
10 its permanent location. Again, in this cofferdam area.
11 So on both the east and west approach, we have some
12 waterline that we need to do.

13 We are also going to provide a path on
14 the town owned land on the southeast quadrant. This is
15 a comment that came out of the Section 106 process.
16 MassDOT is committed to providing a replacement ramp, if
17 you will, or path where people can go down to the
18 waterfront. Again, on the northeast quadrant while it
19 is not within the state right of way or town property
20 there is a permanent easement that is being taken for
21 the purpose of creating a maintenance path which
22 ultimately will probably be used by people who use the
23 existing path there today. The intent is to provide a

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1 maintenance path for inspectors who need to get under
2 the bridge in the future for inspections.

3 Here is a plan of the east approach.
4 Again, I will get into some of the details here in a
5 minute. This is the new drainage system. We are
6 putting in two catch basins in on the south side and one
7 new catch basin on the north side. We will go through a
8 manhole; the manhole will go to a leaching pit, where
9 most of the water should dissipate into the ground.
10 That which overflows will go out into the Mitchell River
11 at a higher level.

12 I talked about a resistance barrier. We
13 are putting a resistance barrier in here. This has been
14 one of the trickier items we've had on the bridge itself
15 or related to the bridge. Earlier versions of our design
16 actually had a resistance barrier built into the bridge
17 itself but FHWA and MassDOT had some concerns about the
18 safety of putting a resistance barrier that hasn't been
19 crash tested for the purpose of acting as a guardrail on
20 the bridge.

21 So we have actually since determined that
22 we need to pull it off the bridge. It still creates
23 some of an issue with some of the guardrail that we have
24 to put in. We think we have come up with a solution

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1 where we can pull it down over the guardrail and put
2 some guard behind it and provide the safety protection
3 that we need to make sure that vehicles don't merge off
4 the roadway on either side.

5 I will show you an example here. Though
6 this is our resistance gate, again, this is a
7 requirement for open bridges and sort of a removable
8 bridge where we need to have some sort of a resistance
9 gate. We will be located; I have to go back here for a
10 second. The foundation will be on the north side of the
11 bridge. It is normally in the up position. It will
12 come down only when there is a need to open the
13 bridge.

14 So this is our top view of the resistance
15 gate. This is the resistance gate in its down position.
16 I will show you in a minute here what that is going to
17 look like. This is an image of the east approach. This
18 is going westbound. Again, showing the timber planks.
19 You can't see the orientation here. We will have timber
20 guardrail. We will have a timber pedestrian rail in the
21 back. We have a new signal here and this is our
22 resistance gate in its normal vertical position.

23 One of the things that we are doing and
24 I will show you on some later images is we are actually

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1 going to paint the back side brown, so when you are
2 coming from the non-safety areas it will blend in sort
3 of into the background.

4 This is what the east view will look like
5 when the bridge is up. Again, we have our warning gates
6 which will normally swing open and close much like your
7 existing warning gates do. Although this will be
8 mechanized, so you won't have to do it by hand. Then
9 the resistance barriers are actually behind these
10 warning gates. So when it is in the down position you
11 don't really see it unless you are crashing into it.
12 Hopefully, you are not crashing into it.

13 I talked about the maintenance path. We
14 intend to provide a maintenance path. This image isn't
15 quite right. The maintenance path is the access path
16 from the southeast quadrant. I apologize for that
17 mistake. It is actually going to go back. It is a
18 softer grade than we show here and coming back further
19 up into - further east than is shown here. So it is
20 more gradual. It is not going to be ADA compliant. It
21 is still going to be very steep. It will be more
22 gradual than this. We are looking at putting in a
23 gravel that shows more rocky, it will be more gravelly
24 than rocky.

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1 Just to come back to drainage and
2 utilities again. As mentioned, we are adding the deep
3 sump catch basins and leaching pits on both the east and
4 west approaches. We are relocating utility poles on
5 both sides because of other construction that is going
6 on. The street lamps will be replaced with LED. We are
7 going to modify the waterline on shore. We think we
8 only need to go as far as the cofferdams. That will
9 still be determined.

10 We are going to replace an existing
11 submarine power cable to the bascule. In order to power
12 the bridge there is a cable that comes from the east
13 side right now. It comes across the bridge, goes down
14 underneath the channel, not very deep, and comes back up
15 the other side. We are going to be doing something
16 similar but our new table will be six-feet below the mud
17 line to meet the US Coast Guard requirements.

18 Again, coming back to utility plans just
19 showing our relocated utility pole, leaching gallery and
20 the water line needs to connect. We actually determined
21 that it is out further here than this shows. The
22 waterline will, hopefully, can contain all the work
23 here. It looks like the rest of the waterline is
24 outside of our construction limits.

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1 This is a view from the west approach,
2 again, looking back towards the east. You can see our
3 resistance barrier painted brown sort of blends back in.
4 We do have a new signal system. There are warning gates
5 that will swing. Everything in terms of the bridge
6 operation will be push button at the bridge itself. So
7 there is no remote access to operate the bridge. There
8 are separate buttons for each of the functions that is
9 closing the warning gates, closing the resistance gate,
10 closing and opening the resistance barrier. It is all
11 in sequence by one, two, three, three, two, one
12 pushbutton.

13 This is a view a pedestrian might have if
14 they are on the bridge in the future. Again, wood
15 sidewalk, wood deck, we show the diagonal planking here,
16 wood guardrail with a good wood timber curve as well.
17 This shed here is the operator's location, so they will
18 be opening up a cabinet to operate and push the buttons.
19 It is also, where the electrical feeds come up.

20 Again, this is what the bridge will look
21 like in the future, opening up the spans a little bit.
22 We will show you the pier caps here in a minute. We are
23 putting the new stone or the stone on the bascule span
24 and again, this is all treated wood up above.

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1 Look at the pier, again this will give
2 you a sense of what the pier caps are going to look
3 like. It is going to be fabricated from concrete but we
4 plan to use a mockup of ruston (sounds like) timbers to
5 create the formwork for the pier caps. Then after they
6 have been formed, they will be stained with a seven-part
7 stain process to then create some sort of permanence to
8 the surface treatments. Then again, the idea is to make
9 it look as much like a built up wood section as
10 possible.

11 This is what it looks like up close.
12 Again, MassDOT is actually going to have the contractors
13 provide a sample of the form liner before it is
14 constructed, so that we will be able to determine and
15 make sure what we are asking for is actually going to be
16 delivered to form these piers.

17 Jumping ahead to permitting status,
18 permitting is in very good shape at this point. We have
19 Endangered Species Act; Section 7 consultation has been
20 completed. The Army Corps of Engineers of Massachusetts
21 general permit category two has been completed. The
22 section 401 water quality certification has been
23 received. The CZM federal consistency review has also
24 been received and the only outstanding permit at this

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1 point is US Coast Guard Bridge permit which we expect to
2 get very soon. There is nothing permitting wise that is
3 holding us up for construction.

4 There will be some work restrictions for
5 the contractor. Again, this being an extensive water
6 body on the Cape and also important to various fish runs
7 there will be no silt-producing discharges between
8 January 15 and May 31 of any year to minimize the
9 adverse affects -- impacts to winter flounder migrating
10 to a spawning habitat for juvenile development. There
11 are some conditions that allow it to be waived if there
12 are bottom wave, silt curtains and silt curtains can be
13 removed. We will work within the silt curtain in the
14 January to May time frame.

15 I will talk about it a little bit, but
16 the plan is the contractor will come on board late this
17 winter or early spring. They will start producing their
18 shop drawings, getting themselves ready for a full
19 construction season next summer. We expect -- we know
20 the first thing they are going to do is to open up the
21 bridge permanently. We will talk about this in a
22 second. The idea is to physically remove the existing
23 moveable span in order to open it up full time. We are
24 not going to allow them to put the bridge up in a semi-

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1 permanent condition. We are concerned with loads and it
2 is not stable like that. So we will have it physically
3 removed the bascule span right now. The existing
4 bascule span immediately as the first site of work be
5 done.

6 Beyond that, you will see demolition to
7 the rest of the bridge. Then they will be working hard
8 to get their sheet piling in around the abutments and
9 the pier caps -- excuse me the bascule rest piers
10 through the late summer, late fall of 2014, in order to
11 be able to build inside those cofferdams in the 2015
12 January to May window. So a lot of the work that you
13 will see here in the substructure, work in the second
14 year will be superstructure. I will get into the
15 schedule in a little bit.

16 Contractor is being told that they need
17 to complete all the work by September of 2016. The way
18 the schedule lays out right now, they should complete
19 that sooner than September of 2016, but a lot of that
20 will determine on how much work they can get done in the
21 summer time in the cofferdams.

22 I am going back to permits; I got side
23 tracked there a little bit. Restrictions on the
24 channels will be minimized to allow passage where the

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1 flounders as we have the reaches of the embayment spawn
2 and temporary wetland impacts that may result in
3 construction to restore to their original conditions and
4 elevations. So those are conditions that were placed on
5 the job by the permitting agencies.

6 Again, going back to construction
7 highlights. Construction will commence in the spring
8 early summer 2014. The bridge will be closed
9 immediately and all traffic will be directed to Main
10 Street. It is one of the few things that hasn't changed
11 since the job started, is that the detour -- the bridge
12 will be closed full time during the construction period.
13 Traffic will be advised to use Main Street and Stage
14 Harbor Road on either side during construction. We will
15 have signage on all the major decision points so that
16 folks know that Bridge Street is closed and they need to
17 go back through town to get to one side of the river to
18 the other.

19 As I said before the first demo action is
20 remove the broad span the contractor will not be
21 permitted to leave the span in an open position.

22 More highlights, the contractor is
23 required to establish fencing. This is another one of
24 the early actions to be required is to establish fencing

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1 and the northeast and southeast quadrants and prepare
2 our maintenance access path, a northeast quadrant and
3 prepare our maintenance access path on the northeast
4 quadrant and a public access path on the southeast
5 quadrant towards the outside of construction. Again, to
6 maintain access to the shore at all times during
7 construction and thereafter. Again, the plan is to have
8 the bridge open to traffic on or before September 2016.

9 Pile construction, so we are removing all
10 the woodpiles from the navigation channel. The US Coast
11 Guard has required that the piles be removed in their
12 entirety, so as to prevent them from shimming up, if you
13 will, over time up into the channels that those are
14 going to be full. Everywhere else, where they don't
15 interfere with other types of construction the wood
16 piles will be cut two feet below the existing mud line.

17 Summer 2014, we will also see
18 construction of the sheet pile cofferdams and the
19 abutments of the bascule pier. Pile driving and this is
20 both for sheet piling and the permanent piles. We will
21 be supporting the bridge with a fender system. It will
22 be late summer and probably going into the winter a
23 little bit and last about two or three months.

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1 The piles themselves can be shop coated
2 with a zinc primer and a two-coat coal tar epoxy.
3 Again, it will be shop applied. The primer and two coat
4 epoxy system is something that evolved over time and
5 came out in the Section 106 discussions.

6 Pier cap and superstructure, again, the
7 contractor is going to be required to mock-up the pier
8 cap for MassDOT approval prior to production. They are
9 also going to be required to provide two sample mock-ups
10 of the pier cap form liner and the stain application for
11 approval. I think they are also going to provide
12 samples of the stone to be used.

13 Timber decking will be produced off site
14 and assembled in place. Again, as mentioned there will
15 be four-foot units by the full width of the bridge and
16 assembled one after the other, after the other on top of
17 the stringers. The bridge surface will have the wood
18 planks with the similar orientation to the existing.
19 The wood planks for the bridge will be sawn lumber as
20 opposed to glulam so that they will be replaceable and
21 also with glulam -- some of the glulam on the
22 understructure we are using CCA preservative.

23 For the timber planks we will be using
24 ACQ (sounds like) and on the timber railings for

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1 pedestrians we will be using ACQ which is considered to
2 be much less toxic than the CCA. So CCA will be in
3 places where it is not visible and it is used for
4 glulam.

5 Jumping to the NEPA, the environmental
6 assessment just to summarize what we have gone through
7 the NEPA process has been completed. NEPA includes both
8 the environmental assessment and section 4F. FHWA
9 approved the environmental assessment document on
10 October 25, 2012. It was issued for public review on
11 November 7, 2012. There was a public hearing actually
12 held in this room on November 27, 2012.

13 MassDOT received comment letters from the
14 public and from the consultant parties. These were
15 reviewed between MassDOT and FHWA. A response matrix
16 was created and it was transmitted along with the FONSI
17 document which is the final signoff. Again, signed by
18 FHWA on May 30, 2013. So that package has gone out. It
19 was sent to the town. It was sent to everybody who sent
20 in a comment letter and it was sent to the consultant
21 parties made ready to receive the initial BA Section 4F
22 document.

23 Again, closing out Section 106 process as
24 many of you know on October 2010 the Keeper found that

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1 the Mitchell River Bridge is eligible for a listing on
2 the historic register. MassDOT evaluated repair/rehab
3 options determined that either repair or rehab would not
4 satisfy the project need primarily due to the poor
5 condition of the substructure piles. It was a life
6 cycle cost report produced.

7 MassDOT initially adopted one alternative
8 but then through discussions with folks in the town, I
9 know adopted Alternative 3, which is the alternative
10 that we proceeded with the design and have discussed
11 today, the wood superstructure and concrete steel
12 substructure.

13 There were consulting party meetings
14 held, I believe there were two full meetings and a
15 couple of -- I guess there were two full meetings. Then
16 the memorandum of agreement was completed by MassDOT,
17 the FHWA and the Advisory Council in May 2012. The
18 conditions are stated on the MOA.

19 Again, the Section 106 related changes,
20 this goes back to the time beginning with our 25% that
21 was in March of 2010. The entire superstructure and
22 approach spans have been changed from steel girders to
23 wood and glulam girders. The wearing surface has been

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1 changed from concrete to timber decking. Timber decking
2 orientation will be similar to the existing pattern.

3 All sidewalks and railings have been
4 changed to timber. The bascule span has been changed
5 from steel and concrete to a steel frame with a timber
6 deck and timber sidewalks. The bridge cross section
7 excluding the sidewalks has been narrowed from 30-foot
8 curb to curb to 26-foot curb to curb with a sidewalk of
9 5-foot clear on each side of the road.

10 The proposed pipe piles have been painted
11 and resemble the color of the existing piles. Stone
12 cladding will be incorporated on the bascule piers and
13 the abutment elevations.

14 Our final plans and specifications and
15 estimate will be submitted to MassDOT on August 2013
16 after all of our comments have been received and
17 incorporated. We expect to receive the US Coast Guard
18 permit in the very near future. The right of way
19 process, I think is very much on its way. It is the
20 town responsibility but I understand the town meeting
21 has approved and the town has received that they are
22 part of the deal here.

23 Construction advertising is scheduled for
24 October of 2013. We anticipate the notice to proceed to

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1 the contractor in January 2014 the bridge will be closed
2 in May of 2014 and the bridge span will be open at that
3 time, the bascule span and then the bridge reopens
4 September 2016 or sooner.

5 That concludes the formal presentation.

6 I think at this time we can entertain questions.

7 JOHN FALLON: Thank you, Mark. The plans
8 presented tonight are at what we call a 75% design
9 stage. Our immediate next step will be to review the
10 comments received this evening then amend and complete
11 the plans for advertising and eventual construction.

12 Before I open the hearing to you, I will
13 explain a few of the hearing procedures. We ask that
14 anyone who wishes to have his or her comments entered
15 into the record, please stand up and come up to the
16 podium and identify yourself as an abutter, local
17 official or concerned citizen, and spell your last name.
18 This is necessary in order to obtain a full verbatim
19 transcript as required by law.

20 Also, the last sheet of the public
21 hearing handout is a mail in sheet if you would rather
22 submit your comments that way. If you have any
23 questions or comments you can submit them in writing and
24 hand it to us tonight or you can mail it in to us. We

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1 need to receive it within ten days of the hearing
2 tonight for it to be part of the record.

3 Finally, it is normal procedure to ask
4 elected officials to offer their comments first. I
5 would like to ask if there are any federal, state or
6 local officials who would like to speak at this time.
7 Okay, with that, the hearing is now open to the public,
8 and we welcome your questions and comments. Again, if
9 you will just come forward to the podium and spell your
10 last name.

11 GEORGE MYERS: I have a couple of
12 questions. I have a comment as well.

13 JOHN FALLON: If you wouldn't mind going
14 up and stating your name for the record.

15 GEORGE MYERS: George Myers, M-Y-E-R-S.
16 I am a resident of Chatham and one of the Section 106
17 consultant parties. Actually, one of the questions that
18 I had, if it would be possible to have this presentation
19 posted on the website?

20 MARK SHAMON: The town actually has it.

21 GEORGE MYERS: Another question I had had
22 to do with the bascule pier. There was some sort of
23 sump there and a pump was going to be used to pump some
24 kind of liquid in there.

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1 MARK SHAMON: That's correct.

2 GEORGE MYERS: What sort of liquid? Is
3 it seawater, is it water?

4 MARK SHAMON: No, no. It should be
5 seawater. It should be pretty well sealed. There will
6 be storm water that will get in; it is an open deck
7 system. So there will be some storm water that gets in.

8 GEORGE MYERS: It can't be drained rather
9 than have a sump pump.

10 MARK SHAMON: No, we are not allowed to
11 it is considered contaminated even if it is not
12 contaminated. So it needs to be pumped out into a tank.
13 There is some question about whether we are going to put
14 a tank on site or if the town it going to pump it out
15 directly into the tank truck.

16 GEORGE MYERS: Should I just go ahead
17 with my comments as well?

18 JOHN FALLON: Sure.

19 GEORGE MYERS: I have reviewed the 75%
20 design drawings and specifications and I am very
21 impressed with the meticulous attention to detail and
22 the extraordinary effort invested in the alternative
23 pre-bridge design by federal highway, MassDOT and its
24 consultants. All though several of my suggestions have

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1 been incorporated into the design, I disagree with
2 federal highway and MassDOT on few aspects of the
3 design, mainly the bike lanes. However, that is no
4 longer an issue at this point.

5 I am satisfied that they have fully and
6 fairly evaluated all of my proposals and suggestions.
7 As well as those of every other Section 106 consultant
8 party and member of the public. It has taken four years
9 taking the ride finally at this point.

10 The willingness of MassDOT and federal
11 highway to listen and respond subsequently Chatham
12 citizens and all the consultant parties have been
13 demonstrating time and time again and it is evident from
14 the 75% design, and in the many significant compromises
15 MassDOT has made on the bridge design since its first
16 proposal in September 2009.

17 When the new bridge is completed in 2016,
18 I am confident that for most people in Chatham it will
19 be an attractive and welcoming replacement for the
20 structurally deficient bridge that now spans the
21 Mitchell River.

22 While it is not perfect in the sense of
23 historic integrity, the alternative three bridge design
24 has the approval of the Massachusetts State Historical

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1 Preservation Officer, the Chatham Board of Selectman,
2 the Historic Peas Boat Works and most importantly the
3 Advisory Council who owns historic preservation.

4 For those who may not know the Advisory
5 Council is an agency of the United States Government
6 that is charged with promoting preservation of the
7 nations historic resources, especially national register
8 of structures like the Mitchell River Bridge. Without
9 the Advisory Councils agreement to accept MassDOT's
10 alternative three design demolition and replacement of
11 the existing Mitchell River Bridge would have been
12 difficult if not impossible.

13 I believe the time has come for Chatham
14 to say thank you to Federal Highway and MassDOT and give
15 them our full support during the upcoming construction
16 of the new \$15 million Mitchell River Bridge. Thank
17 you.

18 JOHN FALLON: Thank you, George. We have
19 a couple people on the phone that have called in to
20 listen to the hearing tonight and I was wondering if we
21 could see if they would like to enter any comments into
22 the public record. Anyone on the phone like to make a
23 comment?

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1 JIM COOPER: Well, I would just like to
2 make it clear this is Jim Cooper calling in bridge
3 historian. I just want to let you know that I am online
4 and listening.

5 JOHN FALLON: Okay, thank you.

6 PAUL BRANDENBURG: Yes, this is Paul
7 Brandenburg, Indiana Historic Task force. I am online
8 and listening as well.

9 JOHN FALLON: Thanks. I believe there
10 might have been another hand in the audience earlier.
11 Okay, if you can come forward. Thanks.

12 DAVE KELLS: Hello, my name is Dave
13 Kells, K-E-L-L-S, of Pete's Boat Works. Just a couple
14 of comments and questions. The new fendering system
15 seems to be considerably longer than the old fendering
16 system and that could create an issue as you're
17 approaching the bridge with a vessel. Some of the
18 moorings that are on what's called the southeast
19 quadrant and also the shoreline on the northeast
20 quadrant when you are coming in.

21 You had the one where it had the old
22 bridge and the new bridge overlaid.

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1 JOE PAVAO: Mark, it was the slide that
2 showed the navigation channel being shifted. It had the
3 two red lines.

4 DAVE KELLS: If you see the difference
5 between where the existing bridge is and the fendering,
6 now the fendering is considerably south and north which
7 could actually hinder the approach even though we have
8 moved the channel and widened it. That extra length
9 could actually create a problem. So if the fendering
10 could be shortened up tighter to the bridge that would
11 be a big improvement.

12 MARK SHAMON: Dave, the fendering is
13 actually going to look more like this. The other image
14 that I showed you is more just a graphic to show how the
15 --

16 DAVE KELLS: You scared me.

17 MARK SHAMON: This is the actual bridge
18 plan that is being sent to the contractor. The limits
19 are shown correctly on this plan.

20 DAVE KELLS: Great, thank you. Another
21 thing that you had said is you are going to relocate the
22 utility poles. There is actually one utility pole that
23 actually acts as a range when you are making the turn up
24 the river. When that light goes out in a dark night,

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1 you lose the channel. So if that one utility pole can
2 stay where it is that would actually be helpful. Even
3 though there are going to be lights on the fendering
4 system that light, you will notice the channel coming
5 up.

6 So that would be helpful. Another
7 question is can the bridge be operated by a generator if
8 there is a big power outage after a hurricane.

9 MARK SHAMON: Yes, there will be a backup
10 generator.

11 DAVE KELLS: So the bridge is going to
12 have its own generator not the one that has to come from
13 off-site?

14 MARK SHAMON: I think that is correct.
15 We will make sure we get an answer to you.

16 DAVE KELLS: That's great. Just out of
17 curiosity what type of species of wood, are you going to
18 use for the surface?

19 MARK SHAMON: I believe it is southern
20 yellow pine but I don't know for sure.

21 DAVE KELLS: Okay, thank you. That is
22 all I have. Thank you very much; I appreciate your time
23 and effort.

24 MARK SHAMON: Thank you.

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1 JOHN FALLON: Thank you.

2 MARK SHAMON: We will look into the
3 utility pole question.

4 NORM PACUN: Good evening, my name is
5 Norm Pacun, P-A-C-U-N. I am one of the founders of the
6 Friends of the Mitchell River Wooden Drawbridge which is
7 a non-profit group here in Chatham that sought from the
8 beginning to preserve this important icon in Chatham's
9 history and in the history of Massachusetts and the
10 United States.

11 I have comments and I have a number of
12 questions and what I would like to do is work through
13 each of the areas that Mr. Shamon's did, but I may have
14 my own way of doing it but I will be getting through all
15 of these.

16 The first thing that I wanted to say is
17 that the summary that we had tonight, that has been
18 handed to us tonight is totally devoid of any reference
19 to the fact that this bridge is eligible for the
20 National Register. It is a rare structure as found by
21 the Keeper. It is of exceptional significance, also
22 found by the Keeper. Exceptionally important to the
23 community and the last wooden drawbridge in
24 Massachusetts, and probably the entire United States.

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1 My sense is that the absence of this
2 information from the material that is handed to us and
3 material that has been discussed tonight is the key to
4 one of the reasons that this project has been fought so
5 hard by so many people here in Chatham. It didn't need
6 to be that way. This information is vital to this
7 hearing.

8 If this bridge had not been declared
9 eligible for the National Register, it would not have
10 qualified under Section 106 and the hearings probably
11 would have gone forward much quicker. But the animosity
12 that was shown on the part of MassDOT and others against
13 the efforts of the people here to try to have this
14 bridge declared eligible is to me indicative of why some
15 of the problems we have continue to be with us.

16 The underlying legal issues that were
17 summarized here before us concern Section 106, Section
18 4F of the Transportation Act and NEPA. Section 106
19 required that Federal Highway, as the lead federal
20 agency, take every effort to minimize, mitigate, or
21 avoid any adverse effects to the existing
22 bridge. So that really meant that notwithstanding the
23 fact that the Friends and other people recognize that
24 most likely the existing bridge would have to be

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1 reconstructed in full. That the whole purpose of this
2 hearing was to try to get the greatest amount of wood in
3 the new bridge.

4 Apart from cost and apart from other
5 factors the aesthetics were that we were trying to
6 replace something that was rare and unique with
7 something that was close to it. The Advisory Council
8 made its position well known from the very beginning.
9 They wanted both MassDOT and Federal Highway to change
10 the alternatives that were offered and come up with
11 another alternative, a so-called hybrid which would
12 incorporate more wood.

13 MassDOT declined to do that. Federal
14 Highway supported MassDOT and as a result, the Advisory
15 Council recognized that this project would never be
16 accomplished unless they relinquished their position and
17 signed the way which they did.

18 Section 4F of the Transportation Act
19 absolutely requires that unless there is another
20 alternative which is prudent and feasible that that
21 alternative must be considered. In fact, it requires
22 the selection of the least harmful alternative in order
23 to go forward. In my judgment that was not done here.

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1 Also, all possible planning to minimize
2 harm to this structure and its replacement was also not
3 used. The procedure that was followed here which is the
4 so-called programmatic 4F evaluation is only permissible
5 with respect to minor procedural matters. This is none
6 of the above. It is not minor. It is not procedural.
7 In fact, Federal Highway allowed this to go forward.

8 Finally, the choice of alternatives here
9 came down in the end to alternative three versus
10 alternative 1B. Alternative three was selected by
11 MassDOT and approved by Federal Highway. Our view and
12 the view of the vast majority of the consulting parties
13 here, including the Indiana Historic Spans and Professor
14 Cooper who are on the telephone now, and others and the
15 National Historic Preservation Group was that
16 Alternative 1B should have been selected. It provided
17 the most wood. It was prudent and it was feasible.

18 Now I would like to go into some of the
19 matters that were mentioned specifically. I am going to
20 cover them one at a time. The first one is the pilings
21 and supports. The choice of the pilings that are going
22 to be used here are those that are going to be painted
23 black, supposedly to resemble the creosoted pilings from
24 1980. I went to Marshfield, MassDOT kindly requested

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1 all consulting parties to come and view two bridges
2 which would have pilings that would be similar to what
3 would be used here. I believe I was the only consulting
4 party that went and attended.

5 What I found was on one bridge which did
6 have pilings painted black which appeared at that time.
7 They appeared to apparently been in for two to three
8 years and aesthetically they looked as if they were
9 close in color to what the pilings we presently have.
10 The other pilings were rusted. The reason for the rust
11 was unknown. They could have been paint application,
12 chemicals, sunlight, or something else. I don't see a
13 certainty here of what is going to be done is going to
14 provide this bridge with pilings that will look like the
15 pilings that we presently have.

16 So, I am going to again request MassDOT
17 to make a further review of this to make a certain as
18 they can before these pilings are put in the water that
19 they will come out aesthetically to look like what we
20 have now.

21 What was also ignored here and was
22 pointed out any number of times was the future corrosion
23 and possible electrolysis similar to what has occurred
24 to the pilings at the Chatham Fish Pier over a period of

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1 time which has cost this town upwards of \$100,000 to
2 repair and replace. No effort was made by MassDOT to
3 look into that. It would be a tragedy if these pilings
4 were put in the water and they began to corrode and
5 electrolytic effects occurred. So I am going to again
6 ask that this be considered.

7 Now the concrete pier caps is another
8 issue that continues to be troublesome. The pier caps
9 that were chosen which are concrete in place of wooden
10 pier caps which were recommended were shown to us in
11 something that we really couldn't compare. It was a
12 form, as I understood it. It was textured but there was
13 no stain that certainly would be acceptable here.

14 We later learned that the stain that was
15 going to use was actually a series of five or more
16 stains. There is no certainty what that mixture is or
17 how it is going to come out at the end. If the speaker
18 had another basis, after I am finished perhaps you can
19 correct me.

20 As I understand it, we don't really know
21 today what color those series of stain will be. I am
22 not sure that the contractor really knows. My
23 recollection is that the contract will require the
24 contractor to "match", what is shown presently on the

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1 wooden pier caps but if the contractor doesn't do it,
2 what is the result.

3 The top railings were a subject of
4 discussion. URS recommended they not be reused. It was
5 my understanding that this was going to be looked at by
6 MassDOT. I am still not sure what the final decision
7 is. I believe it was stated, they will be reused if
8 "strong enough". What exactly does that mean?

9 We also proposed an alternative that if
10 they weren't to be reused at least a portion of the
11 railings nearest the central pier be set aside, cut-off
12 if you will, from the public and the existing railings
13 be utilized so that the people could see what they
14 looked like. Again, I don't know if we have had a
15 response to that but I am going to request again, that
16 you try to indicate to us what you're prepared to do.

17 I am not going to talk in detail about
18 traffic and speeds on the bridge. Other people will.
19 What I am going to say is this, which I think is very
20 important. In November of last year, a meeting was held
21 or a series of meetings were held between MassDOT
22 personnel and Chatham Town Staff personnel there were
23 six people from our staff. I don't know how many people
24 from MassDOT but they covered a lot of the issues that

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1 we are talking about today and one of the issues was the
2 design of the bridge, and the ultimate speed.

3 Here is what minutes said from that
4 meeting. I am quoting now and these are not my minutes.
5 I wasn't at the meeting. I wasn't asked to be at the
6 meeting. I only learned about it through other sources.

7 "Is it necessary to have such a large
8 increase in load grade elevation of the east side
9 approach compared to the existing grade? It may be
10 desirable from an engineering perspective but it will
11 likely increase traffic speeds. This concern has been
12 expressed by the public before although we recognize
13 that this may not be able to be altered due to highway
14 design code standards."

15 These comments were tendered to MassDOT
16 as part of the documentary proceedings in this matter.
17 The only response that was made was a shorthand comment,
18 I am paraphrasing now, that the bridge was designed in
19 accordance with AASHTO Standards. That's not
20 sufficient. No one here in town wants higher speeds on
21 this road. You can ask anyone. You could try to find
22 people. It's not desirable and yet we are really not
23 getting an answer to this.

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1 We talked or you talked very briefly
2 about the fenders. That is another matter. My
3 recollection is it really kind of slipped through the
4 crack at the 25% Design Hearings. I don't believe I
5 mentioned it, perhaps I should have. Again, this was
6 part of the discussion between town staff and MassDOT
7 people at which no one else was present. My belief is
8 that that violated the Section 106 proceedings.

9 The discussion concerned what kind of
10 material would be used for these fenders. It apparently
11 was recommended by staff that a non-timber plastic,
12 something called ABS, I'm not familiar with it, would be
13 preferred due to potential deterioration and future
14 maintenance and replacement.

15 In my view that is totally incorrect.
16 The provisions of Section 106 mandate that you try to
17 avoid or mitigate or minimize the adverse affects to
18 this last wooden bridge. The fenders should be
19 constructed of wood and if necessary, it's my
20 understanding that rub rails or something similar to
21 that can cover the wood so that they can avoid potential
22 deterioration when they are hit or touched by water
23 craft. I would like to hear further on that if I can.

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1 The matter of the shellfish access paths
2 continues to be troublesome. I devote my time here
3 specifically and only to the present path on the north
4 quadrant which is a public path over private property.
5 Town meeting reviewed that only with respect to the use
6 of such a path for maintenance and inspection. During
7 the discussion which took place it was very clear that
8 that path was not intended for anything else but
9 maintenance and inspection. The easement that was given
10 by town meeting was for that. So I don't understand the
11 comment that was made by the gentleman that it probably
12 will be used by the people that use it now. What does
13 that mean?

14 This is very important to the town. It
15 is the only access for shell fishing on the north side
16 which leads into Mill Pond. The path on the south side
17 leads into Sage Harbor. They are not identical and you
18 can't get from one to the other. So it is important for
19 us to know what exactly is going to happen there, has
20 the town done anything, is there any change in what
21 MassDOT's procedure on this? I would like to know what
22 will occur.

23 I am going to close my comments here but
24 I hope that the sense of MassDOT and Federal Highway is

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1 that this project is not over and is not completed. It
2 needs to be done properly and carefully, so what we all
3 end up with is something that's as close as possible to
4 the existing wooden drawbridge. It will not be. Let's
5 not make any mistake about it. It will not be a wooden
6 drawbridge.

7 It is going to be a drawbridge with
8 essentially a steel span, a bascule, it doesn't qualify
9 as a replacement for the National Register eligible
10 structure that we have. For many people who will drive
11 and walk across this bridge, it may well be as close to
12 them as it can be in terms of believing that they got a
13 replacement that fulfills that. Thank you very much.

14 JOHN FALLON: Just a quick comment and
15 then I will let Joe or Mark respond to those many
16 points. The first thing that you mentioned, that this
17 hearing tonight was devoid of any mention of the
18 national register aspect of the bridge. For this
19 project or any project, that MassDOT undertakes that
20 involves an environmental process, NEPA, Section 106,
21 Section 4F, MEPA, state and federal levels we always go
22 through the environmental process first. Get the
23 approvals, get our mitigation requirements before we
24 progress the design.

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1 Tonight's hearing being a 75% design
2 hearing was to talk about the design. We received those
3 approvals and those mitigation requirements. While we
4 didn't say national register specifically tonight during
5 the hearing, I think the details of many of the slides
6 that talk about the changes that have been made as a
7 result of the Section 106 process and NEPA and the other
8 environmental processes that we have gone through scream
9 out national register. The point here is to talk about
10 the 75% design level plans.

11 You made a point about the piles, pier
12 caps, top railing discussion, and traffic speed on the
13 bridge. One thing I would like to point out again and
14 Mark said it earlier with regard to the traffic speed,
15 the current posted speed is 15 miles per hour there.
16 When the bridge is done, the posted speed will be 15
17 miles per hour that is not changing.

18 You made some comments about the fenders
19 and the path. I don't know if Mark or Joe want to
20 speak.

21 JOE PAVAO: I will go. I want to go
22 through each of the points. Just to add what John
23 mentioned about the National Register, we had an EA
24 Public Hearing in November that addressed and made all

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1 of those comments part of the record regarding National
2 Register. We closed out the Section 106, 4F and NEPA
3 process by obtaining a FONSI from Federal Highway. That
4 is our assurance that we follow the process. Federal
5 Highway validated that we follow the process according
6 to the regulations and the laws and authorized us to
7 move forward with the 75% design.

8 We are here today talking about a 75%
9 design. A 75% Design Public Hearing which will
10 officially closeout the design comment period and allow
11 us to move forward to final plans and ultimately
12 advertise this project.

13 Your second point about the pilings and
14 the supports. You are correct when we met out in the
15 field during that site visit; the piles did exhibit some
16 rust and when we discussed that in the field those piles
17 were painted onsite not in a quality-controlled
18 environment. They received one coat of the coal tar
19 epoxy.

20 When we discussed that in the field one
21 of the changes that we made for this bridge, and I
22 believe it was at your recommendation is not only are we
23 going to use a zinc primer and two coats coal tar epoxy.

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1 That will be applied in the shop before it comes out to
2 the site.

3 Then after installation, we will have a
4 resident engineer onsite that will inspect it and it
5 will be touched up onsite.

6 The comment that you had regarding
7 corrosion, we did make changes regarding your comments
8 with corrosion. We are actually going to be
9 incorporating cathodic protection to the piles in
10 addition to the zinc primer and the two coats of epoxy
11 paint. So we are adding multiple levels of protection
12 in addition to the sacrificial thickness that is added
13 to the thickness of the steel for the piles. So there
14 are multiple levels of protection for these piles. More
15 than we have ever done on any bridge. I can say that
16 because we weren't going to do cathartic protection
17 until that comment was made.

18 Concrete pier caps, we discussed the
19 concrete pier caps. It was going to be a multipart
20 stain. I believe we talked about using five to seven
21 stains in order to achieve the correct color. We have
22 special provisions that URS drafted that tells the
23 contractor exactly how they need to do that. They need
24 to match the current pier caps to the extent that they

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1 can. In order to try to ensure that we can get the
2 right color we are going to provide two mockups like we
3 had discussed and I think you recommended that yourself
4 and others from the public.

5 We are going to provide two mockups, at
6 least sixty days prior to them even staining the
7 concrete. That will be made available to view by the
8 town by the consulting parties and any member of the
9 public that wants to view that. Once the decision is
10 made in choosing one of the mockups that most closely
11 resembles the existing pier caps, we will then use that
12 as the quality control to compare what they are doing at
13 the pier caps versus the mockup that we chose. So that
14 will be the quality control measure that we use.

15 Just going down your list. I tried to
16 make notes on all of them. Top railings, we did discuss
17 reusing the railings. Federal Highway brought up some
18 concerns regarding the integrity of the existing
19 railings. In our discussions with Federal Highway what
20 they allowed us to do is we are going to reuse the
21 existing railings, I don't know the exact dimension, but
22 one side of the bascule span, I think it is the east
23 side, Mark. We are going to be reusing the existing
24 railings.

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1 However, we are requiring, this is a
2 stipulation that Federal Highway wanted, we are going to
3 require that the contractor test the section of that top
4 railing to make sure that it meets the structural
5 integrity. I am confident that it will. We all are.
6 We think it will meet it no problem. Federal Highway
7 did put in a stipulation that it has to pass the test -
8 that the contractor will have to test to make sure it is
9 safe. So our intent is to reuse as much as we can. The
10 backup plan for that if we can't use it then we will
11 provide sections to the town if they want to use it
12 elsewhere.

13 Regarding meetings in general, holding
14 meetings with the Town of Chatham and other local
15 agencies DOT just under the APB program put out over
16 two-hundred projects under the APB program in a four
17 year period that are now going into construction. This
18 is one of them.

19 We meet with local agencies, towns, as
20 necessary to get the design out. It is not something
21 that the public is invited to every single time we have
22 a design issue that we need to meet with the town about.
23 So yes, we did meet with the town and we did talk about
24 design issues. Those issues once they are decided we

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1 discuss it publicly. We discussed it at a Board of
2 Selectman meeting. We discussed it at public meetings
3 and at public hearings. It is not secret closed-door
4 meetings that we are having with the local agencies and
5 the towns. It is a necessity to getting the project
6 design built and ensuring that we are meeting the town's
7 requirements and the town's desires. The towns are
8 representing the public. So if you have comments
9 relative to that then that is something that you need to
10 bring to the town.

11 As far as the grades, you mentioned
12 speeding and the grades. I don't recall from memory
13 discussing that. I am not denying that we did, we
14 probably did. I understand that the public doesn't want
15 higher speeds neither does DOT, neither does Federal
16 Highway.

17 As Mark pointed out in one of his slides,
18 the profile of the bridge, we minimize that to the
19 extent that we could in order to meet the existing
20 vertical clearance. Because it is a new bridge, we are
21 using wood members. The depth of the members are
22 different from what we have there today. So we had to
23 keep the bottom vertical clearance over the channel at a

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1 certain vertical elevation. Everything else had to be
2 designed to meet the existing.

3 So we kept this bridge, it is flat and -
4 I didn't mean to use the word flat. As close to the
5 existing profile that we have there today. It cannot be
6 changed anymore than what it is. It meets the 30 mile-
7 per-hour design standard and it meets the vertical
8 clearances that we need. The 30 mile-per-hour design
9 speed is not the posted speed. We are not increasing
10 the speed. The existing bridge is designed for 30
11 miles-per-hour, what is there today. The only change is
12 the changes to the profile to meet the minimum vertical
13 clearances. We are designing the bridge to 30 miles-
14 per-hour.

15 The urban collector that has been brought
16 up before, the designation functional classification.
17 That is determined by MassDOT planning in conjunction
18 with Federal Highway and other metropolitan planning
19 organizations and local agencies. That is the
20 classification of the bridge. It is not something that
21 we made up for this particular bridge for this
22 particular project. It is not going to change. That is
23 the functional classification. 30 miles-per-hour is the
24 design speed, as John mentioned, it is currently posted

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1 for 15 miles-per-hour. Our intent is to leave it. We
2 are going to R&R the signs, reuse them as they are and
3 it will say 15 miles-per-hour. We are not increasing
4 the speeds of the bridge.

5 Fender material, it was brought up we
6 discussed it briefly. We have discussed that with the
7 town. It was the town's desire to use something that is
8 low maintenance and would not require replacement. That
9 is why we ended up with the fender design that we have
10 now. So if you have further comments on that, I would
11 suggest that you put those in writing.

12 Finally, the access paths we discussed
13 the southeast quadrant and the northeast quadrant. At
14 the northeast quadrant, we have had much discussion on
15 whether or not it is a public path or a private path.
16 Whether or not it is used by the public or not used by
17 the public.

18 The reality of it is it is not a public
19 path. It is private property. Now that is not to say
20 that people are not using it because it is open and
21 there is nothing stopping people from going down there
22 and going clamming. The designation is it is private
23 property, it is not a public path.

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1 As part of this project we will be
2 putting a maintenance access path in that northeast
3 quadrant that is going to resemble what's there today.
4 It is not going to be gated; it is going to be exactly
5 as it is today. If members of the public decide to
6 start using it then we can't stop them. So we are
7 taking a permanent easement so that we can not only
8 construct the bridge but we are going to provide a
9 three-foot buffer on the outside. The purpose of that
10 is to allow maintenance personnel whether it is the town
11 or the state to access the bridge but it will not be
12 gated, and it will be an all-natural path exactly the
13 same as it is going to be on the southeast quadrant.

14 I don't have any other comments written
15 down but I think I have addressed each one. I know the
16 speeding issue will come up again and we can talk some
17 more about that. Those are my responses and I recommend
18 that you send those in in writing.

19 JOHN FALLON: Are there any other
20 questions or comments from the public? Sure, do you
21 mind -

22 GLORIA FREEMAN: Hi, Gloria Freeman, F-R-
23 E-E-M-A-N. Chatham citizen and I thank you for hearing
24 from the public. I have a few comments and a question.

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1 I had spoken to you previously regarding a very
2 important issue and that is safety. The previous
3 speaker mentioned the minutes of November 16 from a
4 staff meeting at which town staff, including Jeff Colby,
5 Terry Whalen, Stew Smith, Bob Duncanson, and Captain
6 John Cobble of our police department met on the bridge
7 design. They commented to MassDOT whether or not it was
8 necessary to have such a large increase in road grade
9 elevation on the eastside approach to the bridge
10 compared to the existing grade.

11 So far as I know until tonight when we
12 did receive somewhat more of an explanation there has
13 never been a reply except as said, the bridge has been
14 designed according to AASHTO standards. I am just
15 wondering if there couldn't be an exception or an
16 alternative for safety sake -- the safety of our town's
17 people and visitors.

18 Safety and speed of the vehicular traffic
19 are prime issues of concern to Chatham citizens.
20 Numerous people have spoken about it or written to our
21 local newspaper about those concerns. There are no
22 sidewalks in the area except those that will be on the
23 bridge. Pedestrian's and families walk on the street.

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1 Our own Board of Selectman addressed the
2 issues of speed and safety in a letter to Federal
3 Highway and MassDOT in March 2012. They asked for
4 design elements to be included that would slow down
5 speeds. The reply that we heard is that the selectman
6 can set any speed limit they want. We must recognize
7 that if the bridge is designed for a 30 mile-per-hour
8 speed, unless there is a constant police presence which
9 we know is not likely. Drivers will go 30 miles-an-hour
10 or even exceed that speed and that is not a good idea.

11 I hope our selectman, I heard what you
12 said about the bridge will be posted at 15 miles-per-
13 hour speed limit but I haven't heard that before from
14 our selectman and I hope that they will commit to cost
15 in reduction in speed. And that either the town or
16 MassDOT will pause a better warning that drivers know
17 they are approaching a drawbridge, perhaps through
18 better signage.

19 In regard to safety, I am pleased that
20 there are no bicycle lanes on the bridge. I think this
21 came about through the efforts of town's people and the
22 Friends of the Mitchell River Wooden Drawbridge and
23 importantly our own bikeways committee.

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1 My question is that I would like to
2 clarify when the bridge will actually be demolished. I
3 understand it is to be closed May 2014 but I would like
4 to know when it would be removed and how long will
5 crossing the Mitchell River not be possible. I believe
6 if I did it right, about two and a half years it will
7 not be able to be used.

8 I thank you for letting me speak about
9 this wooden drawbridge, the last one in the entire
10 country. The design has been greatly improved from what
11 we first saw in the efforts of the citizens and friends.
12 We are losing a historic bridge and that for many of us
13 is a deeply sorrowful event. I would hope that at any
14 point in the process in deference to town's people and
15 in deference to the history of this bridge, that the
16 bridge that is mentioned, that the bridge is eligible
17 for the National Register. That is very important to
18 us. Thank you.

19 JOE PAVAO: Thank you, Gloria. I am just
20 going to address a couple of your comments real quick.
21 As for the increase in the roadside elevation and the
22 exception, as I mentioned earlier and as was mentioned
23 in a letter to Federal Highway that I think went to the
24 town it is posted on the website, addressing the

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1 speeding issue in addition to other aesthetic concerns.
2 It was March 21, 2013 to Pamela Stevenson from our Chief
3 Engineer at the time, Tom Broderick. I believe that is
4 on the town website.

5 We did state that the speed is posted at
6 15 miles-per-hour and we will not be recommending any
7 changes to the posted speed. We stated that back then
8 and I believe I stated that at a couple prior meetings
9 to that.

10 I also state in here that the design of
11 the bridge profile has been designed for the minimum
12 design values in order to maintain the current profile
13 to the extent possible that allows us to provide the
14 required clearances in the navigation channel. It is
15 the vertical clearance in the channel is what is driving
16 the profile. Everything else is the minimum design
17 values to meet the existing roadway.

18 So we did try to keep this bridge at the
19 same exact profile that we have there today to the
20 extent that we could. We are just not able to change it
21 anymore from an engineering point of view with or
22 without exceptions, it just won't work.

23 As far as speeding currently, currently
24 drivers are driving between 30 and 31 ½ miles-per-hour;

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1 I believe is what the speed study showed. So to design
2 a bridge for something less than what people are driving
3 that would be unsafe and we would not be willing to do
4 that. So as a result, 30 miles-per-hour is the
5 appropriate design speed for this bridge.

6 You mentioned warning signs in advance
7 that is something that we can entertain. I really
8 haven't thought about until tonight until you mentioned
9 that comment. I will talk to URS we will take a look
10 and see if there is any appropriate signage that we can
11 put on both approaches that may warn people that there
12 is a drawbridge ahead or to slow down before they
13 approach. So we will take a look at that. I don't have
14 a problem incorporating that.

15 Removing the bridge, the bridge will be
16 closed for about 32 months, 2 ½ years. As far as when
17 the bridge would be demolished, I don't have the
18 construction schedule. Mark, would you recall by any
19 chance when the bridge -- I know the bascule span is the
20 first thing that will be removed as soon as the roadway
21 is closed.

22 MARK SHAMON: Yes, sometime after May of
23 2014 when the restrictions lift and they can start work
24 in the water.

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1 JOE PAVAO: So between May and say August
2 of next year is when the bridge will be demolished. As
3 far as the eligibility of the bridge, I believe in the
4 past we had stated, I think it was part of the 106
5 support any assistance that you needed in terms of
6 documentation in order to file an application to request
7 eligibility for the bridge.

8 JOHN FALLON: There is a gentleman in the
9 back of the room who has been patiently waiting.

10 JOHN HALLGRAN: John Hallgran, H-A-L-L-G-
11 R-A-N. I am a citizen. My first question relates to in
12 the Notice of Public Hearing, it says the plans will be
13 on display one half hour before the hearing begins with
14 an engineer in attendance. I don't know that that
15 happened tonight. The plans didn't seem to be on
16 display. It seemed like they walked in after I came
17 here. So therefore, one of the things that I was not
18 able to ask was these pier caps -- my understanding is
19 this is what I wanted to know. Are the pier caps at all
20 visible from above the roadway or are they strictly
21 visible from the water?

22 MARK SHAMON: Only from the water. I say
23 that with a caveat. I suppose if you were on the bridge
24 and kind of looking for them you could find them.

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1 JOHN HALLGRAN: Okay. One of the
2 suggestions that I had made previously, the height of
3 the pier caps in terms of dimensions, I have no idea
4 what they are. Compared to the flag there, I mean is it
5 approximately the same vertical height?

6 MARK SHAMON: Yes.

7 JOHN HALLGRAN: Okay. So the suggestion
8 I had made previously and I am still going to make it
9 once again, is why we couldn't have panels similar to
10 the size of that flag made of wood that would attach.
11 They would basically be some noncorrosive pins coming in
12 the pier caps at the top so they could hang on. They
13 could have bolts on the bottom so the panel could be
14 hung on, swung out for inspection and easily replaced
15 and it would definitely give the appearance of -- well
16 it would be wood and it would still be hanging behind it
17 and we wouldn't have this problem if it is going to
18 last. It is a suggestion I made and I still haven't
19 seen technically why it couldn't happen.

20 JOE PAVAO: I will just answer that real
21 quick. It is something that we did look at. It was one
22 of the alternatives on the table when we met with URS
23 and Federal Highway. What came out of that was that the
24 system that we came up with that you discussed required

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1 anchoring bolts into the concrete. There were a lot of
2 concerns regarding inspections. Just to take all of
3 these bolts, there were hundreds of bolts that would
4 have to be removed in order to remove these panels, in
5 order to inspect the concrete.

6 There was concern from Federal Highway as
7 well as MassDOT on bolts coming lose and pulling out
8 over time, bolts potentially snapping off, water getting
9 into those cavities and causing the concrete to swell,
10 and just the labor that it would take to put all of
11 these bolts back. When you take the bolts off you can
12 drop them in the water and over time you would have
13 missing bolts, openings, penetration for water to get in
14 to corrode the steel and it was just not a desirable
15 condition. So that was the reason behind it.

16 JOHN HALLGRAN: Okay.

17 MARK SHAMON: Let me just add, we did do
18 a pier cap report and it was documented in the pier cap
19 report. I don't know if it is on the town website, it
20 maybe should but it's not. It was discussed also at the
21 last consultant party meeting.

22 JOHN HALLGRAN: Okay. Thank you for the
23 answer.

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1 JOE PAVAO: Sure. We have plans
2 available now if you want to take a look. We hit
3 traffic, so we were a little bit late. We will stay if
4 people want to review the plans.

5 JOHN HALLGRAN: Okay. That's fine. It
6 seems like this coating is sort of needs to be tested.

7 JOE PAVAO: No, we actually used the
8 staining process.

9 JOHN HALLGRAN: Okay. Well, that was not
10 made clear. Thanks.

11 PAUL BRANDONBURG: Joe.

12 JOE PAVAO: Yes.

13 PAUL BRANDONBURG: I have a very quick
14 question and I can't recall a couple of the discussions
15 earlier. Prior to the removal of the existing bridge,
16 are there plans for doing archival photo documentation?

17 JOE PAVAO: Yes. That is a requirement
18 under Section 106.

19 PAUL BRANDONBURG: Okay, thank you very
20 much.

21 JOE PAVAO: And it is specifically stated
22 in the MOA, exactly what we are doing.

23 PAUL BRANDONBURG: I thought it was but I
24 wanted to check.

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1 JOE PAVAO: Yes, absolutely.

2 PAUL BRANDONBURG: Thank you.

3 JOE PAVAO: Go ahead, Norm.

4 NORM PACON: For the record, Norm Pacon
5 again. I just wanted to reply briefly to two of the
6 comments that were made in response to what I had said.
7 With respect to the any further application to the
8 Keeper, to declare this new bridge as eligible for the
9 National Register number one, it won't be made by my
10 group, the Friends.

11 Secondly, I don't think that anyone
12 should make it. Because it is no longer a wooden
13 drawbridge. That was pointed out in the meetings that
14 we had with Federal Highway and MassDOT. It is on the
15 record. I think quite frankly, it is a sham. It is in
16 the MOA but it is meaningless.

17 The purpose of the National Register
18 eligibility or National Register documentation is to
19 take structures which have some meaning. What we are
20 doing here is an attempt to replace this existing bridge
21 as best as possible but it is no longer a wooded
22 drawbridge. We all know that and certainly, my group is
23 not going to follow that up.

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1 The last point with respect to the speed
2 that I think is troublesome and I don't know what can be
3 done. Your point seems to be that there really no way
4 to change this design because of the need for the
5 vertical clearance that you are required to have. But
6 what is stated in the staff memo is that this is going
7 to cause speeds to increase on the bridge.

8 That is what I read and maybe I need to
9 read it again. That is the point at issue here. If in
10 fact speeds increase from whatever your number came 30.1
11 or 31.1 to something closer to 35 or 36 or more you have
12 a speed that really is undesirable here. The first
13 report that was done by URS makes it very clear that
14 speeds over this bridge and the roadway are more than
15 they should be. So maybe something more can be done.

16 I think that MassDOT has an obligation
17 here to try to go the last mile in seeking some way to
18 reduce the potential series of any accident over this
19 area caused by increasing speeds. That is what the
20 concern was. I believe, I will respond to you in
21 writing and I will send you a copy of the staff memo if
22 you haven't seen it but that was the concern. It wasn't
23 simply that it was going to remain the same, it was
24 going to increase by reason of the design.

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1 JOE PAVAO: Just for the record, MassDOT,
2 I know Federal Highway I can speak for them on this,
3 have stated that our design as proposed will not lead to
4 increase speeds on this bridge. Or have even insinuated
5 that it would lead to increase speeds on the bridge.
6 The design that we have we feel is going to be safer and
7 it is going to meet the design requirements that we have
8 to meet. The 30 mile-per-hour design speed. The
9 geometry we made every effort to minimize that, minimize
10 the changes to what we had to the existing so that there
11 wouldn't be any changes to driver behavior on this
12 bridge. In fact, we made the bridge more narrow as a
13 result of comments received from the public.

14 GEORGE MYERS: I would just like to make
15 one comment.

16 JOE PAVAO: Go ahead, George.

17 GEORGE MYERS: George Myers, again. I
18 have been hit over the head and shoulders for years for
19 suggesting that bike lanes be put on the Mitchell River
20 Bridge. I have been attacked by the Friends, Ms.
21 Freeman, by her daughter, pretty much everybody for
22 suggesting bike lanes on the bridge.

23 No one seems to realize though that bike
24 lanes are one of Federal Highway and MassDOT's reasons

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1 for reducing traffic speeds. Bike lanes are a traffic
2 calming measure. MassDOT and Federal Highway have a
3 website to that effect. I am not pushing for bike
4 lanes; I am not pushing at all for bike lanes now. I am
5 satisfied with the bridge as it stands. All this talk
6 about safety and speed, people have completely ignored
7 the fact that bike lanes are a traffic calming measure.
8 Thank you.

9 JOHN FALLON: If there are no other
10 questions, I would like to remind you that the last
11 sheet of the handout is available for written comments,
12 which need to be received by the department within ten
13 days of this date.

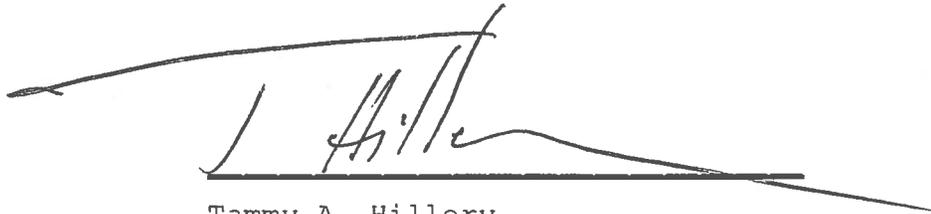
14 Before I close the hearing, I would like
15 to thank the Town of Chatham for making this room
16 available for the hearing tonight. We will be here as
17 long as you would like to look at the plans. Thank you
18 very much for attending and it is not 7:55 and I declare
19 this hearing closed. Thank you.

20
21 (Whereupon, the proceedings were concluded on
22 July 18, 2013 at 7:55 p.m.)

Design Public Hearing Chatham, MA July 18, 2013

C E R T I F I C A T E

I, Tammy A. Hillery, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

A handwritten signature in black ink, appearing to read "T. Hillery", is written over a horizontal line. The signature is stylized and cursive.

Tammy A. Hillery

** All names not provided were spelled phonetically to the best of my ability





DESIGN PUBLIC HEARING

Thursday

July 18, 2013

at

CHATHAM TOWN HALL ANNEX

**Large Meeting Room
261 George Ryder Road**

CHATHAM, MA 02633

6:00 PM

FOR THE PROPOSED

MITCHELL RIVER BRIDGE REPLACEMENT PROJECT

BRIDGE NO. C-07-001

BRIDGE STREET OVER THE MITCHELL RIVER

Project No. 603690

Accelerated Bridge Program

IN THE TOWN OF CHATHAM, MASSACHUSETTS

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

**FRANCIS DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION

NOTICE OF A PUBLIC HEARING

MITCHELL RIVER BRIDGE REPLACEMENT PROJECT

Project File No. 603690

A Public Hearing will be held by MassDOT – Highway Division to present the 75% Design and seek public comments on the proposed Mitchell River Bridge Replacement Project in Chatham, MA.

WHERE: Chatham Town Hall Annex
Large Meeting Room
261 George Ryder Road
Chatham, MA 02633

WHEN: Thursday, July 18, 2013
6:00 PM – 8:30PM

PURPOSE: The purpose of this meeting is to seek public comment on the 75% Design for the proposed Mitchell River Bridge Replacement Project.

PROPOSAL: The purpose of the project is to remedy the bridge's structural deficiencies and functional obsolescence, while keeping with the context of the surrounding area and accommodating all existing and future uses of the bridge. The project need is a result of the structure's classification as "structurally deficient" and "functionally obsolete."

The proposed bridge replacement consists of an all timber superstructure (including the wearing surface, structural deck, beams, sidewalks, and railings) with the exception of the bascule leaf frame. The superstructure would be supported on pile bent substructure units constructed with concrete-filled steel piles and concrete pier caps. The bascule span superstructure consists of a timber roadway deck and sidewalks on steel open grid flooring panels on the concrete bascule pier substructure. Additional improvements include transitioning and resurfacing of the approach roadways. The navigable channel will also be shifted 5 feet to the west and widened to provide 25 feet of horizontal clearance, fender to fender.

Many aesthetic treatments have been incorporated into the proposed design, some of which include textured and stained concrete pier caps to give the appearance of wood, steel pipe piles with a black colored coating that would closely resemble the existing Mitchell River Bridge's creosote wooden piles, and the installation of natural stone veneer on the bascule pier and the abutments. The aforementioned elements were developed through Section 106 of the National Historic Preservation Act.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. **The Town of Chatham** is responsible for acquiring all needed rights in private or public lands.

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.

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 Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention.: Joseph A. Pavao, Jr., P.E., Project Manager, Accelerated Bridge Program, **Project File No. 603690**. 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 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 case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

FRANCIS A. DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER

Boston, Massachusetts



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



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 the traveling public, 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, listed 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.

Unfortunately, new construction often creates temporary 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 thoughts. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Frank DePaola, P.E.
Administrator

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TTY: 857-368-0655
www.mass.gov/massdot

WHAT IS A DESIGN HEARING?

WHY A DESIGN 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 meetings 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 DESIGN 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.

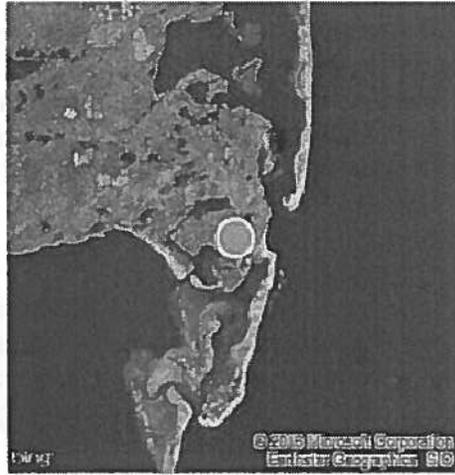
PROJECT LOCUS MAP

bing Maps

Bridge St, Chatham, MA 02633

My Notes

On the go? Use m.bing.com to find maps, directions, businesses, and more



Project Location

The existing Bridge Street over the Mitchell River Bridge is an all wood moveable bascule type bridge that is currently considered structurally deficient. The bridge is owned and maintained by the Town of Chatham and bridge is constantly undergoing maintenance to allow for the passage of small boats and to accommodate existing vehicular and pedestrian traffic. MassDOT proposes to replace the existing Mitchell River Bridge with a new bridge in the same location.

Purpose

The purpose of the project is to remedy the bridge's structural deficiencies and functional obsolescence, while keeping with the context of the surrounding area and accommodating all existing and future uses of the bridge. The project need is a result of the structure's classification as "structurally deficient" and "functionally obsolete."

Existing Conditions

The Mitchell River Bridge carries Bridge Street over the Mitchell River in the Town of Chatham, Barnstable County, Massachusetts. The bridge is approximately 1.5 miles from the mouth of the Mitchell River, and there are no other structures crossing the waterway. The properties and neighborhoods in the vicinity of the bridge are mostly residential properties, with a few exceptions. A parcel in the southeast quadrant of the bridge is owned by the Town of Chatham, with a path used by residents to access the river for clamming. The Stage Harbor Marina, located in the southwest quadrant of the bridge, provides dockage and moorings, as well as boat repair, storage and sales. Further upstream from the Mitchell River Bridge, the Pease Boat Work & Marine Railway is a boat restoration and repair company that focuses on wooden boats. In addition, a parcel in the northwest quadrant of the bridge is leased by the town and used as a public boat landing.

The Mitchell River Bridge is an electrically powered, cable-lift, simple trunnion, single-leaf timber bascule drawbridge with eleven timber stringer approach spans supported on timber pile bents. The entire existing bridge superstructure, including the bascule and all eleven approach spans, was constructed of new timber elements in 1980. This 1980 superstructure was erected on a reconstructed substructure that combined reused timber piles from a previous bridge on this crossing intermixed with new (1980) timber piles, all new timber pier caps, all new wooden cross-bracing, and two new reinforced concrete abutments. The earlier bridge from which the reused timber piles were retained was a timber drawbridge that had been constructed in 1925 and then widened and modernized in 1949.

The bridge currently has a National Bridge Inventory (NBI) Sufficiency Rating of 45.9 out of 100 and the bridge is currently classified as "Structurally Deficient", primarily due to the poor condition of the substructure. The current condition of the timber throughout the bridge varies and environmental conditions are conducive to continued deterioration.

In addition to the current deficiencies in the structural integrity of the bridge, there are functional and safety concerns that need to be addressed. These concerns include substandard curbs and bridge railings, substandard guardrails and associated end treatments and transitions, substandard sidewalk widths that do not meet accessibility requirements and substandard pedestrian railings.

The Mitchell River is a tidal waterway that links Mill Pond to the Stage Harbor embayment system along Chatham's southwest coastline. The Stage Harbor System consists of six embayments: Stage Harbor, Oyster Pond River, Oyster Pond, Mitchell River, Mill Pond, and Little Mill Pond.

Traffic counts obtained in 2011 show that approximately 860 vehicles use the crossing each weekday. The Mitchell River Bridge is a popular location for recreational fishing and is one of the Town of Chatham's most important marine resources. Users of the channel consist of commercial and recreational fishing boats as well as vessels seeking anchorage and refuge during storm events.

Scope of Work

MassDOT has selected a consultant team led by URS Corporation to provide a bridge type study and sketch plans, preliminary and final design highway plans and specifications for the Mitchell River Bridge Replacement Project.

The proposed bridge replacement consists of an all timber superstructure (including the wearing surface, structural deck, beams, sidewalks, and railings) with the exception of the bascule leaf frame. The superstructure would be supported on pile bent substructure units constructed with concrete-filled steel piles and concrete pier caps. The bascule span superstructure consists of a timber roadway deck and sidewalks on steel open grid flooring panels on the concrete bascule pier substructure. Additional improvements include transitioning and resurfacing of the approach roadways. The navigable channel will also be shifted 5 feet to the west and widened to provide 25 feet of horizontal clearance, fender to fender.

The proposed overall structure length is 192 feet including a bascule lift span that will provide a 25 ft. clear opening width. The bridge approach work will extend approximately 160 feet west of the west bridge abutment and approximately 150 feet east of the east bridge abutment. The new bridge will provide eleven (11) foot travel lanes, two (2) foot shoulders, and a five (5) foot sidewalk on each side of the bridge.

Many aesthetic treatments have been incorporated into the proposed design. Some of which include textured and stained concrete pier caps to give the appearance of wood, steel pipe piles with a black epoxy coating that would closely resemble the existing Mitchell River Bridge's creosote wooden piles, and the installation of natural stone veneer on the bascule pier and the abutments. The aforementioned elements were developed through Section 106 of the National Historic Preservation Act.

Environmental Review

MassDOT is committed to the performance of a full environmental review process for this project in compliance with all applicable federal and state regulations. This has included preparation of the required documentation in accordance with the National Environmental Policy Act (NEPA), Section 106 of the Historic Preservation Act, Section 404 of the Clean Water Act, Massachusetts Coastal Zone Management Consistency, Massachusetts Department of Environmental Protection Section 401- Water Quality Permit and United States Coast Guard Bridge Permit. As part of this review process, a comprehensive public participation program has been implemented. This outreach program has kept the public updated on the project's status, sought public input, supported the regulatory process, and offered coordinated meetings for local elected and municipal officials.

Schedule

The design and construction of the bridge will be managed and overseen by MassDOT. The project is currently scheduled to be advertised for construction in the Fall of 2013. Construction is anticipated to commence in early 2014 and be completed by Fall of 2016.

For more information, please visit the Town of Chatham website at www.chatham-ma.gov/Public_Documents/ChathamMA_Projects/MitchellRiverBridgeReplacement. Or if you have questions or concerns, please contact Stephanie Boundy, Public Outreach Coordinator for the Accelerated Bridge Program at (857) 368-8904.

Please Fold and Tape

Please Place
Appropriate
Postage Here

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

RE: Public Hearing
Mitchell River Bridge Replacement
CHATHAM
Project File No. **603690**
Bridge Project Management



PUBLIC HEARING SIGN-IN SHEET

Project: Chatham #603690 – Mitchell River Bridge	Hearing Date: 7/18/13
Facilitator: MASSDOT – HIGHWAY DIVISION	Place/Room: Chatham Town Hall Annex

#	Name (Please Print)	Affiliation	Phone
1	Joe Pavao	Highway Division – Bridge Project Management	857-368-9287
2	Michael O'Dowd	Highway Division – Bridge Project Management	857-368-9292
3	John Fallon	Highway Division – Bridge Project Management	857-368-9309
4	Michael Bastoni	Highway Division – Bridge Project Management	857-368-8789
5	MAURA SULLIVAN	" "	857-368-8283
6	Flurence Reldin	Pro S	508 945 4464
7	John Reldin	Citizen	"
8	GEORGE MYERS	IDG CONSULTING PARTY RESIDENT	508-348-1856
9	Joe Pavao		
10	Jonia Freeman	Citizen of Chatham	508-945-4175
11	JOHN HALLGREN	SEASONAL RESIDENT HERE	508-432-4592
12	W V CRAIG	MASSDOT ROW	781 424 9146
13	JEFFREY SHERIDAN	MASSDOT	857-368-8824
14	JOHN TITLEY	Chatham Tax Payer	508-945-4516
15	Diane Macdon	MASSDOT EN	
16	Mary Ann Gray	Chatham Resident	508-945-7015
17	David G. Wells III	Pensive Best Works	774-722-4692



PUBLIC HEARING SIGN-IN SHEET

Project: Chatham #603690 - Mitchell River Bridge	Hearing Date: 7/18/13
Facilitator: MASSDOT - HIGHWAY DIVISION	Place/Room: Chatham Town Hall Annex

	Name (Please Print)	Affiliation	Phone
18	JOHANNA BLUE	URS	
19	MARK SHAMON	URS	
20	Ted Keon	Town of Chatham	
21	Mike Pease	Pease Boatworks	
22	Dave Beatty	WYTK	
23	Tim Roper	Chatham Selectman	
24	Jill Goldsmith	Town Manager	
25	Jeff Gilby	Chatham DPW	508/945-5155
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5



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



August 27, 2013

Norman Pacun
Friends of the Mitchell River Wooden Drawbridge
14 Sunset Lane
Chatham, MA 02633

Subject: Chatham – Mitchell River Bridge Project
Project File No. 603690
Design Public Hearing Comments

Dear Mr. Pacun:

Thank you for your comments on the 75% Design Public Hearing held on July 18, 2013 for the proposed Mitchell River Bridge Replacement Project. Public participation is essential in the design process and enables MassDOT to be familiar with the issues and concerns of the community.

MassDOT has received your comments both verbally and in writing from the design public hearing. The following is MassDOT's response to each comment as outlined in your letter:

Top Railings

As presented at the public hearing, MassDOT would like to assure you that we have incorporated the re-use of the existing wooden railings in the new bridge to the extent possible. The railings will be installed on both sides of the bridge on the eastbound approach to the bascule span. Please note that the selected contractor will be required to test the railings to ensure that they are safe for re-use. As you suggested, in the event that the railing cannot be re-used, MassDOT will make several sections of the railing available to the Town as a "Historical example".

Bridge Fenders

MassDOT has committed to providing wood elements to the extent possible for any elements that are not in direct contact with the water or within tidal fluctuations. MassDOT has consulted with Town officials regarding the material to be used for the bridge fenders and it was the Town's desire to use composite materials that would provide a similar look to the existing wood fenders, and provide a low maintenance fender system.

Pilings and Supports

As presented at the design hearing, MassDOT is providing a minimum 75 year design life for the pilings. The current design provides multiple layers of protection including; a sacrificial steel thickness, a zinc primer coating, two coatings of black epoxy paint and cathodic protection. In addition, as a result of comments received, MassDOT will also include special provisions to ensure that the coatings are applied off-site in a controlled environment and that on-site touch-ups will be done at the direction of the Resident Engineer.

Ten Park Plaza, Suite 4160, Boston, MA 02116

Tel: 857-368-4636, TTY: 857-368-0655

www.mass.gov/massdot

Concrete Pier Caps

The current design as presented at the public hearing reflects the commitments made under the Section 106 memorandum of agreement and comments received to date. As requested, MassDOT has included special provisions that will require the selected contractor to provide two (2) mock-ups of the textured and stained concrete for review by the Town and the Public to ensure that the pier caps resemble the existing wooden pier caps to the extent possible.

Bridge Design, Traffic, Vehicular Speed and Safety

As presented at the design public hearing, MassDOT has addressed comments received relative to speeding on the bridge. Some of these changes included narrowing the overall width of the bridge from 30' to 26', the addition of crash railing at the sidewalk curb, and keeping the existing posted speed at 15 mph.

As was mentioned at several Board of Selectman meetings and in a letter dated March 21, 2013 from MassDOT to FHWA (copy attached), the functional classification for this type of roadway is an Urban Collector and the design speed is 30 mph. Also please note that your reference on page 6 to comments made at a staff meeting relative to "increasing traffic speeds" are in fact comments received from the Town's staff at 25% design stage. These are not meeting minutes of the meeting that you reference as MassDOT having attended in private with the Town.

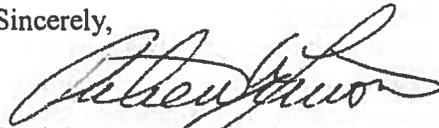
As a result of comments received verbally at the public hearing, MassDOT has incorporated signs and pavement markings to warn drivers and bicyclists to "share the road". MassDOT believes that the current design provides a bridge that meets current standards for safety, will not increase speeds and will be safer for all the users of the bridge.

Access to Mitchell River/Mill Pond for Shell fishing on the NE side of the Bridge

MassDOT agrees that there are currently two access paths to the river. The southeast side is considered a public access currently used by the general public for clamming purposes through Town owned property. On the northeast side, the property is not considered a public path and cuts through private property. As we have presented in past meetings, this northeast path will be replaced in a similar condition in order to provide access for inspection and maintenance to the underside of the bridge. There will be no gates or fence installed for either one of the paths, therefore both access paths will be used for the same intended purpose as today.

We value your comments as submitted and will ensure that they be included in the official Public Hearing transcript along with this letter of response.

Sincerely,



Patricia A. Leavenworth, P.E.
Chief Engineer

cc: Joseph A. Pavao, Jr., P.E. Project Manager
Michael Chong, FHWA
File Copy (Pacun DPH response.doc)

NORMAN PACUN
C/O FRIENDS OF THE MITCHELL RIVER WOODEN DRAWBRIDGE
14 SUNSET LANE
CHATHAM, MA 02633

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

July 26, 2013
2013 JUL 29 P 4:15

Att: Joseph A. Pavao, Jr., P. E., Project Manager, Accelerated Bridge Program
Chatham Mitchell River Bridge
Bridge No. C-07-001/Project No. 603690

Dear Ms. Leavenworth:

On behalf of the Friends of the Mitchell River Wooden Drawbridge, I am pleased to submit our comments in response to the 75% Design Public Hearing which was held in Chatham on July 18 2013.

While the Friends continue to believe that the choice of Alternative 1.B. was the most appropriate one in accordance with the requirements of both Section 106 of the National Historic Preservation Act and Section 4f of the Transportation Act, your agency and FHWA have determined otherwise and have entered into a Memorandum of Agreement ("MOA") pursuant to which Alternative 3 has been selected. As part of the MOA, however, there continue to be a number of remaining items of construction that need to be resolved, and these were reviewed at the 75% Design Hearing. Set forth below is our position with respect to these, and we request that your office give careful consideration to our comments which are intended to make certain that the final bridge construction, and surrounding environment, comes as close as possible to the existing Bridge which is the last wooden drawbridge in Massachusetts and the entire United States.

Top Railings:

At the 75% Design Hearing, the undersigned reiterated that MassDOT's designer, URS, had recommended against re-using the existing top railings of the Bridge because of their concerns regarding the ability of the contractor to "rejoin" the existing railings and to verify their "structural integrity". The Friends had previously responded that experienced and competent woodworkers would not have difficulty in re-joining the existing railings and that their structural integrity could be measured or verified. MassDOT had then stated (at the 25% Design Hearing), that it would review this issue further and that it would try to re-use the top railings if "strong enough". The Friends also stated that an alternative which could be considered would be to use at least a portion of the existing railing as a "historical example" of the existing vs. the reconstructed bridge. The Chatham Board of Selectmen, in their letter to MassDOT and FHWA of February 27,

2013, advised that they were not opposed to a reuse of a portion of the existing railing if an appropriate location can be identified.

At the 75% design hearing, the MassDOT Project Manager confirmed that the subject had been reviewed further by his group, and following discussions with FHWA, that MassDOT intended to reuse the existing railings on one side of the span (east?), provided they were able to meet the structural integrity test which MassDOT believed they would. However, if this was not the case, then they would use a portion of the existing railings as a "historical example", as previously suggested by the Friends.

The Friends support the proposed recommendation and believe that it will accommodate project needs and honor the historic values of the existing Bridge and those that came before it.

Bridge Fenders:

At the 75% Design Hearing, the undersigned referred to the series of wooden bridge fenders which are presently attached to the existing Bridge and which will have to be replaced on the reconstructed bridge. As part of the Section 106 proceedings, the proposed replacement of these with non-wood materials should have been brought before the Consulting Parties for discussion and review, which did not occur.

Based on a set of minutes prepared by Town of Chatham staff, it appears that one or more meetings were held between staff and MassDOT personnel, at which time the type of materials to be used for the fenders was discussed. The minutes, dated November 16, 2012 (as attached), provide as follows:

- "7) The fendering system through the span should extend to a higher elevation than is shown on the plans. Also the edges of the fenders, particularly the top one should be beveled (coordinate with harbormaster). This was also discussed at a recent on-site meeting a few weeks ago.
- 9) Material choice and color for fendering system (including the mounting structure) should be coordinated with the town. Non-timber (ABS or similar) would be preferred due to potential deterioration and future maintenance/replacement of the fenders and support members."

The Friends do not agree with either the staff or MassDOT that a non-timber material (ABS or similar) marine-type plastic should be used in place of wood. There has been no showing that pressure-treated southern yellow pine (or similar wood such as black locust) will deteriorate faster than an ABS (or similar material), nor has there been any showing that the cost of wood, either initially (black locust is currently between \$3 and \$4 a board foot) or over its true life cycle, would be greater than the non-wood material, or that even if the cost were greater, that it would be more than a de minimus amount. (The approximate amount of material to be used as set forth in the plans is between 75-80 feet per side.) Moreover, if the fenders were covered with an ordinary "rub rail", this would constitute protection from future deterioration/damage. Lastly, the actual color of the fendering system has not been shown to the Consulting Parties so that they would be confident that the color would be in keeping with the other timber materials being used

and be context-sensitive as required by Section 106. (Black locust timber will age to a silvery grayish color.)

Under these circumstances, the Friends are requesting MassDOT to review this matter further and consider using wood for the fenders, at least that portion of the fenders that extends above the waterline and are visible.

Pilings and Supports:

MassDOT has decided to use concrete-filled steel pilings for the substructure of the reconstructed bridge in place of the wooden pilings which are presently being used for the existing Bridge and have been for prior constructions since approximately 1850. The Friends disagree with this decision and wish the record to show its continuing concerns that the steel pilings will not be aesthetically appropriate; that they will very possibly rust/flake and corrode over time; and that other environmental concerns such as electrolysis may take place similar to what has occurred at the Chatham Fish Pier. In our view, timber pilings, similar to those which presently exist at the Bridge and some of which have been in place since 1925-1929, could have been used in the new construction.

MassDOT has stated that it will take the following steps which are intended to protect the pilings from future corrosion or damage; to alleviate/mitigate future environmental concerns; and to obtain the aesthetic results which achieve context sensitivity with the timber framing of the new bridge:

- The pilings will be painted in the shop rather than on site.
- To obtain a quality control environment, a zinc primer will be used prior to application of the primary paint color.
- Two coats of coal tar epoxy paint will be used to “match” the aging color of the timber framing.
- A type of cathodic protection will be incorporated into the pilings as a form of “sacrificial thickness”.
- A resident engineer will be on site to inspect final paint application of the pilings and to “touch up” individual pilings, where necessary.

The Friends are not sufficiently knowledgeable about these actions and whether they will work and, accordingly, can not fully endorse or support them. Nor do we believe that the end result will be that using steel pilings is aesthetically appropriate for this bridge and is in compliance with Section 106 or Section 4f. In this regard, therefore, our efforts are intended only to achieve the best result possible, given that MassDOT has determined not to utilize timber pilings in the reconstruction of the Mitchell River Bridge.

Concrete Pier Caps:

The Memorandum of Agreement (“MOA”) executed under Section 106 provided for a further review with respect to the composition of the pier caps. The designer employed by

and the materials to be used. The meeting was private, and members of the Friends, as a Consulting Party to the Section 106 proceedings, were not present nor were we made aware of the meeting. We have obtained, however, a copy of the staff minutes of the meeting which include the following comment with respect to the design of the bridge and the prospective speed of vehicular traffic:

“Is it necessary to have such a large increase in road grade elevation of the east side approach compared to the existing grade? It may be desirable from an engineering perspective but it will likely increase traffic speeds. This concern has been expressed by the public before although we recognize that this may not be able to be altered due to highway design code standards.” (Emphasis Added).

This statement of the Town was largely repeated in comments which were provided as part of the NEPA process. The response of MassDOT has been only to refer most generally to the AASHTO requirements, which in view of the importance of this issue to the town and its citizens, is extremely surprising and does not address whether a waiver or exemption is possible. At the 75% design hearing itself, the MassDOT Project Manager stated that the required elevation of the bridge over the channel was the reason why the so-called “dip” in the east side of the road was being removed and that this was unable to be changed. In addition, the Project Manager repeated that the design of the bridge was not increasing vehicular speeds. The undersigned then drew attention of the Project Manager to the above statement of the Town staff. The Project Manager then denied that this was the case.

At the conclusion of the hearing, following the comments of Gloria Freeman, another concerned Chatham citizen, the Project Manager remarked that possible further review could be given to the signage that would be placed on the road and the bridge upon conclusion of the project.

In this respect, we would like to recommend consideration of the following:

- **Placement of a sign on the east side of Bridge Street approximately 100-125 yards before the bridge stating “CAUTION ---SLOW DOWN --- DRAWBRIDGE AHEAD”, or similar warning.**
- **Confirmation that MassDOT does not object to the Chatham Board of Selectmen reducing the posted advisory speed on Bridge Street to 25mph.**

We believe that these changes would be helpful in decreasing vehicular speeds and in warning oncoming drivers that they will have to reduce their speeds substantially as they cross over the bridge.

Access to Mitchell River/Mill Pond for Shellfishing on the Northeast Side of the Bridge:

There are presently two access ways from the east side of the Bridge to the water and shorefront. These access ways are used primarily for shellfishing and also for fin fishing. The access way on the south side to the Mitchell River and Stage Harbor is over a deeded town landing which will be reconstructed as a natural path, similar to what is there now, and this is not in issue. However, the access way on the north side to the Mitchell River and Mill Pond (which has been there for time immemorial and has been used by the public as an important recreational resource) is over private property and is in danger of being lost if further protection is not provided.

The NEPA Environmental Assessment (“EA”) filed in this matter by MassDOT and approved by FHWA in November, 2012, which includes a filing under Section 4f of the U.S. Department of Transportation Act of 1966, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act, states that projects which have only a “de minimus” impact on properties protected by Section 4f may have the benefit of a simplified processing if they “will not adversely affect the activities, features, and attributes that qualify the resources for protection under Section 4f.” (At page 39.)

It is the position of the Friends that any loss or potential loss of the existing shellfish access way on the northeast side of the bridge is not “de minimus” with respect to what is conceded to be an important resource to the Town of Chatham. As such, the use of the existing Bridge and surrounding property/affected environment, including the present shellfish access way on the northeast side, is not a “minor use of Section 4f property” so as to qualify it for a Programmatic Section 4f Evaluation under the regulations set forth in 23 CFR 774.3(d).

The status of the access way on the northeast side of the bridge has been the subject of differing descriptions, and from time to time MassDOT has sought to claim that because the access is over private property it is not protected under either NEPA or Section 4f. The Friends dispute this claim, if for no other reason then as set forth in the EA, the path itself is conceded to be “public”:

“There is a public path situated on a town owned parcel (parcel 15A-1) in the southeast quadrant of the bridge and a public path crossing privately owned property (parcel 15B-1B-1B) in the northeast quadrant of the bridge. Bridge Street East (parcel 15A-1) is a small formal town landing laid out and accepted by the town in 1908 with an area of 4,252 square feet. The parcel contains a narrow natural pathway from Bridge Street that provides pedestrian access to the eastern shoreline of the Mitchell River. The north parcel, 157 Bridge Street (parcel 15B-1B-1B) is a privately owned parcel that contains a narrow natural pathway from Bridge Street that provides pedestrian access to the eastern shoreline of the Mitchell River. These paths are the only public ways to the Mitchell River in this vicinity; the next closest public access is 0.25 to 0.4 miles away. (Emphasis Added).”

As part of the bridge design plans, MassDOT has designated a portion of the private property on the northeast side (including the existing access way used for shellfishing) as a necessary easement to be used only for construction and thereafter for maintenance of the bridge. This easement was approved by Chatham Town Meeting in May, 2013, at which time

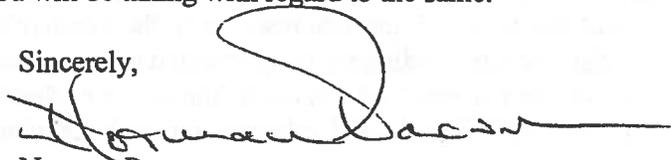
town officials stressed that such approval would not constitute a public right to use the easement for shellfishing access, but that town officials would continue to seek ways to provide for such access.

At the 75% Design Hearing, the designer of the bridge, URS, stated that the path "probably will be used by the same people that use it now". The Project Manager stated that the "reality is that the path is not a public path", but that it is for bridge maintenance, that it will not be gated, and that "we can't stop the public from using the path if they want to".

In summary, it is the Friends position that the pathway on the northeast side of the bridge is a public access way for shellfishing which has been implicitly recognized by MassDOT, and that the failure of such pathway to continue as such will deprive the bridge and its affected environment of an important public resource as required under both NEPA and Section 4f of the Transportation Act.

Thank you for giving your careful consideration to the above comments, and we would appreciate knowing of those further steps you will be taking with regard to the same.

Sincerely,



Norman Pacun
For The Friends of the Mitchell River
Wooden Drawbridge

Attachment

cc: Chatham Board of Selectmen
Chatham Town Manager
Ted Keon, Director of Coastal Resources
Elizabeth Merritt, National Trust for Historic Preservation
Paul Brandenburg, Indiana Historic SPANS Task Force
Jim Igoe, PreservationMass
Jim Cooper, Historic Bridge Consultant
Carol Legard, Advisory Council
Gloria M. Freeman, Chatham

November 16, 2012

Mitchell River Bridge

25% Progress Plans- Chatham Staff Comments

Staff review included: Jeff Colby, Highway Superintendent; Terry Whalen, Principal Projects Administrator; Stuart Smith, Harbormaster; John Cauble, Police Dept.; Robert Duncanson, Dir. Health and Environment; Ted Keon, Coastal Resources Director

Comments relative to the set of sheets titled "Progress Plans" (Sheets 1 thru 26)

- 1) The overall footprint and some of the height of the cross sections of rock riprap seems overly excessive given the location of this site and potential wave conditions and current velocities.
- 2) The overall road width was decreased to 26 ft. once the bike lanes were removed, however, the overall bridge width and total footprint remained approximately the same (44 or 45 ft). That results in an increase in the proposed sidewalk width to seven feet which may be wider than necessary for the traditional use. It is unclear what would be involved to the overall design effort if the town prefers a narrower sidewalk (say six feet max) which would narrow the entire bridge by 2 feet or so.
- 3) Is it necessary to have such a large increase in road grade elevation of the east side approach compared to the existing grade? It may be desirable from an engineering perspective but it will likely increase traffic speeds. This concern has been expressed by the public before although we recognize that this may not be able to be altered due to highway design code standards.
- 4) The proposed replacement of the existing catch basins will continue to provide direct discharge into the Mitchell River. This is not acceptable and these designs should be coordinated with Dr. Robert Duncanson, Director of Health and Environment, to develop appropriate alternatives.
- 5) Traffic control plan seems good.
- 6) A marked cross walk at the west side of bridge should be included similar to the east side.
- 7) Where/how are the "Mitchell River Bridge" signs being mounted as shown on sheet 20?
- 8) The north side riprap profile of x-section 9+51 on sheet 23 doesn't seem to match the profile indicated on sheet 7. Similar to general comment 1 above, the north side riprap profile seems overly high on x-section 11+78 and 12+00.

Comments on second set of sheets (1 thru 20)

- 1) A street light (LED preferred) at mid-section of bridge near span would be desirable.

- 2) How do the guardrails transition between new and existing on south side of east end of bridge?
- 3) How is the existing water line to be protected during construction?
- 4) How do the barrier gates function?
- 5) Note (sheet 1) indicates that the submarine cable is to be buried 6" below grade. If note is accurate, that is too shallow.
- 6) Sheet 7- The temporary walls that are installed under the bridge at either ends of the abutment for containing the riprap are shown to be left in place and cut at mudline. Can these not be removed?
- 7) The fendering system through the span should extend to a higher elevation than is shown on plans. Also the edges of the fenders, particularly the top one should be beveled (coordinate with harbormaster). This was also discussed at a recent on-site meeting a few weeks ago.
- 9) Material choice and color for fendering system (including the mounting structure) should be coordinated with the town. Non-timber (ABS or similar) would be preferred due to potential deterioration and future maintenance/replacement of the fenders and support members.
- 10) How is water removed that will likely collect in the bottom sump of the casement as shown on sheet 8?
- 11) What is the material choice for ladders and rails inside casement area?
- 12) Is there sufficient room to access both front and rear areas of the bridge mechanism inside the pit for maintenance? There does not appear to be enough room to move around the front (span side) of the gear mechanism for visual inspection and routine maintenance.
- 13) What type of horn is proposed for the control panel? Air horn preferred.
- 14) Sheet 19- Light fixture inside control panel seems to be mis-labeled (1 instead of 10). Would prefer LED light to fluorescent.
- 15) Please coordinate details/specs of the proposed navigation lights and where and how they are to be placed with the harbormaster.
- 16) Town may desire some extra (empty) conduit be included during construction for future use.



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



March 21, 2013

Pamela S. Stephenson
Division Administrator
Federal Highway Administration
Massachusetts Division
55 Broadway, 10th Floor
Cambridge, MA 02142

Subject: Bridge Street over Mitchell River, Project #603690

Dear Ms. Stephenson:

MassDOT is writing to inform you of the conclusions resulting from our joint consultation with interested parties as part of Section 106 Consultation.

Since the Keeper's determination in October 2010 that the Mitchell River Bridge is eligible for listing in the National Register of Historic Places, MassDOT has made a good faith effort to design a context sensitive new bridge to replace the existing historic bridge. MassDOT's design will incorporate many features and materials into the design of the new bridge to resemble the existing historic structure while taking into account the project purpose and need. During the past 2 ½ years, MassDOT has continued to update the original 25% plans in order to incorporate context sensitive design as follows:

- Entire superstructure of the approach spans has been changed from steel girders to wood/glulam girders.
- Wearing surface has been changed from concrete to timber decking.
- Timber decking orientation has been changed to match the existing herringbone pattern.
- All sidewalks and railings have been changed to timber.
- Bascule span has been changed from steel and concrete to a steel frame with a timber deck and timber sidewalks.
- Bridge cross section (excluding sidewalks) has been narrowed from 30' down to 26'. Sidewalk width will be 5' on each side of the road.
- The proposed pipe piles will be painted to resemble the existing creosote wood piles.
- Stone cladding will be incorporated on the bascule piers and abutment elevations.

More specifically, consistent with the Section 106 Memorandum of Agreement (MOA), Stipulations – Section II, MassDOT committed to further consultation regarding specific aesthetic elements that may be incorporated into the bridge design. This consultation consisted of providing the Consulting Parties with detailed evaluations and samples for specific treatments that will best incorporate aesthetic elements that are in keeping with the historic character of the Mitchell River Bridge. Since providing the information to the Consulting Parties, MassDOT conducted a meeting on February 12, 2013 in Chatham, specific to the Section 106 MOA stipulations and has evaluated all written comments received from the Consulting

Parties. The following are the outstanding issues that were specific to the MOA and our decisions on how we intend to proceed with Final Design of the Mitchell River Bridge:

Pier Cap Material

MassDOT has evaluated the option of wood versus concrete pier caps and has concluded that concrete pier caps are the more prudent alternative for the Mitchell River Bridge. Our decision is based on the Report prepared by URS dated January 9, 2013 and HDR's independent review dated January 10, 2013. Both reports reaffirm our decision that concrete pier caps are more durable than wood pier caps, are easier to construct and inspect, and can be textured and stained to have the appearance of wood. The concrete pier caps will not only provide a 75 year design life, but based on experience with other concrete pier caps in similar environments throughout the Commonwealth, MassDOT has a reasonable expectation that other than routine inspections, maintenance will be minimal. Therefore, the concrete pier caps will provide the most cost effective and durable solution for the Town of Chatham.

MassDOT has received several comments both verbally and in writing relative to the form liner that will be used to give the appearance of wood to the concrete pier caps. As requested at the Consulting Parties meeting, a sample mock-up of the wood grain texture to be used for the pier caps has been provided to the Town for viewing. MassDOT will develop a specification that will require the contractor to replicate the sample form liner pattern on the poured concrete pier caps. The final color of the textured concrete will consist of a multiple stain application. MassDOT will develop a specification for the stain application and will require the contractor to match the existing wood pier cap color to the extent feasible. MassDOT will also specify that the Contractor provide two (2) concrete stained mock-ups for viewing by the consulting parties and the public prior to final application. Based upon the small number of projects where MassDOT used stained concrete, MassDOT does not anticipate that re-staining will be required throughout the life of the pier cap.

Therefore, MassDOT has decided that the final design of the bridge will proceed with textured and stained concrete pier caps on concrete filled steel piles.

Steel Pipe Pile Protective Coating

MassDOT has investigated options for steel pipe pile coatings for the Mitchell River Bridge. Upon receiving recommendations from our Consultants and discussing the most appropriate application for this environment, the recommendation was made to use Coal Tar Epoxy coating for the pipe piles, as the black color would most closely resemble the existing creosote wooden piles. As a result of the comments received at the Consulting Parties meeting relative to the final color, MassDOT convened a site visit at two (2) bridge locations in Marshfield where this coating system was recently used. There was consensus among the attendees that the coating and color *may* be acceptable, however there were some concerns as to how the coating system for the Mitchell River Bridge will weather in appearance over time and provide the desired look. Although the weathered look cannot be guaranteed, the bridges in Marshfield have a similar east-west orientation as the Mitchell River Bridge, which should result in approximately the same amount of sunlight exposure. In addition, both bridges are in similar saltwater and shellfish environments.

Although the same type of coating is being proposed as that used on the Marshfield bridge pipe piles, it should be noted that the application of the coating will be slightly different for the Mitchell River Bridge.

The bridges in Marshfield received only one (1) coat of the coal tar epoxy with no zinc primer and it did not appear that the piles were touched up during installation, leading to some areas of rust. In addition to sacrificial steel thickness as part of the design, the proposed pipe piles will receive a far superior system consisting of a zinc primer followed by two (2) coats of coal tar epoxy. MassDOT is also proposing to install cathodic protection to the pipe piles in order to ensure the maximum life expectancy of the piles. Special provisions requiring that a zinc primer and two coats of coal tar epoxy be applied to the pipe piles in a controlled environment and touched up on-site as directed by the Engineer will be included in the construction contract to ensure the quality of the installed pipe piles. MassDOT believes that this coating system will provide a minimum 75 years design life for the piles with least amount of maintenance for the Town of Chatham.

Therefore, MassDOT has decided that the final design of the bridge will proceed with concrete filled steel pipe piles coated with a zinc primer, two coats coal tar epoxy and cathodic protection.

Stone Cladding

As part of the Section 106 consultation, MassDOT has committed to the installation of natural stone veneer on the bascule pier and the abutments. There were several comments relative to the type of stone and color to be used. A request was made to provide mock-ups of the different stone options and color variations. MassDOT has provided four (4) mock-up panels from a local vendor to the Town of Chatham for viewing by the consulting parties. The panels consist of two round stone varieties (Boston Blend Mosaic and Boston Blend Round) and two square stone varieties (Boston Blend Square & Rectangular and Vineyard Granite Ashlar). MassDOT will make a final decision on the stone selection after seeking input from the public during the 75% design public hearing.

It is important to note that the veneer will be natural stone varying from 3"-6" in thickness and will be installed using mortar and tie-back anchors. MassDOT used a similar stone application on the concrete piers and abutments of the Pepperell Wood Covered Bridge completed in 2008. MassDOT believes that this stone veneer will require very little maintenance aside from routine inspections.

Therefore, MassDOT has decided that the final design of the bridge will proceed with cladding of the bascule pier and abutments using 3"-6" natural stone veneer. As requested at the Consulting Parties meeting, the stone veneer will be installed on all concrete exposed areas of the abutments and wingwalls.

Re-use of the Existing Wood Railings

MassDOT has committed to investigating the possibility of re-using some of the existing railings on the proposed bridge. Due to the spacing requirements of the posts and the uncertainty of the condition of the existing rails, MassDOT has dismissed the possibility of re-using the railing in its entirety. However, due to requests made at the Consulting Parties meeting to try to re-use some of the railings, MassDOT is working with the designer and FHWA to incorporate a section of the top rail into the project. This final design and the extent of re-use will depend on test results of the existing top rail to determine the integrity of the existing wood top rail, and further consultation with our designer and FHWA. MassDOT will require that the contractor test the section to be re-used prior to installation. In addition, if requested by the Town, MassDOT can provide a few sections of the top rail to stock-pile for future repairs and replacements.

Therefore, MassDOT has decided that the final design of the bridge will proceed with partial re-use of the top rail and require that the selected contractor test the rail for structural strength and condition prior to installation. Re-use of the top rail will depend on testing results and final acceptance by both MassDOT Bridge Section and FHWA.

Review of 25% Progress Plans

As part of the further consultation required under Section 106, MassDOT provided 25% progress/sketch plans for review and comment by the interested consulting parties. Several comments were received both verbally and in writing relative to the general design in addition to the aesthetic elements described above. There were several minor design comments relative to open/close cycle times, procedures for notification of opening, manual and automatic back-up systems, fender design details and the addition of a cross walk at one end of the bridge. These design comments will be addressed and incorporated into the design plans and presented at the 75% design public meeting.

Therefore, MassDOT will address and incorporate these comments to the extent possible and present the results at the 75% design public meeting.

Archival Documentation

Stipulation III of the Section 106 MOA requires MassDOT to provide photographs of the Mitchell River Bridge and other relevant documentation to the Chatham Historical Commission. One of MassDOT's cultural resources consultants has taken the photographs and has prepared prints as required by the MOA. Those prints will be packaged in an archival quality box and provided to the Chatham Historical Commission for distribution to an appropriate local repository. The MOA also requires MassDOT to include other paper documentation relevant to this project in the archival box along with the photographs. MassDOT will prepare a list of documents relating to the Section 106 consultation process and will submit that list through FHWA to the consulting parties for review and comment. Once the consulting parties have reached consensus on the specific documents to be included, then MassDOT will submit the archival documentation through FHWA to the Chatham Historical Commission, with digital copies submitted to all other consulting parties.

Therefore, MassDOT has fulfilled all the required stipulations of the MOA.

Functional Classification and Design Speed

Although not listed as a stipulation within the Section 106 MOA, MassDOT received several verbal and written comments relative to the roadway classification and the design speed of the roadway. MassDOT formally addressed the issue of design speed in a response to a letter dated March 16, 2012 and verbally at Board of Selectman Meetings. We will also be addressing these issues in the responses to comments as part of the NEPA process. Additionally, MassDOT would like to reiterate our basis of the design. The functional classification for this section of roadway has been determined to be an Urban Collector. The functional classification is determined for each roadway by MassDOT Planning Division in conjunction with local Metropolitan Planning Organizations and other local agencies. In addition, a speed study was performed and results indicate that the actual vehicular speed varies between 30-32 miles per hour (mph) depending on the time of day. Therefore, the current design speed of 30 mph is appropriate based on the

functional classification and the actual speeds. This is the minimum design speed that will ensure a safe roadway for the speeds that vehicles are currently traveling. It is important to note that the design speed is not the posted speed which is currently posted by the Town as 15 mph. MassDOT is not recommending any changes to the posted speed limit for this section of roadway.

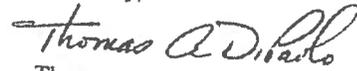
MassDOT has also received comments relative to retaining the current "dip" in the roadway. The controlling criteria for the selected design speed must meet minimum lengths of vertical curves and sight distance requirements. The design of the bridge profile has been designed for the minimum design values in order to maintain the current profile to the extent possible and to provide the required clearances in the Navigation Channel. Meeting these requirements requires raising the east elevation of the bridge slightly which slightly reduces the "pronounced dip" in the roadway. MassDOT does not believe that this will lead to an increase in speeding and will in fact provide for a safer roadway for the users of the bridge.

Therefore, MassDOT will use the current proposed roadway profile based on a Functional Classification of Urban Collector Roadway and a Design Speed of 30 mph for the final design of the roadway.

A Public Meeting will be held at the 75% design phase to provide the general public an opportunity to view progress design plans and to solicit additional comments for consideration during the final design phase.

If you have any questions, please feel free to contact Joseph A. Pavao, Jr., P.E., Project Manager at 857-368-9287.

Sincerely,



for Thomas F. Broderick, P.E.
Chief Engineer

Cc File Copy
Joseph A. Pavao, Jr., P.E., Project Manager
Michael Bastoni, Environmental Project Manager
Jeffrey Shrimpton, Cultural Resources
Ted Keon, Town of Chatham
Pam Haznar, Project Dev. Eng., District 5





Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



August 27, 2013

Subject: Chatham – Mitchell River Bridge Project
Project File No. 603690
Design Public Hearing Comments

Mr. George Myers
P.O. Box 619
Chatham, MA 02633

Dear Mr. Myers,

Thank you for your attendance and comments on the 75% Design Public Hearing held on July 18, 2013 for the proposed Mitchell River Bridge Replacement Project. Public participation is essential in the design process and enables MassDOT to be familiar with the issues and concerns of the community.

MassDOT has received your original letter dated July 1, 2013 regarding the inclusion of bike lanes in the design and subsequently your revised position received on July 10, 2013 based on your conversation with the Town of Chatham and several Chatham citizens. As MassDOT presented at the public hearing, the current design reflects comments received throughout the design process that does not include the inclusion of bike lanes. This decision has the support of the Chatham Board of Selectman, the Chatham Bikeways Committee and many Chatham citizens. However, based on comments received at the hearing, MassDOT has modified the design to include advance signs and pavement markings to alert both vehicular and bicycle traffic to share the road.

With regard to the inclusion of cathodic protection for the pipe piles, MassDOT is in the process of finalizing the design and specifications. The system will consist of a passive system with the use of underwater sacrificial anodes. As with the rest of the bridge, the Town of Chatham will be responsible for the overall maintenance of the new Bridge upon final acceptance.

We value your comments as submitted and will ensure that they be included in the official Public Hearing transcript along with this letter of response.

Sincerely,

Patricia A. Leavenworth, P.E.
Chief Engineer

cc: Joseph A. Pavao, Jr., P.E. Project Manager
Michael Chong, FHWA
File Copy (myers DPH response.doc)

July 22, 2013

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

Via Electronic Mail

Attn: Joseph A. Pavao, Jr., P.E., Project Manager, Accelerated Bridge Program

Dear Ms. Leavenworth:

I am George Myers, a resident of Chatham, and one of the Section 106 Consulting Parties for the Mitchell River Bridge Replacement Project (MRBRP). I attended the 75% Design Public Hearing on July 18, 2013 in Chatham, MA and spoke in support of the 75% design for the Alternative 3 bridge. Pursuant to the "Notice of a Public Hearing," I respectfully request that this written statement and attachment be included in the public hearing transcript.

At the outset, I wish to note my disagreement with the spokesman for the Friends of the Mitchell River Bridge that MassDOT showed "animosity" toward the efforts of the Friends to obtain National Register eligibility. In fact, even prior to the Keeper's October 2010 DOE, MassDOT had addressed a number of issues raised by the Friends concerning the history and aesthetics of the existing bridge. As stated on MassDOT's web site in March 2010:

MassDOT is further revising their preliminary plans based upon feedback given during the second public information meeting and its meeting with town officials. Timber is being increased as a design element in order to better echo the aesthetic of the existing bridge. MassDOT is also investigating the possibility of an all-timber bridge design to have the 75-year service life required by the Accelerated Bridge Program.

Moreover, in 1984, 1985 and in January, February, and July 2010, the Massachusetts State Historical Preservation Officer (SHPO) determined that the MRB was not eligible for the National Register. Thus, it was not unusual, in fact, it was appropriate, for MassDOT to take the position that the MRB was not NR-eligible.

It is also respectfully submitted that it serves no useful purpose to continue to reargue the issues that were resolved in finality by the May 14, 2012 Memorandum of Agreement reached at the conclusion of the Section 106 proceeding and by the November 2012 NEPA Environmental Assessment.

A Final Word on Bike Lanes

On July 1, 2013, pursuant to the Notice of Hearing, I submitted a request that MassDOT reconsider my proposal to restore bike lanes on the Alternative 3 design of the bridge. Subsequently, on July 10, 2013, I withdrew the request for reconsideration of the bike lane proposal based on discussions with Town Officials and several Chatham citizens. Following withdrawal of my request, I received additional information that I considered appropriate to make of record at the 75% design stage because of its pertinence to my bike lane proposal and

the issues of safety and speeding raised by some Chatham citizens and Section 106 consulting parties.

Late on July 18, 2013, the day of the 75% Design Public Hearing, I received a forwarded e-mail (attached) written by Mr. David Watson, Executive Director of the Massachusetts Bicycle Coalition (MassBike)¹ who had reviewed my bike lane proposal for the MRB and concluded that removal of the bike lanes from the earlier designs of the MRB was not "unreasonable or unsafe." However, the basis for his conclusion that bike lanes were not necessary on the MRB was different from the basis upon which MassDOT removed them, and different from the basis upon which the Chatham Bikeways Committee and others opposed restoring bike lanes on the MRB.

Because the traffic volume on the MRB is low (less than 800 cars per day), the posted speed is low (15 MPH) and the bridge length is only about 200 feet, Mr. Watson concluded that the MRB does not meet the minimums for bike lane use by the "most progressive design guide (NACTO)."² In my opinion, the basis for Mr. Watson's conclusion is a more appropriate rationale for removal of the bike lanes from the MRB than the rationale previously stated by MassDOT and urged by the Chatham Bikeways Committee and others.³ However, it should be noted that during the summer season, the traffic volume of cars (and bicycles) on Bridge Street and the MRB is likely substantially greater than MassDOT's figure and that the lower 15 MPH speed limit on the MRB was established during the Board of Selectmen meeting of January 25, 2011 because of the deteriorating condition of the bridge. Presumably, the 15 MPH speed limit will be retained when the new bridge is completed. In addition, Mr. Watson's suggestion of using sharrows on Bridge Street and the MRB in lieu of bike lanes warrants serious consideration.

Although removal of the bike lanes from the MRB design can be justified based on Mr. Watson's analysis, it is unfortunate that much of the opposition to restoring the bike lanes was based on the misperception that widening the bridge to accommodate marked bike lanes would have caused a dangerous increase in traffic speed. As Mr. Watson notes in his e-mail (and the writer has argued ad nauseam), marked bike lanes have a known traffic-calming effect so that, even if removal of the bike lanes in the Alternative 3 design was reasonable, restoring bike lanes could have had a desirable traffic-calming effect sought by those who opposed them.

Cathodic Protection for the Steel Piles of the MRB

During the 75% Design Hearing, the spokesman for the Friends of the Mitchell River Bridge discussed the proposed treatment for the steel pilings of the Alternative 3 bridge design to give them the appearance of creosoted timber pilings. His comments on that issue can be viewed on Chatham's Channel 18 from 1:00:55 to 1:03:55 at this link.⁴ In response, MassDOT's Project Engineer for the MRB, Mr. Joseph Pavao, summarized the processes that will be utilized to

¹ MassBike is a 36-year old non-profit organization with a mission of promoting a bicycle-friendly environment, encouraging bicycling for fun, fitness and transportation and fully integrating bicycling into the Massachusetts public transportation system.

² NACTO is the National Association of City Transportation Officials and its design guide can be found here: <http://nacto.org/cities-for-cycling/design-guide/>.

³ I also agree with Mr. Watson that "reasonable accommodation" is the legal requirement for bike lanes under Massachusetts General Laws Ch. 90E Sec. 2A.

⁴ <http://view.liveindexer.com/ViewIndexSessionSLMQ.aspx?ecm=635099922801964949&indexSessionSKU=kwzuA9xNoLdugBz67PQh9Q%3D%3D&siteSKU=CXPAtcfUIBTkfv/kTud7uQ%3D%3D#>

minimize corrosion of the steel piles. His response can be viewed on Chatham's Channel 18 from 1:17:45 to 1:19:10 at the link of n.4.

In his summary, Mr. Pavao explained that MassDOT will be providing "multiple levels of protection" for the steel piles of the MRB – "more than we have ever done on any bridge." In addition to filling the steel piles with concrete,⁵ increasing the wall thickness of the piles to account for long term corrosion (sacrificial thickness), galvanizing the pile surfaces with zinc,⁶ and applying two coats of coal tar epoxy over the exterior zinc coating, MassDOT proposes to incorporate cathodic protection (CP) for the MRB steel piles.

Apart from the possible overkill that cathodic protection will provide for any corrosion of the multiple-treated steel piles⁷, the added cost of cathodic protection was not discussed at the 75% Design Hearing, nor were the particular type of cathodic protection and its design specifics explained.

With respect to system type, for example, it was not explained whether the CP system will be passive galvanic or impressed current (ICCP). In any event, the design and implementation of the CP system need to be discussed in detail with town staff and resolved to their satisfaction.

Cost is, of course, relevant because, once the new bridge is completed, ownership will be turned over to the town and all maintenance and repairs to the bridge thereafter, including, for example, periodic replacement of the underwater sacrificial anodes of a passive galvanic CP system, must be borne by the town. However, because the CP system for the MRB appears to be a measure that MassDOT has not used in the past on other bridges, perhaps it would be willing to retain responsibility for maintenance and repair of the CP system for all or part of the expected 75 year life of the bridge.

I understand that the 75% Design Public Hearing is the final hearing before bids will be solicited for the MRBRP and the final opportunity for public comment on the bridge design. During my more than three years' participation in the process, I have been particularly impressed, not only by the technical expertise of MassDOT and its consultants, but also by the perseverance and professionalism they, and FHWA, have demonstrated in carrying out their responsibilities under Section 106, NEPA and the Accelerated Bridge Program. I look forward, as I am sure most Chatham citizens do, to the future opening of the new Mitchell River Drawbridge.

Respectfully submitted,

George Myers
MRB Consulting Party

⁵ Filling the piles with concrete will inhibit corrosion on the inner surfaces of the piles.

⁶ Zinc galvanizing is a type of localized cathodic protection for steel.

⁷ It may be worthwhile to contact NHDOT regarding the condition of the concrete-filled coated steel piles used to replace the timber piles of the tidal Seavey Creek Bridge in Rye, NH. Those piles have been in place in salt water for almost five years.

Attachment

The following e-mail was sent by David Watson, the Executive Director of MassBike to the Cape and Islands representative of MassBike, Rob Miceli, and forwarded to George Myers on July 18, 2013, just prior to the 75% Design Public Hearing:

"I've heard from the [MRB] project manager [Mr. Joseph Pavao], and from what he is telling me, shared lanes seem reasonable in this context, and 12' lanes with 2' shoulders meet the minimum (14') for a shared lane.^[8] The bridge is low volume (less than 800 cars a day), low speed limit (15mph), and only 200 feet long. With these numbers, the bridge does not meet the minimums suggested for bike lane use by even the most progressive design guide (NACTO). They are planning to use signage to warn everyone to share the space, and I suggested adding sharrows on the bridge and the approaches to help everyone merge before entering the bridge.

To put this in perspective, even if you assume that all the traffic occurs in a 12-hour period, that's only about one car per minute. Averaged over a whole day, it is less than one car every two minutes. You would have to compress all the traffic into about five hours for it to rise to a level where bike lanes might be warranted by that measure.

Another issue is that members of the public, including the Chatham Bikeways Committee, did not understand the traffic calming effects of bike lanes, worrying that widening the bridge to make space for bike lanes would increase traffic speeds. The reality is that bike lanes might have slowed traffic, but would not have increased speeds. This misinformation should not have been a factor in the decision, as the decision can be justified on the numbers alone. [Emphasis added].

Unless someone can articulate an actual, not theoretical, safety issue, I cannot push this further. Mr. Myers does not seem to have considered the volumes, speed limit, or length of the bridge in his arguments. And he is mistaken in his belief that bike lanes are a legal requirement. "Reasonable accommodation" is the legal requirement, and while he may not agree with the decision, I cannot say it is unreasonable or unsafe based on what I've heard from him and the project manager.

Mr. Myers mentioned that bicyclists like to stop on the bridge and look at the view, and that bike lanes would make that safer. We never recommend that bicyclists stop in bike lanes - that is a hazard to other bicyclists. So I cannot agree that this is a good reason for a bike lane.

By the way, I have devoted a considerable amount of time this week to investigating this issue, and Mr. Myers is not a MassBike member. I do not typically respond to individual requests of this nature, particularly from non-members, but it seemed that there might be a larger issue here. I like to encourage non-members to join and support our work."

^[8] The actual width of the travel lane for the MRB is 11 feet rather than 12 feet so the MRB roadway does not meet what Mr. Watson states is the minimum 14 foot width for a shared roadway.]

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Summary

The first part of the report deals with the general situation of the country and the position of the various groups. It is found that the situation is generally satisfactory, but there are some points which require attention.

The second part of the report deals with the financial situation. It is found that the financial position is generally sound, but there are some points which require attention.

The third part of the report deals with the administrative situation. It is found that the administrative system is generally efficient, but there are some points which require attention.

The fourth part of the report deals with the social situation. It is found that the social conditions are generally satisfactory, but there are some points which require attention.

The fifth part of the report deals with the economic situation. It is found that the economic conditions are generally satisfactory, but there are some points which require attention.

The sixth part of the report deals with the political situation. It is found that the political conditions are generally satisfactory, but there are some points which require attention.

The seventh part of the report deals with the cultural situation. It is found that the cultural conditions are generally satisfactory, but there are some points which require attention.

The eighth part of the report deals with the educational situation. It is found that the educational conditions are generally satisfactory, but there are some points which require attention.

The ninth part of the report deals with the health situation. It is found that the health conditions are generally satisfactory, but there are some points which require attention.

The tenth part of the report deals with the housing situation. It is found that the housing conditions are generally satisfactory, but there are some points which require attention.

The eleventh part of the report deals with the transport situation. It is found that the transport conditions are generally satisfactory, but there are some points which require attention.

The twelfth part of the report deals with the communication situation. It is found that the communication conditions are generally satisfactory, but there are some points which require attention.

The thirteenth part of the report deals with the energy situation. It is found that the energy conditions are generally satisfactory, but there are some points which require attention.

The fourteenth part of the report deals with the environment situation. It is found that the environment conditions are generally satisfactory, but there are some points which require attention.

The fifteenth part of the report deals with the future prospects. It is found that the future prospects are generally bright, but there are some points which require attention.



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



August 27, 2013

Gloria M. Freeman
208 Kendrick Road
North Chatham, MA 02650

Subject: Chatham – Mitchell River Bridge Project
Project File No. 603690
Design Public Hearing Comments

Dear Ms. Freeman:

Thank you for your comments on the 75% Design Public Hearing held on July 18, 2013 for the proposed Mitchell River Bridge Replacement Project. Public participation is essential in the design process and enables MassDOT to be familiar with the issues and concerns of the community.

MassDOT has received your comments both verbally and in writing regarding the design speed and your concern relative to reducing or maintaining the current speeds on the bridge. As with any highway or bridge project, MassDOT's first priority is to provide a roadway that meets current standards and is safe for all users. The designation for Bridge Street as it crosses over the Mitchell River is designated as an Urban Collector. As presented at the design public hearing, the proposed design speed for this roadway classification is 30 mph. Please keep in mind that this is not the posted speed limit. The speed limit is currently posted at 15 mph and it is our intent to keep the same posted speed limit upon completion of the project.

As a result of further discussions between yourself and MassDOT's Project Manager at the conclusion of the meeting, MassDOT has included signs and pavement markings on both approaches to warn drivers and bicyclists to share the road. The current design as proposed has received the support of the Chatham Board of Selectman and the local bicycle advisory council. In summary, MassDOT will be providing a bridge that meets current standards, will not encourage speeding and will be safer for all the users of the bridge.

We value your comments as submitted and will ensure that they be included in the official Public Hearing transcript along with this letter of response.

Sincerely,

Patricia A. Leavenworth, P.E.
Chief Engineer

cc: Joseph A. Pavao, Jr., P.E. Project Manager
Michael Chong, FHWA
File Copy (Freeman DPH response.doc)

208 Kendrick Road
P. O. Box 247
North Chatham, MA 02650

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

Via Electronic Mail

Attn: Joseph A. Pavao, Jr., P.E., Project Manager, Accelerated Bridge Program

Re: Chatham Mitchell River Bridge

Dear Ms. Leavenworth:

As a Chatham citizen who has attended every public meeting regarding the Replacement Project for Chatham's National Register of Historic Places-eligible Mitchell River Bridge, I am sending these comments in response to the 75% Design Public Hearing on July 18, 2013 in Chatham. (Bridge No. C-07-001 and Project No. 603690)

While MassDOT assures us that our comments and concerns will be studied and reviewed and are valued, my belief is that minds are largely made up and that final decisions are made without promised and proper consideration in regard to traffic speed and safety. I understand that the design of the Bridge must accommodate project needs, but I do not believe historic values and safety have received adequate and appropriate attention. I have taken every opportunity to speak about both issues, but will focus in this letter on speed and safety.

Mr. Joseph Pavao, Project Manager for this Bridge project, has offered assurances that the design speed for the existing and the proposed bridges are the same and that the proposed design "will not change". The point I have tried to make is that the existing "dip" of the east side approach, which serves to slow down vehicular traffic, is being eliminated, which, in my opinion, will cause a significant increase in traffic speeds. Chatham Staff members expressed the same concern, found in Minutes of a December, 2012 meeting with MassDOT representatives. Our own Board of Selectmen also addressed the issues of speed and safety in a letter to Federal Highway and MassDOT in March, 2012, in which they asked for design elements to be included that would slow down speeds. Numerous townspeople have spoken about the safety and speed issues at public meetings and in letters to our local newspaper. There are no sidewalks in the area other than on the Bridge. Pedestrians walk in the street and this passage way is a very popular, year-round walk, popularly referred to as "the loop". There are families walking from or to Lighthouse Beach with toddlers, carriages, and strollers in tow. The existing Bridge forces traffic to slow down, but what has been designed, in MassDOT's own words in their First Report, states that "traffic speeds are anticipated to increase". We do not want a speedway and by increasing the road elevation on the east side, that is what we could get, and it simply is not safe in this rural area. Mr. Pavao told us at the July 18th meeting that the "dip" in the road had to be removed because of the required elevation of the bridge over the channel. Respectfully, I

find it difficult to accept that MassDOT engineers cannot provide a solution that will not increase vehicular speed.

At the July 18th meeting, I requested further warning for drivers so that they realize they are approaching a drawbridge. Mr. Pavao promised to look into better signage. I trust that will happen.

The design of the Bridge has greatly improved from the design we first saw, but we are losing this historic wooden drawbridge – the last one in the entire country – and it is a sorrowful event for many of us, especially when it was clearly possible for more wood to be incorporated into the reconstructed bridge i.e. fenders, wooden pilings, pier caps, and a timber bascule, so that the reconstructed bridge could have integrity and character as one in a continuing line of wooden drawbridges, eligible for listing on the National Register.

I appreciate the opportunity to submit my comments and hope that serious consideration will be given to them.

Sincerely,

Gloria M. Freeman



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



August 27, 2013

Subject: Chatham – Mitchell River Bridge Project
Project File No. 603690
Design Public Hearing Comments

Mr. Donald Aikman
Chatham Historical Commission
549 Main Street
Chatham, MA 02633

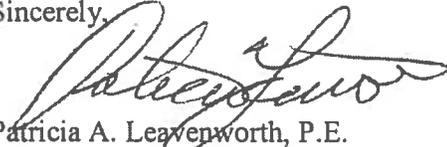
Dear Mr. Aikman,

Thank you for your comments on the 75% Design Public Hearing held on July 18, 2013 for the proposed Mitchell River Bridge Replacement Project. Public participation is essential in the design process and enables MassDOT to be familiar with the issues and concerns of the community.

MassDOT is sensitive to the importance of incorporating as much of the existing bridge railing into the new replacement bridge to the extent feasible. I would like to assure you that your comments relative to the re-use of the existing wooden bridge railings has been incorporated into the final design and specifications as presented at the design public hearing.

We value your comments as submitted and will ensure that they be included in the official Public Hearing transcript along with this letter of response.

Sincerely,



Patricia A. Leavenworth, P.E.
Chief Engineer

cc: Joseph A. Pavao, Jr., P.E. Project Manager
Michael Chong, FHWA
File Copy (Aikman DPH response.doc)

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2013 JUL 29 P 4: 26

Ms. Patricia Leavenworth, PE
Chief Engineer Mass. DOT
10 Park Plaza
Boston MA 02116
Att. Joseph A. Pavao Jr. PE
Project Mgr.
Accelerated Bridge Program

July 26, 2013

Project File # 603090

Dear Ms. Leavenworth,

As I was unable to attend the public hearing held in Chatham on July 18, 2013 on the Mitchell River Bridge Replacement Project, I would like to add my comments to the project file.

It was very reassuring to me that both Mass DOT and Federal Highway have agreed to reuse as much of the existing bridge railings as is possible and still maintain its integrity in the new bridge.

As one of the consulting parties, I would like to encourage the Mass DOT supervisor to be sure that that is accomplished. Incorporating as much of the existing historical bridge into the new replacement bridge is very important to historically minded citizens in Chatham.

Sincerely,



Donald Aikman
Chatham Historical Commission